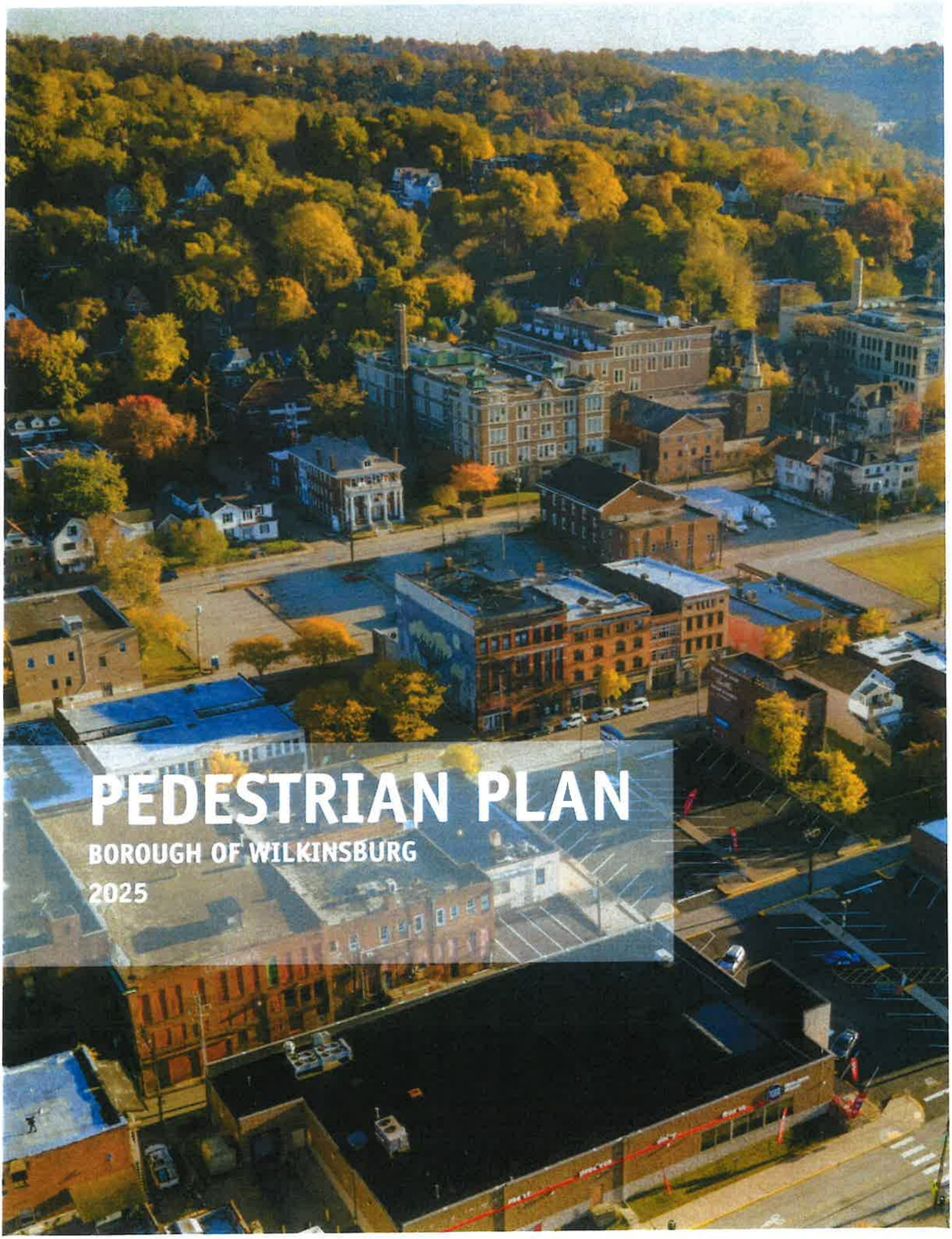

PEDESTRIAN PLAN

BOROUGH OF WILKINSBURG

2025

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Table of Contents

01	**Introduction & Context**	**5**
	Executive Summary	6
	Project Overview	10
	Existing Plan Summary	14
02	**Existing Conditions Assessment**	**19**
	Field Visit Summary	20
	Public Meeting Results	26
	Public Survey Results	28
	Community Context	32
03	**Vision, Goals, and Recommendations**	**45**
	Vision and Goals	46
	Recommendations	47
04	**Pilot Areas**	**59**
	Pilot Areas	60
	Main Streets	62
	Residential Streets	66
	Intersections	72
05	**Appendix**	**77**

01

Introduction & Context

Executive Summary

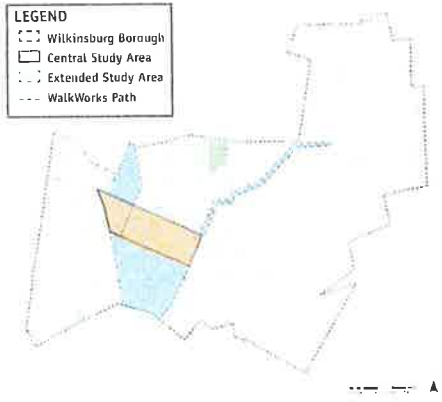
Project Overview

Existing Plan Summary

Executive Summary

Vision & Recommendations

Wilkinsburg's vision is for mobility to be more than transportation; it should reflect the borough's values of inclusion, resilience, and shared well-being. Through this plan and process, Wilkinsburg has laid the foundation for a more welcoming, walkable, and thriving community that prioritizes people over cars and fosters a sense of belonging across every block. The plan aims to create a safe, accessible, and more dignified pedestrian experience for all members of the community.



Wilkinsburg Pedestrian Plan Study Area

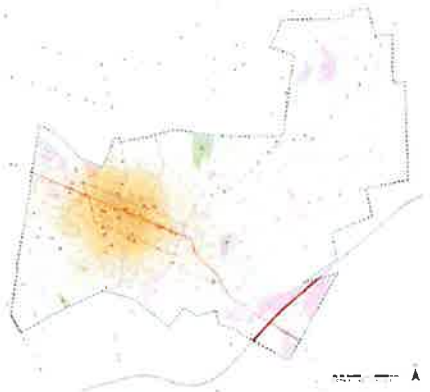
This plan provides four key types of recommendations:

Priority Projects for Future Funding

The Wilkinsburg Pedestrian Plan (WPP) provides a recommended list of tools, along with rough estimates for the costs to implement them, for improving pedestrian safety in the community. Along with those tools, the WPP uses quantitative and qualitative data to identify the areas of highest need for improvement. Applying the tools to the areas of highest need will give the borough the types, locations, and estimated costs for high priority projects- those that should be funded first. Concept plans and cost estimates should be developed to align with funding programs. This plan includes concept plans for three key locations, which can be used as models for other projects going forward.

Quick Implementation Opportunities

In addition to a list of funding priorities, it's helpful for the borough to have a menu of short-term, cost-effective interventions that can be implemented with limited funding and maintenance staff resources. This set of actions consists of lower-cost, high-impact improvements that can be quickly deployed using local funds and minimal permitting. Some examples include applying high-visibility paint for crosswalks, installing flex posts or planters at key crossings, and enforcing parking restrictions to increase visibility. These quick wins should be guided by community input, including that provided by the public meeting and steering committee during this planning process. The borough's Department of Public Works (DPW) can use this plan as a reference to prioritize and complete such smaller interventions.



Wilkinsburg Pedestrian Plan Priority Areas

Policy Updates

Recommendations to improve pedestrian safety can involve updating local regulations, design standards, and maintenance practices to support long-term infrastructure quality. Establishing a formal sidewalk maintenance policy can define responsibilities between the borough and property owners and ensure equitable enforcement. Implementing crash data recording protocols in line with PennDOT reporting requirements will improve how pedestrian-related incidents are tracked and analyzed to inform decision-making. Policy alignment with NACTO street design guidelines ensures consistent, pedestrian-friendly approaches in future projects. Updates to parking enforcement rules can also address safety near intersections and crosswalks.

Actions to Pursue with Partner Organizations

Wilkinsburg can collaborate with community groups, nonprofits, and regional agencies to implement placemaking and education initiatives that create, support, and/or complement physical improvements. Placemaking projects, such as street murals, creative lighting, and plazas and parklets enhance pedestrian comfort and neighborhood identity. Community safety campaigns with schools and civic groups can raise awareness around crosswalk use and driver behavior. The Safe Routes to School program can help create healthy communities by providing safer walking, bicycling, and riding routes for students. Programs like street tree planting with root barriers or structural soil can improve walkability while addressing sidewalk damage.

Pilot Areas

To demonstrate the effectiveness of the recommendations toolkit, we have created a set of concept plans, or projects, for pedestrian safety improvements along three sites with varying configurations, conditions, and need.

The projects and their specific recommendations are mentioned below. For detailed visuals please refer to chapter 4.

Main Street: Safer connections on Penn Avenue

Main Street: Pedestrian Connector

A network of pathways in downtown Wilkinsburg is used by pedestrians to access businesses, especially along Penn Avenue. These routes are formal, but can be very useful in improving walkability in the neighborhood. Based on our analysis and observations we recommended the following:

Install high-visibility raised midblock crosswalk along key paths. We observed pedestrians cutting across Penn Ave from the Save-a-Lot parking lot and along the alley leading up to Taylor Way. By formalizing this mid-block crosswalk, safety would be improved. By further raising the crosswalk, vehicular speed along Penn Avenue can be reduced.

Reduce crossing distances with curb extensions and pedestrian refuge islands. By adding bulb-outs at the mid-block crosswalk, pedestrian visibility is improved.

Maintain and improve sidewalk infrastructure. By prioritizing sidewalk improvement along Penn Avenue, walkability in the neighborhood improves.

Convert alley to pedestrian access only. The alleyway connecting Penn Avenue and Taylor Way can be changed to pedestrian access with limited vehicular access for events in the park.

Additional main street possibilities:

- Implement leading pedestrian intervals (LPI) at signalized intersections.
- Explore traffic calming measures such as road diets or rectangular rapid flashing beacons (RRFBs) at unsignalized crossings.

Neighborhood Connector: Slow is safe along Ross

Neighborhood Connector: Traffic Calming

Based on our observation and analysis, traffic on Ross Avenue often feels unsafe. Pedestrians mentioned speeding along multiple residential streets and the need for traffic calming.

Implement traffic calming measures such as speed humps. Implementing speed humps along Ross Avenue, controls vehicular speed and improves pedestrian safety.

Add curb extensions at key intersections to improve pedestrian visibility. Adding curb extensions along intersections along Ross Avenue, pedestrian improves visibility and safety.

Maintain clear sight-lines at intersections by enforcing parking restrictions. Enforcing parking regulations, improves pedestrian visibility along intersections.

Convert exisiting contra flow bike lane to a parking protected bike lane (PPBL). The existing contra-flow bike lane is directly adjacent to the traffic lane. A PPBL improves bike safety along Ross Avenue. Separating the PPBL from the parking lane with a solid concrete curb, complies with state rules and protects cyclists.

Additional residential street possibilities:

- Install sharrows and way-finding signage for bicyclists riding with traffic.

Intersection: Safe Crossings

We observed multiple unsafe intersections, including several five-way intersections along Swissvale Avenue and Montier Street. An alternative configuration improves the safety for children walking to school.

Add curb extensions at corners. Curb extensions improve pedestrian visibility and safety by reducing the crosswalk distance.

Intersection: Creating a walkable intersection by reconfiguring Park Avenue + Montier Street + Bessica Street

Install pedestrian crossing signage. Installing pedestrian signage, specially in the school zone, encourages walkability and improves the pedestrian experience.

Install high visibility crosswalks. High visibility crosswalks ensure pedestrian safety and ease of access.
Additional intersection recommendations:

- Install pedestrian countdown signals.
- Install ADA-compliant curb ramps with detectable warning surfaces (DWF) and high-visibility crosswalks.
- Enhance sidewalks with tactile warning surfaces at crossings.
- Install flex posts or planters to improve visibility in areas where curbs are not feasible.

Project Overview

What is included in the plan?

Wilkinsburg is ready to create a safer and better-connected community. evolveEA utilized previous work as well as data analysis, public input, and established frameworks to identify the achievable actions that comprise this active mobility plan.

Our process activated professional staff, resident experts, and the local community to think about its core walking network, present and future. We helped people analyze and understand the physical, environmental, and cultural factors that impact their experience of their network.

We examined barriers to connectivity, safety, and vibrancy at multiple scales to find the most effective scale to act. Together, we designed a system that will serve today's needs as well as be sustainable and resilient in the future.

TASK 00
Project Management

Throughout all phases, we held bi-weekly meetings with both the Client Team and Consultant Team. We guided (3) steering committee meetings. This close collaboration ensured the final deliverables aligned with community goals of advancing safe transportation in Wilkinsburg.

TASK 01
Building a Strong Foundation

During Task 01 of the project, we reviewed past planning efforts, and confirmed a shared understanding of project goals and the process to get to the finish line.

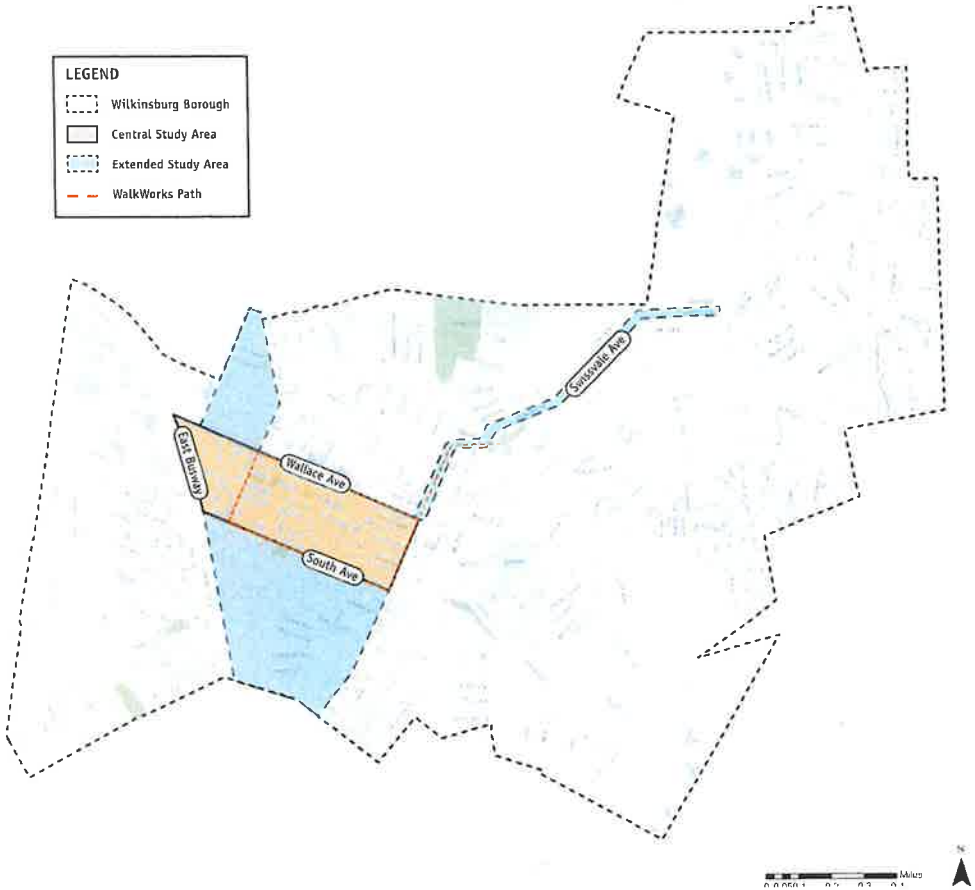
TASKS 02-03
Designing a Way Forward

In Tasks 02 and 03, we reviewed crash data and conducted field audits, to identify key locations for traffic calming improvements as well as document gaps in accessibility for people who walk. We verified this data with lived experience collected from community members.

