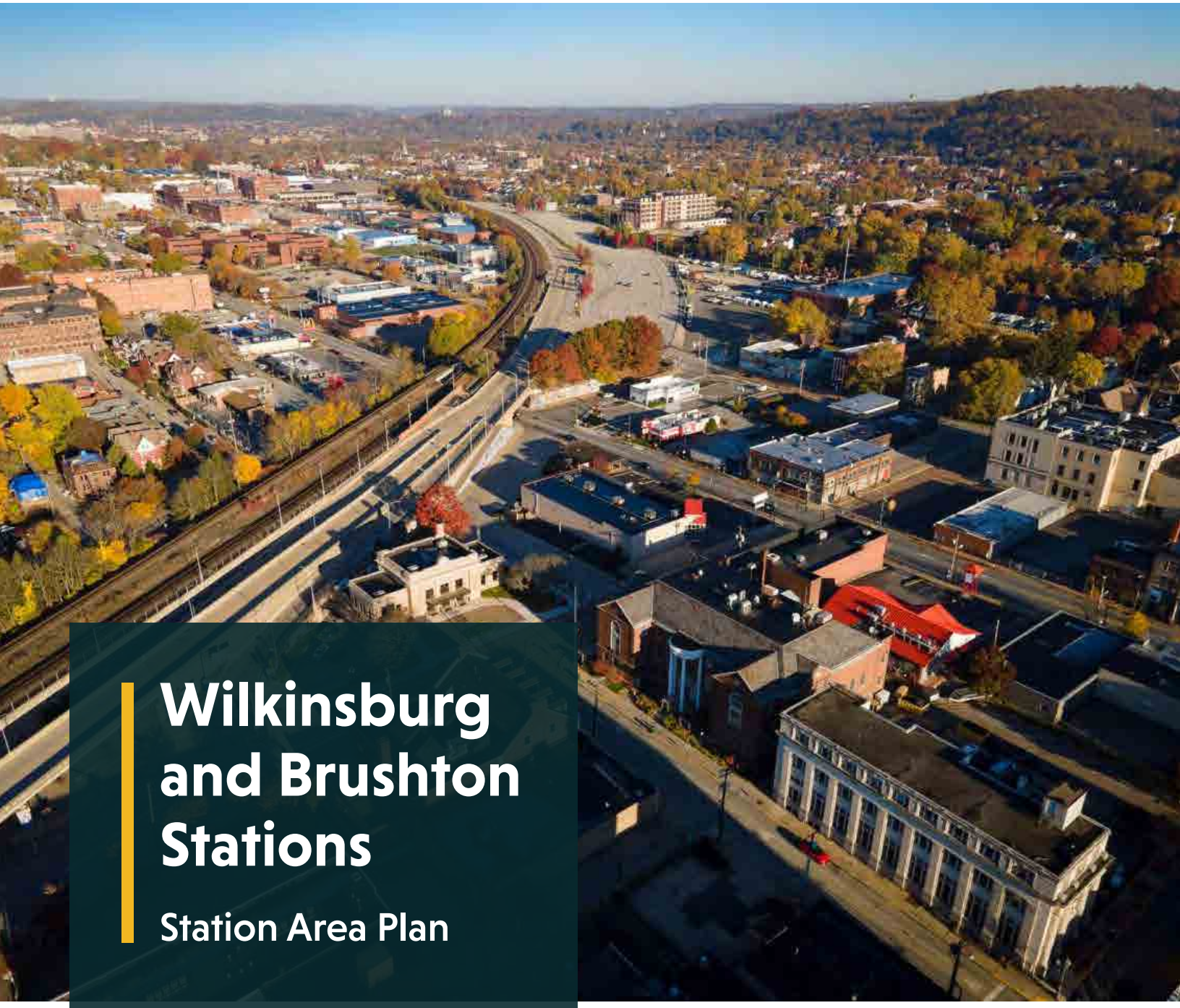
BOTEB
BUILDING ON THE EAST BUSWAY



Wilkinsburg and Brushton Stations

Station Area Plan

Appendix 7

Safety Audit Report

October 2023

PRT
Pittsburgh Regional Transit



Wilkinsburg Station Area Safety Audit

Building on the East Busway (BOTEB)

Final Deliverable

October 31, 2022

BUILDING ON THE EAST BUSWAY

Table of Contents

Introduction 1

Objective of the Safety Audit 1

Relationship of the Safety Audit to Other Efforts and Past Plans 2

Connecting Wilkinsburg TRID Study 2

Station Improvement Program: Station Evaluation 3

Stakeholder and Public Feedback 4

Wilkinsburg Station Area Plan Safety Audit Site Locations 5

Historical Crash Data: Largely Unavailable For Wilkinsburg 7

Vehicular Crashes 2015 to 2020: Widespread In the Broader Area, Present In the Station Walkshed 8

Pedestrian Crashes 2015 to 2020: Injuries In Adjacent Neighborhoods, a Death at Penn & N Braddock 9

Bicycle Crashes 2015 to 2020: Limited Data, One Severe Injury at Penn & N Braddock 10

Wilkinsburg Station, Key Access Points, and Park-and-Ride Lot 11

Key Access Point 1: N Braddock Avenue at the current Busway Bridge 12

Key Access Point 3: Rosedale Street at Hill Avenue 16

Key Access Point 4: Pitt Street at Wallace Avenue 19

Key Access Point 5: Hay Street at South Avenue and Hay Street Ramps 22

Recommended Improvements 25

1. Key Access Point Recommendations 27

1a. Work with Wilkinsburg Residents to Establish a Neighborhood Bikeway to Rosedale Street & Hill Avenue Access Point 27

1b. Create a Pedestrian-Oriented Entrance at N Braddock Avenue, Add a Local Bus Stop, and Consider Bridging Across N Braddock for Grade Separation to West Side Sidewalk 28

1c. Add Splitter Islands and Strengthen Pedestrian-Only Spaces at Hay Street Ramps Area 28

1d. Engage People's Gas Immediately about Potential Property Partnerships or Swaps 29

