



# West Pittsburgh Mobility Plan

March 2026 Draft



# Acknowledgments

The West Pittsburgh REACH Mobility Plan reflects a collaborative effort of dedicated contributors and leadership from city staff and elected officials, the Department of Mobility & Infrastructure (DOMI), Allegheny County, neighborhood partners, and the community. This vision for the four neighborhoods in the study area and surrounding community is made possible thanks to the time, insights, and enthusiasm of these participants.

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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Photo of West End Bridge CREDIT: Jim Orsini via Wikipedia

# 1

## Introduction

Just west of Downtown Pittsburgh, the neighborhoods of West Pittsburgh are defined by tight, gridded streets, a close-knit community, and striking views of the city and surrounding landscape. Home to many longtime residents, these neighborhoods offer a strong sense of place anchored by community hubs such as the West End near the West End Bridge, Pittsburgh Langley K-8, and the West End Overlook. Well-connected to Pittsburgh's busway system, about a 20 mile distance to Pittsburgh International Airport and poised to benefit from planned trail investments, West Pittsburgh is positioned to build on its existing strengths and continue evolving into a community where mobility enhances everyday life.

West Pittsburgh's location offers strong regional access, yet connectivity within and between its neighborhoods remains limited. The Ohio River, rail corridors, highways, steep topography, and complex intersections such as the West End Circle create barriers to safe and comfortable travel. Within Elliott, Esplen, Sheraden, and the West End, gaps in sidewalks and bicycle infrastructure, high vehicle speeds, and aging amenities further constrain mobility and access to daily destinations.

At the same time, these neighborhoods are already multimodal, with residents walking, biking, and using transit at rates higher than the citywide average.<sup>1</sup> The West Pittsburgh Mobility Plan builds on that foundation by identifying practical improvements to enhance safety, close infrastructure gaps, and strengthen connections both within the community and to surrounding areas.

## Project Purpose

The purpose of this Plan is to improve safety and connectivity for people traveling by all modes in Elliott, Esplen, Sheraden, and the West End. By addressing key barriers, improving multimodal facilities, and expanding transportation options, the Plan increases access to daily needs and supports healthier, more active lifestyles.

The Centers for Disease Control and Prevention (CDC) recognizes that access to safe places for physical activity improves health and quality of life. By creating safer, more connected streets, this Plan advances those goals while enhancing quality of life for residents and making West Pittsburgh more welcoming for visitors.

## Study Area Profile

### Elliott

Elliott, northwest of the West End and southeast of Sheraden, is a primarily residential neighborhood and has a population of over 2,100 residents<sup>2</sup> over 0.6

<sup>1</sup> U.S. Census Bureau, *American Community Survey (ACS) Data*, U.S. Department of Commerce, accessed March 2, 2026, [census.gov/programs-surveys/acs/data.html](https://census.gov/programs-surveys/acs/data.html)

<sup>2</sup> U.S. Census Bureau, *2018–2022 ACS 5-Year Estimates: Table and Geography Changes*, U.S. Department of Commerce, accessed March 2, 2026, [census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2022/5-year.html](https://census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2022/5-year.html)

square miles. The neighborhood is served by the 26, 27, and 29 PRT bus routes. Elliott is home to the West End Overlook, an attraction that provides visitors with a scenic view of the City of Pittsburgh. The key corridors that run through Elliott and connect to key destinations and adjacent neighborhoods are Steuben Street, Chartiers Avenue, and Lorenz Avenue.

### Esplen

Esplen is a primarily industrial area, bordered by Chartiers Creek and McKees Rocks to the north and Sheraden to the south. The neighborhood is served by the 20, 21, and 24 PRT bus routes. Although it only has a population of 322 residents<sup>3</sup> of Elliott, Sheraden, and West End must travel through Esplen to get to many essential destinations in McKees Rocks, such as the closest grocery store, bank, and more. The main corridor that runs through Esplen is Stanhope Street.

### Sheraden

Sheraden is the largest neighborhood in the study area, centrally located with a population of 5,100 residents<sup>4</sup>. The neighborhood has a variety of key transit connections, anchored by the West Busway running through the south end of the neighborhood. The intersection of Chartiers Avenue, Sherwood Avenue, and Sheraden Boulevard serve as a hub for the neighborhood, with a variety of essential destinations. This includes Langley K-8 school, libraries, churches, senior centers, and more. Other key destinations in the neighborhood include Sheraden Park, McGonigle Park and Sheraden Skate Park.

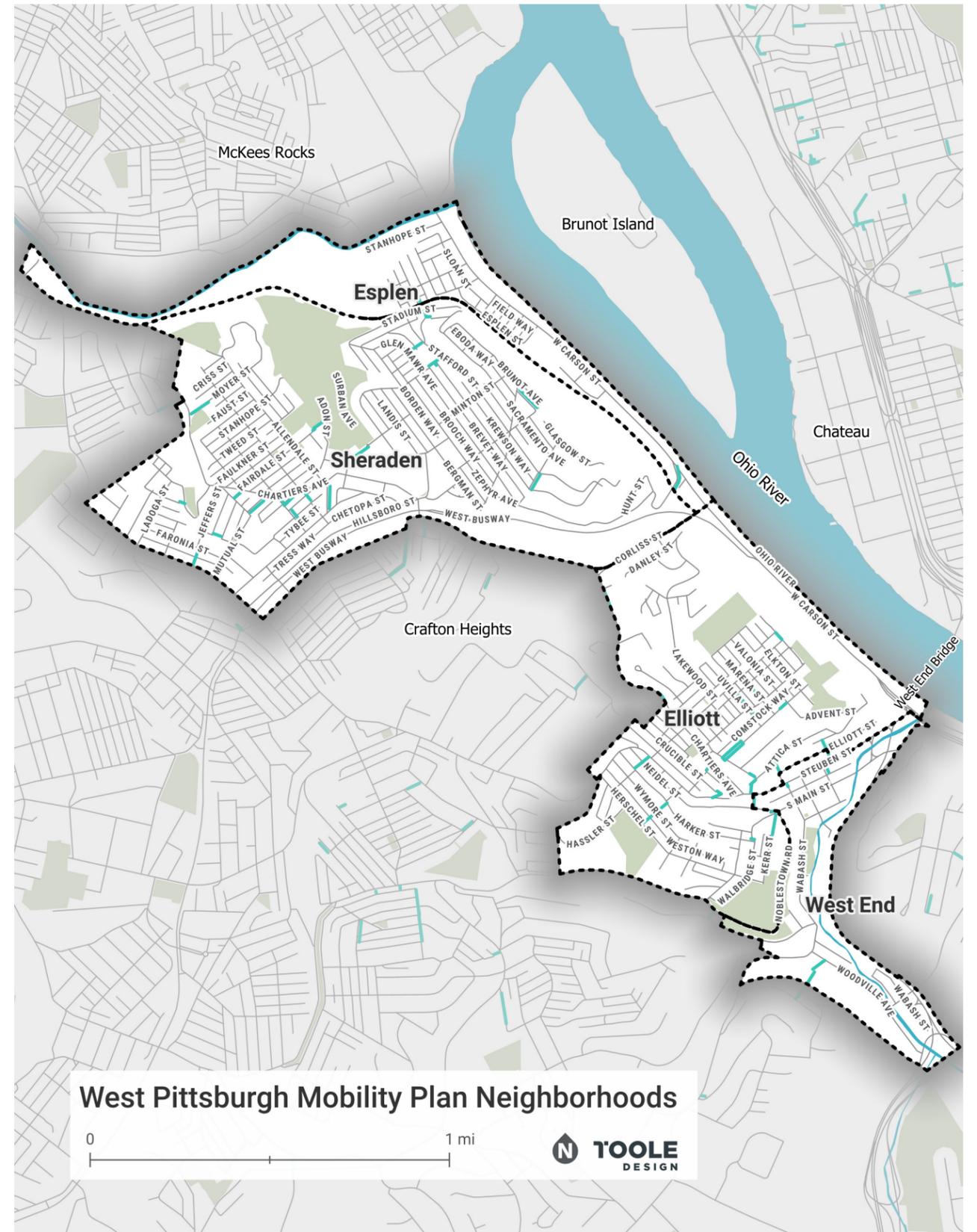
### West End

The West End is located immediately across the West End Bridge which connects West Pittsburgh to the North Shore. It primarily serves as a commercial district, with a population of just over 200 residents<sup>5</sup>. The neighborhood is served by the 26, 27, 29, and 31 PRT bus routes. Its main corridor, South Main Street, has a variety of restaurants, local businesses, and other community resources. The other two key corridors in the neighborhood are Steuben Street and Wabash Street.

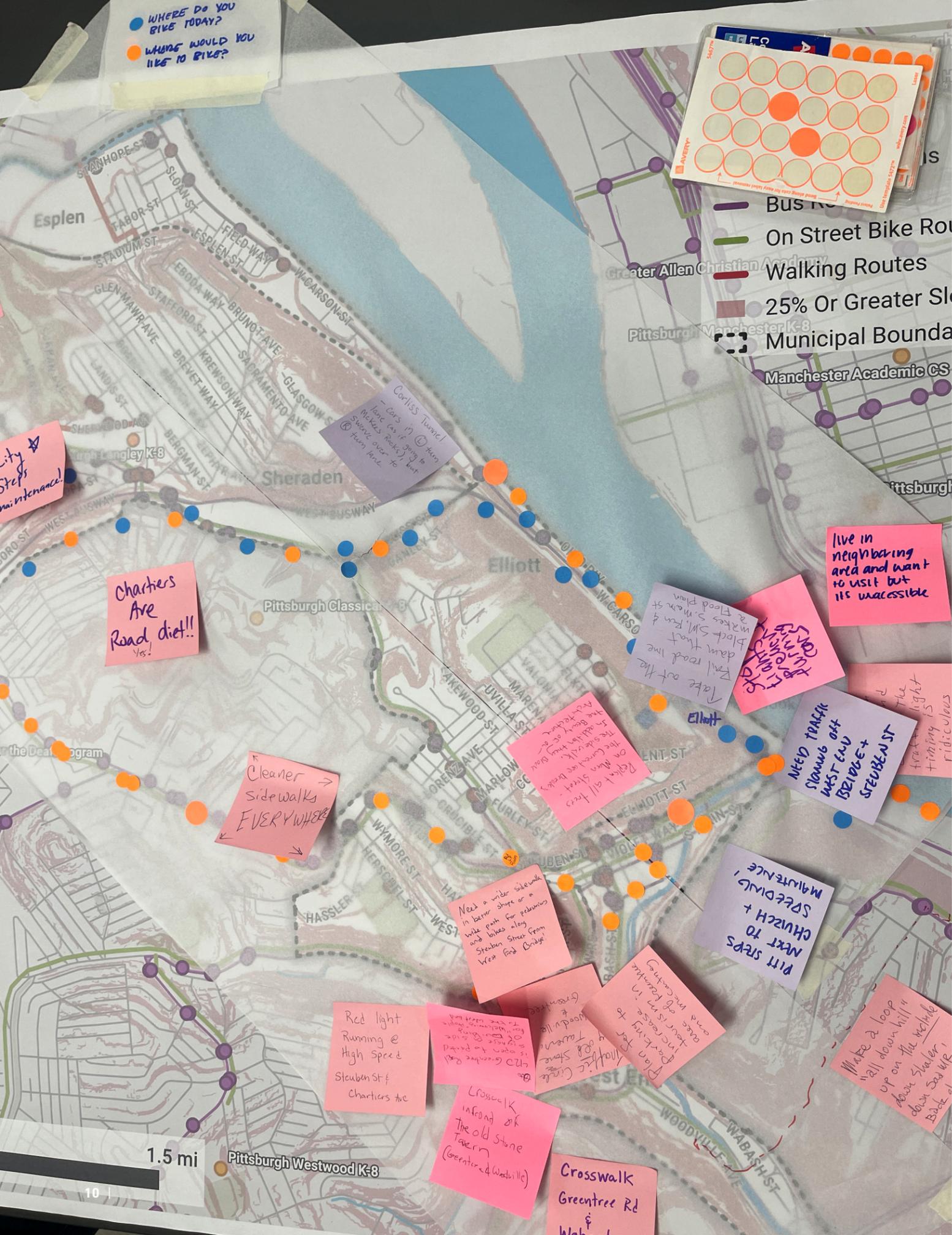
<sup>3</sup> U.S. Census Bureau, 2018–2022 ACS 5-Year Estimates.

<sup>4</sup> U.S. Census Bureau, 2018–2022 ACS 5-Year Estimates.

<sup>5</sup> U.S. Census Bureau, 2018–2022 ACS 5-Year Estimates.



MAP 1 West Pittsburgh Mobility Plan Neighborhoods



# 2 Study Engagement

Understanding the existing conditions in West Pittsburgh goes beyond the built environment. Understanding the perspective of those who will have the greatest benefit from mobility improvements in the area is an essential foundation for the Plan. Throughout the existing conditions analysis for this study, community input was collected through a variety of channels. These are summarized throughout this section.

The engagement approach for this project followed three phases, presented in the timeline below. Activities included online efforts on the City's Online Engage page, steering committee involvement, walk audits, and more. Each of the engagement activities conducted is summarized alongside key takeaways.



FIGURE 1 Engagement Timeline

## Walk Audits

To ensure a thorough understanding of the existing conditions for those walking and biking in West Pittsburgh, the study included a series of walk audits on five key corridors in West Pittsburgh.

### Langley Elementary Walk Audit

On May 5, 2025, representatives from DOMI met with administrators, students, and parents from Langley Elementary School to observe student travel patterns and assess walking and biking conditions surrounding the school.

Langley Elementary is located near the Sheraden Busway Station at Chartiers Avenue and Hillsboro Street. The school occupies a large block, and the walk audit focused on key corridors used by students, including Chartiers Avenue (from the school entrance to Allendale Street), Sherwood Avenue, Zephyr Avenue, Minton Street, and Stafford Street.

It is important to note that students who attend Langley Elementary and live in the Elliott neighborhood are not classified as walkers, even though many reside within walking distance. A 1988 PennDOT Hazard Certification determined that there were no safe crossings available for students traveling from Elliott to the school. While some improvements have been made since that time, including the addition of a crossing guard at Chartiers Avenue and Lorenz Street, significant hazards remain. These include discontinuous and overgrown sidewalks, limited safe crossing opportunities, and ongoing traffic safety concerns along key routes to the school.

Key takeaways from the Langley Elementary Walk Audit include:

- High vehicle speeds and poor stop sign compliance are recurring issues along Chartiers Ave and Sherwood Ave
- Several locations lack basic pedestrian safety elements, such as sidewalks, ADA ramps, and marked crossings, despite heavy student use.
- There is a clear demand for traffic calming along Sherwood Avenue (behind the school) and on Chartiers Avenue between Citadel Street and Allendale Street.

### Corridor Walk Audits

The following corridors were selected for further analysis based on crash history, community input, presence of key destinations and transit.

- Chartiers Avenue and Lorenz Avenue
- Chartiers Avenue and Corliss Street
- Stanhope Street (Linden Street to W Carson Street)
- Wabash Street (S Main Street to McCartney Street)
- Chartiers Avenue (Straka Street to Allendale Street)

These audits were conducted on May 27, 2025, and included the project team, City and County staff, key stakeholders, and residents. The project team collected existing condition data which included presence or sidewalks, adequate crossing facilities, ADA accessibility, and transit stop conditions to inform

project recommendations. More details on the walk audits can be found in the Existing Conditions.

Additionally, the project team recognized the health benefits that come with enhanced connections that allow for residents to walk and bike places, as well as better access to outdoor spaces that promote healthy behaviors. Priority was given to locations lacking these facilities, particularly if they provided key connections to transit and/or key destinations in West Pittsburgh.

FIGURE 2 Array of images from the May 2025 Walk Audits.



Topography is a defining feature of mobility in West Pittsburgh. This hill on Chartiers Avenue leads down to the Sheraden Busway Station.



Disconnected sidewalks limit mobility. At Chartiers Avenue and Corliss Street, sidewalks are disconnected and in poor condition.



Students share their mobility concerns on Sherwood Avenue behind Langley Elementary.



Disconnected sidewalks limit mobility on key walking routes to school.



Wide intersections result in long pedestrian crossings, such as this one in front of Langley Elementary.



Sidewalks along Chartiers Avenue are impassable due to overgrown plants and lack of maintenance.



The Trolley Trail will soon connect to West Pittsburgh at Wabash Ave and McCartney Street, pictured here.



There are no dedicated bike facilities in the study area; people riding bikes share the road with motor vehicles.

FIGURE 3 Array of images from the May 2025 Walk Audits.



A lack of connected sidewalk networks limit access to transit stops, such as this example on Stanhope Street.

## Workshops

### Youth Engagement Workshop

In partnership with the Hope for Tomorrow summer program, a workshop was conducted to engage the middle and high school aged students in the community in the planning process. With children being some of the most vulnerable road users, it was important to understand their mobility patterns, perceived safety, and other components.