We used the information gathered and analyzed to develop preliminary recommendations, concept plans, and planning-level cost estimates for pedestrian safety, traffic calming, and sidewalk network connectivity improvements. The resulting plan serves as the community's action plan for improvements to the walking network.

TASK 04
Engaging the Community

We engaged the community early in the process to gather input on challenges and opportunities. We also conducted a community survey to ensure we reached a wide audience.



Wilkinsburg Pedestrian Plan Study Area

The recommended study area builds upon the Wilkinsburg Borough walking path identified in 2021 and opened in 2022 as part of a partnership between WalkWorks and Healthy Baby Zone (HBZ) Wilkinsburg. The central study area is bound by the Martin Luther King, Jr. East Busway to the west, Swissvale Avenue to the east, Wallace Avenue to the north, and South Avenue to the south. The plan also considers pedestrian connectivity and safety in the neighborhoods surrounding the central study area, with an emphasis on three extensions from the central study area:

- Northwest extension: bound by Pitt Street, Wood Street, and Wallace Avenue.
- Southern extension: bound by the East Busway to the west, Swissvale Avenue to the east, South Avenue to the north, and the municipal boundary to the south.
- Northeast extension: extending along PRT route 79, following East Swissvale Avenue, Park Avenue, Montier Street, and Laketon Road to Turner Intermediate School.

Schedule

01 Introduction

[illegible]

02 Pedestrian Safety and Traffic Calming Improvements

[illegible]

03 Sidewalk Network Connectivity Improvements

[illegible]

04 Public Engagement

[illegible]

05 Project Management

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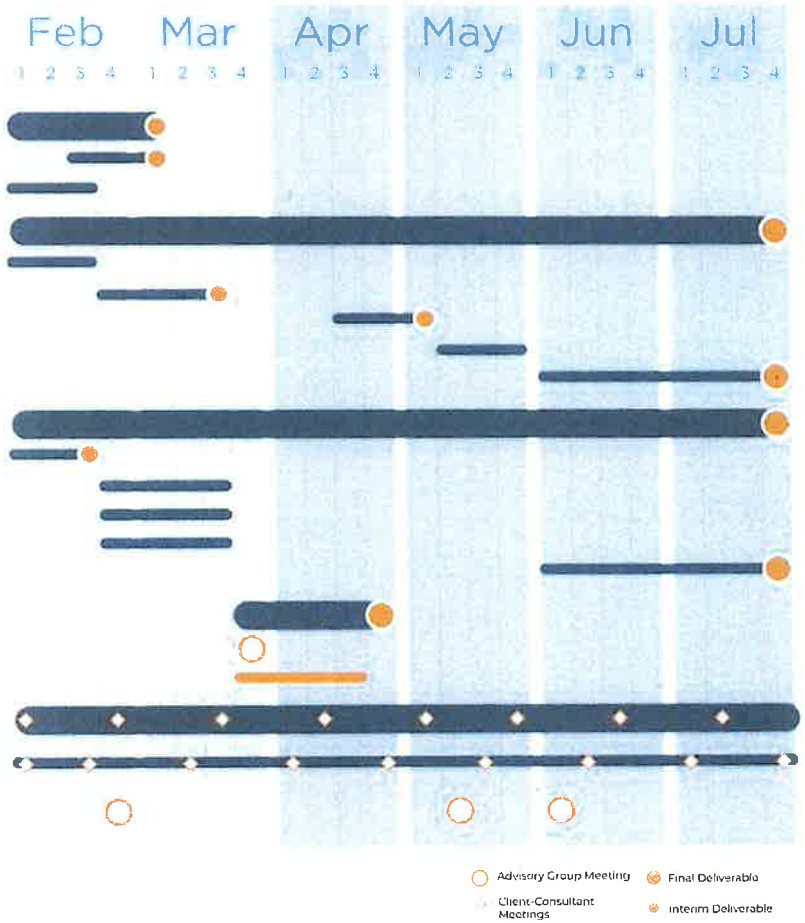


INTRODUCTION & CONTEXT

Existing Plan Summary

Past and Ongoing Planning Efforts

The Borough of Wilkinsburg has engaged in extensive planning over the years. The goals and findings of these plans have guided the development of this Pedestrian Plan.

The Wilkinsburg Comprehensive Plan (2010)

The planning process used to develop this comprehensive plan for Wilkinsburg was unique in that it used a variety of studies and tools not typically employed in a comprehensive planning process. By conducting a full municipal operations audit under the Pennsylvania Early Intervention Program and creating a comprehensive Business District Revitalization Plan and strategy, the Borough was able to take a more in-depth look at strategies than would typically be possible in a standard comprehensive planning process. The outcome of this approach provides for a stronger plan which identifies the resources necessary to accomplish its goals.

- Goal 1: The Borough of Wilkinsburg will use public transportation assets to leverage redevelopment opportunities.
- Goal 2: The Borough of Wilkinsburg will capitalize on Penn Avenue as a major commuter corridor into the city of Pittsburgh.
- Goal 3: The Borough of Wilkinsburg will have a safe, efficient, and sustainable traffic circulation system that takes advantage of current technologies.
- Goal 4: Wilkinsburg neighborhoods will be both interconnected and linked to the region, by multi modal forms of transportation.
- Goal 5: The Borough of Wilkinsburg will proactively address challenges related to the physical, psychological, and social division of the Borough created by the elevated busway.

The plan included the following considerations regarding pedestrian safety:

- Consider the comfort, ease and safety of pedestrian circulation to be of equal importance to vehicular circulation.
- Commission a traffic study to examine vehicular circulation, signalization, and pedestrian safety improvements.
- Provide convenient and well lighted pedestrian walkways through parking lots and to the transit station.
- Improving the appearance and safety of pedestrian linkages under the busway.
- Addressing the psychological and social division caused by the infrastructure.

The plan included the following considerations regarding pedestrian access:

- Reopen the closed pedestrian connections under the busway at Ross Avenue near the Train Station and at Franklin Avenue.
- Develop a pedestrian and bike trail plan that creates a local trail system to link parks, employment centers, transit facilities, and adjacent municipalities.
- Conduct a traffic circulation study to evaluate street utilization (including one-way) – the study should evaluate commuter routes, ways to channel traffic to desired routes, signage, as well as neighborhood circulation and pedestrian safety.
- Provide a pedestrian link between the Wilkinsburg Station to neighborhoods to the east.
- Improving traffic signal coordination (including pedestrian signals).

The Wilkinsburg Comprehensive Plan Update (2015)

The Wilkinsburg Comprehensive Plan Update is a strategic plan created to guide public policy in the Borough of Wilkinsburg. Comprised of three separate documents, The Wilkinsburg Plan was distinctly different from others previously conducted in the Commonwealth of Pennsylvania. Representing the combined efforts of many stakeholders, the comprehensive plan was adopted in 2010 and the plan update is written halfway (five years) through its intended lifespan (ten years). The three documents of The Wilkinsburg Plan include:

- The Comprehensive Plan: A plan for the entire Borough.
- The Business District Revitalization Plan: A focused strategic plan for the Penn Avenue and Wood Street business district.
- The Five Year Plan and Financial Management Study: Part of the Borough's Early Intervention Plan, a complete review of the Borough's financial resources and organizational capacity to deliver critical public services for the residents of Wilkinsburg.

The Wilkinsburg Comprehensive Plan Update: Business District Revitalization (2015)

The Business Revitalization Plan is a component of The Wilkinsburg Plan, a comprehensive plan to address the community's goals and vision for long-term community development. The comprehensive plan, adopted in 2010, serves as the guide for public policy in the areas of transportation, utilities, community facilities, land use, recreation, natural and historic resources and housing. The Business District Revitalization Plan is meant to be the guiding principle behind Business District redevelopment in downtown Wilkinsburg; a space which has been identified as the strip of buildings along Penn Avenue and along Wood Street.

The Wilkinsburg Comprehensive Plan Update: Action Plan (2015)

An action plan was not originally part of The Wilkinsburg Plan. Instead all recommendations were identified within the three documents of the Comprehensive Plan, Business District Revitalization Plan, the Five-Year Plan, and the Financial Management Study. Within the Comprehensive Plan, five priority strategies were identified as the starting process to the hundreds of borough-wide recommended actions. Those five priority strategies were updated in the Comprehensive Plan Update.

The Wilkinsburg Comprehensive Plan Update: Health and Human Services (2015)

Transportation for those who cannot easily walk around the borough was also identified as a concern for those with mobility impaired clients. With limited or no public transportation to areas outside of the busway (especially the steep slopes of Wilkinsburg), elderly residents or any residents with a disability find it difficult to get around.

A partial solution is the jitneys that operate around town. While they are serving a need, some view their services as a nuisance, categorizing their work in the business district as loitering - making the businesses unattractive to potential customers. For this reason, action 4A.5 of The Comprehensive Plan, "Explore ways to legitimize and organize a formal taxi service and/or shuttle system to service local resident needs, respecting the importance of the services to residents," becomes important.

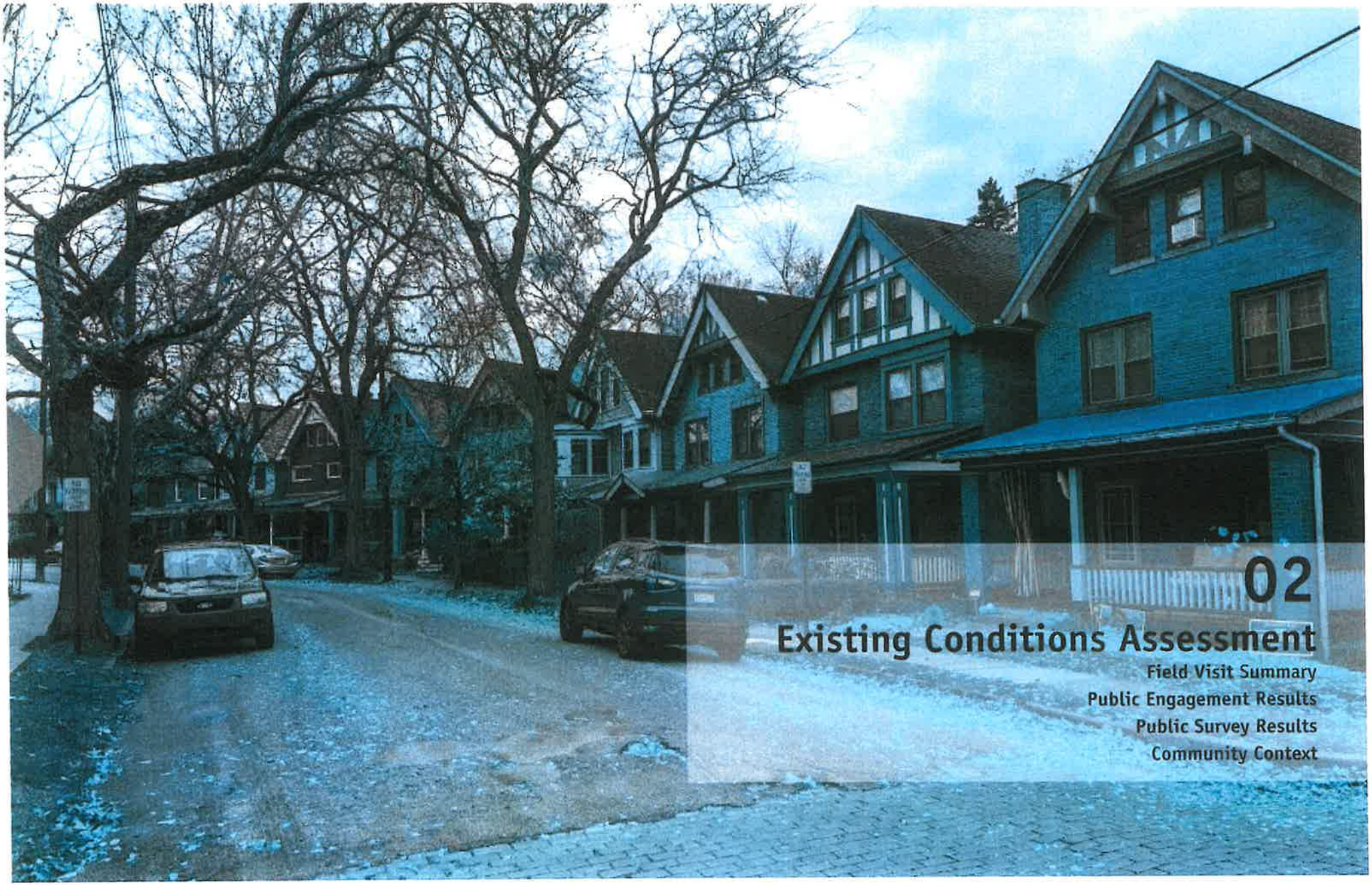
Similarly, pedestrian transportation is frequently a concern for those servicing the youth of the Wilkinsburg. Unsafe pedestrian paths as well as lack of lighting were identified as dangers that make it harder for young people to use their services and are also directly mentioned in the Comprehensive Plan.

Connecting Wilkinsburg TRID Study (2019)

The Connecting Wilkinsburg Transit Revitalization Improvement District study analyzed station access and infrastructure condition at the station area and evaluated market conditions for development potential. The study also aligned the TRID potential for value capture with community equity goals to prevent displacement and provide affordable housing.

The TRID study team engaged residents and businesses to articulate shared concerns and values. This feedback informed the infrastructure and development priorities as well as to identified policies the community should consider in preparation for potential transformative development. We organized the values of the community into five categories:

- Connectivity connects Wilkinsburg to surrounding communities and economic centers.
- Mobility enables pedestrians, cyclists, and transit users to navigate through the community safely and easily.
- Activity prioritizes community-building programming to make the business district more vibrant.
- Opportunity considers the potential for community-based wealth building, workforce development, and jobs creation.
- Equitable Development considers ways for the community to grow through reinvestment without compromising affordability or economic accessibility.



02

Existing Conditions Assessment

Field Visit Summary
Public Engagement Results
Public Survey Results
Community Context

Field Visit Summary

Overview

Between February and March 2025, five in-person field visits were conducted across Wilkinsburg's central and extended area as part of the Pedestrian Plan process. These visits were integral in shaping an understanding of current conditions, usage patterns, and stakeholder perspectives on pedestrian safety and access.