1e. Consider Closing Pitt Street from Wallace Avenue to Penn Avenue 30

2. Recommendations for Pedestrian Movements within the Park-and-Ride Lot 31

2a. Add More Pedestrian Pathways and Aisles 31

2b. Reduce the overall number of parking spaces 31
2c. Install Standard Bicycle Parking 31
2d. Add proper wayfinding 33
2e. Remove Barriers to Full Accessibility 33
3. Improve Connectivity and Walkability on Final Approaches to Station Access Points 35
3a. Intersections and Roadway Segment Improvements 35
3b. Update Wayfinding to Follow PRT's Guidelines for Urban Mixed Use Station Wayfinding 35
3c. Add "State Law: Yield to Pedestrians in Crosswalk" Signs 36
4. General Safety Improvements in Broader Study Area 38
4a. Improved Connectivity and Walkability 38
4b. Update Wayfinding to Adhere to PRT's Wayfinding Standards Manual 40
4c. Complete Bicycle Connection 40

Figures

Figure 1 Wilkinsburg TRID Study Pedestrian Improvement Recommendations 2
Figure 2 Safety Audit Intersections and Roadway Segments 5
Figure 3 Bicycle Routes and Sidewalks within Safety Audit Study Area 6
Figure 4 Transit Stops and Sidewalks within the Safety Audit Study Area 7
Figure 5 Vehicular Crashes Near Wilkinsburg Station 8
Figure 6 Pedestrian Crashes and Severity, 2015 to 2020 9
Figure 7 Bicycle Crashes and Severity, 2015 to 2020 10
Figure 8 Key Access Points to Wilkinsburg and Brushton Station Sites 11
Figure 9 Aerial View of Key Access Point 1 12
Figure 10 North Braddock Avenue at Busway Bridge Wingwall 12
Figure 11 Aerial View of Key Access Point 2 13
Figure 12 Curb Ramps without Sidewalks at Brushton Avenue and Finance Street 15
Figure 13 Aerial View of Key Access Point 3 16
Figure 14 Rosedale Street at Hill Avenue 18
Figure 15 Aerial View of Key Access Point 4 19
Figure 16 Broken Pavement at Pitt Street and Wallace Avenue 21
Figure 17 Aerial View of Key Access Point 5 22
Figure 18 Hay Street at South Avenue 24
Figure 19 Mini-Roundabout along Neighborhood Bikeway, Denver 28
Figure 20 Hay Street Ramp 29
Figure 21. Segment of Pitt Street between Wallace Ave and Penn Avenue 30
Figure 22. Photographs of Previous Countermeasures at the Pitt Street and Penn Avenue Intersection 30
Figure 23 Mid-Parking Lot Aisle to Rosedale Street and Hill Avenue Intersection 31
Figure 24 The current environment lacks proper bicycle parking facilities. 32
Figure 25. Sign Prohibiting Biking in the Park-and-Ride 33
Figure 26 Examples of Accessibility Concerns 34
Figure 27 Wayfinding Examples 36
Figure 28 Unsignalized Pedestrian Crosswalk Signs (Source: Manual on Uniform Traffic Control Devices (MUTCD)) 37
Figure 29 Examples of Sidewalk in Need of Repair (left: N Braddock Avenue & Meade Sreett, right: Hamilton Avenue) 39
Figure 30 Example of No Pavement Markings (Wood St & Susquehanna St) 40

Tables

Table 1 PRT Station Evaluation Results 3
Table 2. Safety Audit Scorecard for Brushton Ave and Finance St Intersection 14
Table 3. Safety Audit Scorecard for Rosedale Street and Hill Avenue Intersection 17
Table 4. Safety Audit Scorecard for Pitt Street and Wallace Avenue Intersection 20
Table 5. Safety Audit Scorecard for Hay Street and South Avenue Intersection 23
Table 6. Priority Improvements for Gateways to Wilkinsburg Station Area 26

Introduction

Similar to FHWA's formal Road Safety Audit (RSA) program, this task aims to perform informal pedestrian and bicycle safety assessments at select locations near the Wilkinsburg Station, focusing on likely pedestrian and bicycle routes to and from the station. The project team defined a study area that includes the Wilkinsburg Station and Park-and-Ride lot, all pedestrian access points to the Park-and-Ride, and sidewalks and intersections between the Park-and-Ride and main streets. Past planning efforts, including the Wilkinsburg TRID study, were considered during the creation of the study area. Pedestrian, bicycle, and vehicular crash data from 2015 to 2020 was analyzed and a series of field visits were conducted to complete audits of the Wilkinsburg Station and Park-and-Ride lot and immediate surroundings, 52 intersections, and 18 roadway segments.

The project team documented existing conditions and considered additional input from the Wilkinsburg Station/Brushton Station Stakeholder Advisory Committee (SAC), the first round of Wilkinsburg Station/Brushton Station public meetings, and a series of pop-up public engagement efforts. Findings were assessed and used to help develop a series of recommended improvements to improve the pedestrian connections to the Wilkinsburg Station and Park-and-Ride.

Objective of the Safety Audit

The purpose of this Safety Audit is to analyze the existing conditions of the Wilkinsburg Station, Park and Ride, and surrounding neighborhoods to determine pedestrian, bicycle, and vehicle barriers to the station's use and to recommend improvements that can be incorporated within proposed station redesign. The improvements recommended by this document will be considered as the Building on the East Busway (BOTEB) project team works to develop concepts for the relocated Wilkinsburg Station and the potential Brushton Station.

Relationship of the Safety Audit to Other Efforts and Past Plans

Connecting Wilkinsburg TRID Study

The Connecting Wilkinsburg TRID study analyzed station access and infrastructure conditions at the station and in the surrounding area. Safety recommendations described in the TRID Study include the creation of a Pedestrian Plaza to encourage walkability between the station and the Wilkinsburg Central Business District (CBD).

At the station, it was recommended to create space for a bike share station to encourage multimodal transit opportunities for commuters. Other improvements included transforming Pitt Street, from the Busway entrance to the CBD, as a new pedestrian street that is community centered. Improvements around the station addressed accessibility concerns by recommending the reopening of the pedestrian tunnel at Franklin Avenue and the creation of a pedestrian bridge over the Busway and railroad.