FIGURE 4 Planning activity with the Hope for Tomorrow summer program



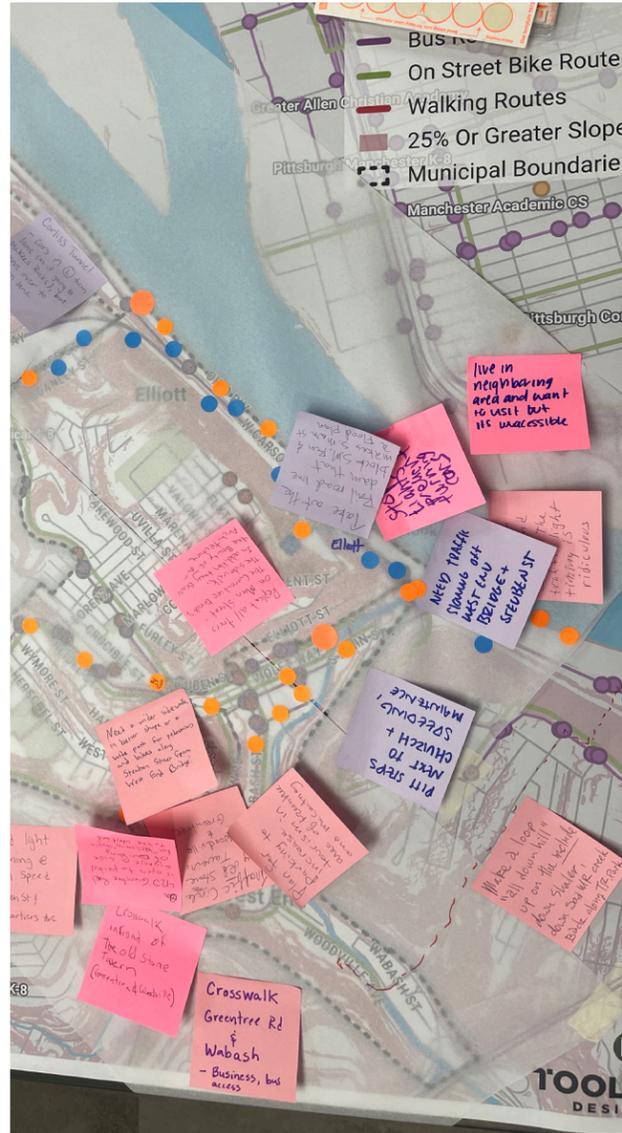
FIGURE 5 "Drawing your dream street" activity with the Hope for Tomorrow summer program



FIGURE 6 Responses from the "Draw Your Dream Street" activity

## Planning Workshop

One planning workshop was held on September 17, 2025, with a focus on wayfinding, community identity, and potential projects.



**FIGURE 7** A mapping activity asked workshop participants to identify barriers to walking and biking, as well as their favorite spaces. These comments contributed to the development of recommendations and the project prioritization process.



**FIGURE 8** One activity focused on urban design opportunities



**FIGURE 9** Participants in the planning workshop engage in a mapping activity



**FIGURE 10** Participants in the planning workshop engage in a wayfinding activity

## Key Community Input Themes

Five key themes emerged from the comments received from all community engagement activities. These continue to inform the Plan's focus and project prioritization, and are summarized below.



### Safety

Community members expressed concerns about high motor vehicle speeds and unsafe pedestrian crossings. There were also comments about lighting, which contributes to residents perceived personal security.



### Accessibility

Feedback highlighted numerous barriers to accessibility including utilities blocking sidewalks and curb ramps, an inconsistent sidewalk network, and motor vehicles parking on sidewalks.



### Connectivity

Community members desire better multimodal connectivity within and between the neighborhoods that make up West Pittsburgh. Desirable destinations noted throughout the engagement process include The Shoppes at Chartiers Crossing grocery store in McKee's Rocks, the entrances to Sheraden Park, and the area approaching the West End Bridge.



### Maintenance

Many comments focused on about sidewalk maintenance and cleanliness. This includes overgrown landscaping overtaking sidewalks, trash obstructing sidewalks, and more. The project team experienced the impact of overgrown sidewalks during the walk audits and when walking to other project meetings.



### Wayfinding and Placemaking

Community members noted a lack of sufficient wayfinding to key destinations such as Sheraden Park, the West Busway, Langley K-8, and other key locations. Additionally, there were comments about the lack of public amenities – this includes benches, bathrooms, and other community assets. There was strong support for modernizing the signage network and maintaining unique neighborhood identities.

## Engagement by the numbers

Thank you to everyone who participated in the development of this Plan:

- **Engage PGH website:** 1,929 views
- **Interactive map:** 55 map comments by 19 contributors
- **Community priority survey respondents:** 137 contributors (143 contributions)
- **Walk audits:** 5 corridors and a school
- **Youth engagement workshop:** 28 participants
- **Public workshop:** 37 participants



Photo of Sheraden Station entrance CREDIT: Google Earth

# 3

## Existing Conditions

West Pittsburgh's neighborhoods are well positioned to expand walking and biking opportunities while strengthening community connections, thanks to their dense street grid, access to transit, and closely spaced destinations. Due to the area's steep topography and other physical barriers, a small number of key streets play an outsized role in local mobility; by strategically investing in these corridors, the City can overcome these challenges and build a more connected, multimodal network that links neighborhoods to each other and the broader region.

## Opportunities Today

West Pittsburgh’s neighborhoods have strong potential to expand walking and biking opportunities while strengthening community connections. The area’s dense residential street grid, access to transit, and closely spaced neighborhood destinations provide a strong foundation for a more multimodal future. The Sheraden West Busway Station, for example, is within a five-minute walk of historic storefronts, Langley Elementary School, the Sheraden Library, Sheraden Park, and the Sheraden Healthy Active Living Center. Similarly, in the West End, restaurants, performance spaces, shops, the Carnegie Library, and the West End Healthy Active Living Center are all located within a compact area. Strengthening the multimodal network that connects these nearby destinations will expand opportunities for completely non-motorized trips as well as opportunities for visitors to park once and walk to their other destinations.

West Pittsburgh’s distinctive topography is a defining feature of the area and, while embraced by residents, it presents challenges for multimodal travel. Steep terrain and a fragmented street grid mean that connections between neighborhoods are funneled onto relatively

few streets, and these key corridors must accommodate multiple travel modes within limited space. At the same time, these conditions underscore the importance of a small number of community connector streets. By focusing investments on redesigning these corridors to better support walking, biking, and transit, the City can achieve meaningful improvements in access and mobility across multiple neighborhoods. Chartiers Avenue to the north and Wabash Street to the south are examples of connector streets with strong potential to serve as high-impact multimodal routes.

West Pittsburgh’s rail legacy also creates unique opportunities for improved connectivity. Abandoned or unused rail corridors form continuous property spines that can be repurposed as off-street connections. The City and its partners are already working to transform these corridors into regional trail facilities, including the Trolley Trail and the Saw Mill Run Connector Trail, creating new, low-stress travel options that link neighborhoods to each other and to the broader trail network.



FIGURE 11 Transit stop along Chartiers Ave

## Previous Plans and Studies

There are three notable previous planning studies that were completed within the study area.

### Chartiers Avenue and Perrysville Avenue Business District Strategic Plan (2022)

The Urban Redevelopment Authority’s Avenues of Hope Initiative is a place-based, people-centered approach to advancing healthy and sustainable main street development in seven of Pittsburgh’s historic Black business corridors. This Strategic Plan evaluated Chartiers Avenue to identify opportunities for public and private investment that align with community priorities for amenities and services. Recommendations include pedestrian improvements at key intersections, enhanced entrances to Sheraden Park, neighborhood gateways, and business district enhancements.

### Sheraden Park Master Plan (2020)

The Sheraden Park Master Plan was developed to reimagine the park space, improve accessibility, amenities, and ecological integrity. The plan was utilized in the identification of priority corridors around the park and throughout Sheraden. There has not been significant progress in the implementation of recommendations from the Sheraden Park Master Plan. The ongoing Phase 1 work is outlined in the Ongoing Area Projects section.

### The Final Mile (2020)

The Final Mile initiative, led by the City of Pittsburgh, identified opportunities to complete a fully connected bike network could be implemented within a short timeframe. Wabash Street and Chartiers Avenue were two corridors that were identified as a part of The Final Mile project. Chartiers Avenue connects all the neighborhoods in this study area and Wabash connects the local library, Wabash Park, and the future Trolley Trail (just outside the study area). The recommendations made in The Final Mile were reviewed and taken into consideration during the project recommendations process for this study.

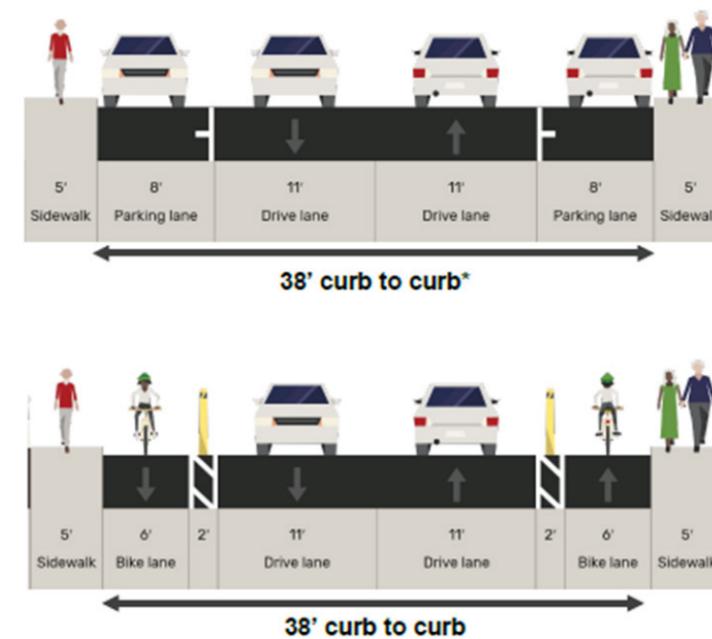


FIGURE 12 Existing and Proposed Sections of Chartiers Ave from the Final Mile CREDIT: City of Pittsburgh



FIGURE 13 Sheraden Park Master Plan Map

## Ongoing Projects

There are ongoing projects near the study area contributing to improving mobility in West Pittsburgh. These projects are being monitored and incorporated into the West Pittsburgh Mobility Plan to ensure that all project goals align and are in support of one another. The projects are summarized below.

### West End Bridge Connector

Riverlife is partnering with the City of Pittsburgh and PennDOT to identify options for improving bicycle and pedestrian connectivity across the Ohio River. The project includes expanding bicycle and pedestrian accommodation on the West End Bridge and strengthening connections between the bridge and the North Shore, West End, and Manchester neighborhoods.

Within the study area, the Saw Mill Run Gateway site is looking to connect bicyclists and pedestrians using the West End Bridge to the West End business district. The project area includes the land adjacent to the bridge bordered by West Carson Street, Steuben Street, Short Street, and Main Street.

### Saw Mill Run Connector Trail Feasibility Study

Riverlife is partnering with the City of Pittsburgh, PennDOT, and Friends of the Riverfront to explore the reuse of a defunct rail corridor beginning in West End. The proposed project would improve connections between communities in West and South Pittsburgh and the City's broader trail network.

The proposed 2.25-mile trail would extend from the West End Bridge to Crane Avenue along Saw Mill Run. The preferred alignment follows the former Pittsburgh and West Virginia Railroad corridor, which is currently owned by PennDOT.

### Chartiers Avenue Streetscape

The Chartiers Avenue Streetscape Plan is an ongoing project broken down into four phases. The first and current phase is under design right now, centered on the intersection of Chartiers Avenue and Linden Street near The Shoppes at Chartiers Crossing entrance. The project includes wider pedestrian spaces and additional streetscaping.



FIGURE 14 West End Bridge Connector project context map CREDIT: Merritt Chase / Toole Design

# Active Transportation in West Pittsburgh

A multimodal network is only accessible if it connects people to the places they need to go along low-stress streets. While majority of streets in West Pittsburgh are low-volume, low-speed residential streets, they do not generally connect to destinations, and their contribution to neighborhood and citywide connectivity is hampered by the need to cross busy streets or intersections. Currently, bicyclists and pedestrians in West Pittsburgh are faced with a disconnected, high-stress and unmaintained network. Figure 8 illustrates the degree to which a certain street feels comfortable to an “interested but concerned” bike rider. The term Level of Traffic Stress (LTS) refers to a concept that evaluates road segments according to the amount of stress experienced by people riding there, specifically people who are interested in bike riding, but concerned for their safety biking near vehicles. Published as part of Southwestern Pennsylvania Commission (SPC) Active Transportation Plan (ATP) Update, the LTS takes the existing conditions on a roadway and analyzes for level of stress that each mode faces. This includes looking at number of lanes, speed limit, volume, and presence of active transportation facilities. Lower LTS scores mean that conditions are more comfortable for active transportation users.

Each of the four neighborhoods in the study area have an internal network of connected, relatively low stress, high-comfort streets for both pedestrians and bicyclists. However, along key connecting corridors such as

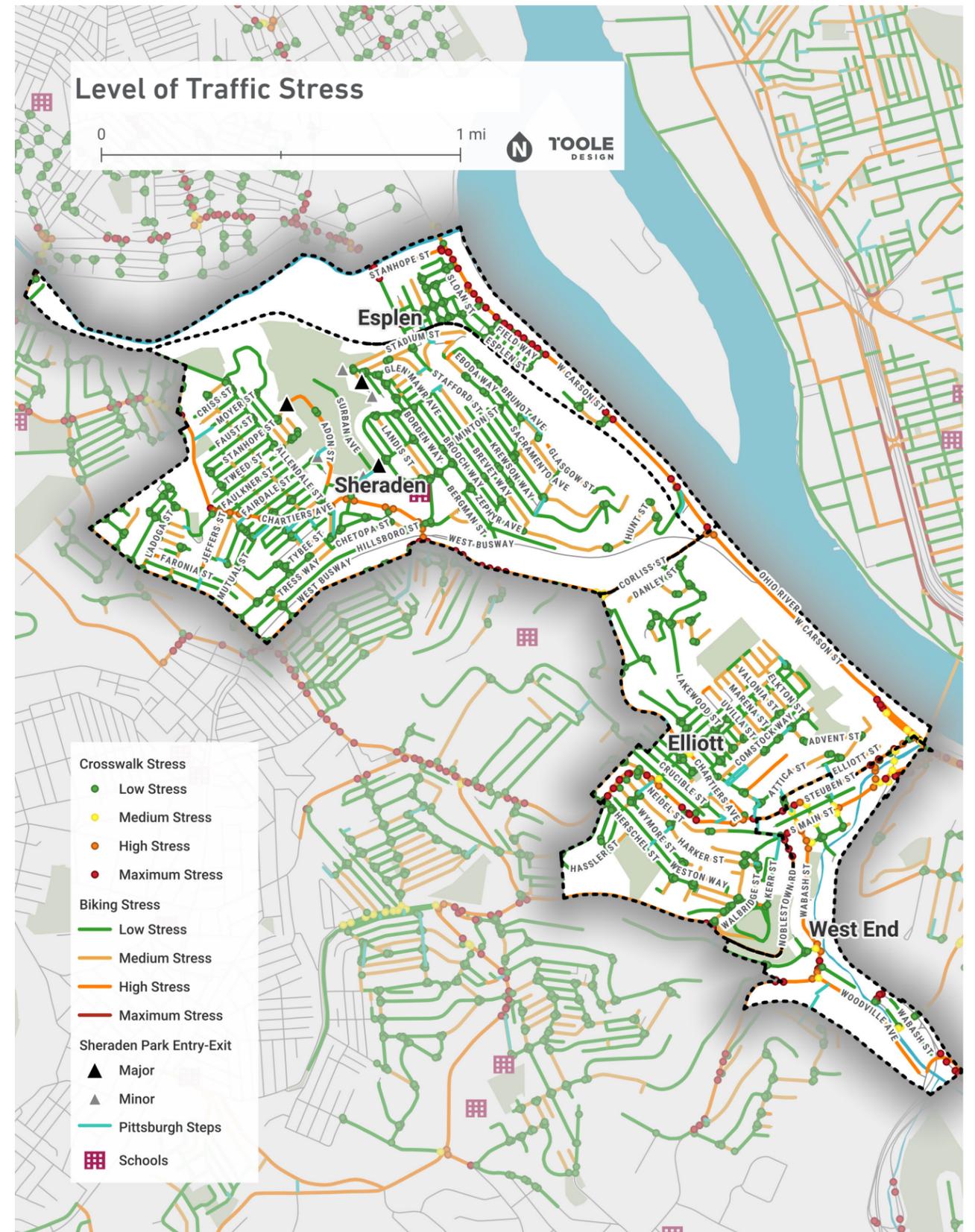
A “low-stress” bikeway or “low-stress” bike network refers to the use of bikeway designs that feel comfortable to a broad range of users, including those that are not comfortable sharing the roadway with automobiles. These low-stress bikeways are appropriate for all ages and abilities of riders and are also called 8-to-80 bikeways because they are appropriate for those who are eight years old to eighty years old. This same idea is applied to pedestrian crossing locations.

Steuben Street, Stanhope Street, and Chartiers Avenue, the level of comfort and stress drops immediately. These corridors are barriers for pedestrians and bicyclists traveling between neighborhoods in West Pittsburgh.

It’s important to note that LTS is developed through quantitative data, such as traffic volumes, sidewalks presence/width, and more. However, it doesn’t consider quantitative data components, such as maintenance. Although there are locations where it may appear to be a low stress option for pedestrians and bicyclists, many of these corridors deal with poor sidewalk maintenance. This leads to cracked and inaccessible sidewalks, trash obstructing sidewalks, or faded crossing facilities.