Ross Avenue & Center Street

Penn Avenue mid-block

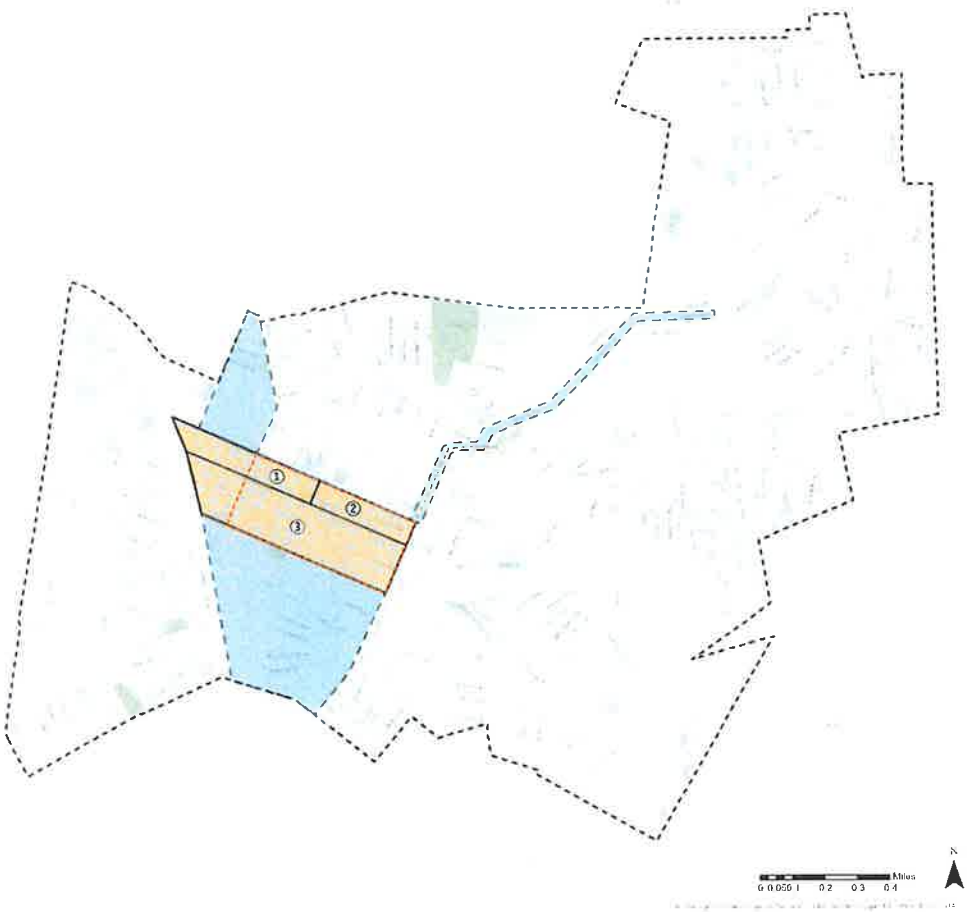
Stoner Way & Coal Street

Central and Extended Area Overview

The central area presents a complex but vibrant network of residential streets, commercial corridors, institutional spaces, and school zones. It is characterized by high pedestrian activity, varied infrastructure conditions, and a mix of public and private properties. The area includes a number of key intersections and corridors where both safety concerns and opportunities for strategic improvements were observed. Each section of the central area and the extended area was reviewed to assess:

- Physical conditions (sidewalks, signage, curb ramps, crossings).
- Pedestrian and vehicular usage patterns.
- Presence of community assets and institutional anchors.
- Potential locations for short, medium, and long-term improvements.

The overall purpose of these field visits was to gather on-the-ground observations that would inform pedestrian safety improvements and prioritization strategies. The central area functions as a civic, educational, and commercial hub within Wilkinsburg, and serves a wide demographic, including children, seniors, and transit riders, making pedestrian access critical. The appendix at the end of this document contains additional intersection details and recommendations.



The field visit was conducted and recommendations were structured within the central study area based on areas as follows:

- North-West Section
- Southern Section
- North-East Section
- Alleys

North-East Section

Successes

- Curb ramps, pedestrian signals, and crosswalks are present at key intersections along Penn Avenue.
- Recent investments by Hosanna House, Penn Lincoln Apartments, and local businesses reflect growing momentum in infrastructure improvements.
- Alleys and parking lots are already being used by pedestrians as informal walking routes, demonstrating existing patterns of foot traffic. These are low-volume and low-speed routes.

Challenges

The north-east section appears to have least investment in improvements with a high amount of pedestrian safety issues found from field visits.

- There is a lack of accessible crossings and safety countermeasures along both Penn and Swissvale Avenues.
- Penn Avenue lacks mid-block crossings and Rectangular Rapid Flashing Beacons (RRFBs).
- High vehicle speeds and driver confusion are prevalent on Swissvale Avenue, posing safety risks.
- Wallace Avenue is experiencing significant street and curb erosion due to frequent bus traffic.
- Drainage problems and worsening pavement conditions are noticeable throughout the area, especially along Wallace and Center Streets.
- Pedestrians often use cut-throughs like Taylor Street and various parking lots due to the absence of mid-block crossings.
- There are numerous potholes, cracks, and sidewalk damage in alleys and on streets such as Center, Coal, and Mill.
- Sidewalk gaps are present along Coal and Mill Streets, reducing walkability.
- Limited visibility and inadequate lighting in alleyways and along Center, Coal, and Mill Streets contribute to safety concerns, particularly since these areas are actively used by pedestrians.

Swissvale & Wallace

Recent memorial for a crash victim, currently no signals active, extremely worn markings

Swissvale & Taylor Way

New car wash exits into alley increasing turning onto Swissvale and alley traffic significantly

Swissvale & Wallace

New concrete bollard, out of date curb ramps, eroded sidewalk, high speeds

Southern Section

Successes

- Key intersections near educational centers have received Complete Streets treatments and infrastructure investments, although some updates are still needed.
- Transit connections are both accessible and clearly visible, with multiple bus stops located along South Avenue.
- Green bike lanes and intersection treatments on Ross Avenue are easily accessible and visible, supporting safer biking infrastructure.
- There is a strong community presence and clear local interest in pursuing safety improvement.

Challenges

School Zone & Community Hub with Safety Gaps:

- Although 15 mph speed limits are posted, there are minimal traffic calming measures in place to support them.
- While the playground and school zone are physically defined, intersection treatments along the corridor are inconsistent, and there is no speed feedback signage and limited pedestrian crossing warning signs in advance of crosswalks.

Poor Pedestrian Conditions at Key Crossings:

- Several intersections lack marked crosswalks, and in some locations, the markings are significantly worn. Main and neighborhood streets should be a priority.
- Crumbling curbs and deteriorated sidewalks present accessibility challenges for pedestrians.
- Many bus stops are located on cracked, uneven sidewalks, and have overgrown vegetation that further limits visibility and pedestrian safety

Stormwater Issues:

- Frequent pooling and stormwater accumulation occur due to outdated or ineffective sewer grates.

South Avenue & Mill Street

Eroded street with drainage issues, graveling, severe cracks

South Avenue & Mill Street

Out of date curb ramps, pedestrian crossing sign tossed to the side of road

South Avenue & Mill Street

Entire sidewalk impassable, debris, overgrowth, cracked sidewalk and street

North-West Section

Successes

- This section has the most visible pedestrian infrastructure improvements observed during all field visits.
- Penn Avenue features good lighting, enhancing both visibility and safety for pedestrians.
- Investments in street amenities are highly visible, with elements such as trash bins, planters, and benches present at most intersections.
- Transit access is consistent throughout the area, providing reliable options for commuters.
- The area has attracted investment from both private developers and Pittsburgh Regional Transit (PRT), indicating growing interest and support for continued improvements.

Challenges

- The crossing at Hay Street and South Avenue, located near a major transit stop, is severely worn and experiences significant drainage issues, high traffic volumes, and poor visibility.
- Although some improvements are underway on Hay Street, concerns remain regarding traffic calming, signalization, speed management, drainage, and the safe accommodation of bicycle traffic.
- The crossing at Hay Street and Vincent Way functions as an unofficial cut-through to access the nearby bus stop at the train station; however, the alleys in this area lack updated curbs, signage, traffic calming measures, and pedestrian-specific signage, compromising safety and accessibility.

Hay Street & South Avenue

Crossing by major stop severely worn, severe drainage issues, high traffic, poor visibility

Hay St

Although improvements being made to Hay St, traffic calming, signalization/speed management, drainage, and bike traffic are still needed

Hay Street & Vincent Way

Crossing unofficial cut through to access bus stop near Train Station; alleys do not have up-to-date curbs, signage, traffic calming, pedestrian signs, etc.

Alleys

Successes

- These corridors are used by pedestrians, cyclists, and vehicles, indicating their functional importance in the neighborhood.
- They serve as informal neighborhood connectors, helping residents navigate between major streets and destinations.

Challenges

- Stoner Way is frequently used as a pedestrian cut-through to Penn Avenue but suffers from pavement damage and lacks adequate traffic calming measures.
- Taylor Way also serves as a frequent pedestrian cut-through to Penn Avenue but is missing crosswalks, proper curb ramps, and sufficient traffic calming infrastructure.
- Vincent Way forces pedestrians to walk in the roadway near the bank drive-through as they attempt to reach Ross Avenue or the East Busway, creating safety concerns.
- Medicine Way has severely deteriorated pavement conditions, resulting in significant accessibility challenges for pedestrians and cyclists.
- Church Way suffers from poor lighting, uneven pavement, and severe drainage issues, particularly near the church and the intersection with Wallace Avenue.
- Horner Way, which serves as a shortcut between Wallace and North Avenue, lacks a safe pedestrian crossing and has inadequate drainage infrastructure.

Stoner Way

Stoner way divides Save-A-Lot parking lot; connects to sidewalk with no curb ramps; high pedestrian and vehicle traffic

Stoner Way & Mill Street

There are pooling and draining issues, out of date curbs, crumbling street

Stoner Way & Coal Street

No traffic calming, curb ramps out of date, poor lighting

Public Meeting Results

Community Input

As a essential part of the planning process, we held a public meeting open to all members community, intended to solicit input on pedestrian safety and access in Wilkinsburg. The results of these activities informed both the analysis and the recommendations. The following statistics reflect the public input.

Public Engagement

The questions focused on these key areas:

- Where are gaps or missing links in pedestrian infrastructure?
- What improvements would you like to see in sidewalks, crosswalks and other pedestrian infrastructure?
- Where do you feel vulnerable to traffic while walking? What factors contribute to this?
- What destinations would you like better access to?
- What challenges do you face while walking in the community?

Participants represented a variety of individuals and organizations, including: staff from the borough, community organizations, business owners and residents. The responses are summarized as follows:

Images from the in-person community meeting

Where are gaps or missing links in pedestrian infrastructure?

- Along Penn Avenue, there have been multiple requests for bulb-outs and safer crossings, particularly in areas where sidewalks are broken or entirely missing.
- The intersection of Pennwood, Wood and Rebecca has been identified as particularly dangerous and is in need of crosswalks, pedestrian walk signals, and updated sidewalks to improve safety.
- Wallace Avenue has sidewalks reportedly damaged by tree roots, creating hazardous walking conditions.

What improvements would you like to see in sidewalks, crosswalks and other pedestrian infrastructure?

- On Penn Avenue, community members have called for wider sidewalks and the addition of mid-block crosswalks equipped with pedestrian-activated signals.
- There are suggestions to incorporate intersection art and decorative crosswalks as a way to both calm traffic and enhance the visual appeal of the area.
- Improving ADA compliance has been emphasized, with requests for curb cuts that accommodate wheelchairs and strollers.

Where do you feel vulnerable to traffic while walking? What factors contribute to this?

- Swissvale Avenue, particularly near Park and Glenn Streets, was frequently cited as an area where pedestrians feel unsafe due to traffic conditions.
- The stretch from Coal Street to Wood Street along Penn Avenue lacks crosswalks, contributing to a sense of vulnerability for pedestrians.
- Busway underpasses and overpasses, especially at the South Avenue overpass, were described as intimidating and unsafe.
- The Pennwood, Wood, and Rebecca intersection was highlighted as a high-risk location.
- High vehicle speeds and overgrown vegetation, especially on Pennwood Avenue, were noted as key issues that reduce visibility and walking space.

What destinations would you like better access to?

- There is a desire for safer pedestrian routes from Blackridge to Swissvale Avenue, as this is a common commute path with limited safe infrastructure.
- The parklet on Park Avenue, accessed via Swissvale Avenue, lacks safe and accessible walking routes.
- Improved access is needed to Aldi and local businesses across the busway, as current paths are inadequate for pedestrian use.
- Safer and more accessible routes to Laketon Road and Turner School are also requested, with attention to sidewalk repair and debris removal.

What challenges do you face while walking in the community?

- Trash, overgrowth, and mud are common along sidewalks, making walking unsafe, especially after dark.
- Poor crosswalk design, including wide intersections that lack pedestrian signals, contributes to unsafe crossing conditions.
- The intersection of Montier and Laketon was specifically mentioned for broken sidewalks and dangerous tree root overgrowth.
- Many bus stops are inaccessible, reinforcing the need for better transit-oriented pedestrian design.

Along with the comments above, we also received recommendations that were out of scope of the plan.

- The area from Graham to Penn Avenue lacks a continuous pedestrian path, creating a major obstacle for bus riders.
- Graham Boulevard, particularly between Laketon and Penn, was repeatedly cited for the absence of sidewalks, despite high pedestrian use to access bus stops.
- South Wilkinsburg was described as an area that lacks sidewalks entirely and contains dangerous intersections.
- Recommendations for busway access paths included cleaning and lighting the pathways—especially from Hamnett to South Avenue—and incorporating linear park-style walkways.
- Access to Graham Boulevard bus stops, particularly for those walking from Blackridge to Graham and Penn, is hindered by missing or unsafe sidewalks.

Public Survey Results

Summary

As a part of public engagement, we circulated a survey open to all members community, intended to solicit input on pedestrian safety and access in Wilkinsburg. The results of this survey informed both the analysis and the recommendations. The following statistics reflect the public survey input.

Public Survey

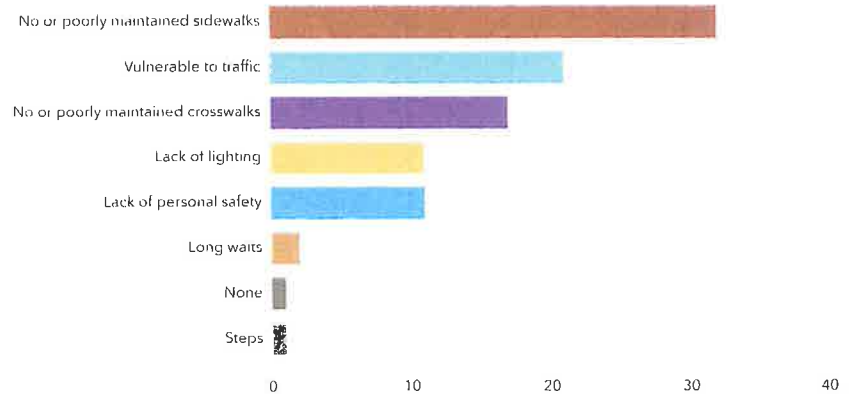
The questions focused on these key areas:

- What is your primary mode of transit?
- Where do you mostly travel by foot?
- What are the biggest challenges you face walking in this community?
- Are there specific destinations (schools, parks, transit stops, businesses) you would like it to be easier to walk to?
- How can we improve traffic safety while walking, especially for children, seniors, and individuals with disabilities?
- Where do existing sidewalks, crosswalks, or other pedestrian infrastructure require improvement?
- Where would additional sidewalks, crosswalks, or other pedestrian infrastructure be most beneficial?
- Where do you most often travel by foot?
- What is your relationship to the community?
- Do you have a disability?

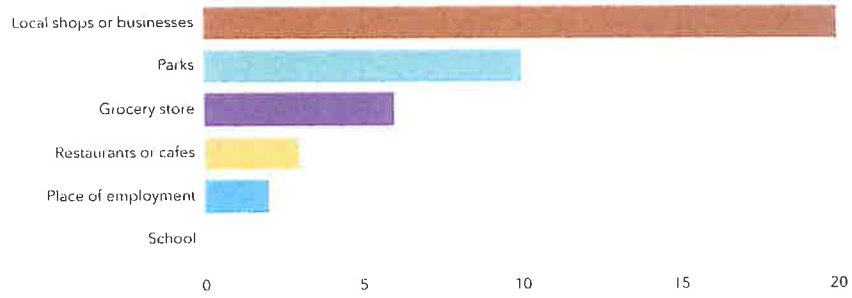
The survey outreach struggled to reach a wider audience. There was a limited response from the community and a lack of a proportionate racial representation accurately reflecting the composition of the borough. Public outreach for the survey should be improved to ensure that a broader range of community members and stakeholders have an input on planning projects in the borough.