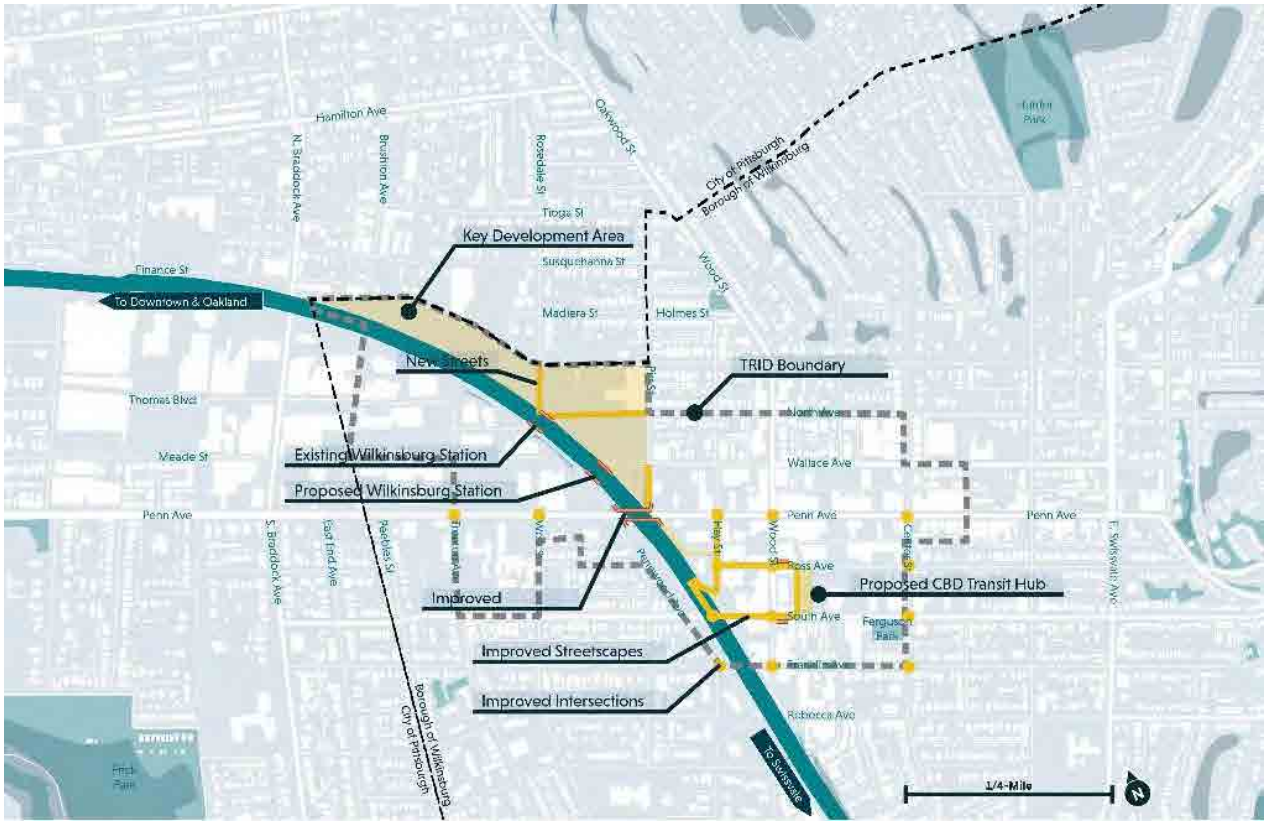


Figure 1 Wilkinsburg TRID Study Pedestrian Improvement Recommendations

Station Improvement Program: Station Evaluation

In November 2015, Pittsburgh Regional Transit (PRT) published the Station Improvement Program: Station Evaluation document which assessed and analyzed stations to implement the first steps for Transit Oriented Development (TOD) and to identify station improvements. The assessment used a weighted system to analyze transit, station orientation, and development. In the analysis, elements like walkshed, market momentum, potential development, user access, design, amenities, safety, accessibility, information, bike amenities, and advertising were all considered and weighted for 75 stations. To identify where return on investment would be highest, the Orientation and Development scores were determined to be the most important factors.

The results of the station evaluation ranked Wilkinsburg Station 4th for the existing foundation for a TOD station area. The Wilkinsburg area ranked highest in the Orientation category which analyzed density, land use, presence of sidewalks, intersection density, and walkshed size. Table 1 shows the results of the top five stations in the evaluation.

Table 1 PRT Station Evaluation Results

Station	Transit	Orientation	Development	Total	Rank
East Liberty	26.70	95.64	80.84	75.93	1
Negley	29.40	94.95	64.19	69.54	2
Wood Street	40.10	87.63	62.85	68.21	3
Wilkinsburg	40.10	94.40	51.14	66.24	4
Steel Plaza	33.40	87.93	56.70	64.53	5

Stakeholder and Public Feedback

The BOTEB SAC met with the BOTEB project team on August 11, 2022. This was the SAC meeting for the BOTEB/Wilkinsburg Station and proposed Brushton Station Area Plans. The goal was to inform, educate, and solicit input from the community stakeholders on the overall BOTEB project and the station area plan process as well as understand the public's experience from the stakeholders' perspective.

Safety elements discussed by participants included lighting, benches, cell phone charging stations, and family-friendly amenities. SAC members highlighted that the new design should address safety and the feeling of being safe. Pedestrian safety and accessibility were discussed as priorities for the existing Wilkinsburg Station and the potential new station. One concern highlighted was related to the change in grade between Penn Avenue and the station and its impact on ADA accessibility and pedestrian accessibility. Participants expressed a desire for the station to have a stronger connection to the neighborhood and the potential for station access from the southern side of the Busway was discussed.

On September 13th, two public meetings were held, one in-person and one virtual. Safety continued to be a theme for the existing Wilkinsburg area at both meetings. Accessibility was once again discussed as a major challenge at the current station for people with physical disabilities. Commentary on the existing conditions of the sidewalks, curb ramps, and bus shelters indicated a need for improvement to ease transit access.

The process of receiving public input has included Social Pinpoint, a platform to upload comments and suggestions for the Wilkinsburg area. Comments from the platform are aligned with concerns discussed at the SAC and public meetings. In a few of the comments, concern about wayfinding and the ability to locate where to go for pedestrians and bicyclists was listed as a needed improvement.