FIGURE 15 Design User Graphic of Comfort Level compared to Facility Type



MAP 2 Level of Traffic Stress (LTS) Network in West Pittsburgh Neighborhoods

# Vision Zero and High-Injury Networks

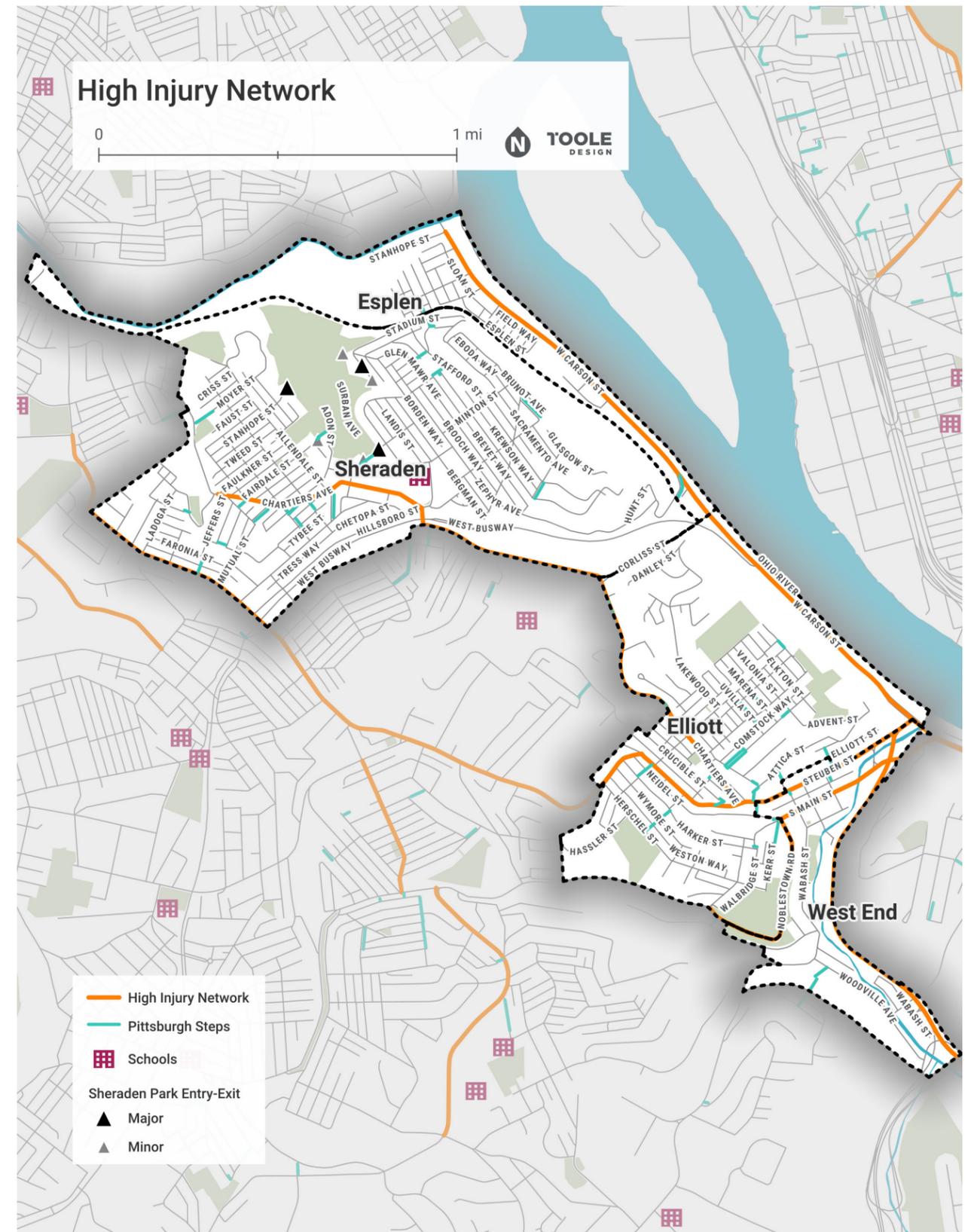
On March 4 of 2024, the City of Pittsburgh adopted Vision Zero. This commitment is a pledge to eliminate traffic fatalities and serious injuries for all who use city streets and brings together multiple agencies and departments to achieve it. Vision Zero brings multiple agencies, city departments, state and county agencies, as well as non-governmental partners to advance to the City's goal of zero traffic deaths through a holistic approach to roadway design, education, policy and other changes that uphold a commitment to safety.

As part of this work, the City of Pittsburgh developed and published a High Injury Network (HIN) identifying locations with the highest concentration of fatal and serious injury crashes. Figure shows the regional HIN, provided by the City of Pittsburgh, where all the key corridors are present on the High Injury Network. This further emphasizes the locations in which pedestrians and cyclists face unsafe conditions.

The intersection of Chartiers Avenue and Sheraden Boulevard is located on the High Injury Network and is also situated near several key neighborhood destinations. The intersection is directly in front of an elementary school and adjacent to a bus station, resulting in high volumes of pedestrians, students, families, and transit riders. Existing roadway safety conditions limit the area's ability to safely and comfortably accommodate diverse users and constrains its potential to function as a welcoming community gateway.



FIGURE 16 Image of Chartiers Ave and Sheraden Blvd Intersection



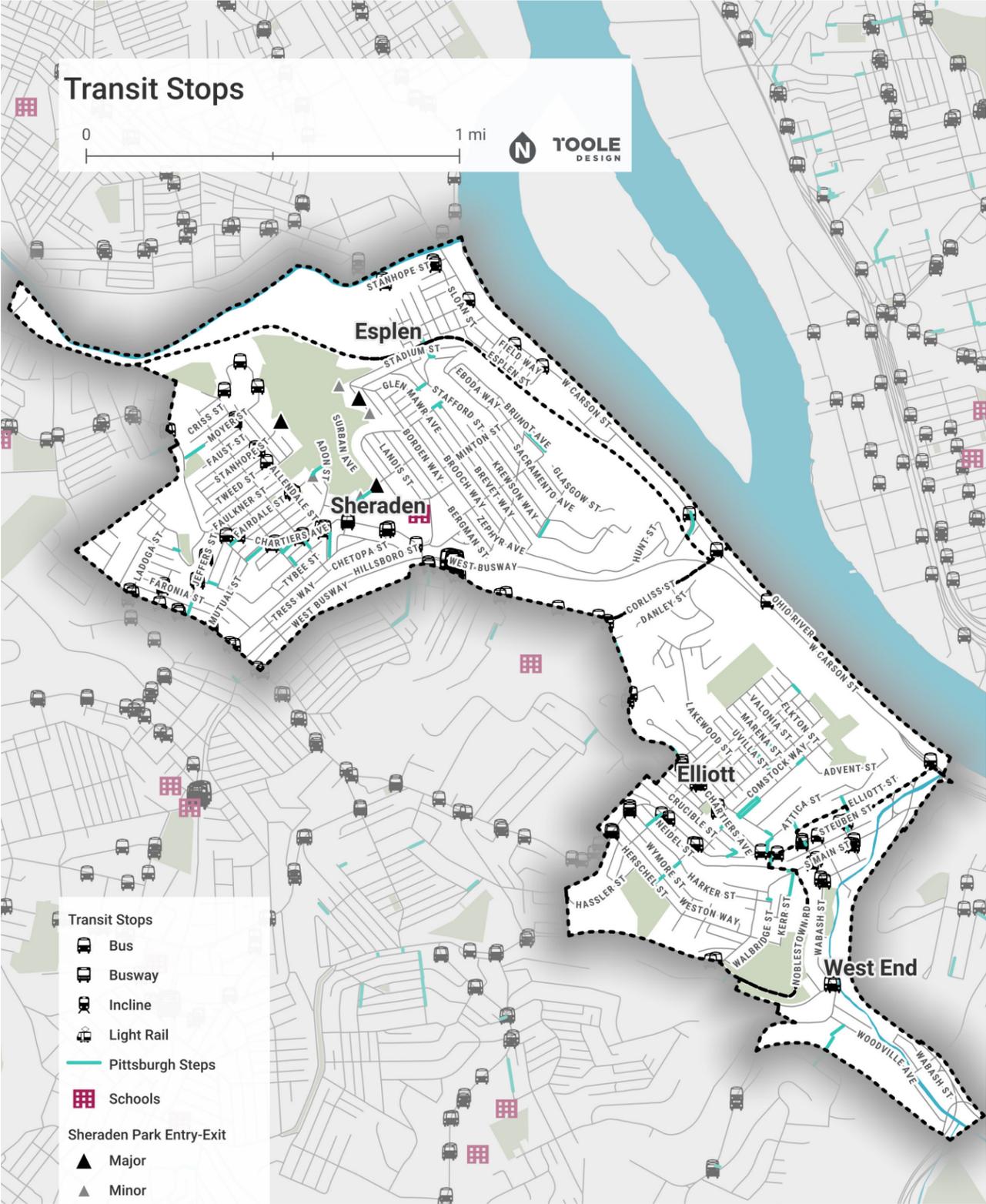
MAP 3 High Injury Network (HIN) in West Pittsburgh Neighborhoods

# Transit

The transit stops in West Pittsburgh are shown in Map 4. The study area is served by the West Busway, residents of Sheraden have convenient access to the busway to access the north side of the city. However, it required additional multimodal connections from other West Pittsburgh neighborhoods. Most of the transit stops within the area are along Steuben Street, Wabash Street, Chartiers Avenue, and Allendale Street. Many of these transit stops lack accessible pathways and safe crossings to and from, making for dangerous conditions for transit users.



FIGURE 17 Images of Bus Stops along Stanhope St



MAP 4 Locations of Transit Stops in West Pittsburgh Neighborhoods

# Community, Connectivity, and Identity

Throughout the engagement process, walk audits, and existing conditions analysis, the project team and stakeholders had the goal of understanding the identity of West Pittsburgh from the perspective of residents themselves. This includes both understanding the key destinations in the neighborhood, how people connect to them, and how people interact with these spaces. The following section summarizes key findings that informed the development of recommendations.

## Access Points and Gateways to West Pittsburgh

- The main access point to West Pittsburgh is via the West End Bridge, from the Northeast. This brings travelers into the West End. The existing multimodal facilities are insufficient and the Saw Mill Run Gateway project is working on ideas for improvement.
- From McKees Rocks, the neighborhood can be accessed via Linden Street, which lacks bicycle facilities and has narrow sidewalks that abruptly end after crossing Chartiers Creek.

## Key Corridors within West Pittsburgh

- Chartiers Avenue – Chartiers Avenue serves as a spine for West Pittsburgh, connecting through all neighborhoods. Its sidewalk network is inconsistent – in some locations it’s poorly maintained, others it is narrow, or it’s simply missing. The cross section of Chartiers Avenue varies throughout the neighborhoods. In some sections, it is very wide and encourages higher motor vehicle speeds.
- Stafford Street – This pathway serves as a connector to The Shoppes at Chartiers Crossing and shopping center in McKees Rock, which is the closest grocery store and other necessary resources such as banks, restaurants, and more. The existing conditions of the current sidewalk network is inconsistent.

- Allendale Street – Allendale Street serves as a popular access point to McGonigle Park, but also a connector to Sheraden Park. Though sidewalks are currently present, they are poorly maintained. This forces lots of residents to walk in the street, or navigate unsafe, inaccessible sidewalks.
- Lorenz Avenue – Lorenz Avenue serves as a business district, connecting to the neighborhoods that are to the west. There’s an opportunity to create a more formal access route to the West End Overlook on Lorenz Avenue. This would bring more tourists through the business district and add to the overall enhancement of West Pittsburgh.

## Community Identity and Placemaking

- There is not a cohesive identity for signage across West Pittsburgh. Many signs are outdated, showing locations that are no longer in operation, such as the Sheraden Park Pool. Additionally, there are locations that currently don’t necessarily have a set identity but have the potential to be a major community hub. A specific location is Kiwani’s Korner, which is located near the Sheraden Busway Station. Potential placemaking opportunities include:
  - Sheraden Station Plaza / Kiwanis Korner
  - Stafford Street Gateway
  - Mural wall on Corliss Street
  - Entrances to Sheraden Park
  - Wabash Street intersection of the Library, Active Living Center, Park



FIGURE 18 Current Sheraden gateway signage.



FIGURE 19 Stakeholders walk under the West End Bridge at West Carson Street - Highways, topography, railroads, and rivers are barriers to mobility throughout West Pittsburgh.

# Takeaways and Opportunities

The opportunities identified in this existing conditions phase shape the recommendations for this Plan. Together, they point towards a more connected, welcoming, and resilient community.

## Navigating the West End is a shared challenge.

With its steep hills, rivers, and railroad barriers, navigating the West End can feel cumbersome for all roadway users. These same features, however, are central to West Pittsburgh’s character and landscape. This Plan prioritizes improving the streets and corridors that connect multiple neighborhoods, ensuring they work safely and comfortably for everyone. Special attention is given to neighborhood gateways, often limited in number due to topography, to ensure they are safe, clearly signed, and accessible for people walking, biking, taking transit, and driving.

## Community identity and placemaking can help tell West Pittsburgh’s story.

West Pittsburgh has a strong opportunity to define and express its identity through intentional design and storytelling. Public feedback revealed a clear need for updated, cohesive signage and wayfinding. Key locations within each of the Plan’s four neighborhoods, such as Chartiers Avenue and Hillsboro Street in Sheraden and Linden Street and Standhope Street in Esplen, have the potential to serve as welcoming gateways and anchors for a cohesive and recognizable community identity. A unified West Pittsburgh identity, reflected in entry signage and wayfinding, can strengthen local pride and signal to residents and visitors alike that they have arrived somewhere special.

## Maintenance issues limit access.

Maintenance is more than an aesthetic concern; it directly affects safety, accessibility, and trust in public spaces. Inconsistent upkeep limits comfort for people walking and using transit and can send an unintended

signal of neglect. In West Pittsburgh, common issues include sidewalks obstructed by overgrown vegetation, deteriorated or outdated signage, and sections of sidewalk that are crumbling and unusable. Roadway ownership in West Pittsburgh is shared among PennDOT, the City of Pittsburgh, and Allegheny County.



**FIGURE 20** Stakeholders walk under the West End Bridge at West Carson Street – Highways, topography, railroads, and rivers are barriers to mobility throughout West Pittsburgh.

Coordination among these agencies is necessary to maintain key corridors and ensure they are kept in good condition. Consistent maintenance emerged as a core community concern. Investing in the care of sidewalks, bike facilities, and transit access points will improve safety and mobility while fostering a stronger sense of shared stewardship and pride

**Strengthen connections to regional destinations.**

West Pittsburgh is geographically close to the heart of Pittsburgh, yet it often feels disconnected. Improving multimodal connections to the North Shore and the Three Rivers Heritage Trail will expand access to regional destinations and recreational opportunities. West Pittsburgh is also home to one of the City’s signature attractions, the West End Overlook, but current connections to this site are neither intuitive nor comfortable. Strengthening these links will better integrate West Pittsburgh into the broader city network and unlock the full potential of its location.



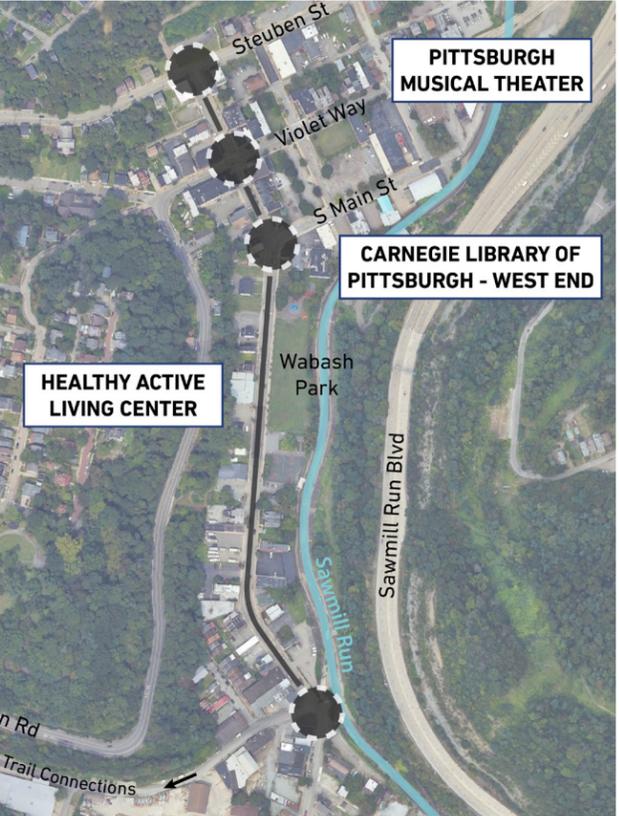
**FIGURE 21** West Pittsburgh is near Pittsburgh Three Rivers Heritage Trail, a 33 mile trail system with access to regional trails. However, it is inaccessible by walking or biking due to busy streets and gaps in the sidewalk network.