The responses to the survey are as follows:

What are the biggest challenges you face walking in this community?



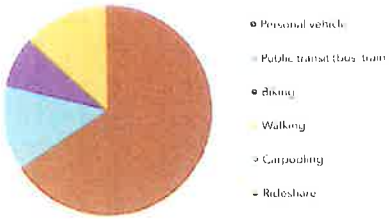
Where do you mostly travel by foot?



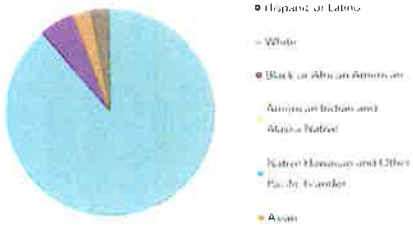
Demographics

Relationship to the community

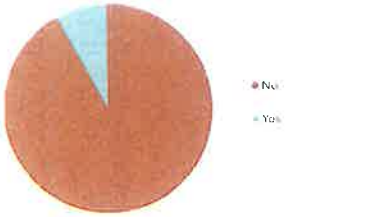
Age



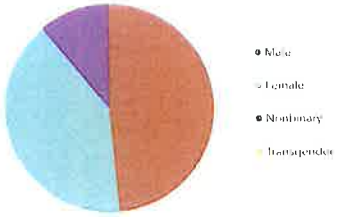
Mode of transportation



Race



Disability



Gender

The response summaries to the survey questions are as follows:

How can we improve traffic safety while walking, especially for children, seniors, and individuals with disabilities?

- Sidewalks need to be wider and in better condition.
- Add traffic calming like speed bumps, raised crosswalks, and pedestrian signals.
- Improve lighting and visibility in key areas.
- Enforce traffic rules, especially near schools and busy roads.
- Install better signage and run public safety campaigns.

Where do existing sidewalks, crosswalks, or other pedestrian infrastructure require improvement?

- Penn Avenue (Upper Penn to Borough Line) has many broken or missing sidewalks.
- Wallace and Pitt is busy and unsafe for pedestrians.
- Some residential streets have no sidewalks at all.
- Construction zones often block or damage sidewalks.

Where would additional sidewalks, crosswalks, or other pedestrian infrastructure be most beneficial?

- Penn Avenue needs both repairs and new sidewalks.
- Whitney and Pennwood, near a school, has poor visibility and no safe crossing.
- The GetGo to Aldi crossing lacks any pedestrian path.
- The Busway area near Penn needs safer paths and crossings.

Comments included suggestions to conduct a full neighborhood canvas to identify underrepresented areas with poor infrastructure.

Are there specific destinations (schools, parks, transit stops, businesses) you would like it to be easier to walk to?

- Transit stops are often unsafe or lack sidewalks.
- People want better walking routes to Downtown Wilkinsburg.
- Schools and parks need safer paths for kids.
- Some feel there aren't enough places worth walking to, even if sidewalks are improved.

Community Context

Destinations

Mobility

- Wilkinsburg Station (East Busway)
- Hamnett Station

Community

- Community Forge
- East Ridge Library
- Hosanna House
- Penn-Lincoln Apartments
- Wilkinsburg Borough Building
- Wilkinsburg Community Development Corporation
- Wilkinsburg Community Ministry
- Wilkinsburg Public Library

Grocery Stores

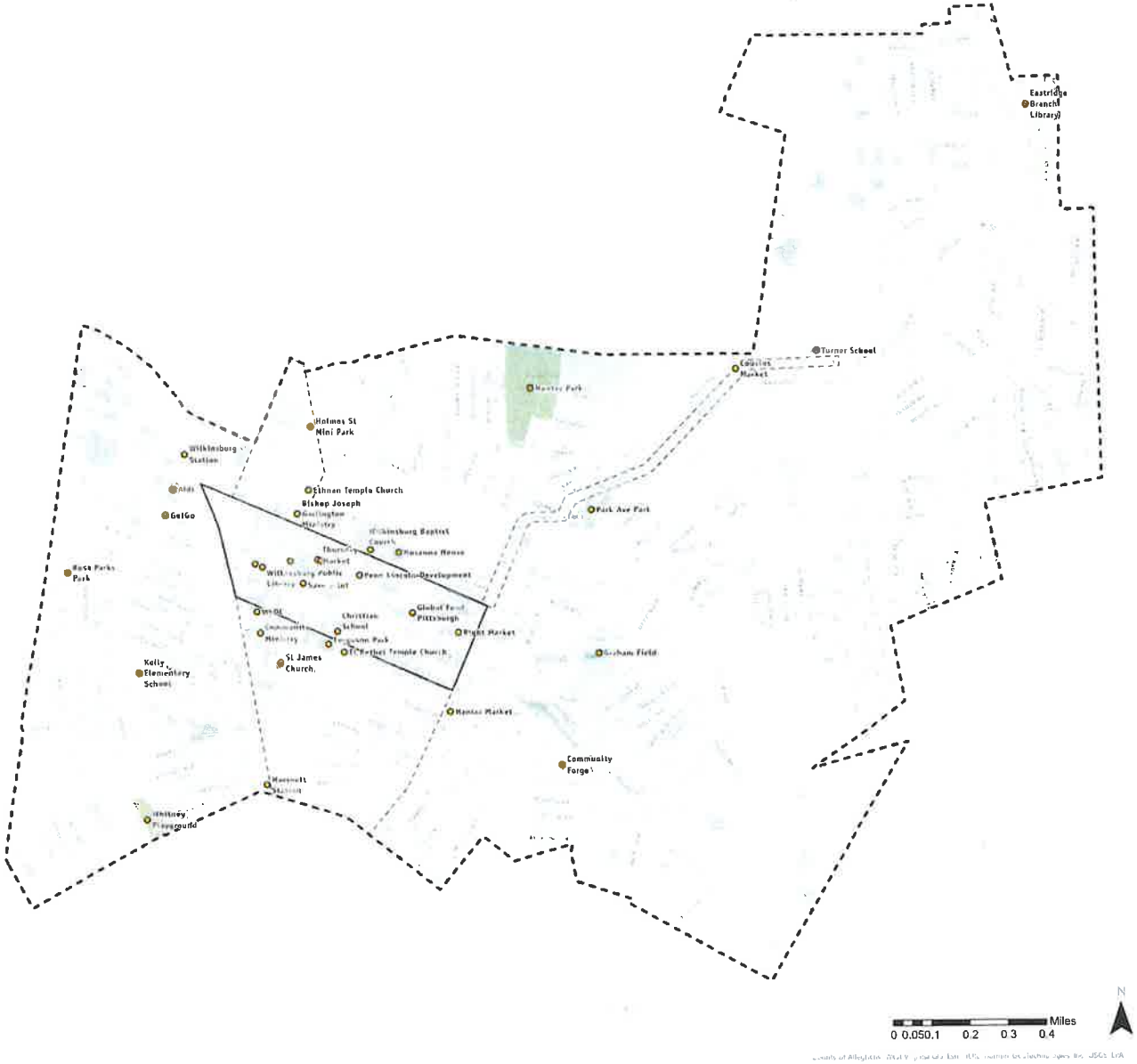
- Aldi
- Cousins market
- Dollar General
- GetGo Market
- Global Food Pittsburgh
- Right Market
- Save A Lot
- Wilkinsburg Thursday Market

Parks

- Ferguson Park
- Harold Young Parklet
- Holmes Street Park
- Hunter Park
- Park Avenue Park
- Rosa Parks Park
- Taylor Park
- Whitney Park

Schools

- Kelly Elementary School
- Turner Intermediate School
- Wilkinsburg High School



Traffic Volume

The map represents the volume of traffic on the streets of the borough. The darker red represents a higher amount of vehicular traffic. The more vehicles using a street, the greater the potential for conflicts between vehicles and pedestrians. The following streets have a higher volume of traffic:

Highest Volume Traffic
These roads are very high traffic volume corridors that pass major cross streets with mostly through traffic across the borough.