Wilkinsburg Station Area Plan Safety Audit Site Locations

The study area for the Safety Audit (shown in Figure 2) was determined by considering the following:

- The walkshed of the existing Wilkinsburg Station
- The walkshed of the proposed Brushton Station and relocated Wilkinsburg Station
- The TRID geography
- FHWA's RSA guidance

The study area selected for this safety audit is shown in Figure 2.

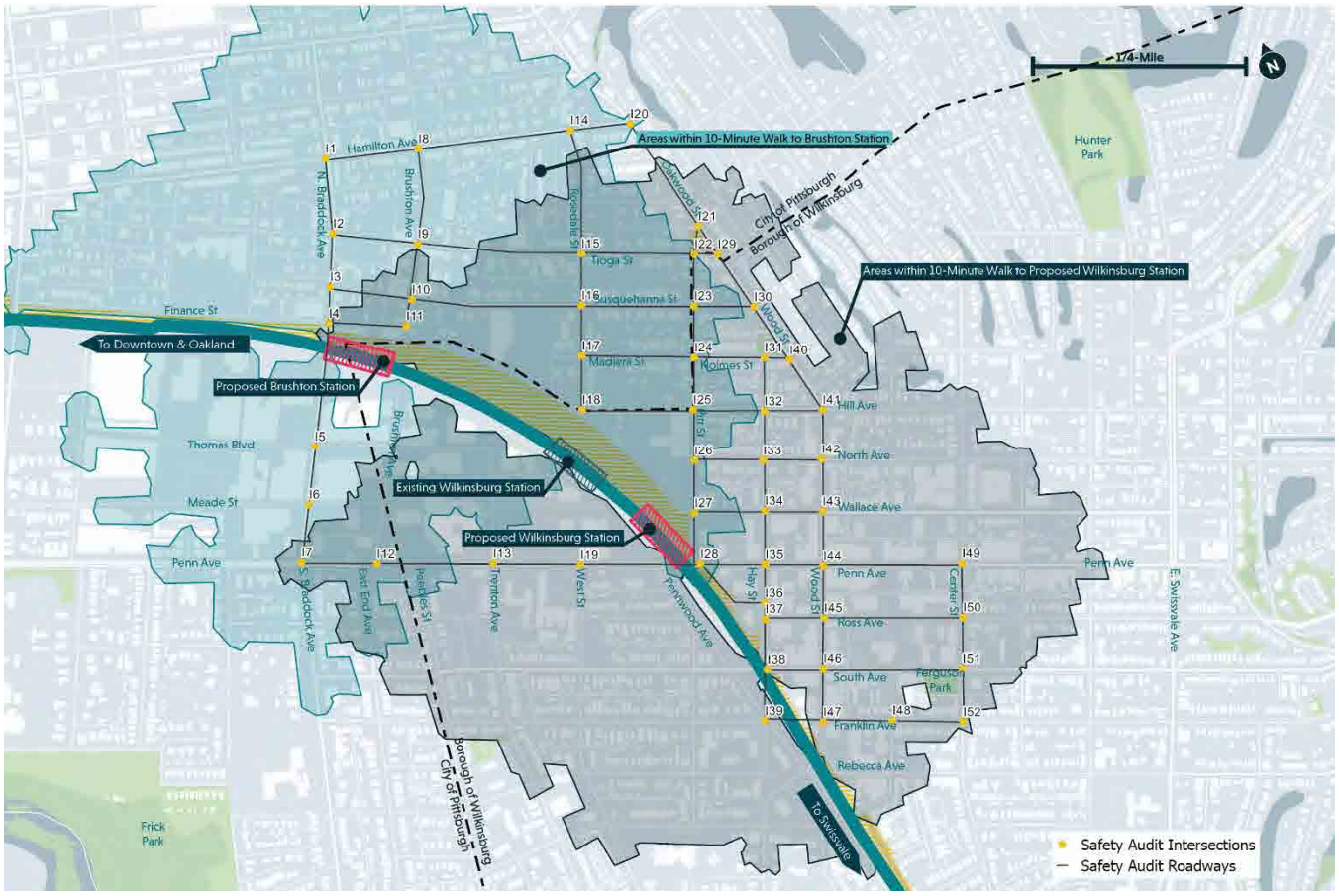


Figure 2 Safety Audit Intersections and Roadway Segments

The project team analyzed the 52 intersections and 18 roadway segments highlighted within the map. Appendices A and B include the data collected for the study area as well as photos from site visits. The

figure below shows the bicycle infrastructure and existing sidewalks in the study area. The gaps in sidewalks within the safety audit study area are shown in red. A large number of variations in the sidewalk condition were observed within the study area. Detailed information on sidewalk condition was only captured for the lengths of sidewalk immediately adjacent to intersections as part of the intersection audits, which can be found in the appendix. If a more complete sidewalk assessment is desired, it is recommended that a program be developed to identify, measure, address, and track progress. After that process is complete, PRT can focus on the most catalytic sidewalk repair projects within the study area.