**FIGURE 22** View from the West End Overlook, a park in Elliott that provides spectacular views of Downtown Pittsburgh

**There are places ready to shine.**

Several areas, including Sheraden Station and Wabash Street which connect libraries, parks, and Healthy Active Living Centers, are well positioned to become vibrant community hubs. Improving access to transit facilities, schools, grocery stores, and other daily destinations is essential to making walking, biking, and transit practical and appealing. Thoughtful urban design interventions, such as clear wayfinding, pedestrian-scaled lighting, seating, landscaping, and well-defined crossings, can transform these locations into identifiable, comfortable, and easy-to-navigate hubs. Enhancing these key connectors through intentional design will help residents move more freely and comfortably, both within West Pittsburgh and to destinations across the city.



**FIGURE 23** Wabash Street is ready to shine and better connect the upcoming Trolley Trail, library, healthy active living center, and downtown West End



# 3

## Recommendations

Drawing on the existing conditions analysis, community input, and on-the-ground observations, the project team identified a set of strategic recommendations intended to deliver meaningful safety, health, and mobility improvements in West Pittsburgh. These recommendations build on current and past planning efforts in the area and are designed to serve people of all ages, abilities, and travel needs.

# Overview

This section describes the recommended projects for West Pittsburgh and provides additional detail and implementation considerations for priority projects within each theme. It also establishes the broader context needed for both community members and implementation partners to understand how the recommendations work together to advance shared goals and improve safety outcomes throughout the study area.

## Understanding Project Themes

The recommendations in the West Pittsburgh REACH Neighborhood Mobility Plan are organized around three primary themes: safety, connectivity, and placemaking. These themes were developed collaboratively with the project team, City and County staff, and community stakeholders to reflect local priorities and values.

In addition to these three themes, accessibility and maintenance emerged as consistent priorities through community engagement. While not presented as standalone themes, both are foundational to successful implementation and are integrated throughout the recommended projects.

### Accessibility is Central to Mobility

Community feedback emphasized the need for safer, more usable sidewalks, improved crossings, and better connections for people of all ages and abilities. In response, many recommendations focus on filling sidewalk gaps, improving sidewalk conditions, and enhancing crosswalk visibility and usability. All capital projects must comply with the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG). These requirements ensure that accessibility is incorporated into capital improvements, including projects bundled within other thematic categories.

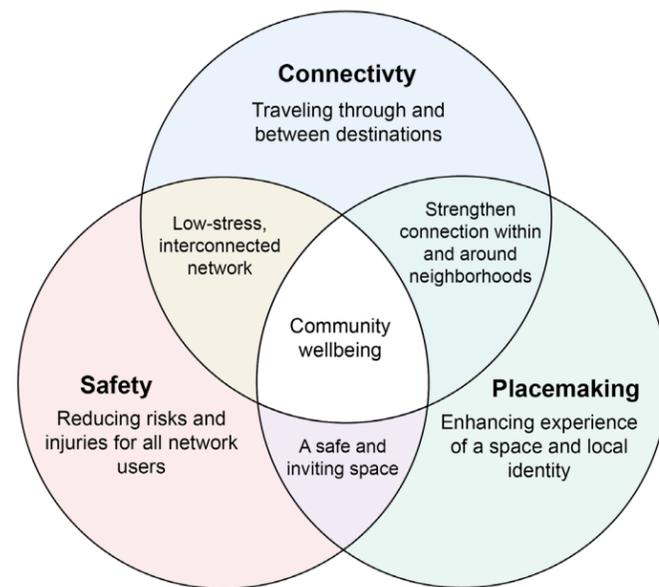
### Maintenance as an Ongoing Priority

Maintenance was also identified by the community as a critical area for improvement. The recommendations in this plan can be used to help prioritize maintenance efforts by identifying high-use corridors, community connectors, and activity hubs where upkeep is most important. Priority actions include clearing sidewalks of debris and overgrowth, repairing damaged walking surfaces, and replacing outdated or inconsistent signage in coordination with the Wayfinding and Placemaking recommendations.

### Overlapping Themes

Although the recommendations are organized under three distinct themes, the goals of safety, connectivity, and placemaking are closely interconnected. Most projects advance multiple themes simultaneously. For example, improved wayfinding increases predictability, which enhances safety while also strengthening connectivity between neighborhoods and destinations.

To illustrate this overlap, each theme includes a table of projects aligned with that theme, along with a graphic showing how each project also supports the other themes. This framework reinforces that the recommendations function as an integrated system rather than as isolated improvements.



**FIGURE 24** Diagram representing the interconnectiveness of themes

# Wayfinding and Placemaking

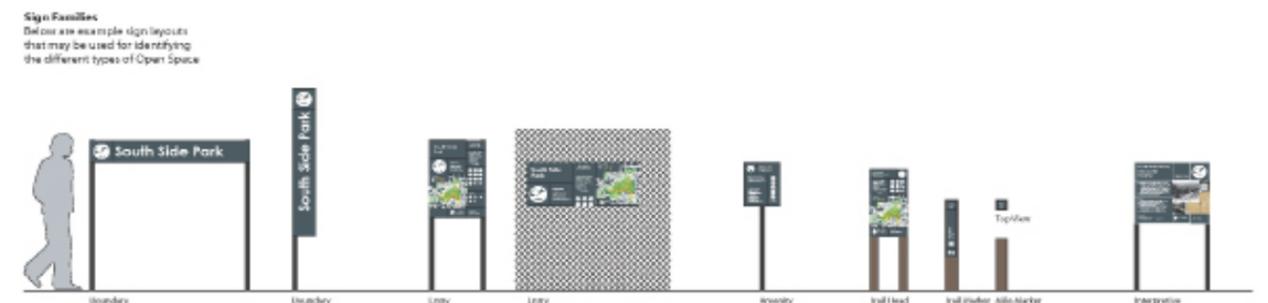
West Pittsburgh’s neighborhoods have outdated wayfinding signage and have experienced limited investment in placemaking initiatives that celebrate and reinforce local identity. These projects help streets serve multiple purposes beyond their primary function. For example, streets can be designed not only for vehicle travel but also to support community events, outdoor dining, public art, and neighborhood gathering.

An effective wayfinding system helps residents and visitors navigate to these spaces, as well as to parks, schools, businesses, transit stops, and other community destinations. A cohesive wayfinding network can also strengthen connections between neighborhoods while reflecting shared culture and identity.

Wayfinding and placemaking needs in the West End include: Directional Wayfinding along Community Connectors and Neighborways, Neighborhood Gateways, Neighborhood Wayfinding and Signage, and Activating Special Places.

## Directional Wayfinding along Community Connectors and Neighborways

In coordination with physical upgrades to Community Connectors, install pedestrian and bicycle route wayfinding to improve navigation between neighborhoods, community destinations, transit stops, and regional trail connections. Wayfinding should reinforce the identity and continuity of the Community Connector network and increase user comfort, particularly for pedestrians, bicyclists, older adults, and first-time users.



**FIGURE 25** Sign family from the City of Pittsburgh Open Space Signage Standards

This includes:

- Gateway treatments, as outlined in this Plan
- Directional signage
- Destination-based directional signs with arrows and distance markers (in miles and/or minutes)
- Co-location with transit stops, parks, schools, and civic facilities
- High-visibility crossing markings at major intersections
- Decision-Point Enhancements
- Where Community Connectors are evaluated and included as part of Pittsburgh’s Neighborway program, include bicycle wayfinding consistent with the program.

Wayfinding elements should follow MUTCD guidance where applicable and maintain consistency with City of Pittsburgh branding standards. Placement should prioritize visibility at key decision points, including intersections, jogs in alignment, and transitions to trails or arterial crossings.

## Neighborhood Gateways

Sign and gateway treatments that identify the neighborhood and welcome residents and visitors. Gateway signs welcome visitors while establishing a strong sense of place for residents. Primary gateway signs are located at major entry points, whereas secondary gateway signs are placed at neighborhood edges or other entry points.

## Neighborhood Wayfinding and Signage

Working with the City of Pittsburgh established sign systems, install wayfinding signage near parks, along bikeways, and near transit stops.

Currently there is no comprehensive wayfinding design framework in West Pittsburgh neighborhoods. In the near term, work within existing approved sign standards, including:

- City of Pittsburgh Park Open Space Signage Standards (2016)
- City of Pittsburgh Bikeway Route and Sign Plan (2010)
- Pittsburgh Regional Transit Bus Stop and Street Design Guidelines (2025)

Although not approved as a citywide standard, the City of Pittsburgh also maintains a vehicular wayfinding system. In West Pittsburgh, many existing signs using this system are faded or direct users to outdated locations. Until a new signage system is established, replace and update damaged or outdated vehicular wayfinding signs.

### Applying Signage in West Pittsburgh

Collectively, these three sign systems: park signage, bikeway signage, and transit signage, should provide cohesive wayfinding guidance to destinations throughout the West End. Focus on more frequent and larger sign types at major community hubs, such as Sheraden Busway Station and the West End business district.



**FIGURE 26** Pittsburgh’s existing vehicular wayfinding system was installed in the 1990s.



**FIGURE 27** Wayfinding in Asheville, NC (Credit: Merje Design).



**FIGURE 28** Identifying signage in Bremerton, WA (Credit: Toole Design)

## Activate Special Places

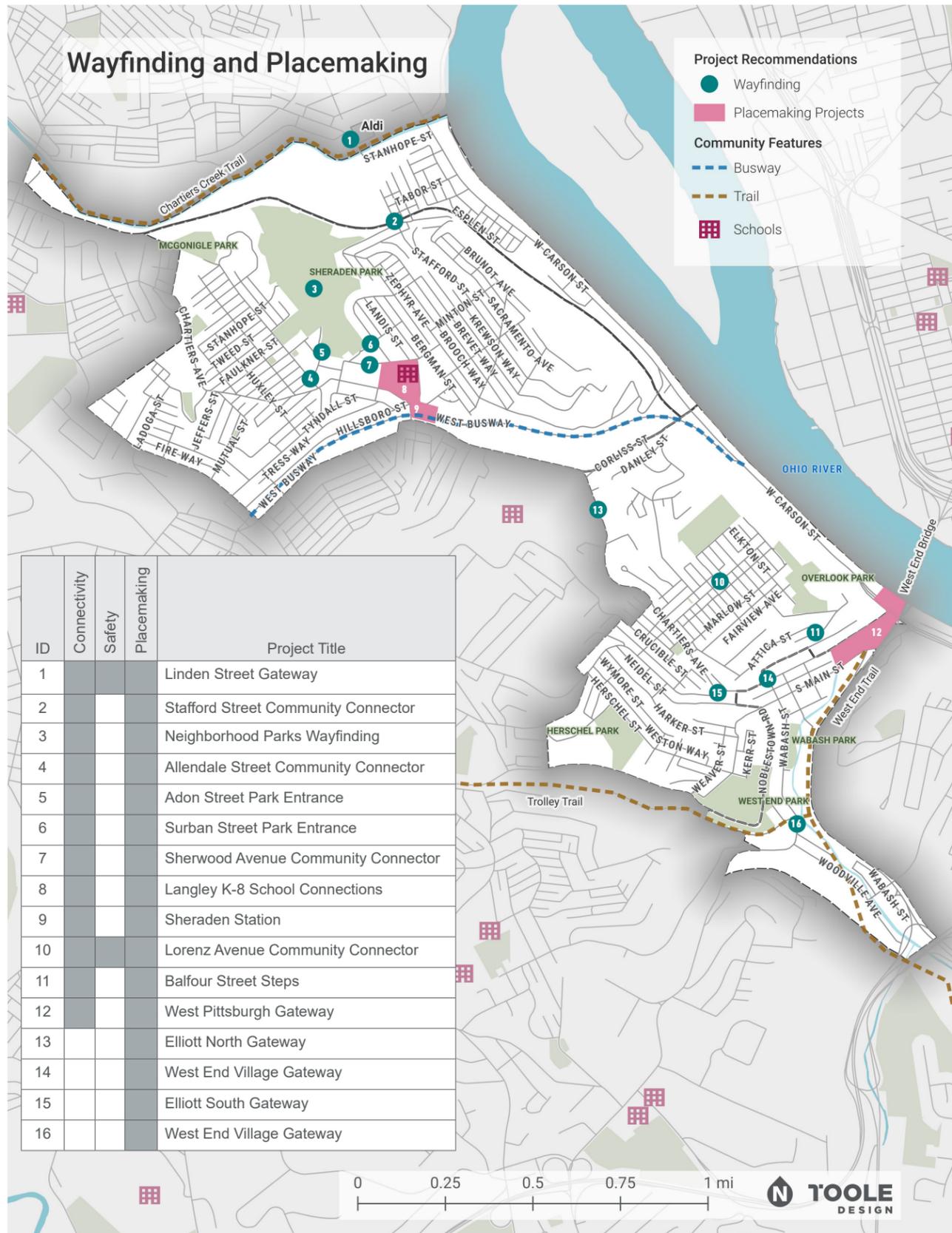
West Pittsburgh’s topography provides a sense of location with natural landmarks of hills, valleys, and unique views. A neighborhood favorite is the West End Overlook Park located by the Ohio River. The park overlooks beyond the West End Bridge and Downtown, showcasing how Pittsburgh’s topography naturally creates powerful placemaking opportunities.

One way is to prioritize pedestrian activity by creating plazas out of underutilized spaces with seating and play areas. The flexibility of space can support and strengthen the local economy by creating opportunities for local markets and events. Engaging stakeholders in shaping way-finding projects allows smaller scale projects to evolve based on community feedback. Spaces can also address a gap in a community resource, such as incorporating green space or other amenities like micromobility options such as scooter parking.

An example of a location with strong placemaking possibilities is the main entrance to Sheraden, also known as “Kiwaniis Korner”. This is where Chartiers Avenue and Sheraden Boulevard intersect, resulting in a wide intersection that feels impersonal to people walking or cycling. A variety of neighborhood businesses, Langley School and the pedestrian entrance to Sheraden Station on the West Busway surround this intersection. The steep slopes that continue up Chartiers Ave and Sheraden Blvd make this flat area well suited for a plaza. Shifting focus from vehicle flow to pedestrian experience would activate a community gathering space that encourages people to linger, socialize, and use the space beyond just reaching destinations.



**FIGURE 29** Proposed signage at the Intersection of Chartiers Ave and Sheraden Blvd



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MAP 5 Wayfinding and Placemaking Project Locations Map

# Connectivity

Connectivity means creating safe, comfortable, low-stress multimodal networks—walking, biking, transit, and micromobility—that link people to daily destinations like jobs, schools, healthcare, parks, and shopping. In West Pittsburgh, this requires addressing barriers created by steep hills and fragmented routes, especially along the Ohio River and between neighborhoods such as Sheraden and Elliott. Although neighborhoods are geographically close, the terrain can make them feel isolated.

Strengthening connections within and between neighborhoods calls for intuitive routes, cohesive wayfinding, and safe crossings that encourage walking and cycling. Expanding low-stress options beyond driving—while leveraging assets like the West Busway—can improve safety, reduce travel stress, and better connect residents to regional opportunities.

## Expanding Equitable, Low-Stress Mobility Options

Many West Pittsburgh residents travel outside their neighborhood for work, groceries, and other essentials. Households with limited or no access to a vehicle face particular challenges reaching destinations affordably and reliably. Improving pedestrian, bicycle, and transit access—along with supporting micromobility options and amenities such as bike parking and bus shelters—can expand opportunity and reduce financial burdens.

Prioritizing historically underinvested communities ensures that safe and flexible transportation options are available to people of all ages and abilities, while also supporting local businesses and strengthening community connections.