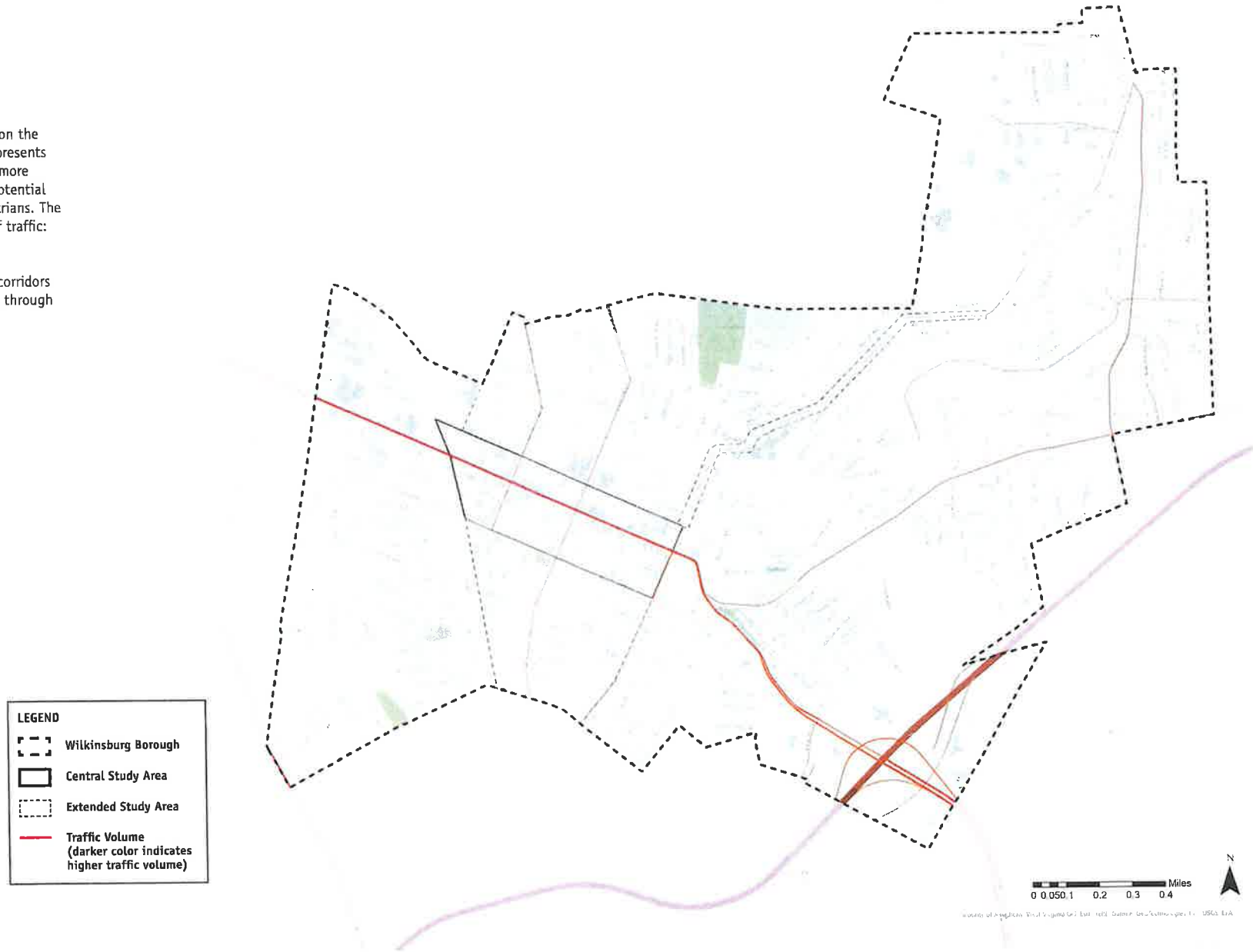
- Penn Avenue
- Ardmore Boulevard

High Volume Traffic

- Center Street
- Swissvale Avenue
- Wood Street

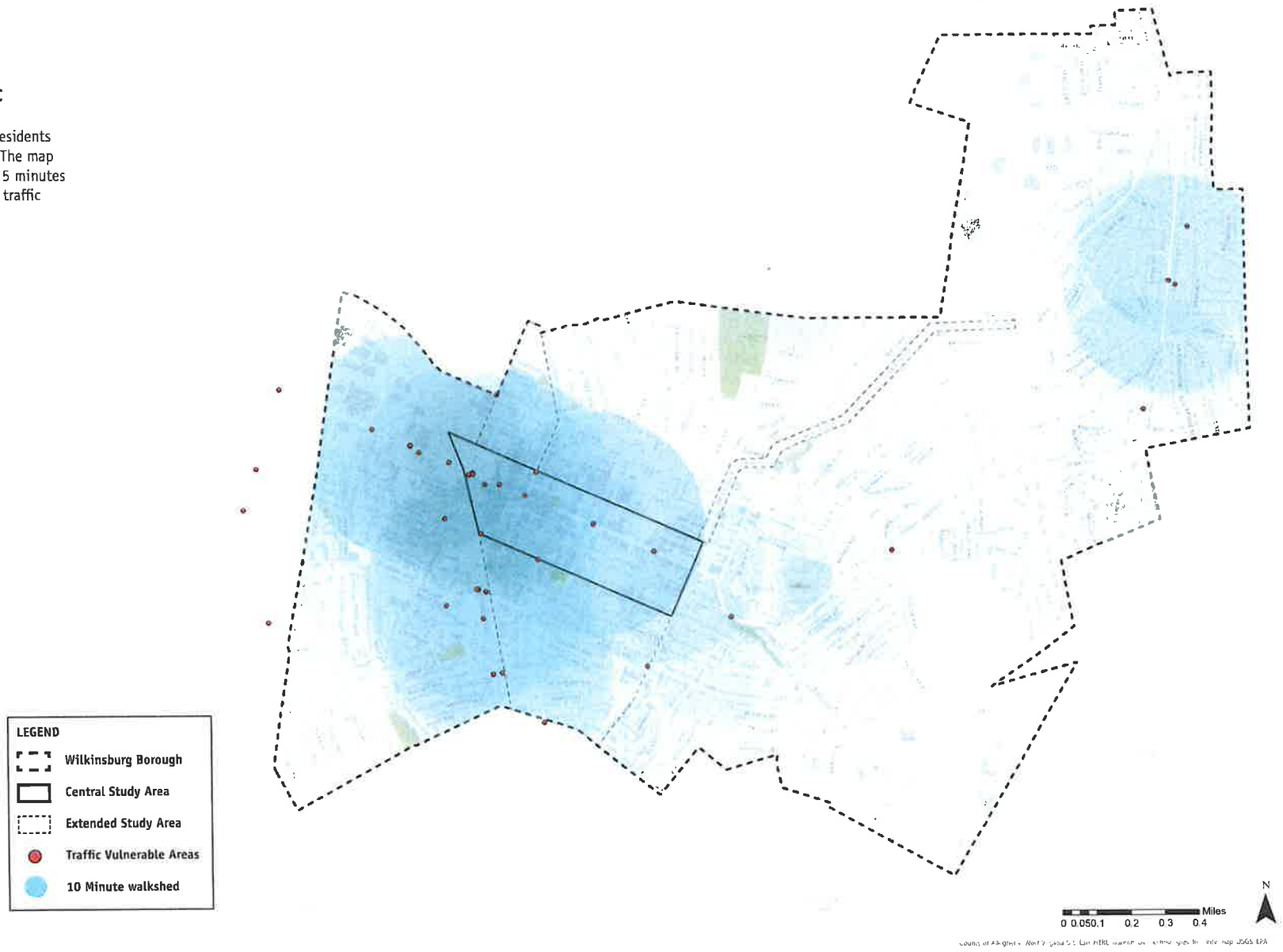
Moderate Volume Traffic

- Montier Street
- South Avenue
- Hay Street
- Wallace Avenue



Areas Vulnerable to Traffic

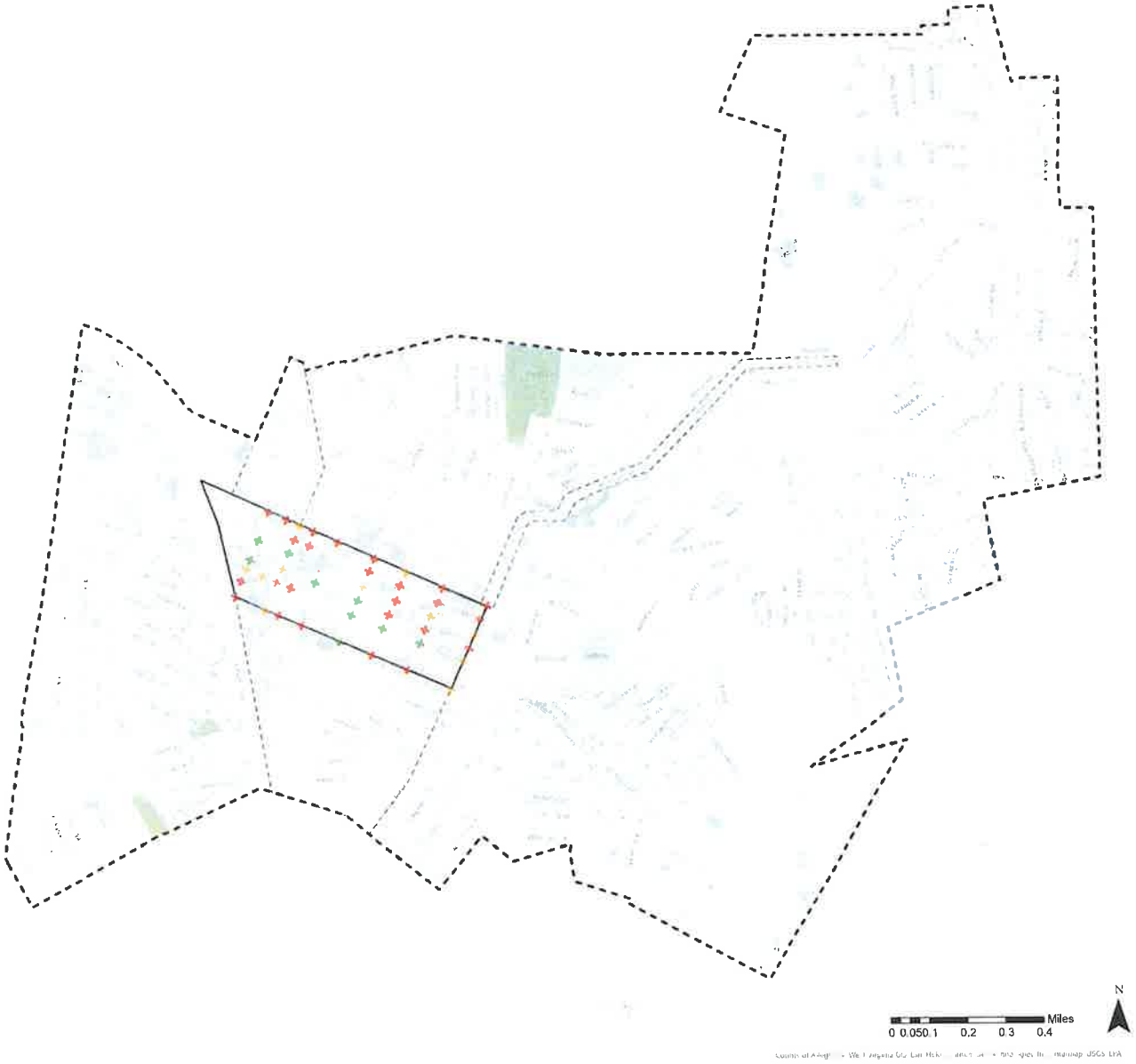
As a part of our public survey, we asked residents to share areas most vulnerable to traffic. The map represents those areas and a walkshed of 5 minutes around those points to show a density of traffic vulnerable areas in Wilkinsburg.



Intersection Rating

As a part of the field study, we graded the intersections in the central study area based on the following criteria:

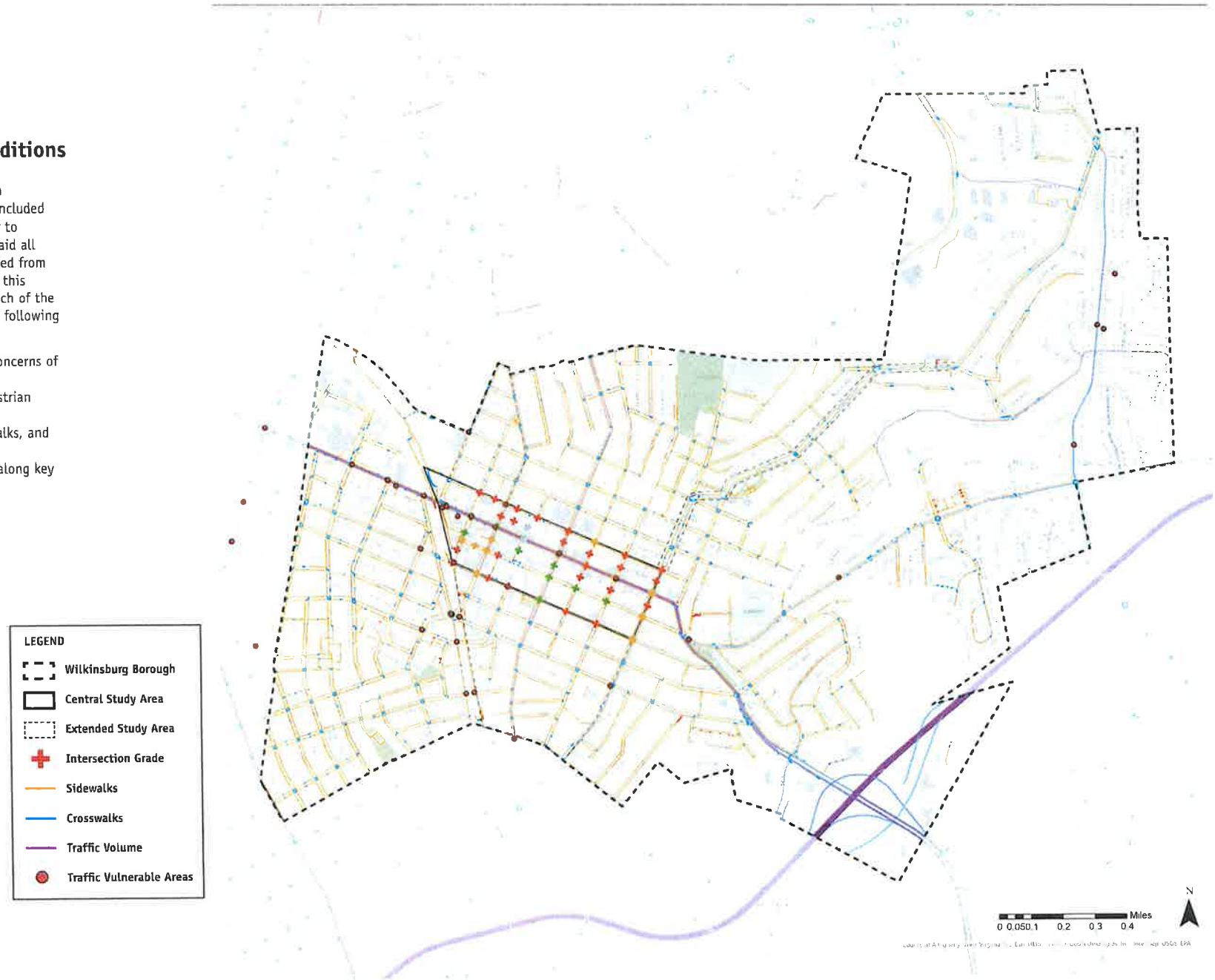
- Perceived risk and concerns of safety as a pedestrian
- Level of wear or lack of pedestrian infrastructure
- No curb ramps, worn crosswalk, minimal traffic calming
- Driver and pedestrian behaviors like speeding
- Traffic Volume



Analysis: Challenging Conditions

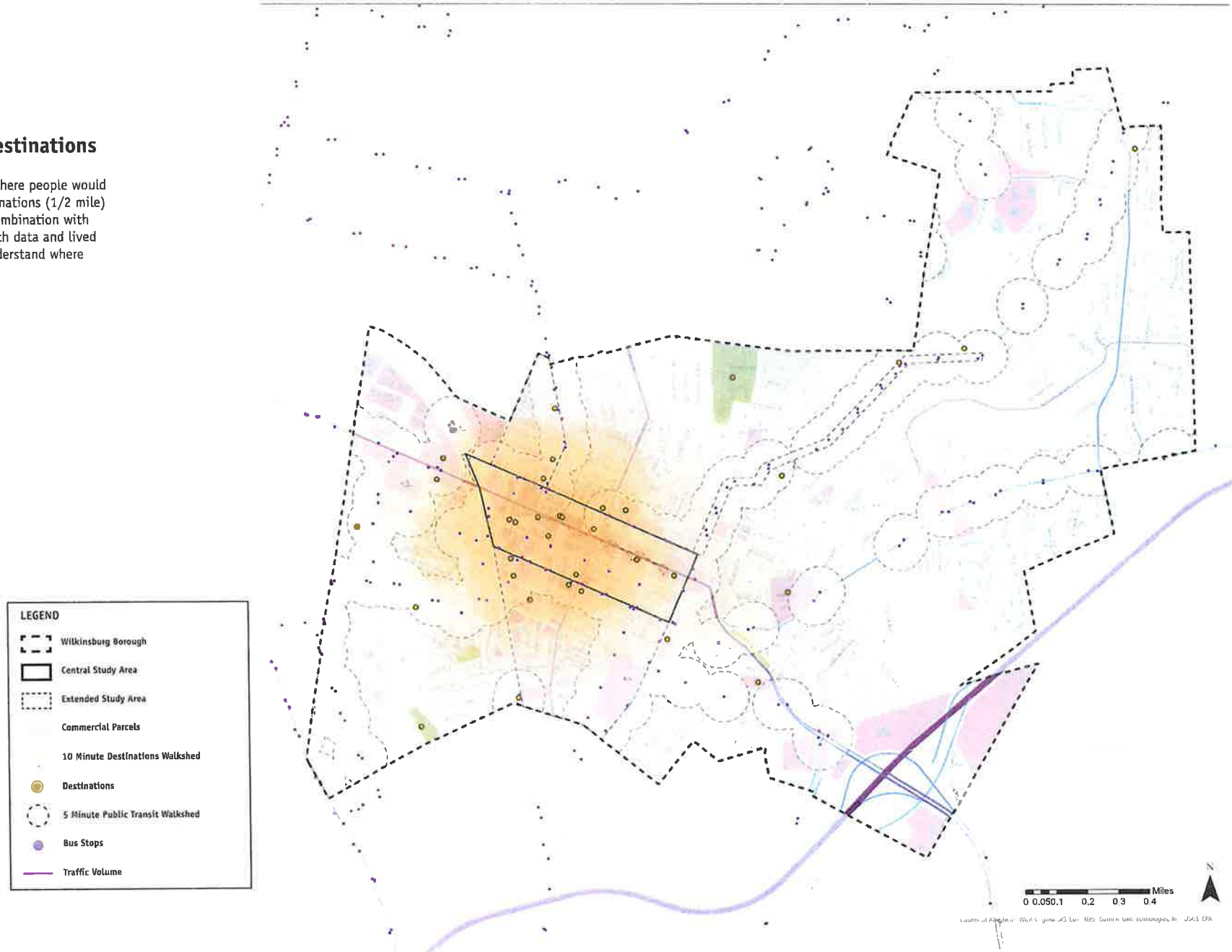
We analyzed the conditions of pedestrian infrastructure across Wilkinsburg which included sidewalks, crosswalks and steps. In order to narrow down the priority areas, we overlaid all the available data and the inputs collected from the survey with traffic volume. Based on this analysis, we have assigned a grade to each of the intersections. This grade is based on the following conditions:

- Perceived risk and experienced concerns of safety as a pedestrian.
- The level of wear or lack of pedestrian infrastructure.
- Lack of curb ramps, worn crosswalks, and minimal traffic calming.
- Driver and pedestrian behaviors along key routes and recent crash history.



Analysis: Desired Destinations

We added buffers to visualize where people would have to walk to reach key destinations (1/2 mile) and bus stops (1/4 mile). In combination with the challenges identified by both data and lived experience, this helps us to understand where interventions are most needed.



03

Vision, Goals, and Recommendations

Sidewalk Improvement

Pedestrian Plan Matrix

Priority Areas

Vision and Goals

Vision

Wilkinsburg seeks to re-imagine how residents and visitors experience movement throughout the borough, creating a public realm that reflects the community's vitality and pride. The Pedestrian Plan represents a commitment to shaping Wilkinsburg as a place where streets, sidewalks, and public spaces encourage connection, between neighborhoods, to opportunity, and to each other and to improve pedestrian safety and access.

Goals

The goal of this planning project is to develop an implementable plan that, when completed, will leverage existing community assets – the East Busway, a transit-oriented zoning district, high-density residential and commercial neighborhoods, and walking trails, to further integrate walking, biking, and wheeling connections to important everyday destinations and transportation systems and to increase physical activity for our residents.

Wilkinsburg's vision is for mobility to be more than transportation; it should reflect the borough's values of inclusion, resilience, and shared well-being. Through this plan and process, Wilkinsburg will lay the foundation for a more welcoming, walkable, and thriving community that prioritizes people over cars and fosters a sense of belonging across every block.

A vision is the condition you want to see—the dreams and aspirations that reflect your culture and sense of purpose.

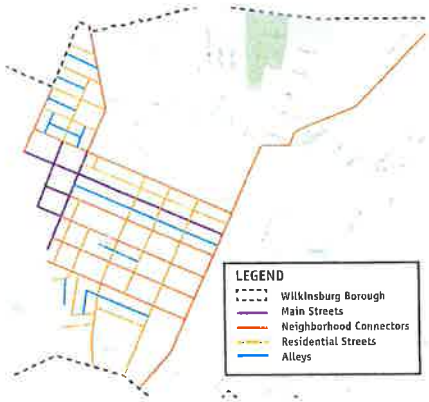
Goals describe what you will do and includes target strategies that are prioritized for implementation.

Recommendations

Priority Projects

The previous section of this plan illustrates how quantitative and qualitative data were used to identify: (1) the areas of highest need for improvement (Challenging Conditions); and (2) the areas that attract the most people walking (Desired Destinations). The places where these two important criteria overlap are the highest priorities for investment.

Looking at the Desired Destinations map first, the area with the greatest concentration of destinations is near the intersection of Penn Avenue and Wood Street and decreases gradually in each direction. On the Challenging Conditions map, Penn Avenue has the highest traffic volume in the study area and the western half of that segment also has greatest concentration of publicly-identified locations that are vulnerable to traffic. Thus, it's essential that the borough pursue every opportunity to invest in pedestrian safety on Penn Avenue, particularly between the East Busway and Center Street.