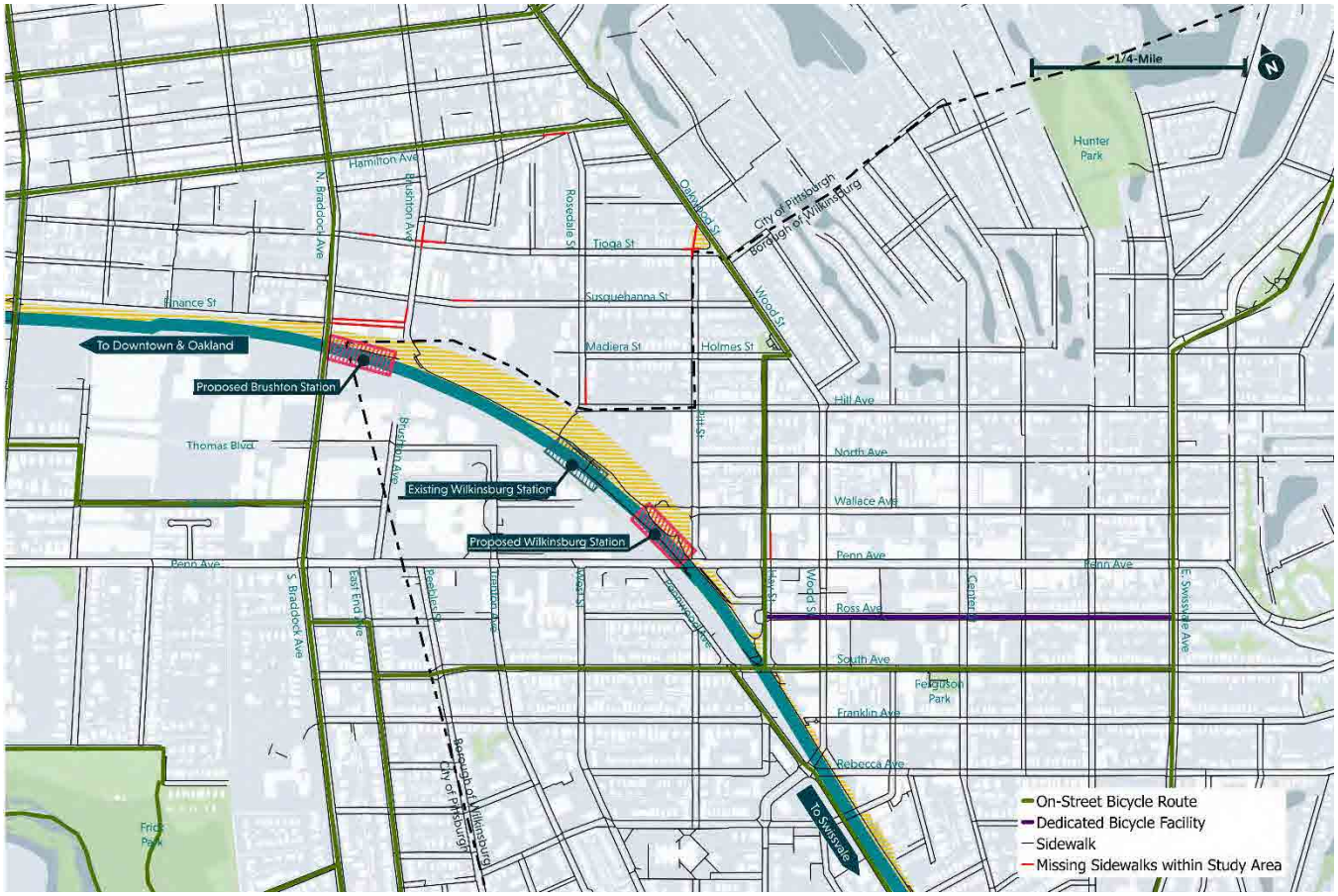


Figure 3 Bicycle Routes and Sidewalks within Safety Audit Study Area

The figure below shows the existing transit stops (as well as the sidewalks) in the study area.