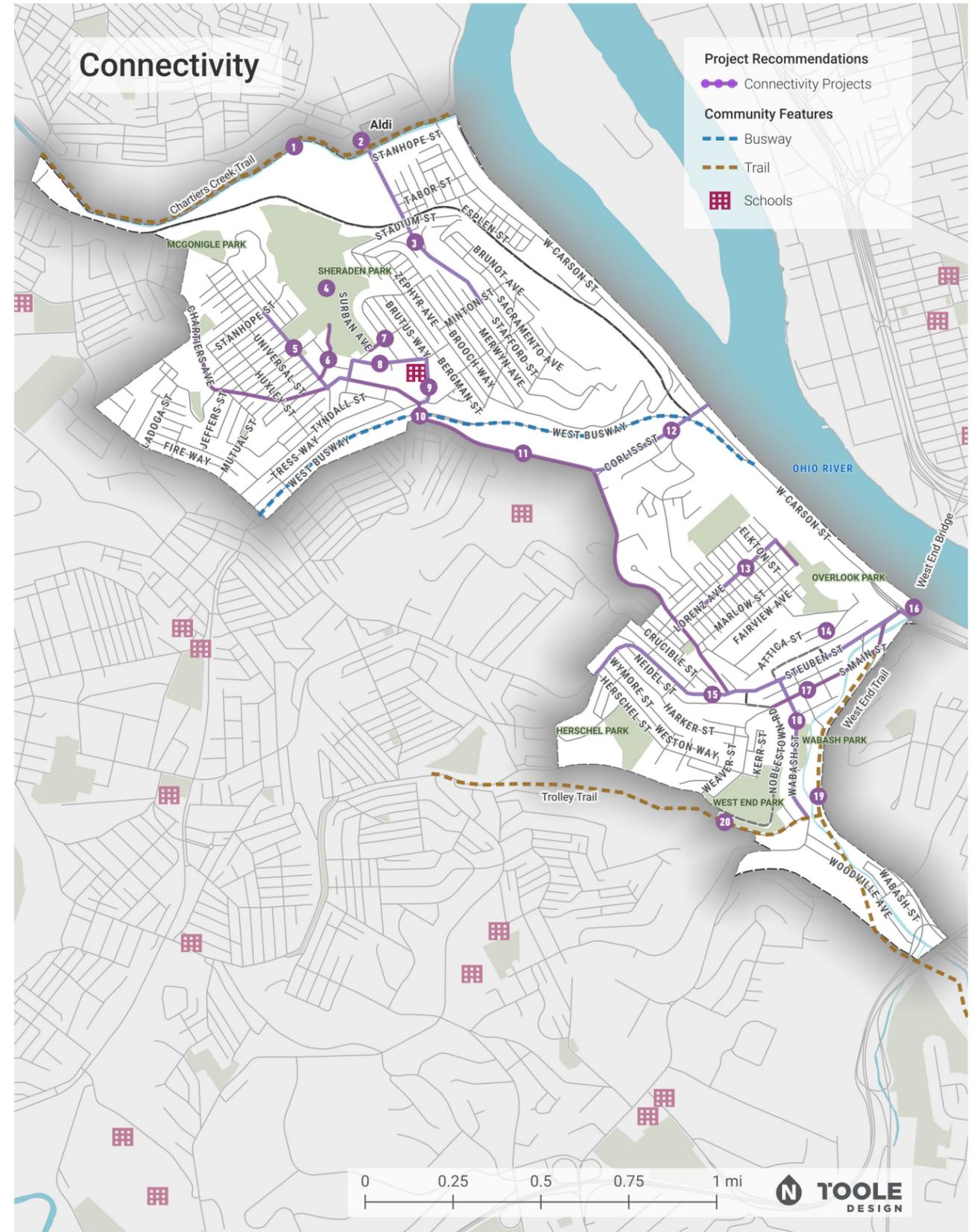
## Designing Accessible Streets And Networks For All Users

Pittsburgh’s bridges, staircases, and pedestrian cut-throughs are integral to its mobility network, especially in West Pittsburgh where public steps are common near Steuben Street, the West End Bridge, and Sheraden Park. Recognizing these facilities as essential infrastructure highlights the need for ramps, handrails, well-maintained sidewalks, and improved curb ramps to ensure accessibility for all users.

Designing streets with clear separation between modes and reducing conflicts—through enhanced crosswalks, unobstructed sidewalks, and thoughtful curb management—helps create a network that is safe, inclusive, and easy to navigate.

Connectivity Project Recommendations (Map 6)

ID	Connectivity	Safety	Placemaking	Project Title
1				Chartiers Creek Trail
2				Linden Street Gateway
3				Stafford Street Community Connector
4				Neighborhood Parks Wayfinding and Branding
5				Allendale Street Community Connector
6				Adon Street Park Entrance
7				Surban Street Park Entrance
8				Sherwood Avenue Community Connector
9				Langley K-8 School Connections
10				Sheraden Station
11				Chartiers Avenue Community Connector
12				Corliss Avenue Community Connector
13				Lorenz Avenue Community Connector
14				Balfour Street Steps
15				Steuben Street Community Connector
16				West Pittsburgh Gateway
17				S Main Street Bike Route
18				Wabash Street Community Connector
19				West Pittsburgh Trail
20				Trolley Trail



MAP 6 Connectivity Project Locations Map

# Safety

Safety is at the root of all project recommendations, regardless of if they touch on wayfinding, connectivity, or all the above. Improving safety for travelers of all modes goes beyond the physical design, but these projects are primarily focused on improvements that can be made on the roadway. By taking into consideration the varied land uses and the unique needs of residents of all ages and abilities in West Pittsburgh, the recommended safety projects will enhance both community safety and comfort.

## Context-Sensitive Design

An important component of designing safe roads for all users is ensuring that the design of a road matches the context in which it is located in. For example, a road that runs through the heart of residential Sheraden does not need to be designed for speeds of 50 mph. Allowing for higher speeds in this context would increase the severity of crashes, therefore reducing safety in the neighborhood.

When thinking about context-sensitive design, it's also important to consider the unique users that may be

interacting with spaces, such as children or older adults. Children and older adults have unique vulnerabilities, as they're more susceptible to the impact of crash forces. Figure 30 shows the ways in which safety can be easily improved for these vulnerable road users. These principles were taken into consideration when recommending projects in West Pittsburgh, particularly near Langley K-8 and the Healthy Active Living Community Centers.

## Proven Safety Countermeasures

Utilizing the Federal Highway Administration's Proven Safety Countermeasures, the recommended safety projects incorporate data-driven safety improvements that will improve safety for all road users in West Pittsburgh. Although some of these countermeasures are long-term projects, quick build strategies can rapidly address community needs with affordable and easily installed materials like bollards and pavement markings. Quick-build projects can be leveraged to inform and test designs prior to advancing long-term permanent infrastructure when funding becomes available.

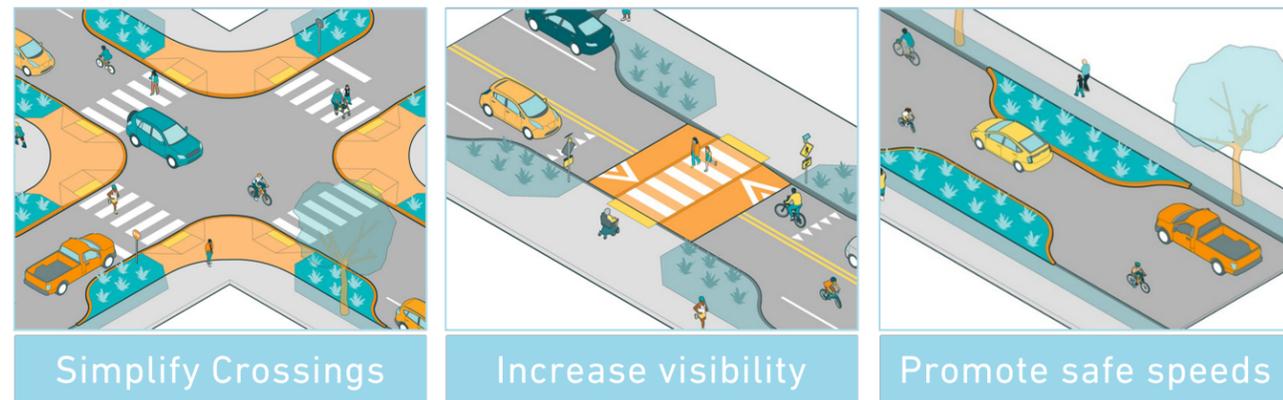


FIGURE 30 Outcomes of Intersection Safety Improvements

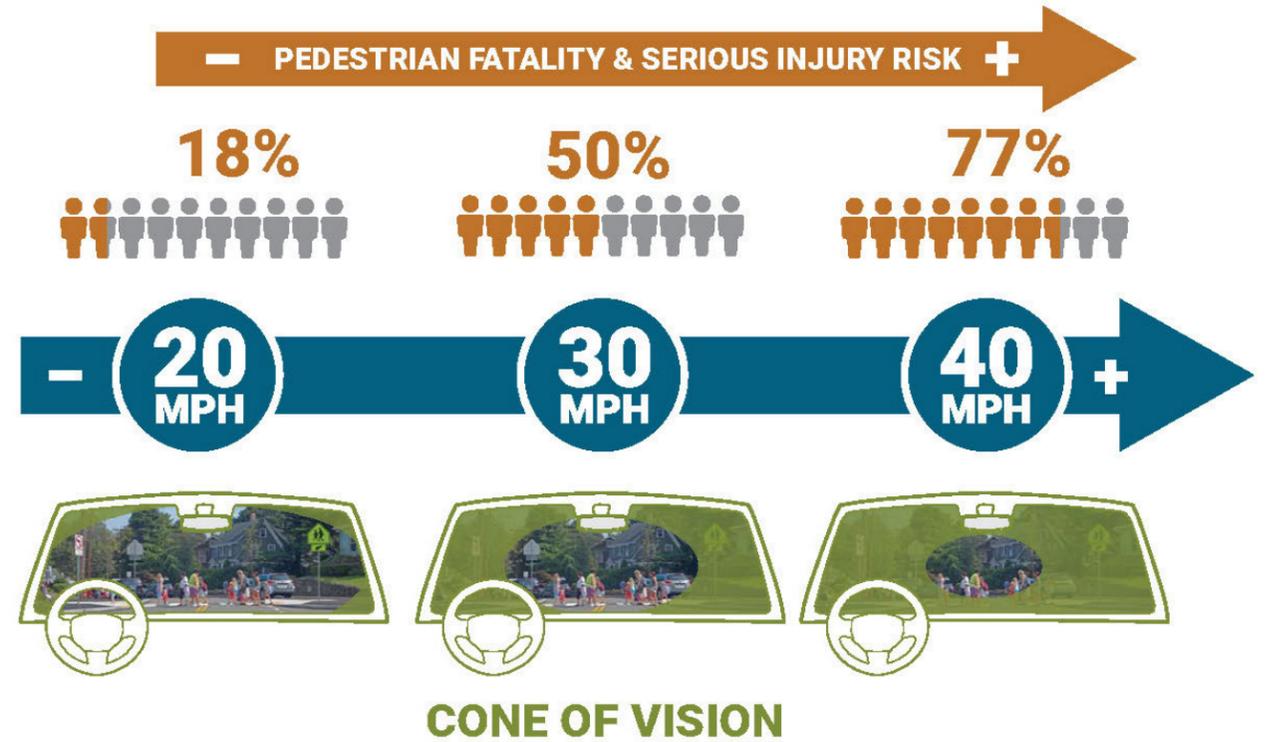


FIGURE 31 Relationship of Speed, Fatality and Serious Injury Risk, and Visibility

The key traffic safety priorities for West Pittsburgh include:

### Improve Intersection Safety

- Increasing visibility through daylighting intersections by removing visual obstructions near crosswalk corners. Reducing conflict points by shortening crossing distances and adding curb extensions provides drivers with more time to react and discourages illegal parking.

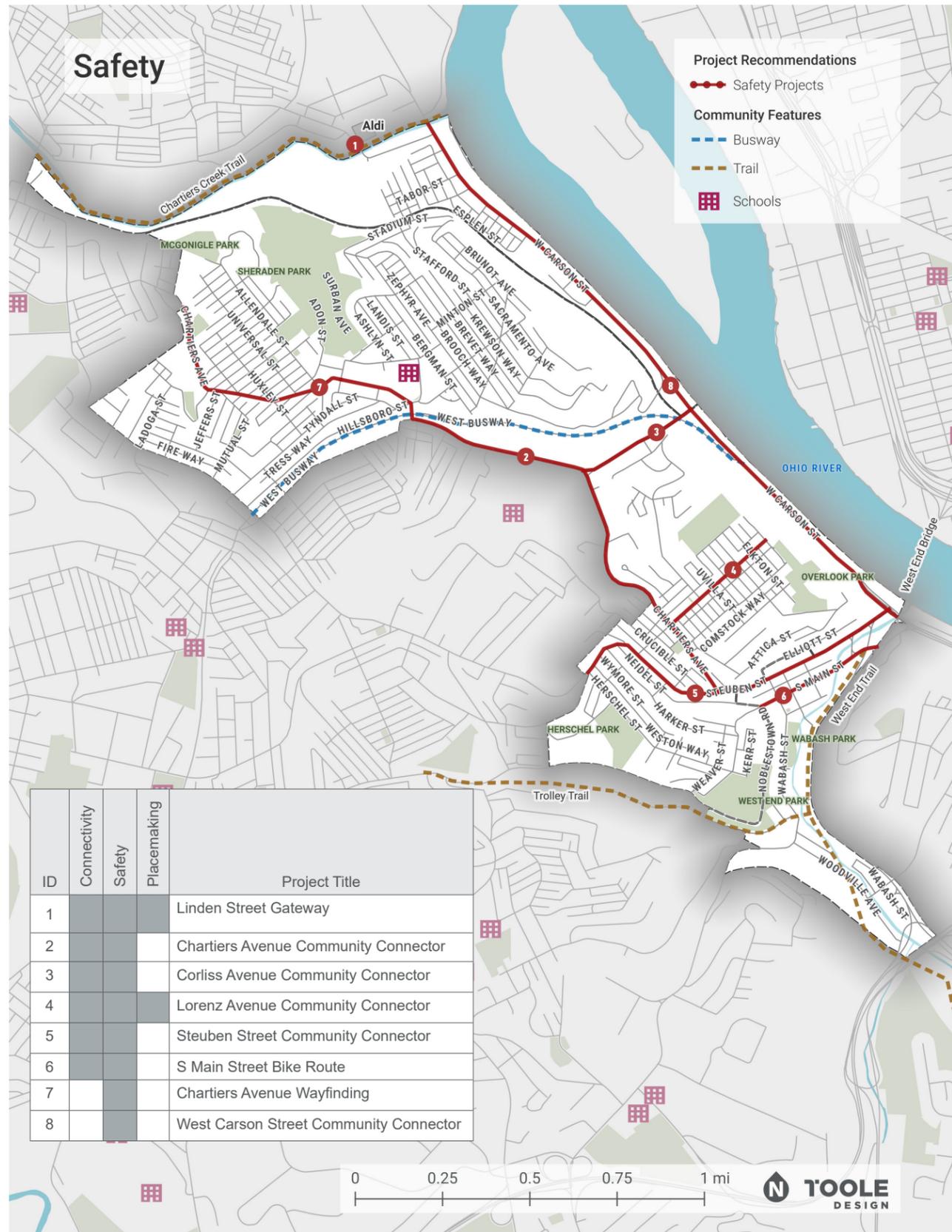
### Reduce Vehicle Speeds

- Recognizing that higher vehicle speeds increase the severity of crashes and roadway design strongly influences driver behavior, people will drive as fast as a street design allows them. This is addressed through installing traffic calming features and right-sizing speed limits, meaning maximum vehicle speeds are adjusted to match a road's design and safety context.

### Provide Dedicated Space for Active Transportation Users

- Recognizing clear accessible sidewalks as the foundation of a safe pedestrian network.
- Supporting transportation, social activity, commerce, recreation and community life
- Providing direct routes between destinations
- Spaces for amenities like bus shelters, seating and public art
- Create dedicated space for people riding bikes on high-volume, high-speed corridors while also considering opportunities for lower stress alternatives, such as Pittsburgh's Neighborway<sup>1</sup> program

1. Neighborways are low-traffic streets that prioritize pedestrians, bicyclists, and other non-vehicular traffic and offer a safer, more comfortable alternative to busy arterial streets.



MAP 7 Safety Project Locations Map

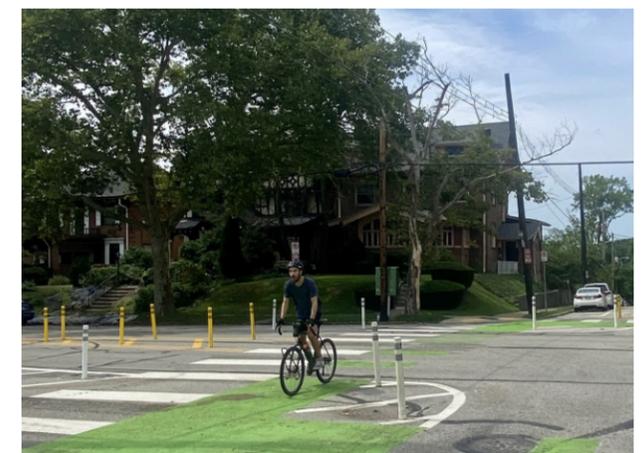


FIGURE 32 The City of Pittsburgh regularly installs safety treatments throughout the city. Examples here include pedestrian refuge island, speed table, traffic diverter, and painted curb extensions for transit riders. (courtesy of the City of Pittsburgh)

# 4 Project Implementation

With 26 recommendations for infrastructure projects and supportive policies and programing, this section is intended to help Pittsburgh integrate the proposed projects into their everyday decision making and their long-term efforts. Taken together, these recommendations all work in the service of a safer, more multimodal transportation system.

This chapter charts a course for implementing the safety, connectivity, and placemaking goals of this plan. Completing all the recommended projects will take time. Priority projects were selected based on their ability to address existing safety risks and provide access to everyday destinations. Recommendations are categorized into three time frames:

- Short-term projects that can be completed in the next three years
- Medium-term projects that may take three to five years
- Long-term projects that may take five or more years to be completed.

These project recommendations are intended to guide the cities in implementing incremental infrastructure changes to build safe and biking and walking networks. Beginning in the short-term with a spine of east-west and north-south connections to build up a basic network of comfortable routes, the network of high-comfort biking and walking improvements grows to eventually include improvements in every corner of West Pittsburgh.

### Early Action Opportunities

An early action opportunity, often called a quick build project, is a short-term, low-cost improvement that can be implemented quickly to address an immediate need or test a longer-term vision. These projects typically use temporary or interim materials such as paint, striping, signage, planters, or modular barriers. Quick build projects allow communities to pilot design concepts, gather feedback, and evaluate performance before making permanent capital investments. They're a practical way to demonstrate progress, build public support, and deliver near-term benefits while longer-term projects are planned and funded.

Some of the projects described in this chapter note an opportunity for early action.

## Project Prioritization

To ensure that the city and other implementation partners have a clear set of priorities for the implementation of the recommendations, the projects were prioritized based on a data-driven methodology. The methodology considered key project goals. The preceding text breaks down the methodology that was applied to the recommended projects in this Plan.