Some interpretation is necessary to determine priority projects from these data. For example, if intersections are a focus for funding or other strategic reasons, Taylor Way, Wallace Avenue, and South Avenue are at the top of the list. The field view for this project revealed that 100% of Taylor intersections, 78% of Wallace, and 71% of South are rated in poor condition. As noted above, those in the west half of the study area are priorities over those in the east due to higher need in that area.

As demonstrated here, prioritization depends on contextual questions such as:

- What is the budget for the project?
- Is funding coming from a grant with eligibility limitations?
- Who will complete the work?

To determine the best solution for each priority location, we apply the recommended tools (see Recommended Tools Matrix) to the areas of highest need based on the street type. This gives the borough the tools, locations, and estimated costs for priority projects. Concept plans and more detailed cost estimates are needed to prepare for funding programs. This plan includes concept plans for three pilot locations, which can be used as models for other projects going forward.

Because pedestrian access and safety solutions vary based on the type of environment, this plan establishes a classification of streets to which recommended tools are tied. These classifications are in line with the Urban Street Design Guidelines published by NACTO. These types are:

- Main Streets
- Neighborhood Connectors
- Residential Streets
- Intersections

Quick Implementation

It is most desirable for the safety of all street users to build permanent infrastructure that separates vulnerable road users, like people who walk, from motor vehicles. Thus, it's helpful for the borough to have a menu of short-term, cost-effective interventions that can be implemented with limited funding and maintenance staff resources. In many cases, the short-term opportunity is to use paint where concrete is called for in the long-term, such as curb extensions. It's desirable to also include vertical delineation in such cases, using lower-cost flex posts (plastic bollards) or planters to do so. The borough's Department of Public Works (DPW) can use this plan as a reference to prioritize and complete such smaller interventions.

Policy Changes

Recommendations to improve pedestrian safety can involve updating local regulations, design standards, and operational practices to support long-term safety and infrastructure quality.

Sidewalk Maintenance

The borough establishes clear design and regulatory guidance for sidewalk construction and maintenance in its municipal code (Chapter 226, Article I), including penalties for noncompliance. However, as document in the field view for this plan, sidewalk conditions are insufficient in many locations, indicating inadequate municipal resources for enforcement and/or owner resources for compliance. Wilkinsburg should further investigate the causes of noncompliance and consider incentives (e.g. municipal match) as well as new, equitable procedures and penalties, especially in areas with vulnerable populations who may struggle with maintenance costs.

Crash Data Reporting Protocol

Implementing crash data recording protocols in line with PennDOT reporting requirements will improve how pedestrian-related incidents are tracked and analyzed to inform decision-making at the local, county, regional, and state levels. PennDOT facilitates this reporting with a Police Crash Reporting Manual (PUB 153) and the online Pennsylvania Crash Reporting Tool.

While PennDOT's reporting requirements include many data, they do not include some that are useful to the municipality for tracking progress on its own goals (e.g. age, gender, and race of individuals involved). By improving how incidents are recorded, Wilkinsburg can gain a more accurate picture of safety challenges, identify patterns, and make data-driven decisions about future investments.

Street Design Standards

Municipalities in Pennsylvania can regulate the design standards for their streets in their Subdivision and Land Use Ordinance (SALDO). Wilkinsburg's current street design standards are not aligned with the goals of this document and will be further examined as the borough proceeds with its comprehensive plan. The borough will, at minimum, align is guidance with PennDOT (PUB 13) and further seek to achieve alignment with NACTO street design guidelines to ensure consistent, pedestrian-friendly approaches in future projects.

Parking Management

Parking management involves using fees and enforcement to create safe, legal, and available parking in the managed area. Proactively managing parking can improve traffic safety (e.g. sight lines at intersections), revenue for the municipality, and access to parking.

In some cases, implementing recommended tools like bulb-outs at crosswalks will support parking enforcement by removing access to already unsafe and illegal parking locations. In other cases, implementing pedestrian safety improvements may result in a small reduction in on-street parking spaces; parking management can help to alleviate the impact of reduced supply by encouraging turnover in on-street spaces.

Further study and strategy are needed to guide the borough's approach to parking. In the meantime, the borough should ensure no-parking zones are well-marked and consider periodic enforcement blitzes with police. Tracking enforcement activity and complaints can help identify chronic problem areas and inform future policy or design changes.

Actions to Pursue with Partners

Safe Routes to School (SRTS)

The SRTS framework guides safety programs for students who walk, bike, or ride to school. Through school-community partnerships, the borough can assess routes, identify needed infrastructure improvements, and coordinate education and enforcement campaigns. Integrating SRTS efforts with broader pedestrian planning ensures that the needs of children and families are prioritized and that walking remains a safe, accessible option for all residents.

Placemaking

Strategies such as painting colorful murals in bulb-outs, installing creative pedestrian-scale lighting, and developing small plazas or parklets can transform ordinary streets into welcoming public spaces that enhance comfort and reinforce neighborhood identity. These projects not only encourage walking by improving aesthetics and perceived safety, but also foster community pride and engagement when designed in partnership with local artists, youth, and residents.

Community-Based Education

Partnering with schools, faith-based organizations, and neighborhood associations, the borough can deliver initiatives that promote safe crossing behavior, raise awareness of pedestrian rights, and encourage responsible driving. These campaigns might include distributing safety materials, hosting walking audits with students and families, or conducting pop-up safety events at key intersections.

Street Tree Planting

By working with local environmental organizations and arborists, Wilkinsburg can plant shade trees along sidewalks using best practices, such as root barriers and structural soil, that minimize long-term sidewalk damage and reduce maintenance burdens. These efforts not only improve pedestrian comfort by providing shade and seasonal beauty, but also reinforce the borough's commitment to sustainable and equitable neighborhood investment.

Recommended Tools

In the following section, we have compiled a matrix where recommended tools are applied across these typologies. These recommendations include estimated cost and timeline data to prioritize implementation based on budgeting and support the development of grant applications.

Universal Tools

These tools are not context-specific and should be used whenever possible to improve safe and comfortable access for all sidewalk and crosswalk users.

ADA Curb Ramps and Tactile Materials
The Americans with Disabilities Act (ADA), and regulations informed by it, define the design standards that all public pedestrian facilities must meet to ensure access by all users, including those with disabilities. Curb ramps with tactile warning surfaces, level landings, and appropriate slopes are required. Detectable warning surfaces (e.g., truncated domes) alert visually impaired pedestrians of street crossings or transitions. Audible pedestrian signals at intersections, properly aligned crossings, and clear sidewalk widths further support compliance with the ADA while also improving usability for older adults and families with strollers.

High-Visibility Crosswalks
High visibility crosswalks are marked crossings using reflective paint, making them more noticeable to drivers and improving pedestrian safety. Not all crosswalks across the borough require updates; locations near schools, transit stops, and senior facilities should be prioritized using crash and traffic data as well as community input. Regular repainting cycles, coordinated by the Department of Public Works (DPW), can ensure that markings remain effective and consistent throughout the borough.

In Pennylvania, the part of a roadway at an intersection that connects two sidewalks is a considered a crosswalk, whether or not it is marked. Therefore, it would be most strategic and efficient for Wikinsburg to focus on ensuring high-quality marked crosswalks on Main Streets first, and then move on to Neighborhood Connectors.

Leading Pedestrian Intervals (LPIs)
LPIs are traffic signal timing strategies that give pedestrians a head start (usually 3–7 seconds) to begin crossing before vehicles get a green light, reducing conflicts with turning vehicles.

Sidewalk Installation or Replacement
The construction of new sidewalks or the repair or upgrade of existing ones to improve accessibility, safety, and compliance with standards. Where space allows, sidewalk buffers can further enhance the pedestrian realm. Alternatives to traditional pavement can help reduce runoff by infiltrating rain water and melting snow.

Strategic Tools

Traffic Calming Measures
To reduce vehicle speeds and enhance pedestrian priority, traffic calming measures such as curb extensions, speed humps, mini-roundabouts, narrowed travel lanes, and street trees should be considered, particularly on residential streets, or near schools and parks. These features can slow drivers and create a safer, more predictable environment for people walking.

Curb Extensions
Curb extensions are expansions of the sidewalk into the street, usually at intersections or mid-block crossings, to shorten crossing distances, calm traffic, and improve pedestrian visibility. Curb extension recommendations include:

- Pedestrian Islands
- Bulb-Outs
- Chicanes
- Bus Bulbs

Speed Humps
Speed humps are raised areas across a road, typically longer and flatter than speed bumps, designed to slow traffic without abrupt jolts.

Tactical Tools

Parking Enforcement
Enforcing parking can improve traffic safety by removing illegally parked vehicles that block sight lines at intersections and encouraging parking turnover that reduces vehicles circling for spaces.

Rectangular Rapid Flashing Beacons (RRFB)
RRFBs consist of two, rectangular-shaped yellow indications that flash with an alternating high frequency when activated. They are used alongside pedestrian crossing signage to enhance conspicuity of people at the crossing to drivers.

Sidewalk Maintenance
Repairs to cracked or heaved pavement, sidewalk infill in missing segments, and widening in narrow corridors all help create a more continuous, safe, and comfortable walking environment.

Speed Feedback Signage
These signs (with radar to detect speeds) show drivers that they are speeding and may encourage some drivers to slow down. They may also suggest to drivers that speeds are being monitored or enforcement is nearby.

Amenities

Green Stormwater Infrastructure (GSI)
GSI is defined as soil-water-plant systems that intercept stormwater, infiltrate a portion of it into the ground, evaporate a portion of it into the air, and in some cases release a portion of it slowly back into the sewer system.

Street Furniture
Street furnishings add functionality and vitality to sidewalks, announcing that pedestrians are welcome and that the street is a comfortable place to be. They provide a functional service to the pedestrian and provide visual detail and interest.

Street Trees
Street trees provide important services to pedestrians and the community at large. For the former, they provide shade and help to calm traffic; for the latter, they help to mitigate stormwater and greenhouse gasses.

Storm Drain Maintenance
Proper maintenance of storm drains ensures that water can efficiently drain from streets and sidewalks, reducing the risk of flooding and pooling that can pose hazards to pedestrians. Clearing debris, repairing grates, and maintaining inlets and pipes helps to keep walking routes dry, safe, and accessible, especially during heavy rain events.

Wayfinding and Signage
Wayfinding is a type of signage that assists people in navigating a place; it is often used to help people find key destinations. Other helpful signage might include identity or interpretive signage to inform people about the area.

Recommended Tools Matrix

WILKINSBURG PEDESTRIAN PLAN						
Recommendationed Tools	**Main Streets**	**Neighborhood Streets**	**Residential Streets**	**Estimated Funding by Unit**	**Units**	**Project Funding Estimates**	**Timeline to Implement***
Permanent Pedestrian Safety Infrastructure							
ADA-compliant surfaces and tactile materials				**$325**	each	**$10,000 to $100,000**	**1 - 5 years**
Curb extensions				**$6,000**	6' wide, 20 feet long	**More than $100,000**	**1 - 5 years**
				$4,000	6' wide and 10' long	**$10,000 to $100,000**	
						$10,000 to $100,000	
				$30,000	each	**$10,000 to $100,000**	
High-visibility crosswalks				**$560**	160 LF (Intersection)	**Under $10,000**	**Less than 1 year**
Leading pedestrian intervals (LPIs)							**Less than 1 year**
Sidewalk installation or replacement				**$90,000**	1200 LF (Block)	**More than $100,000**	**5+ years**
Speed humps				**$10,000**	each	**Under $10,000**	**Less than 1 year**
Temporary Pedestrian Safety Infrastructure							
Crash data reporting update							
Parking enforcement						**Under $10,000**	**Less than 1 year**
Rectangular rapid flashing beacons (RRFBs)				**$10,000**	per beacon	**Under $10,000**	**Less than 1 year**
Sidewalk maintenance				**$7,500**	100 LF	**More than $100,000**	**5+ years**
Speed feedback sign				**$7,000**	each	**Under $10,000**	**Less than 1 year**
Pedestrian Amenities and Environment							
Green stormwater infrastructure (GSI)							
Storm drain maintenance							
Permeable material for sidewalks							**5+ years**
Placemaking (art, creative lighting)				**$5,000**	each lighting	**Under $10,000**	**1 - 5 years**
Street furniture				**$1500 to $5000**	per bench	**Under $10,000**	**1 - 5 years**
Street trees (with root barriers or structural soil)				**$150 to $2000**	per tree	**Under $10,000**	**1 - 5 years**
Wayfinding and signage				**$150 to $450**		**Under $10,000**	**Less than 1 year**

The darker cells indicate a higher recommendation priority for the type of street. For more details and funding information, please refer to the matrix on page 52.

* Objective timeline of the duration to implement

NACTO Guides

The Urban Street Design Guide published by the National Association of City Transportation Officials (NACTO), references national design standards and guidance that were current at the time of its publication (2013). NACTO also offers an Urban Bikeway Design Guide, Transit Street Design Guide, and Urban Street Stormwater Guide that are recommended reference materials for Wilkinsburg planners and implementers.

We have included key design strategies as a part of the WPP, using NACTO as a standard design template for present and future street design projects in Wilkinsburg. The design elements and strategies included are:

Sidewalk Improvement

- Pinch point bump-outs
- Gateway bump-outs
- Chicanes
- Safe intersection design
- Parklets

Traffic Calming

- Speed tables
- Speed humps
- Speed cushions
- Raised mid-block crosswalks

Transit Design

- Commercial alleys
- Safe intersection design
- Bus stop bulbs
- Dedicated bus lane

Storm Water Infrastructure

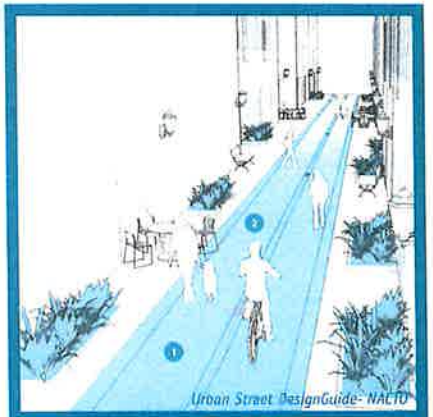
- Bioswales

PINCH POINT BUMP-OUTS

When utilized as a traffic calming treatment, mid-block curb extensions are intended to mark the transition to a slower speed street.

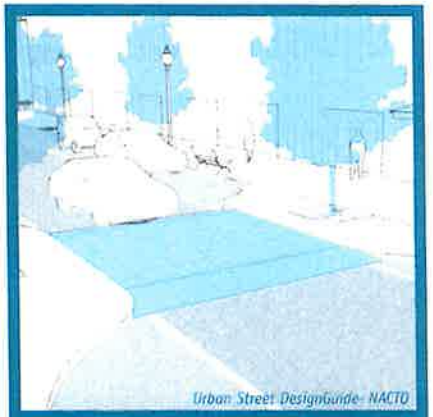
SPEED HUMPS

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low-volume, low-speed roads.



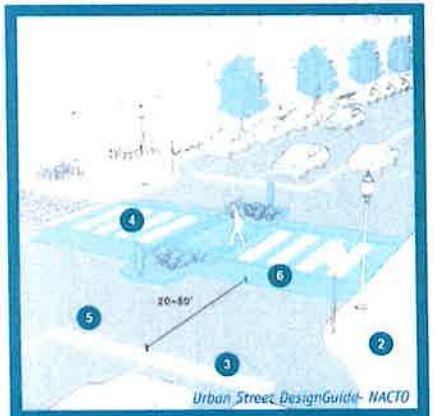
COMMERCIAL ALLEYS

Commercial alleys can be designed to play an integral role in a downtown street network and improve the pedestrian realm in and around commercial areas.