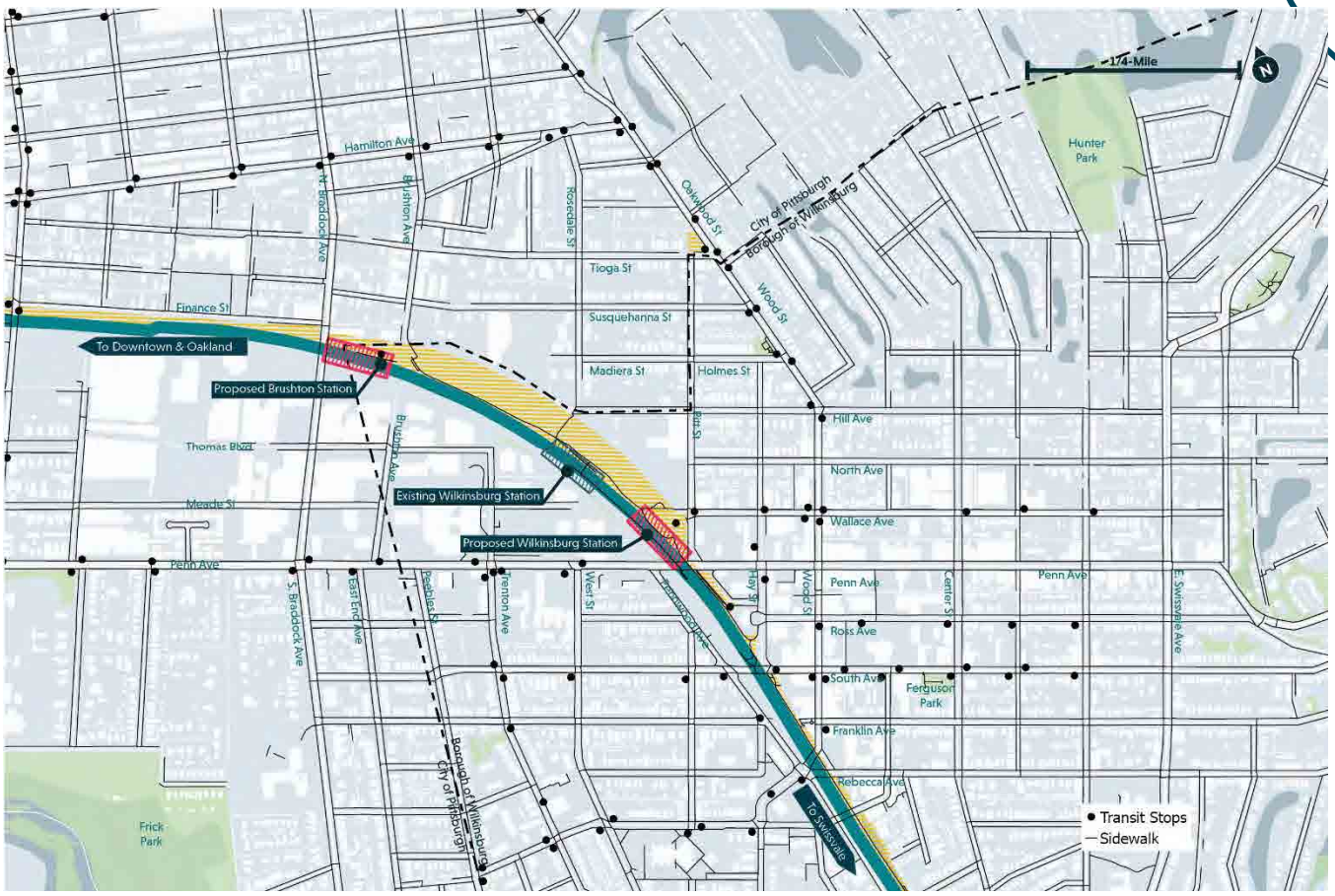


Figure 4 Transit Stops and Sidewalks within the Safety Audit Study Area

Historical Crash Data: Largely Unavailable For Wilkinsburg

The project team searched datasets compiled by PennDOT, the City of Pittsburgh, and Allegheny County, but did not find comprehensive data within the boundaries of the Borough of Wilkinsburg, and while a few vehicle-to-vehicle crashes were geocoded to Wilkinsburg within the City of Pittsburgh dataset, there were no bicycle or pedestrian crashes recorded in Wilkinsburg in any of the datasets.

The project team then reached out to both the Wilkinsburg Police Department and Wilkinsburg CDC on multiple occasions, but neither was able to provide crash history data for the borough. Despite the lack of comprehensive data in Wilkinsburg, some of the data from Pittsburgh is useful in documenting risks to people walking and biking in the neighborhoods near Wilkinsburg Station.

The next three pages detail vehicular, pedestrian, and bicycle crashes near the Wilkinsburg Station area.

Vehicular Crashes 2015 to 2020: Widespread In the Broader Area, Present In the Station Walkshed

In Figure 5, a significant number of vehicle crashes are seen along major access routes to Wilkinsburg Station, particularly Penn Avenue and Wood Street. While smaller in number, there are also multiple crashes along Rosedale Street and N Braddock Avenue near the proposed Brushton Station site.

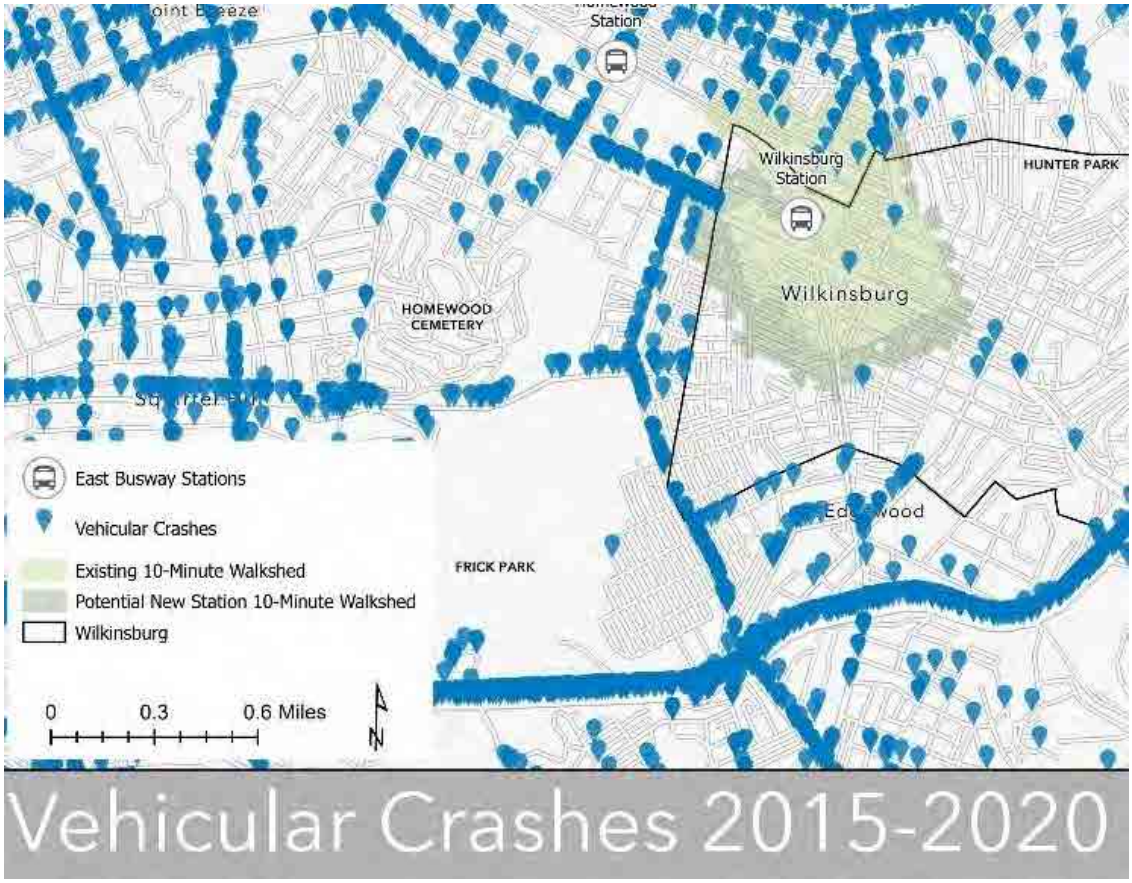


Figure 5 Vehicular Crashes Near Wilkinsburg Station

While a comprehensive dataset is not available, it is reasonable to assume that the frequency and severity of crashes within Wilkinsburg is similar to the surrounding portions of Pittsburgh, as the types of streets, traffic control devices, and built environment are mostly similar.

On the triblive.com website, a news article reported on September 15, 2022, that a 38-year-old man lost control of a motorcycle in a crash near the intersection of Penn Avenue and Princeton Boulevard in Wilkinsburg.

Pedestrian Crashes 2015 to 2020: Injuries In Adjacent Neighborhoods, a Death at Penn & N Braddock

While pedestrian crashes are less frequent than vehicle crashes across the 2015 to 2020 timeframe in the Pittsburgh data, one pedestrian death was recorded at the intersection of Penn Avenue and North Braddock Avenue, which is within the Safety Audit study area. Other minor injuries were recorded north of the station outside of the station walkshed.