### Factors

Crash history, proximity to key destinations, transit connections, and engagement input are the four factors that will be used to score and prioritize the recommended projects. Projects could receive a maximum score of up to 10. The scoring methods are described below.

#### Crash History (30%)

Project locations that have a history of crashes in the last five years and fall on the Countywide High Injury Network (HIN).

#### Proximity to Key Destinations (30%)

Project locations that are within 50 feet of key destinations are to be scored based on the number of destinations the proposed project would provide a connection to. These destinations include schools, libraries, senior centers, parks, grocery stores, and other key locations for West Pittsburgh residents.

#### Transit Connection (20%)

Projects that are within ¼ mile of a transit stop and fall on a transit route.

#### Engagement (20%)

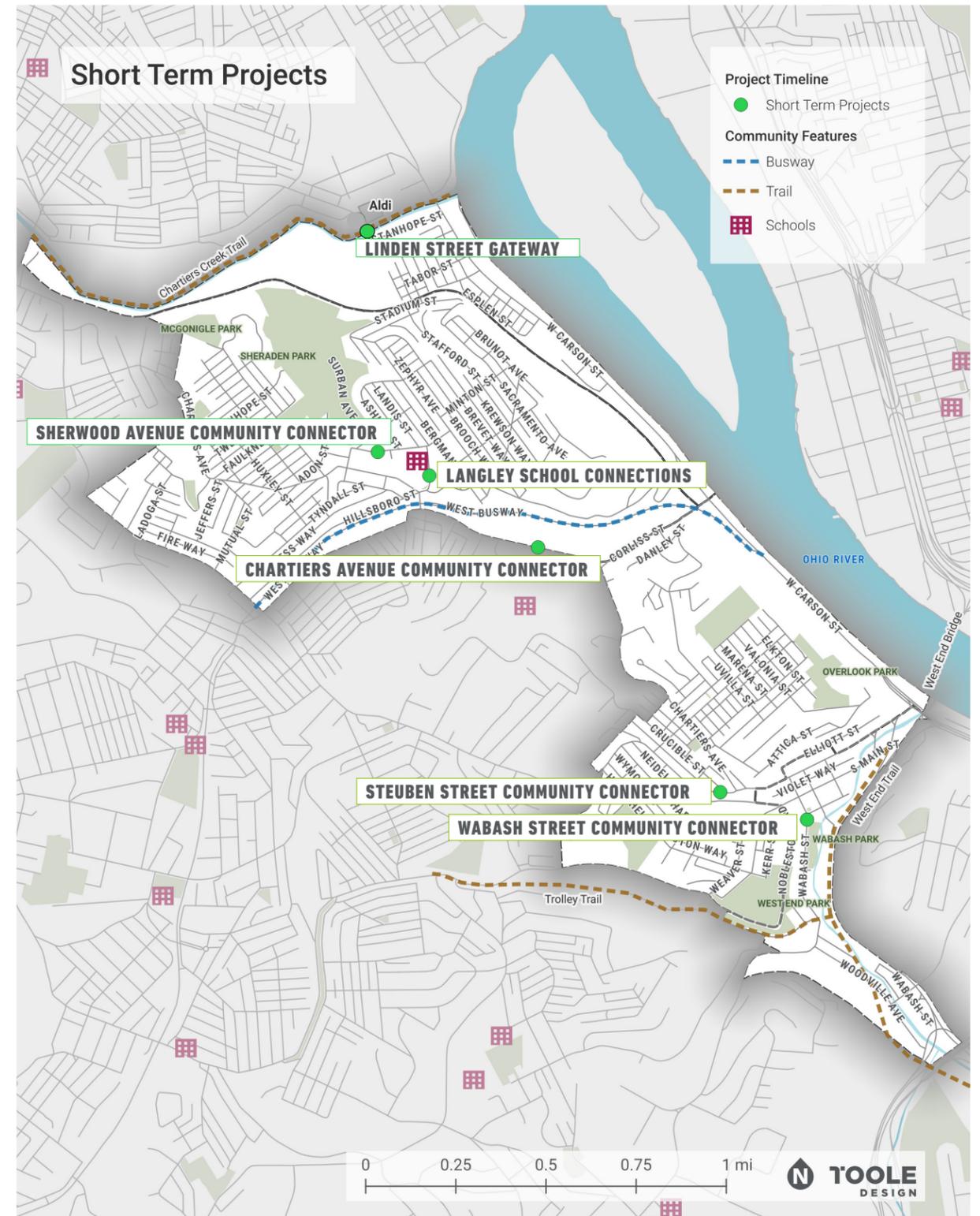
Project locations that were highlighted during the engagement process.

For full details, see the project prioritization memo in [Appendix A](#). Project recommendations on the following pages are intended to guide Pittsburgh in implementing changes to build safe walking and biking network in West Pittsburgh.

Priority Projects are highlighted

## Short-term Projects

The following projects are recommended for the short-term (0-3 years). Each project is described fully on the following pages.



MAP 8 Short-term Project Locations Map

## Linden Street Gateway

Location: Linden Street Bridge (West Carson St / Chartiers Ave)

Work with McKees Rocks to improve multimodal access along Linden Street to shopping centers across Chartiers Creek through the creation of a pedestrian-friendly entrance and gateway on Linden Street. Consider reducing the vehicle roadway width on Linden Street and use the excess space to add bike lanes, widen sidewalks, and improved waiting space for transit riders. Assess the intersection of Linden Street, Stafford Street, and Stanhope Street for an enhanced pedestrian crossing, increased pedestrian space, and repaired sidewalks.

## Sherwood Avenue Community Connector

Location: Sherwood Ave (Citadel St / Sheraden Blvd)

Sherwood Avenue was identified as a key pedestrian route that connects Langley Elementary, the Sheraden Library, and the Sheraden Healthy Active Living Center. Enhance the route for pedestrians by assessing, updating, and maintaining sidewalks, and improving the visibility of pedestrian crossings. The corridor should be evaluated for traffic calming measures to lower motor vehicle speeds such as speed humps, pinch points, or traffic circles.

## Langley K-8 School Connections

Location: Langley K-8 (Sheraden Ave / Sherwood Ave)

The school campus has potential for better pedestrian connections between the Sheraden Busway Station, the Carnegie Library of Sheraden, and the Sheraden Active Living Center, but the large block size limits the opportunity in the area. Work with the school to improve connections through school property at Ditzler Street and at the Sheraden Parklet.



FIGURE 33 Concept Diagram of Langley Elementary pedestrian connection

## Chartiers Avenue Community Connector

Location: Chartiers Ave (Steuben St / Windgap Ave)

Chartiers Avenue extends from Elliot through Crafton Heights and Sheraden, passing schools, grocery stores, and business districts and traversing the area's topography. It has the potential to be far more than a roadway—it can be the unifying spine of West Pittsburgh, stitching together neighborhoods with elevated mobility, community spaces, and neighborhood identity.

### Mobility Connector

Chartiers Avenue has the potential to serve as the core of multimodal connectivity for West Pittsburgh. As a priority corridor for all modes, include the following:

- Work with PRT to add bus shelters for transit riders.
- Evaluate and update sidewalk quality. Provide continuous sidewalks on both sides for the entire corridor.
- Prioritize Chartiers Avenue for sidewalk maintenance.
- Update crossings with high-viz pavement markings, pedestrian islands / curb extensions, and curb ramps.
- Install connected, high-quality dedicated bicycle facilities.
- Install directional wayfinding leading to community destinations alongside mobility projects.

In addition to the corridor, focus on the following intersections:

- Hillsboro Street - Reduce crossing distance and enhance visibility of the Sheraden Busway Station entrance.
- Straka Street - Improve visibility and paint crosswalks on all legs of the intersection.
- Municipal Street - Slow speeds turning into the PRT parking area by reducing the width of the driveway and the curb radii. Install the pedestrian refuge island using more permanent materials.
- Corliss Street - Remove turn lanes / slip lanes to reduce the pedestrian crossing distance. Upgrade ADA ramps.
- Lorenz Ave- Install high-viz crosswalks on all four legs of the crossing.
- Steuben Street - Reduce turning vehicle speeds with curb extensions and tightened turning radii.

### Path as Place

Support Chartiers Avenue becoming a memorable community space that is just as meaningful as the destination. Chartiers Ave could become the recognizable spine for West Pittsburgh—a place people name first when describing where they live, shop, or gather. Support a cohesive visual identity by installing the gateway signs recommended in this Plan, public art, storefront improvements, and directional wayfinding. Support community-led projects such as adjacent community spaces, pocket parks, events, and public art.

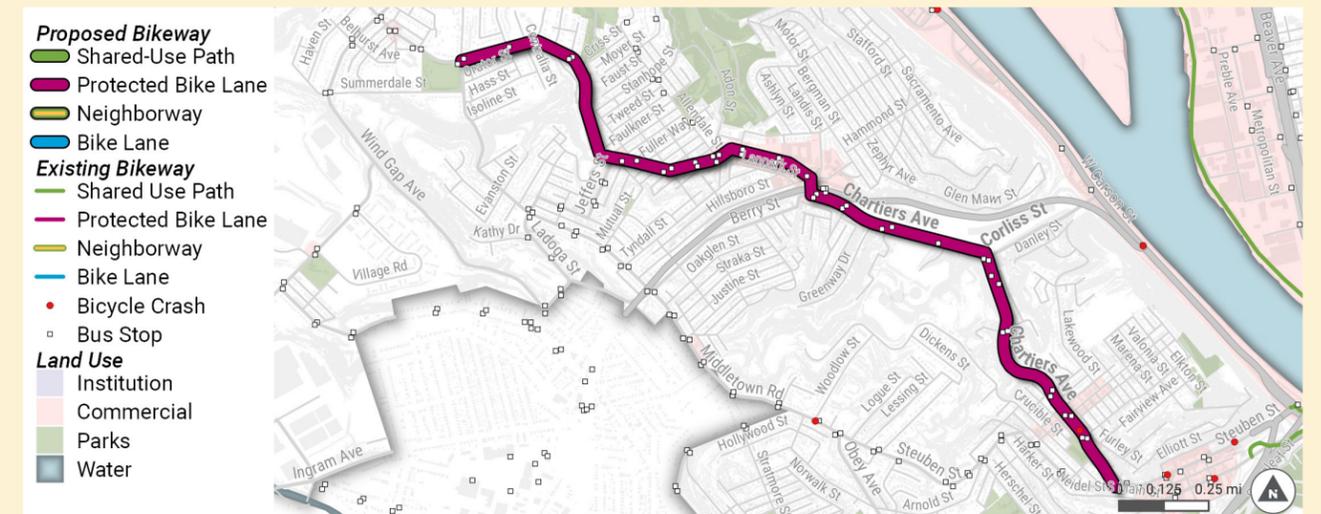


FIGURE 34 Concept map of Chartiers Avenue (Source: Final Mile, 2020)

## Steuben Street Community Connector

Location: Steuben St (West End Bridge / Herschel St)

Steuben Street is the main path between West Pittsburgh neighborhoods and the high-speed environments of Route 51 and the West End Bridge. Redesign this street to encourage slower speed driving and pedestrian enhancements more consistent with the residential, transit, and business district activities in this section of Steuben Street. Evaluate and install traffic calming on Steuben Street to slow vehicles and emphasize the transition into a neighborhood Main Street. Increase sidewalk maintenance to maintain a wider clear path. Upgrade bus stops with crossings, shelters, and benches. Work with community destinations along this street to pursue historic designations and place signage.

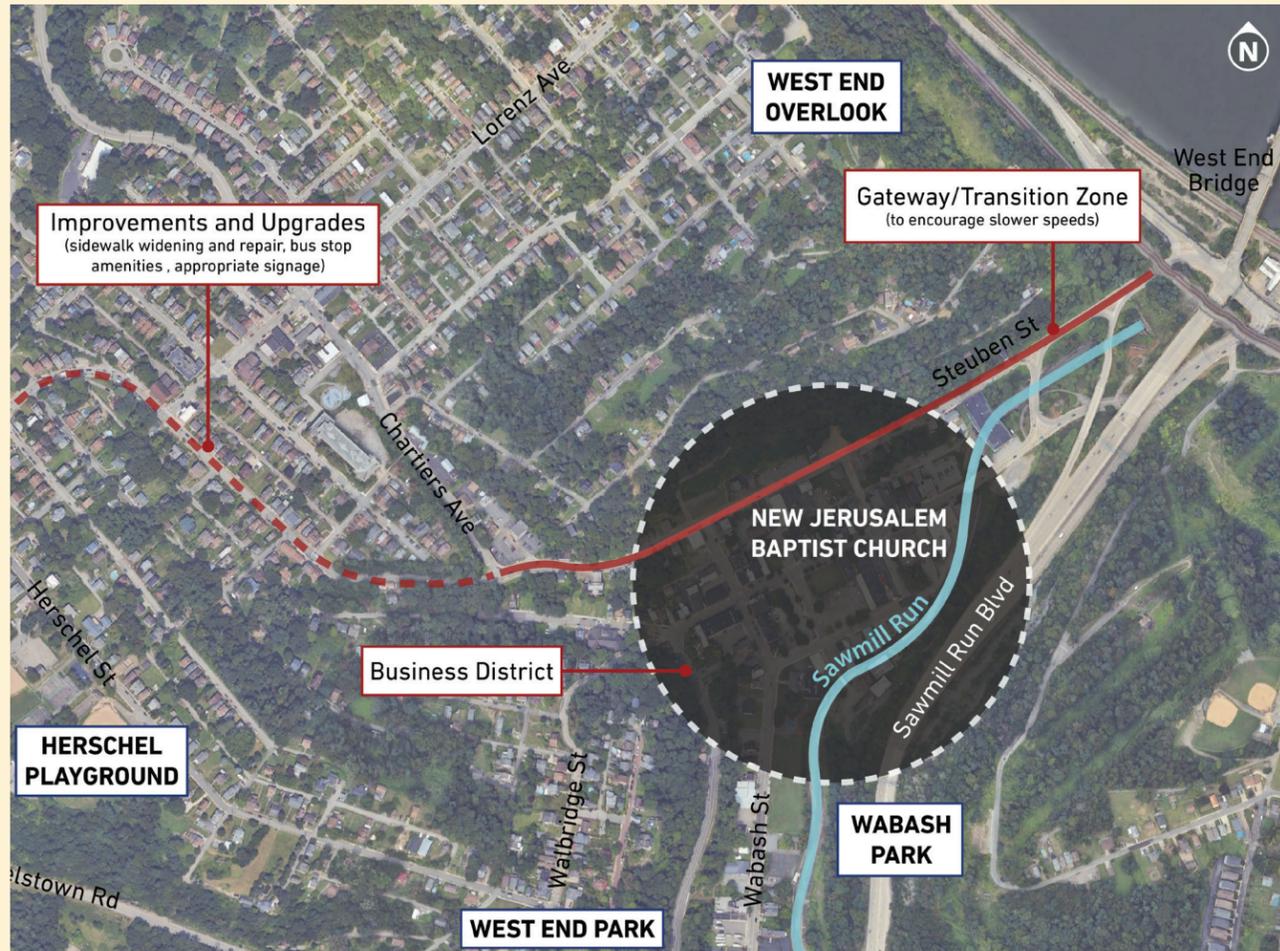


FIGURE 35 Concept map of Chartiers Avenue from the Final Mile project

## Wabash Street Community Connector

Location: Steuben St to McCartney St

Due to its proximity to highway facilities, Wabash often operates like an on-ramp even though it is surrounded by residences, transit stops, and community destinations. It is also a pedestrian entrance to the West End Business District. Assess Wabash Street for traffic calming measures. Enhance walkability by maintaining and expanding sidewalks and updating signal timing. Assess the street for opportunities to upgrade signals, sidewalks, and add trail connections.