SPEED TABLES

Speed tables are mid-block traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed.

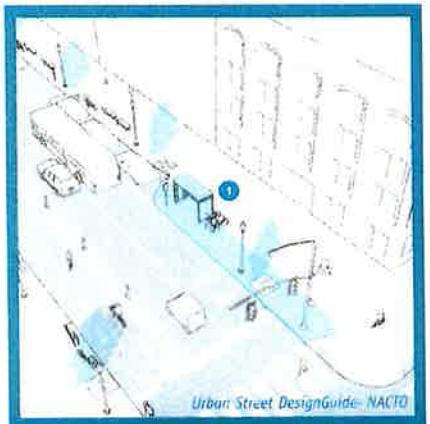


MIDBLOCK CROSSWALKS

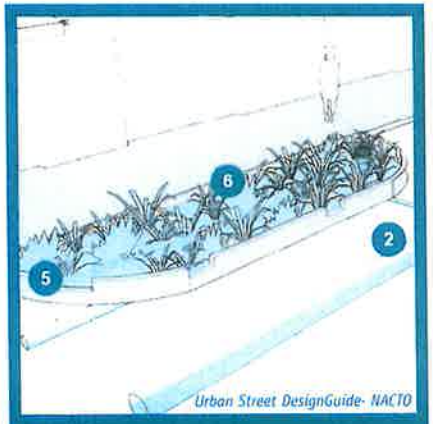
Mid-block crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network.

GATEWAY BUMP-OUTS

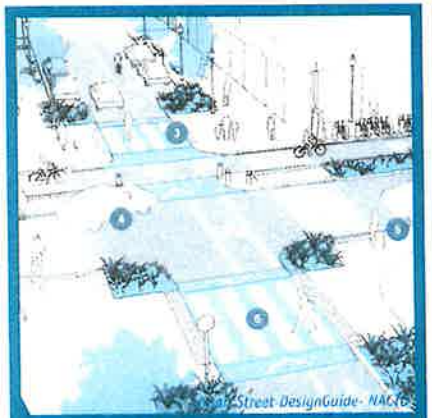
When installed at the entrance to a residential or low-speed street, a curb extension is intended to mark the transition to a slower speed street.



BUS BULBS
Bus bulbs are curb extensions that allow buses to stop and board passengers without ever leaving the travel lane.

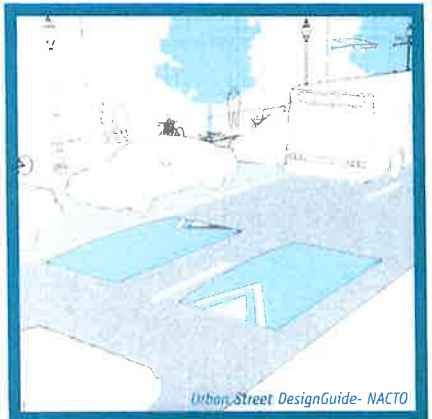


BIOSWALES
Bioswales are vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate storm-water runoff as it moves downstream.



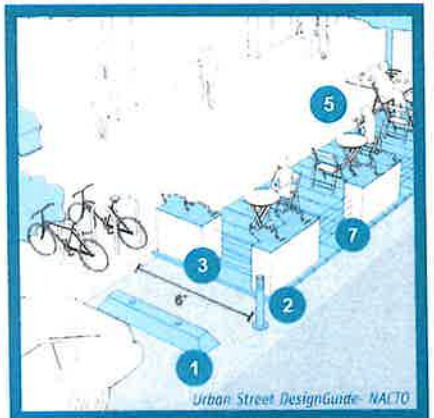
SAFE INTERSECTION DESIGN
Use raised crossings and curb extensions to limit turning speeds from the major to the minor street.

CHICANES
Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably.

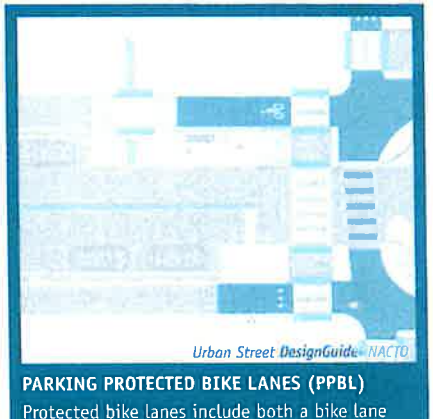


SPEED CUSHION
Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds.

CONSTRAINED BIKE LANES
The installation of constrained bike lanes results in important all-mode safety benefits when compared with multi-lane streets with wide mixed-traffic lanes.



PARKLETS
Parklets are public seating platforms that convert curbside parking spaces into vibrant community spaces.



PARKING PROTECTED BIKE LANES (PPBL)
Protected bike lanes include both a bike lane and a buffer to the street. While perceived as not legal in Pennsylvania, PPBls can be implemented if the separation between both lanes is constructed as a thin permanent concrete curb instead of paint.

04

Pilot Areas

Main Streets

Neighborhood Connectors

Intersections

Pilot Areas

To demonstrate the effectiveness of the recommendations toolkit, we have created a set of concept plans, or projects, for pedestrian safety improvements along three sites with varying configurations, conditions, and need. The projects and their specific recommendations are mentioned below.

Main Street: Pedestrian Connector

A network of pathways in downtown Wilkinsburg is used by pedestrians to access businesses, especially along Penn Avenue. These routes are formal, but can be very useful in improving walkability in the neighborhood. Based on our analysis and observations we recommended the following:

Install high-visibility raised midblock crosswalk along key paths. We observed pedestrians cutting across Penn Ave from the Save-a-Lot parking lot and along the alley leading up to Taylor Way. By formalizing this mid-block crosswalk, safety would be improved. By further raising the crosswalk, vehicular speed along Penn Avenue can be reduced.

Reduce crossing distances with curb extensions and pedestrian refuge islands. By adding bulb-outs at the mid-block crosswalk, pedestrian visibility is improved.

Maintain and improve sidewalk infrastructure. By prioritizing sidewalk improvement along Penn Avenue, walkability in the neighborhood improves.

Convert alley to pedestrian access only. The alleyway connecting Penn Avenue and Taylor Way can be changed to pedestrian access with limited vehicular access for events in the park.

Additional main street possibilities:

- Implement leading pedestrian intervals (LPI) at signalized intersections.
- Explore traffic calming measures such as road diets or rectangular rapid flashing beacons (RRFBs) at unsignalized crossings.

Neighborhood Connector: Traffic Calming

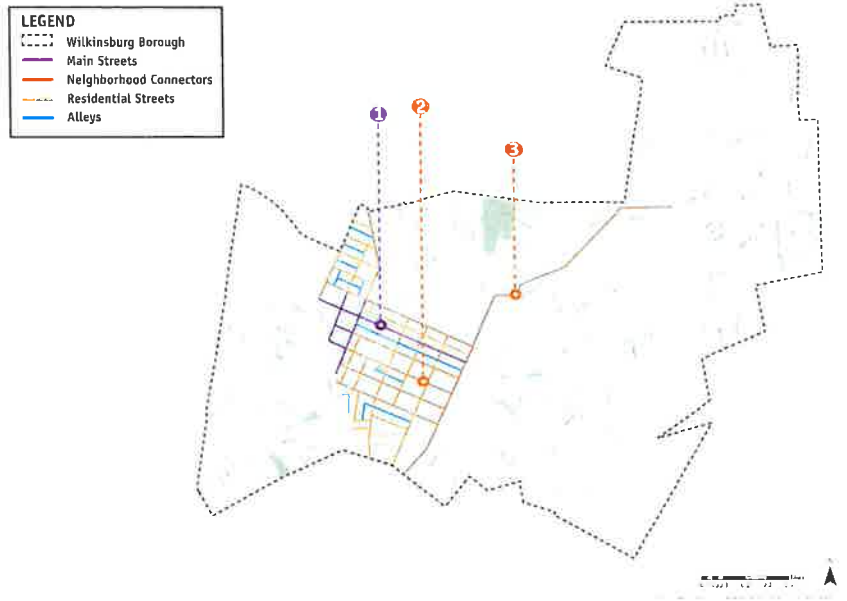
Based on our observation and analysis, traffic along Ross Avenue often feels unsafe. Pedestrians often mentioned the lack of speed control along multiple residential streets and the need for traffic calming.

Implement traffic calming measures such as speed humps. Implementing speed humps along Ross Avenue, controls vehicular speed and improves pedestrian safety.

Add curb extensions at key intersections to improve pedestrian visibility. Adding curb extensions along intersections along Ross Avenue, pedestrian improves visibility and safety.

Maintain clear sight-lines at intersections by enforcing parking restrictions. Enforcing parking regulations, improves pedestrian visibility along intersections.

Convert exisiting contra flow bike lane to a parking protected bike lane (PPBL). The existing contra-flow bike lane is directly adjacent to the traffic lane. A PPBL improves bike safety along Ross Avenue. Separating the PPBL from the parking lane with a solid concrete curb, complies with state rules and protects cyclists.



Additional residential street possibilities:

- Install sharrows and way-finding signage for bicyclists riding with traffic.

Intersection: Safe Crossings

We observed multiple unsafe intersections, including several five-way intersections along Swissvale Avenue and Montier Street. An alternative configuration improves the safety for children walking to school.

Add curb extensions at corners. Curb extensions improve pedestrian visibility and safety by reducing the crosswalk distance.

Install pedestrian crossing signage. Installing pedestrian signage, specially in the school zone, encourages walkability and improves the pedestrian experience.

Install high visibility crosswalks. High visibility crosswalks ensure pedestrian safety and ease of access.
Additional intersection recommendations:

- Install pedestrian countdown signals.
- Install ADA-compliant curb ramps with detectable warning surfaces (DWF) and high-visibility crosswalks.
- Enhance sidewalks with tactile warning surfaces at crossings.
- Install flex posts or planters to improve visibility in areas where curbs are not feasible.

MAIN STREET: PEDESTRIAN CONNECTOR ALONG PENN AVENUE

Recommendations for main street design along Penn Avenue:

1. **Install high-visibility raised midblock crosswalk along key paths.**
2. **Reduce crossing distances with curb. extensions and pedestrian refuge islands.**
3. **Maintain and improve sidewalk infrastructure.**
4. **Convert alley to pedestrian access only.**

Additional main street recommendations:

- Implement leading pedestrian intervals (LPI) with push buttons at signalized intersections.
- Explore traffic calming measures such as rectangular rapid flashing beacons (RRFBs) at unsignalized crossings.

MAIN STREET: PEDESTRIAN CONNECTOR ALONG PENN AVENUE

Precedent Images

Ross Street mid-block crossing in Downtown Pittsburgh

Ross Street mid-block crossing in Downtown Pittsburgh

Street Section Diagrams

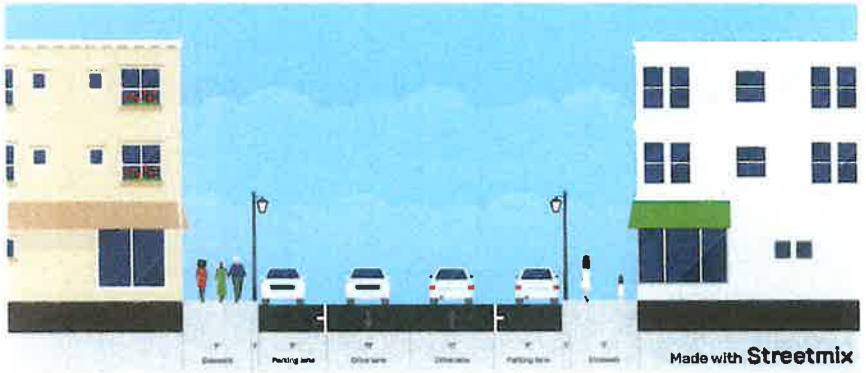


Diagram of an average Penn Avenue block today

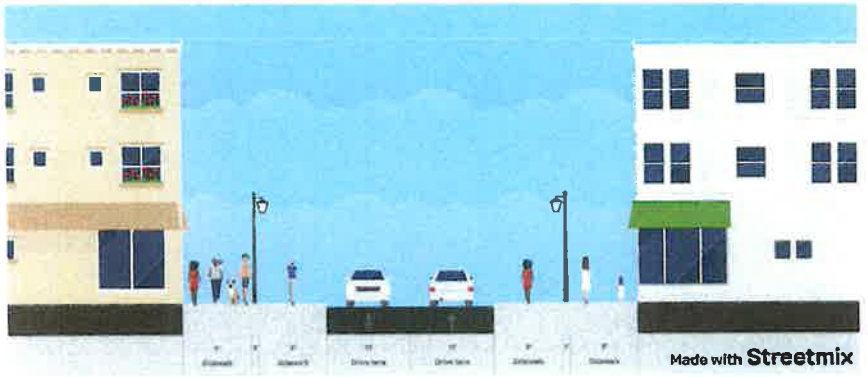


Diagram of a mid-block crossing on Penn Avenue

PRIORITY AREAS

NEIGHBORHOOD CONNECTOR: TRAFFIC CALMING ON ROSS AVENUE

Recommendations for neighborhood connector design along Ross Avenue:

1. **Implement traffic calming measures such as speed humps.**
2. **Add curb extensions at key intersections to improve pedestrian visibility.**
3. **Maintain clear sight-lines at intersections by enforcing parking restrictions.**

Additional residential street recommendations:

- Enhance sidewalks with tactile warning surfaces at crossings.
- Install sharrows and way-finding signage for bicyclists.

PRIORITY AREAS

NEIGHBORHOOD CONNECTOR: TRAFFIC CALMING ON ROSS AVENUE

Recommendations for neighborhood connector design along Ross Avenue:

1. **Implement traffic calming measures such as speed humps.**
2. **Add curb extensions at key intersections to improve pedestrian visibility.**
3. **Maintain clear sight-lines at intersections by enforcing parking restrictions.**

Additional residential street recommendations:

- Enhance sidewalks with tactile warning surfaces at crossings.
- Install sharrows and way-finding signage for bicyclists.

NEIGHBORHOOD CONNECTOR: TRAFFIC CALMING ON ROSS AVENUE

Precedent Image

Euclid Avenue parking-protected bike lane in East Liberty

Street Section Diagrams

Diagram of an average Ross Avenue block today

Diagram of a bus stop bulb-out and shorter crossing on Ross Avenue

Diagram of a parking-protected bike lane on Ross Avenue

PRIORITY AREAS

INTERSECTION: SAFE CROSSINGS

Recommendations for intersection design at Park Avenue + Montier Street + Bessica Street:

1. **Add protected corner curb extensions.**
2. **Install pedestrian crossing signage.**
3. **Install high visibility crosswalks**

Additional intersection recommendations:

- Install pedestrian countdown signals with push buttons.
- Install ADA-compliant curb ramps with DWFs and clearly striped continental crosswalks.
- Install flex posts or planters to improve visibility.