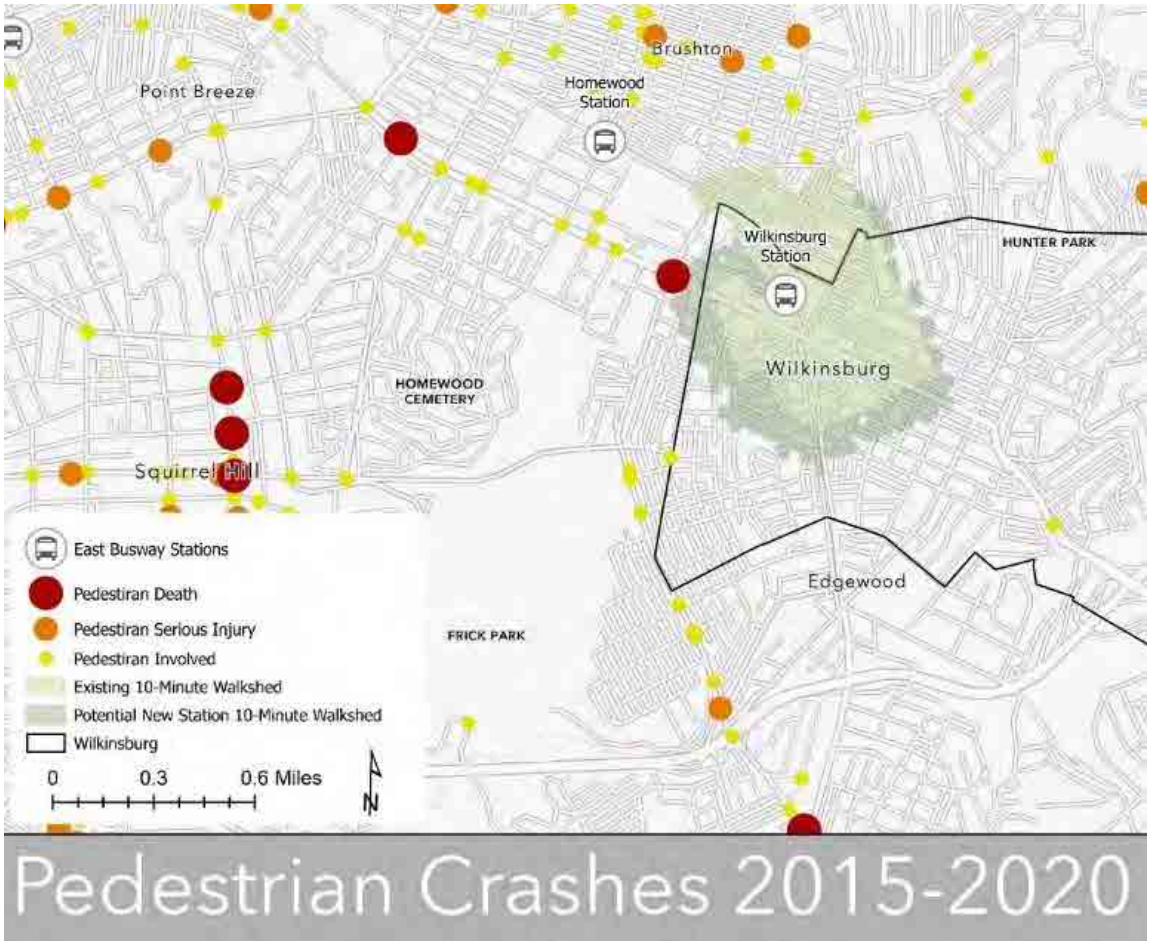


Figure 6 Pedestrian Crashes and Severity, 2015 to 2020

Bicycle Crashes 2015 to 2020: Limited Data, One Severe Injury at Penn & N Braddock

With limited bicycling infrastructure, it is a much less commonly used travel mode than walking or driving in the station area. Similar to the pedestrian data, one of the most severe injuries occurred at the intersection of Penn Avenue and North Braddock Avenue.