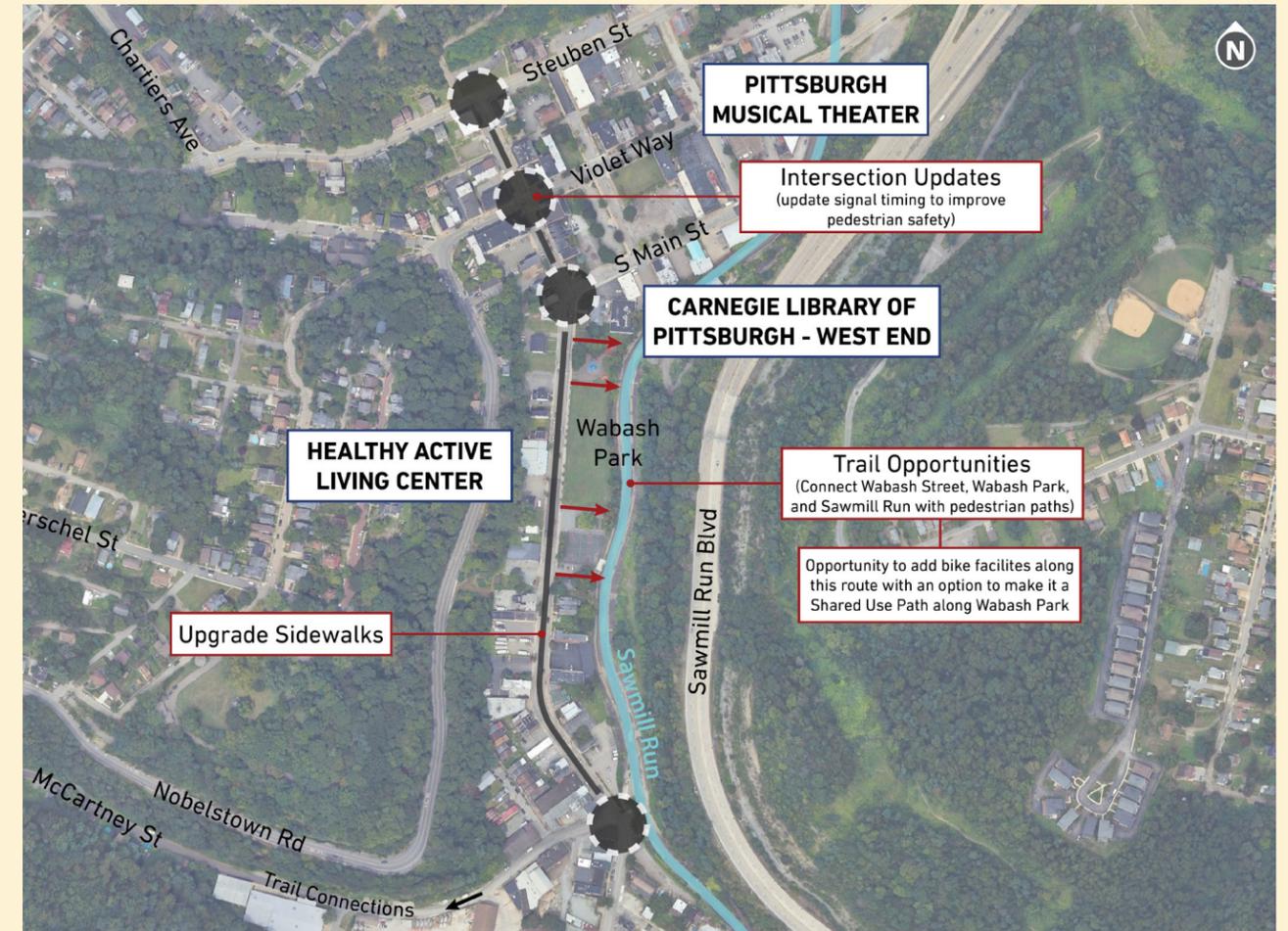
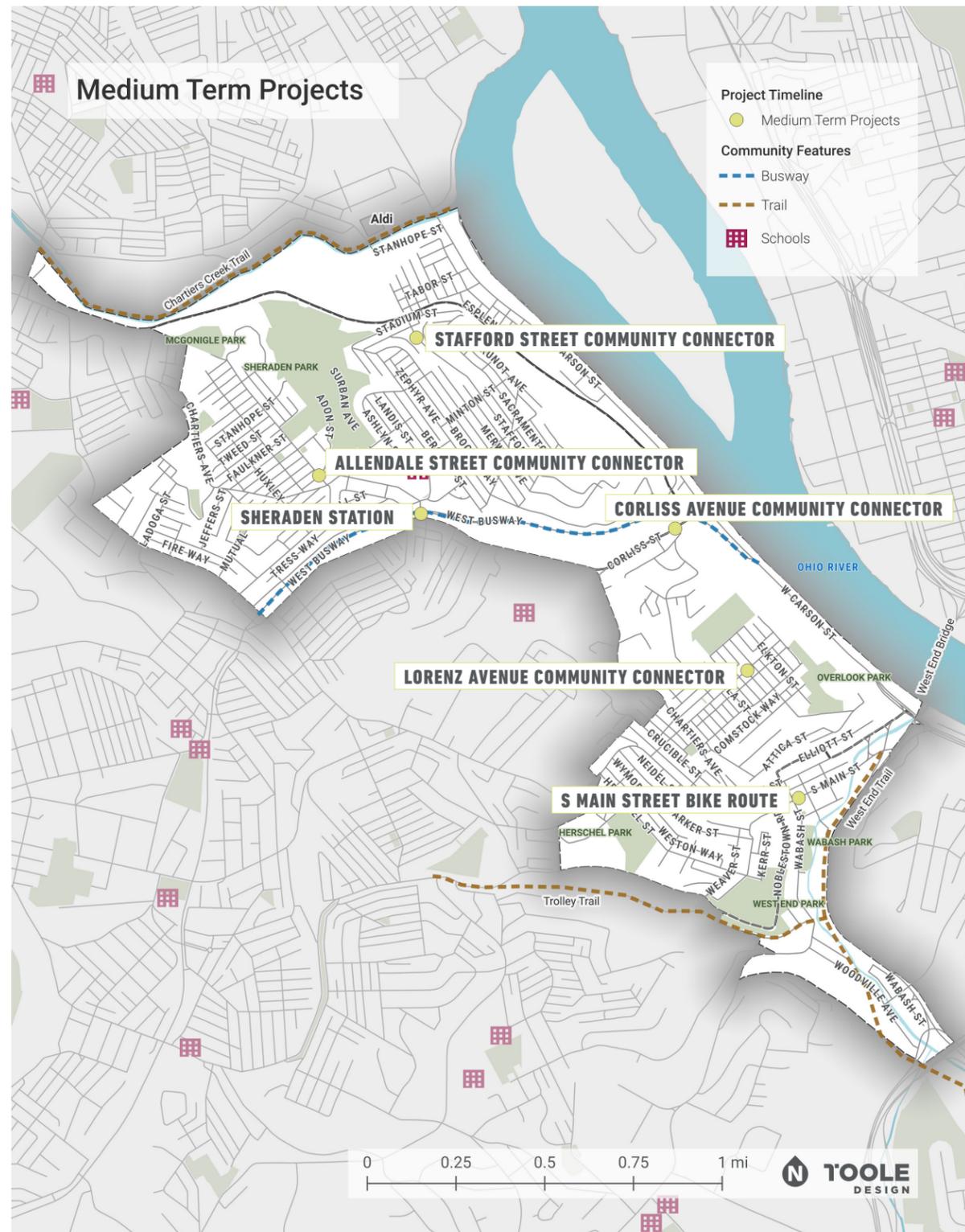


FIGURE 36 Concept map of Wabash Street

# Medium-term Projects

The following projects are recommended for the medium-term (3-5 years). Each project is described fully on the following pages.



MAP 9 Medium-term Project Locations Map

## Stafford Street Community Connector

Location: Stafford Street (Linden St / Minton St)

Stafford Street, including the jog on Tabor, Radcliffe, and Stadium, was identified as a key pedestrian route between Esplen and Sheraden. Enhance the route for pedestrians by assessing and upgrading sidewalks and crossings, as well as ensuring accessible pathways to nearby bus stops. To improve pedestrian level of comfort -prioritize regular maintenance, including sidewalk snow removal and the clearing of debris and overgrowth. The corridor should also be evaluated for traffic calming measures to lower motor vehicle speeds, such as speed humps, pinch points, or striping the on-street parking.

Wayfinding Recommendations: Install a gateway sign "Welcome to Pittsburgh...where the west began" or similar. Create a welcoming gateway that celebrates not only the entrance to the City of Pittsburgh proper but also the West End neighborhoods

### Early Action Opportunity

Evaluate and install traffic calming, as needed. Conduct a detailed sidewalk quality inventory and create a plan for improvements. Install crosswalks and bike lanes using quickbuild materials. "

## Allendale Street Community Connector

Location: Allendale St (Chartiers Ave / Stanhope St)

Allendale Street was identified as a key pedestrian route that connects residents and civic spaces to Sheraden Park. Enhance the route for pedestrians by assessing, upgrading and maintaining sidewalks, and improving the visibility of pedestrian crossings. The corridor should be evaluated for traffic calming measures to lower motor vehicle speeds, such as speed humps, pinch points, or striping on-street parking.

Wayfinding Recommendations: Install signs at Sheraden Park entrances, per the Sheraden Park Master Plan. Vehicular-directed signs should be clear that this entrance provides access to ball fields, basketball courts, tennis courts, playgrounds (not the swimming pool). Wayfinding for this entrance should begin at Chartiers Ave.

## Corliss Avenue Community Connector

Location: Corliss Ave (Chartiers Ave / W Carson St)

Due to the topography of the study area, railroads, and waterways, there are few entrances into the West Pittsburgh Neighborhoods, putting increased multimodal pressure on every single one. Enhance the route for pedestrians on Corliss Street by assessing, updating, and maintaining sidewalks. Additional focus should be on the intersection of Corliss St and Chartiers Ave. Potential changes include narrowing the travel lane width, close the slip lanes, and update the ADA ramps.

Wayfinding Recommendations: Replace current wayfinding sign at Corliss St/Chartiers Ave with a new signs to Sheraden Station, Sheraden Park, Elliott, and West End Overlook."

## Sheraden Station Plaza

Location: Sheraden Busway Station (Hillsboro St / Chartiers Ave)

This location has the potential to be a “front porch” and welcoming place for the school, business district, and transit station. In the short term, give the area a name and consistent brand and improve pedestrian conditions at to the busway entrance through improved visibility, legibility, lighting, wayfinding, and access.

In the near-term, shown below, work with the community to test new geometries and ideas using flexposts, paint, and new crosswalks. Work with a local artist to develop a pavement mural highlighting pedestrian-priority areas.

One idea for a permanent plaza is shown on the opposite page. Work to incorporate Kiwani’s Corner and the public parking area into a holistic public space design. Raise the entire intersection creating a flush condition. Update and expand the entrance to the busway station to improve to improve visibility and access. Continue to consider development opportunities along the busway to make the entrance livelier and more welcoming.

Install new wayfinding signage that helps to create a sense of place and direct visitors to nearby destinations, including Langley School, Sheraden Park, Carnegie Library, and the Sheraden Healthy Active Living Center. Install directional signs to Sheraden Station and park and ride at key locations, such as Chartiers Ave/Straka St,

FIGURE 37 Sheraden Station Near-term Concept Diagram

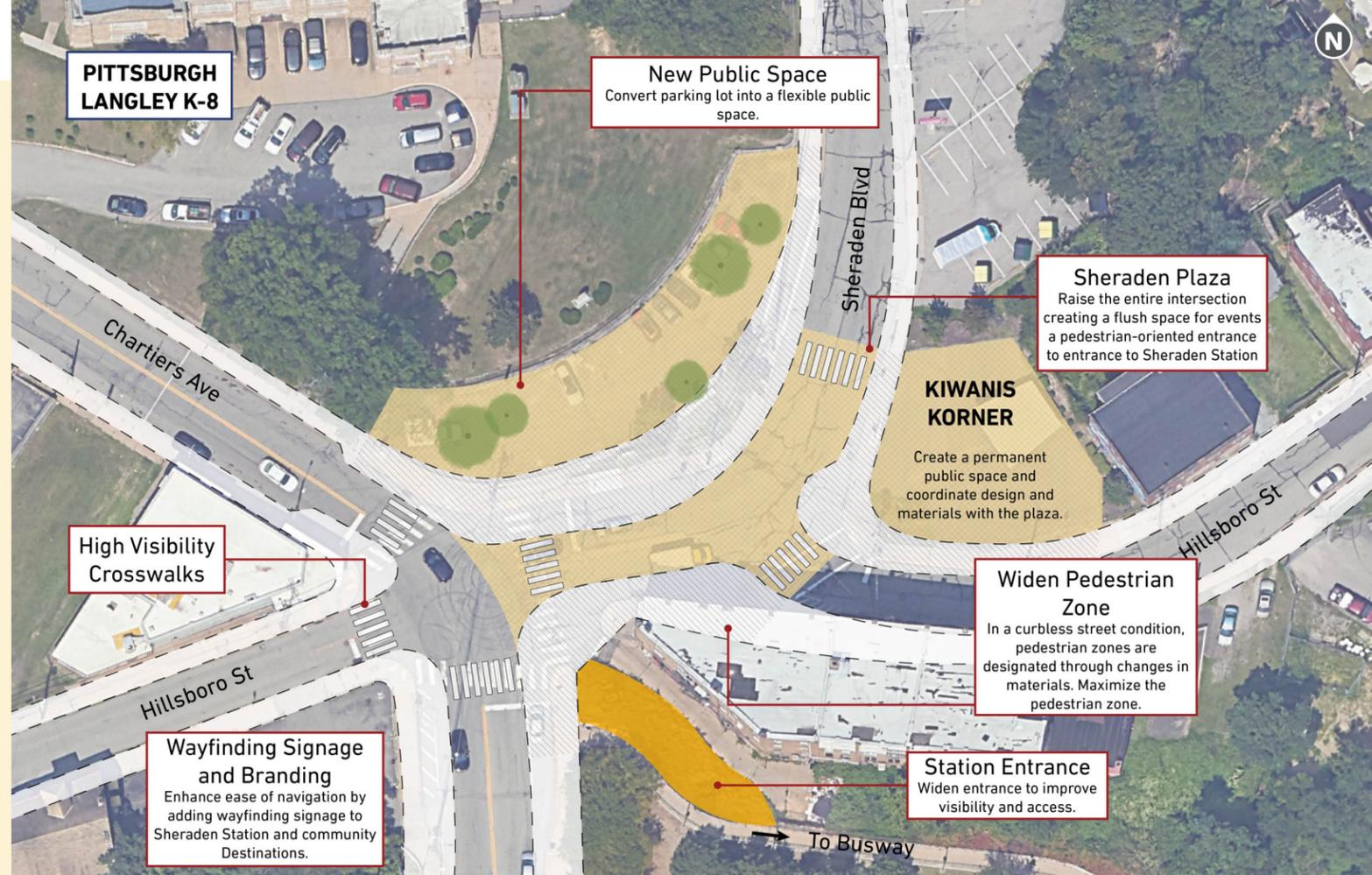


FIGURE 38 Sheraden Station Long-term Concept Diagram

## Lorenz Avenue Community Corridor

Location: Lorenz Ave (Chartiers Ave / Rue Grande Vue St)

There are multiple streets that lead to the West End Overlook Park. Aside from Lorenz Ave, the streets are narrow and surrounded by single family homes. Enhance Lorenz Avenue and Rue Gran Vue Street as the main route for all modes to access the West End Overlook Park. Lorenz is wider to facilitate vehicle movement and carries the main business district for the neighborhood. Increase pedestrian lighting, sidewalk maintenance, pedestrian crossings, and multimodal wayfinding. Additionally, work with the Department of Public Works to add lighting and increase visibility to the park entrance accessed from Rue Gran Vue Street.

## S Main Street Bike Route

Location: Carson St to Nobelstown Road

S Main Street functions as the gateway from Route 60 into the neighborhood's business district for people driving, walking and biking. Create more of an entrance to the multimodal business district with a gateway at S Main and Nobelstown Road or S Main and Wabash Street -- introducing the neighborhood and signaling to vehicles that they are entering a more multimodal, slower driving environment. Assess the street for traffic calming measures and the addition of bike facilities.