INTERSECTION: SAFE CROSSINGS

Precedent Images

Quick-build five-way intersection in Friendship

Quick-build five-way intersection in Friendship

05
Appendix

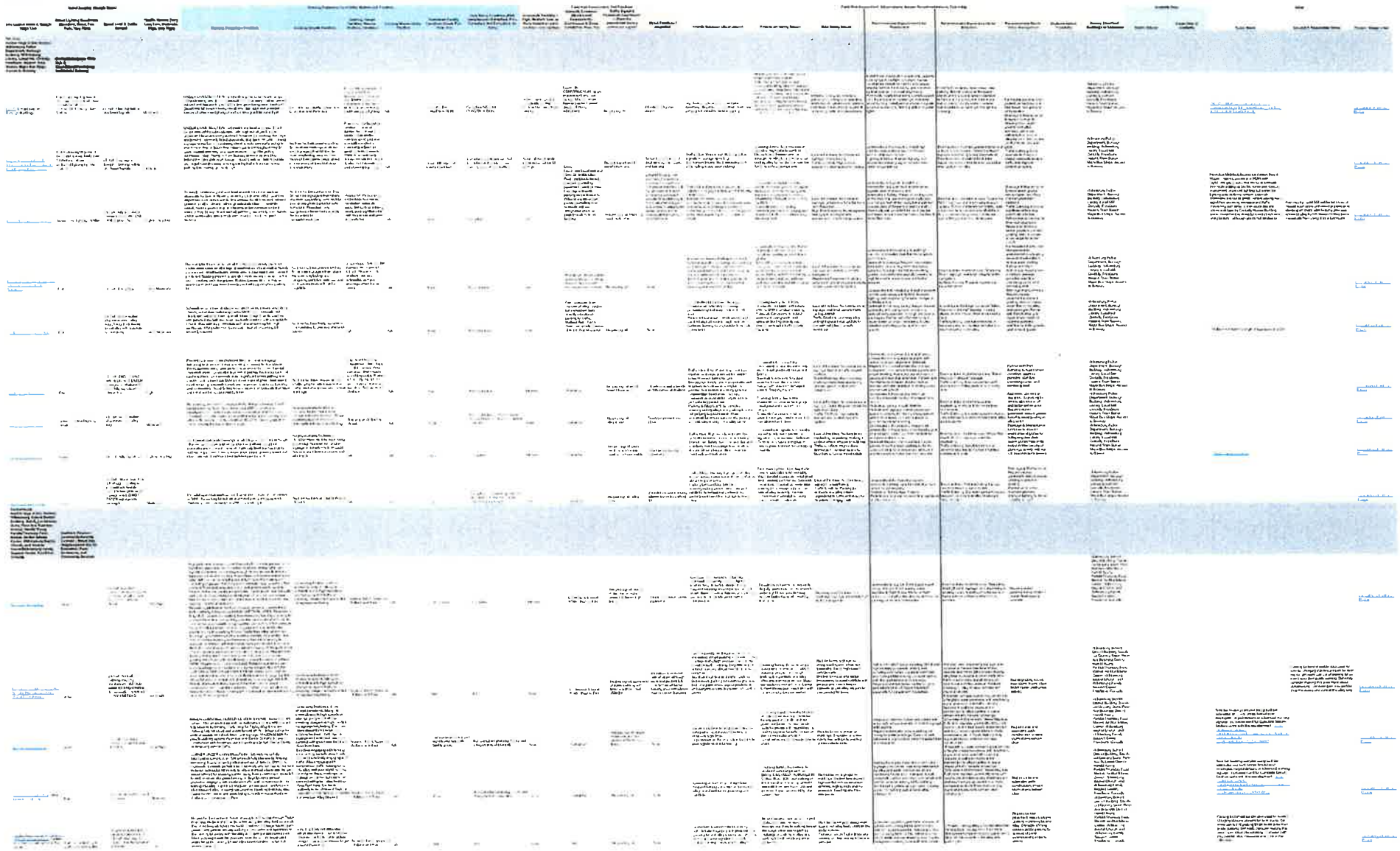
Field Study Results

As a part of the field study, we assessed elements of street design within both the central and the extended study areas. They are as follows:

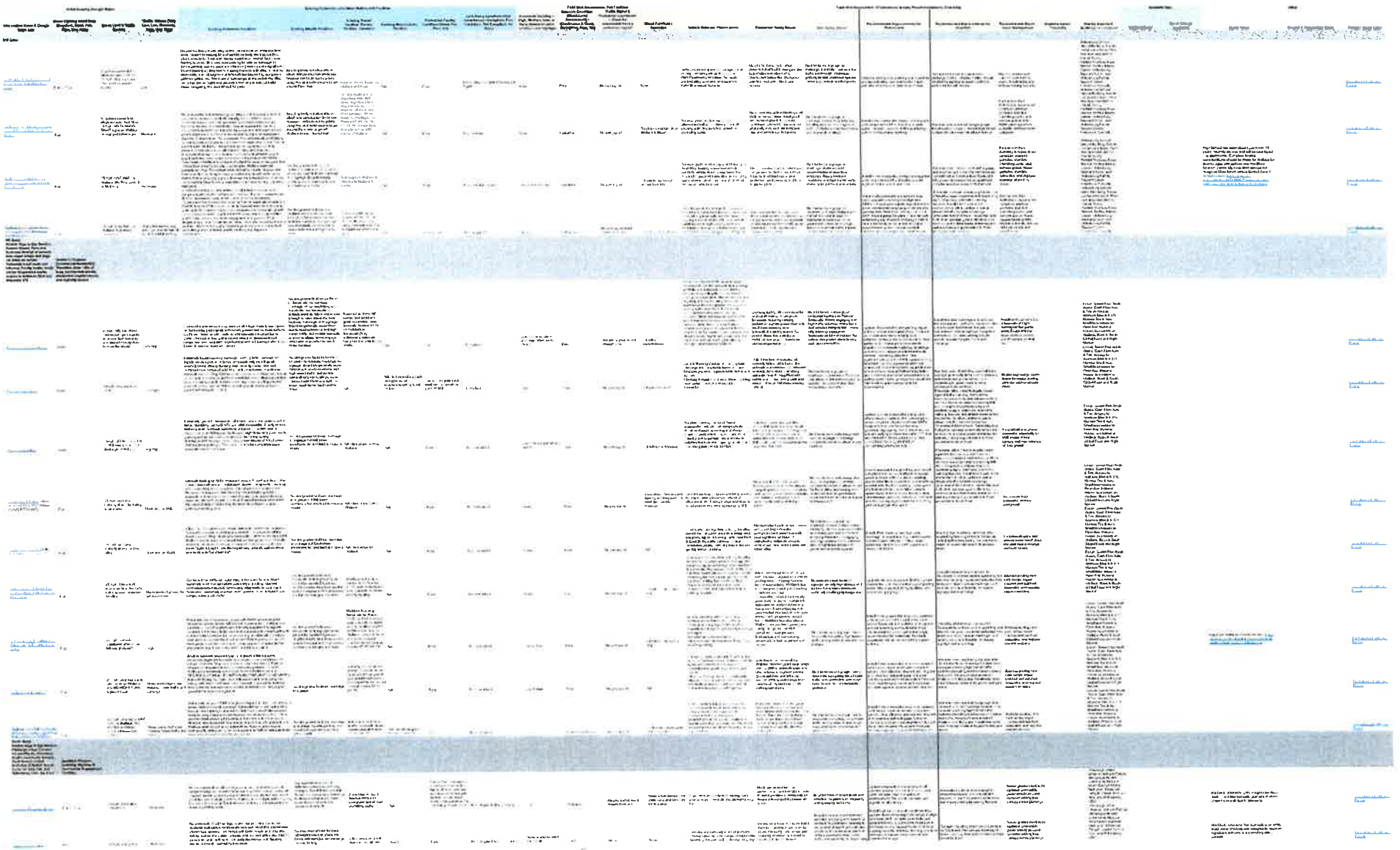
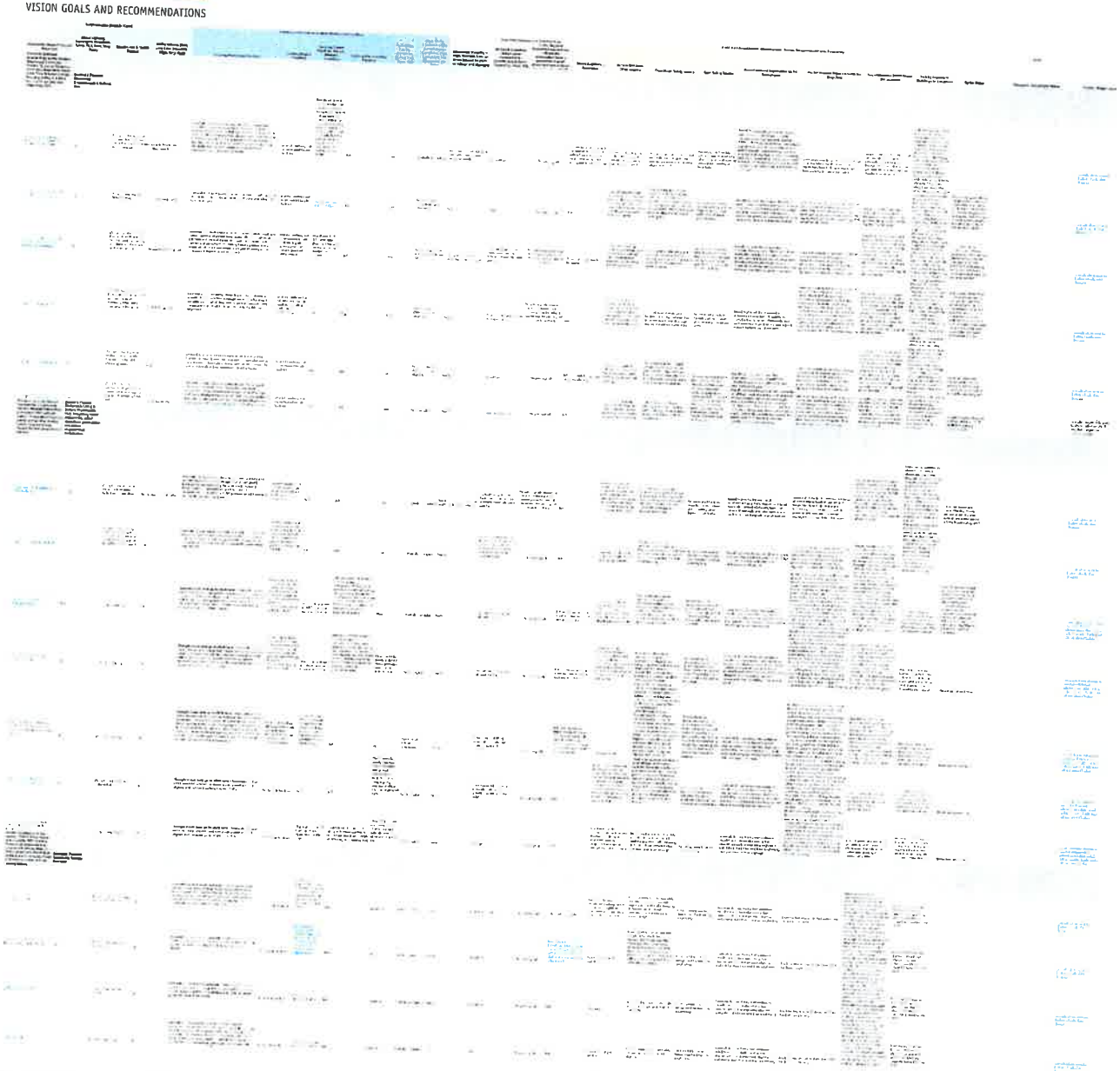
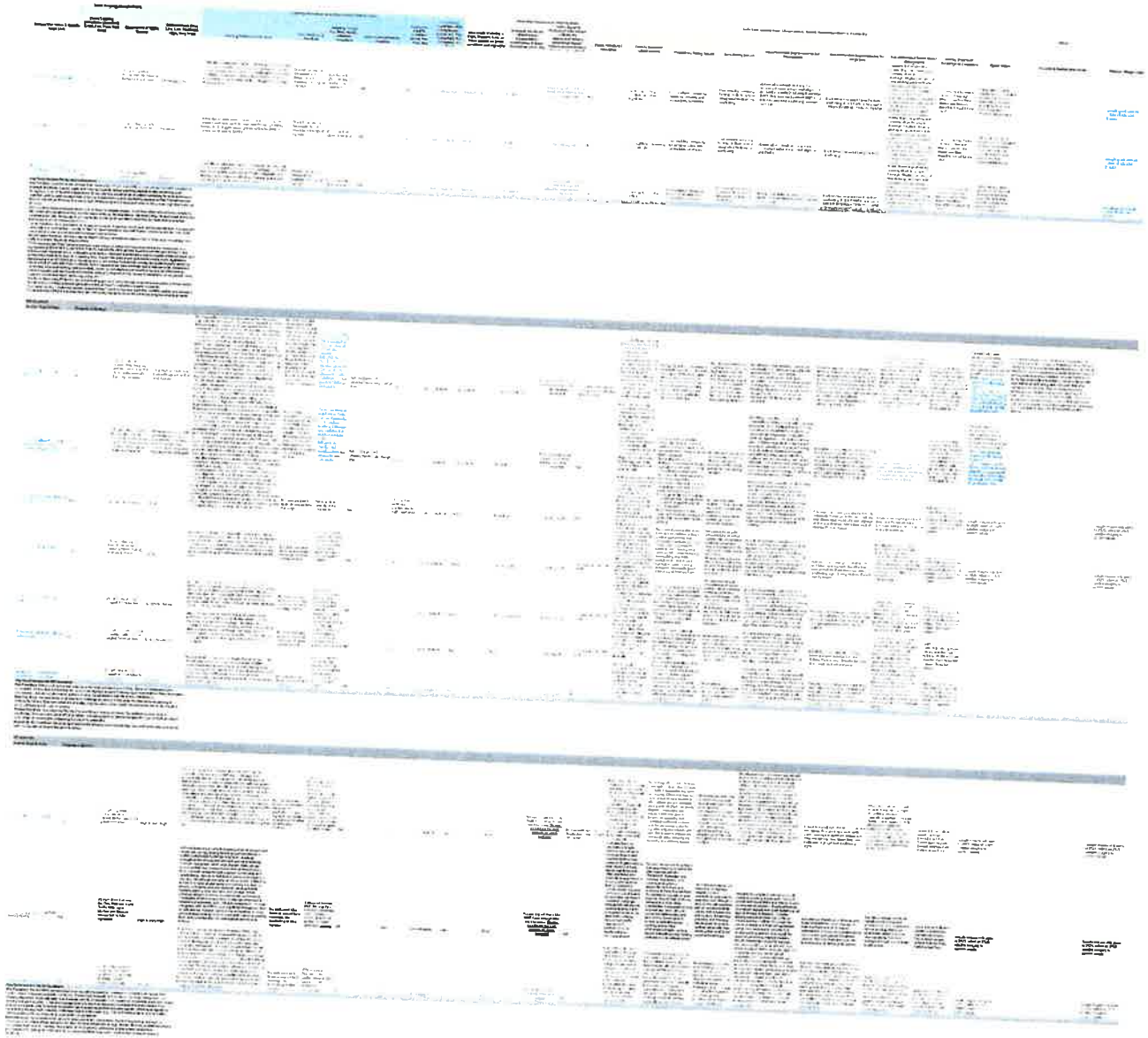
- Intersection Name
- Street Lighting Conditions
- Speed Limit & Traffic Control
- Traffic Volume
- Existing Pedestrian Facilities
- Existing Bicycle Facilities
- Existing Transit Facilities: Routes, Shelters, Condition
- Existing Micromobility Facilities
- Pedestrian Facility Condition
- Curb Ramp Condition
- Crosswalk Visibility
- Sidewalk Condition
- Traffic Signal & Pedestrian Countdown
- Street Furniture / Amenities
- Vehicle Behavior Observations
- Pedestrian Safety Issues
- Bike Safety Issues
- Recommended Improvements for Pedestrians
- Recommended Improvements for Bicyclists
- Recommended Storm Water Management
- Implementation Feasibility
- Nearby Important Buildings or Locations

The details for each intersection by section are in the following pages

APPENDIX



APPENDIX



VISION GOALS AND RECOMMENDATIONS