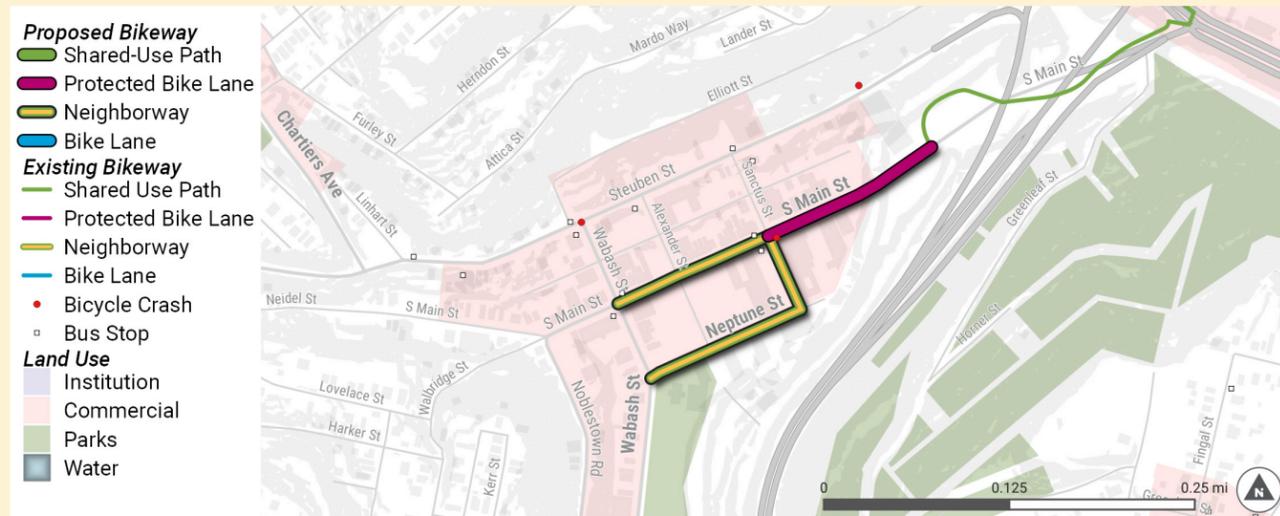
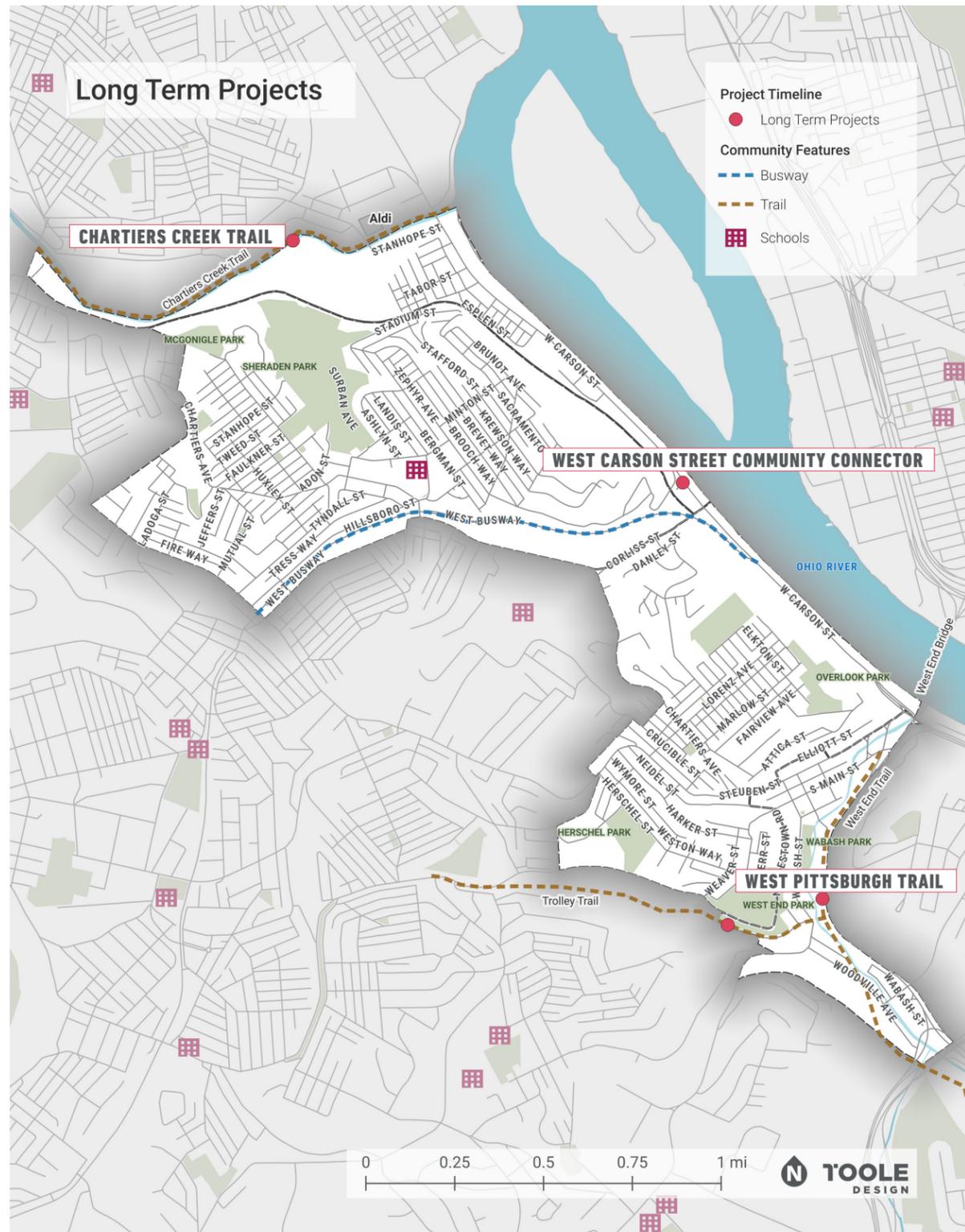


FIGURE 39 S Main Street proposed bikeway (Final Mile, 2020)

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# Long-term Projects

The following projects are recommended for the long-term (5-10 years or more). Each project is described fully on the following pages.



MAP 10 Long-term Project Locations Map

## Chartiers Creek Trail

Location: Allegheny River to the edge of the study area

The Bike (+) Plan identified a trail along Chartiers Creek as a potential east-west connector trail. Supporting projects that advance the Chartiers Creek Trail and greenway will continue to advance regional trail connectivity and extend green space to more residents.

## West Carson Street Community Connector

Location: Stanhope St to West End Bridge

Evaluate this stretch of West Carson Street for traffic calming opportunities. Along West Carson Street, consider using the space currently dedicated to a continuous turn lane to add a buffer between the narrow sidewalk and fast-moving travel lane. Install traffic calming measures at intersections where pedestrians and people riding bikes are more likely to interact with fast moving vehicles including S Main Street, Steuben Street, Corliss Street, and the section between Earl St and Stanhope Street. To maintain the width of the sidewalk, prioritize maintenance such as clearing debris and snow removal along West Carson St.

## West Pittsburgh Trail

Location: West End Bridge to edge of study area

Continue to advance the planning and design of the West Pittsburgh Trail. Once installed, install wayfinding signage to trailheads and from the trail to community destinations.

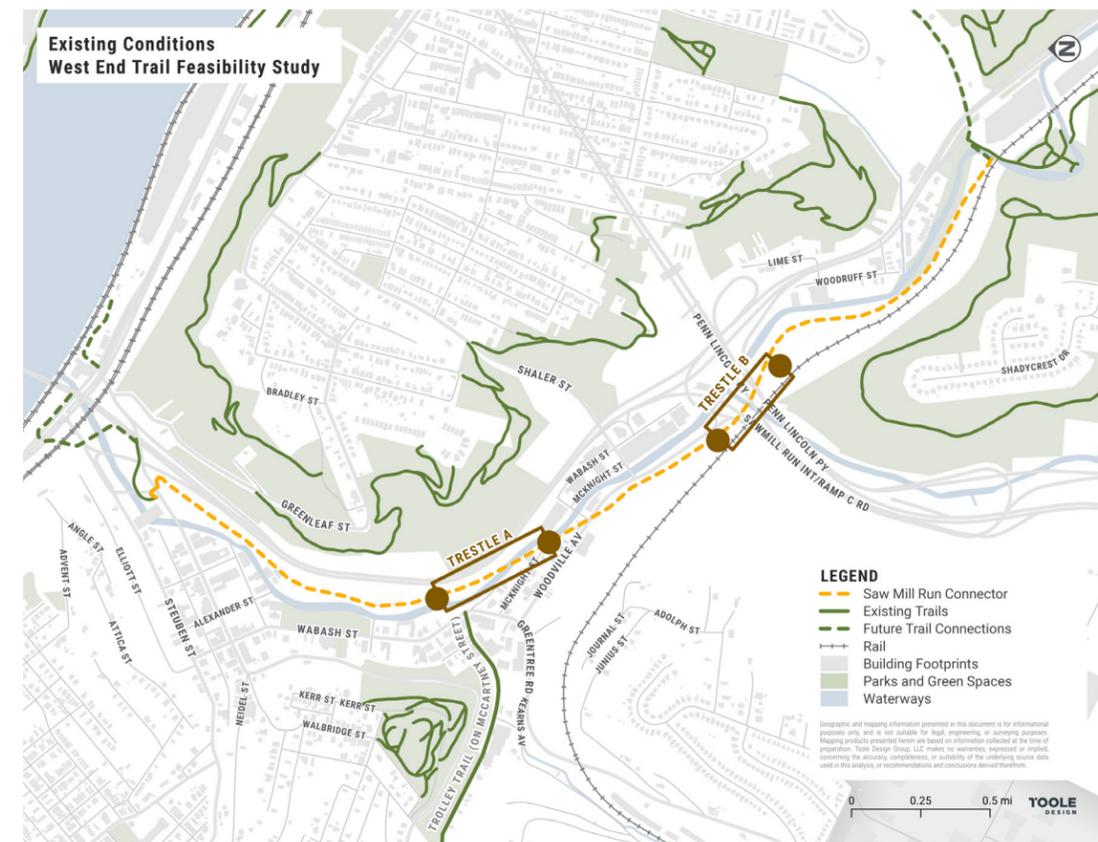
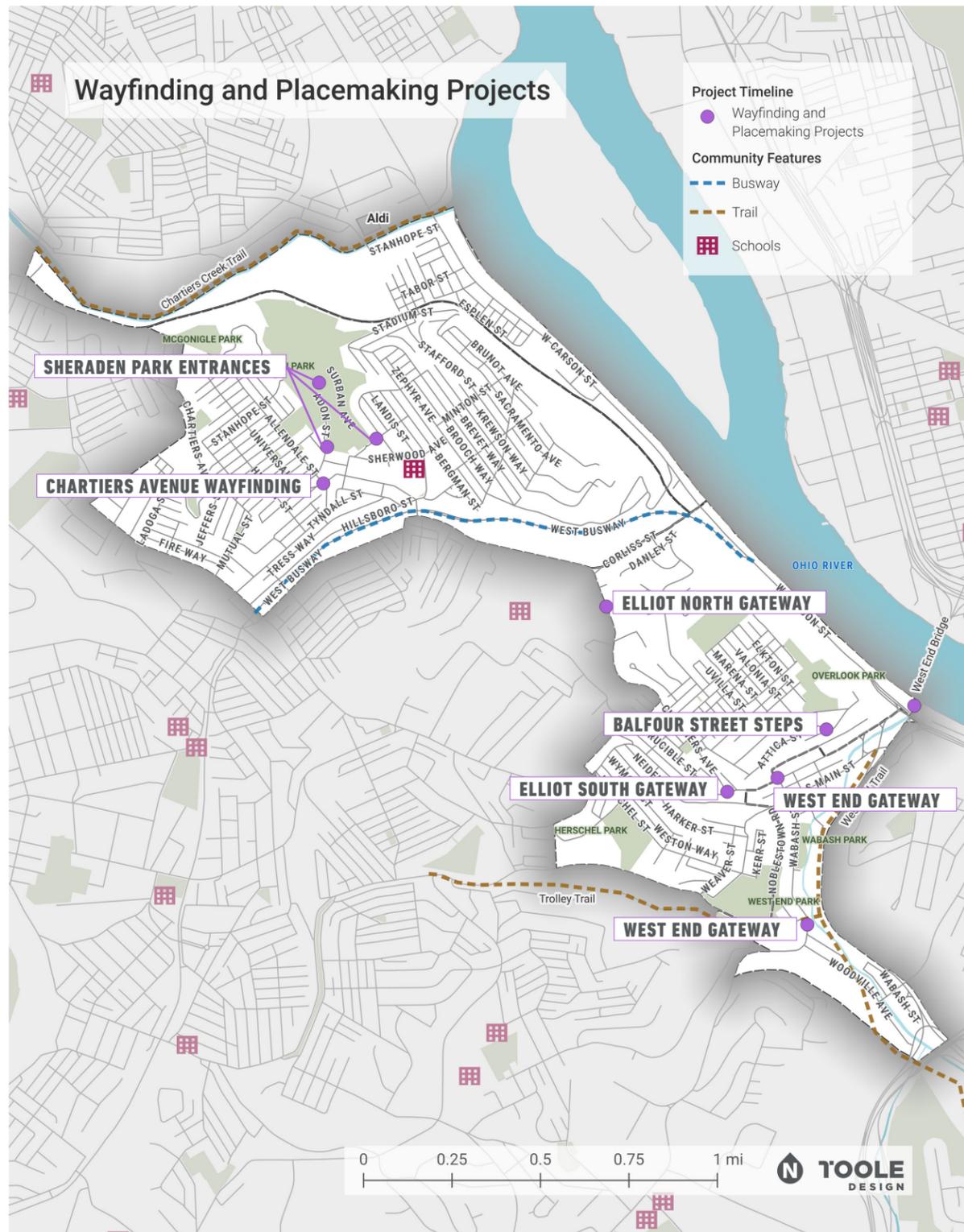


FIGURE 40 Saw Mill Run Connector Trail Feasibility Study (ongoing)

# Wayfinding and Placemaking Projects

While many projects in this Plan include signage and wayfinding, the following projects are only signage and wayfinding. These should be community driven and can be taken on as funding allows.



MAP 11 Wayfinding and Placemaking Project Locations Map

## Neighborhood Gateways

Work with neighborhoods to identify the site, language, and style to add identity signage locating each neighborhood in the study area. Gateway signage for Esplen and Sheraden are included in larger project recommendations in the previous sections and included in the map on the previous page.

### Elliott Gateways

Location: Chartiers Ave and Steuben Street (Elliott South) and Chartiers Ave South of Corliss (Elliott North)

Evaluate Chartiers Avenue for a northern gateway to the Elliott Neighborhood. Utilize the white retaining wall along Chartiers Ave for placemaking. Residents suggested a mosaic (similar to the Townsend Park one). This could be a gateway entrance for “Welcome to Elliott.”

Evaluate the intersection Chartiers Avenue and Steuben Street for a southern gateway to the Elliott Neighborhood. Improve placemaking and wayfinding at the intersection of Steuben Street and Chartiers Ave. Rehabilitate the “Welcome to Elliott” sign with a larger, more visible sign. Replace the old directional signs for West End Overlook/Sheraden/Herschel Park with new updates signs.

### West End Gateways

Location: Wabash Ave and McCartney Street and 168 Steuben Street

Replace all historic West End Valley signs with more vibrant and consistent placemaking signage. Consider placemaking opportunities in vacant grass lot such as a “Welcome to the Historic West End” sign or artwork.

## Neighborhood Parks Wayfinding and Branding

Location: All parks in study area

Update standards to standardize which parks get vehicular signage (Community parks and/or neighborhood parks). Consider adding pedestrian/cyclist-oriented wayfinding signs along key walking/biking routes to the following parks: West End Park, Townsend Parklet, Elliott Park, Sheraden Parklet, Mutual Parklet, McGonigle Park, Wabash Park, Herschel Playground.

## Sheraden Park Entrances

Location: Adon St, Surban St

Install signs at Sheraden Park entrances, per the Sheraden Park Master Plan. Vehicular-directed signs should be clear that this entrance provides access to ball fields, basketball courts, tennis courts, playgrounds (not the swimming pool). Wayfinding for this entrance should begin at Chartiers Ave.

## Balfour Street Steps

Location: Balfour Street Steps

Add pedestrian signage at the Balfour Street Steps near 96 Steuben Street that highlights the steps and guides people to use them to access Elliott and the West End Overlook Park.

## Chartiers Avenue Wayfinding

Location: Allendale St to Citadel St

The sharp curve, topography, school entrance, and school bus activity converge on Chartiers Avenue between Allendale Street and Citadel Street. Additionally, this short section of Chartiers Avenue provides access to and between numerous community spaces includes Langley Elementary, one of the main entrances to Sheraden Park on Adon Street, the Sheraden Library, and the Sheraden Healthy Active Living Center.

## Where to Start

The following actions advance the priority recommendations outlined in the previous section and are intended to guide implementation over the coming summer and into the next year. While many of the larger projects will require additional time due to their complexity, these actions focus on early steps that can ensure priority recommendations move forward.

Some initiatives are already underway, while others will require focused coordination, design development, or funding commitments to advance. Together, these near-term actions lay the groundwork for future construction and help ensure that projects are delivered and in use as efficiently as possible.

### Improve Coordination

Many community-driven recommendations will only succeed through close coordination with the Department of Public Works, other City departments, and private property owners. In addition, roadway ownership in West Pittsburgh is shared by the City of Pittsburgh, PennDOT, and Allegheny County in West Pittsburgh. Establishing clear lines of communication and shared responsibility will be essential to delivering early wins and maintaining momentum.

### Prioritize Maintenance

Throughout the planning process, public feedback and field observations consistently highlighted the need to care for existing pedestrian infrastructure and remove outdated or ineffective elements. Immediate action is needed to improve safety, comfort, and accessibility today.

- Prioritize maintenance on the Community Corridors identified in this Plan, including sidewalk repairs, removal of overgrowth and debris, and crosswalk upkeep.
- Remove outdated or unnecessary signage identified through this planning process.

### Linden Street Gateway

Evaluate and install a pedestrian oriented gateway using quick-build materials to narrow travel lanes and clearly define pedestrian space. Evaluate and consider a pedestrian crossing to improve access to the northbound bus stop.

### Community Connectors

In the first year, measure, observe, and evaluate each Community Connector. Conduct a detailed sidewalk inventory and assess sidewalk quality. Install new crosswalks and upgrade existing ones.

### Chartiers Avenue Community Connector

Host a community design charrette focused on strengthening connections to the bike network. Document design concepts, implementation steps, and funding needs for each corridor.

### Sheraden Station

In the first year, create a clear, community-supported vision for Sheraden Station that balances immediate improvements with long-term transformation. Host a community design charrette focused on both near-term and long-term opportunities. Test ideas using quick-build materials such as pavement murals, enhanced crosswalks, and new intersection geometries to demonstrate possibilities and gather feedback.

### Plan for Major Trail Projects

While near-term actions move forward, the City must also lay the groundwork for transformative investments. Develop a coordinated workplan for the West End Trail, West End Gateway, and Chartiers Creek Trail to guide future design, funding, and implementation.

## Conclusion

Through this Plan, the City of Pittsburgh is partnering with the people of West Pittsburgh to protect what makes their neighborhoods unique while creating new opportunities to overcome mobility challenges, strengthen community identity, and expand transportation choices. This Plan marks an important first step, but real success depends on action.

As projects move forward, continued listening, learning, and collaboration will be essential. By celebrating early successes, adapting based on feedback, and staying committed to shared goals, the City and community can turn this vision into reality. With patience, creativity, and sustained partnership, a safer, more connected, and truly multimodal future for West Pittsburgh is within reach.