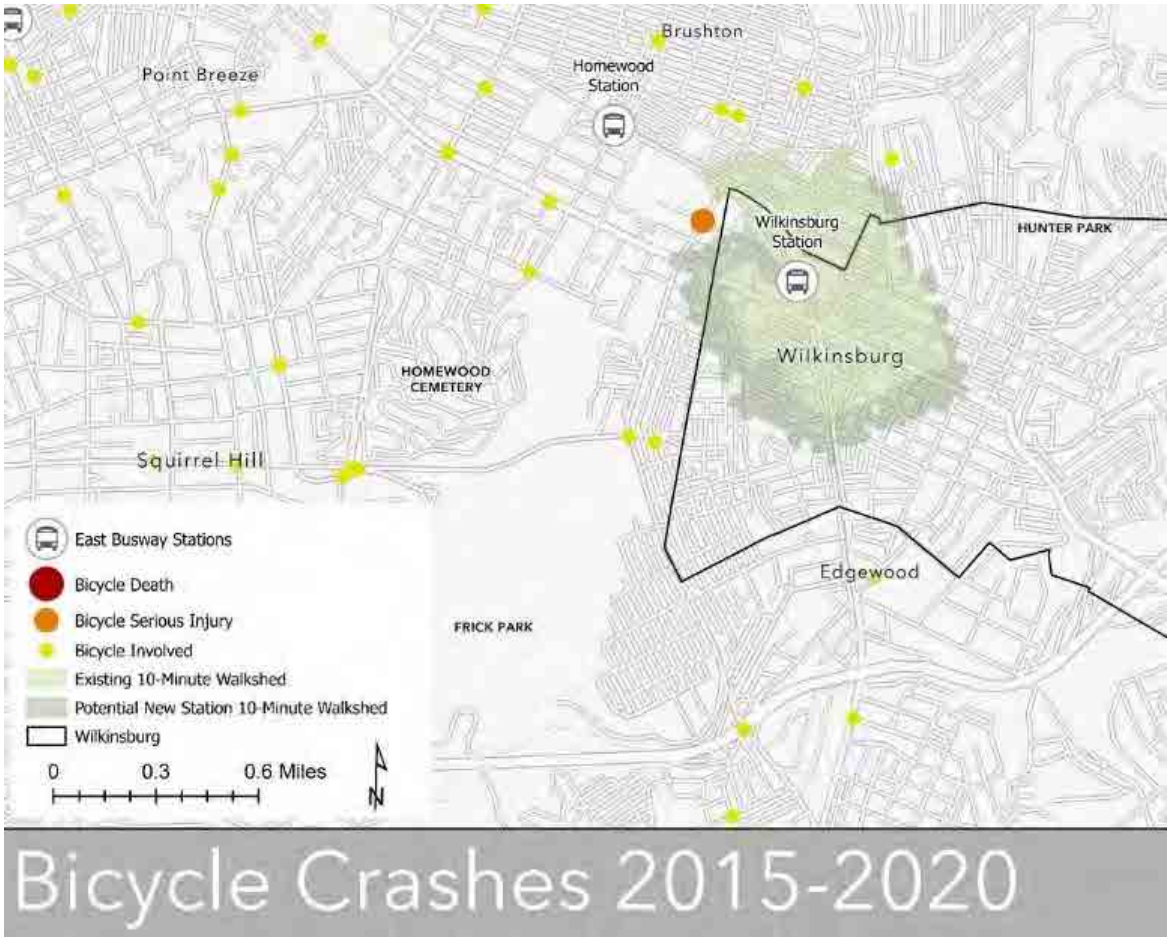


Figure 7 Bicycle Crashes and Severity, 2015 to 2020

Wilkinsburg Station, Key Access Points, and Park-and-Ride Lot

While the Safety Audit provides intersection-level detail in the Appendix for each intersection identified in Figure 2, the project team spent additional time analyzing the conditions at five key access points to PRT-owned property that would encompass the buildout of a new Wilkinsburg and proposed Brushton Station. Each key access point is listed below and shown on Figure 8.

1. N Braddock Avenue at current East Busway bridge
2. Brushton Avenue at Finance Street
3. Rosedale St at Hill Avenue
4. Pitt St at Wallace Avenue
5. Hay Street at South Avenue / Hay Street Ramps



Figure 8 Key Access Points to Wilkinsburg and Brushton Station Sites

Key Access Point 1: N Braddock Avenue at the current Busway Bridge

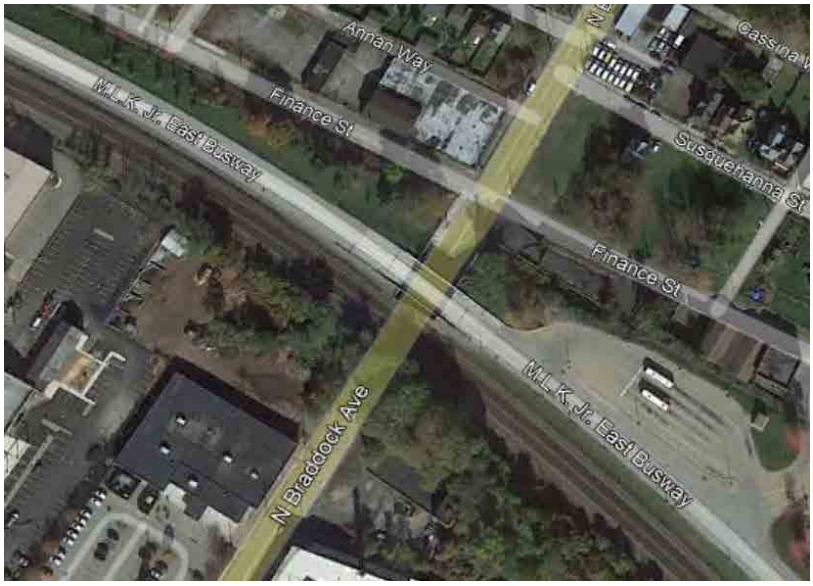


Figure 9 Aerial View of Key Access Point 1

While not a current access point, if a Brushton station were built, removing this wall along the sidewalk and establishing a gateway would create a primary pedestrian access point for people living both south and north of the Busway.



Figure 10 North Braddock Avenue at Busway Bridge Wingwall

Given the proximity of the Rockwell Park development just south of the Busway, creating an entrance to the proposed Brushton Station here could be one of the strongest catalytic actions to induce TOD on PRT property, by shortening the walk distance to development already underway nearby.

Key Access Point 2: Brushton Avenue at Finance Street



Figure 11 Aerial View of Key Access Point 2

The table below shows the detailed scorecard for the Brushton Avenue and Finance Street intersection. A green check mark indicates a 'good' score, a yellow diamond indicates an 'okay' score, and a red 'X' indicates a 'bad' score.

Table 2. Safety Audit Scorecard for Brushton Ave and Finance St Intersection

General Intersection Information	Intersection	Brushton Ave & Finance St	
	Intersection Control	2-way stop	-
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	Curb Ramps	2/4 corners -1 at each corner -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	1/3 legs -One side of S leg of Brushton Ave (E side) -Good condition	◆
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	Lighting	Streetlights present	✓
	Visibility	Good	✓
	Signage	Street signs	-
	Transit/Transit Connections	Direct connection to Wilkinsburg Station	✓
	Other notes	Access point to Wilkinsburg Park-and-Ride	-

At this site, the gateway intersection to PRT's property only has sidewalk connections on one of three legs of the intersection. Curb ramps are present and have tactile warning pads, but in most cases, they do not connect to a continuous sidewalk.



Figure 12 Curb Ramps without Sidewalks at Brushton Avenue and Finance Street

On the east side of Finance Street, adjacent to the PRT property, adjacent property owners report the land has been used for illegal dumping. The side of the ramp up to the PRT parking lot that has a sidewalk is opposite the side of Finance Street which has a sidewalk, albeit one in poor repair.

Key Access Point 3: Rosedale Street at Hill Avenue



Figure 13 Aerial View of Key Access Point 3

The table below shows the detailed scorecard for the Rosedale Street and Hill Avenue intersection. A green check mark indicates a 'good' score, a yellow diamond indicates an 'okay' score, and a red 'X' indicates a 'bad' score.

Table 3. Safety Audit Scorecard for Rosedale Street and Hill Avenue Intersection

General Intersection Information	Intersection	Rosedale St & Hill Ave	
	Intersection Control	1 stop sign (Rosedale St leg)	-
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/3 legs	✗
Pedestrian/Bicycle	Curb Ramps	3/4 corners -1 at NE and SW corners -2 at NW corner -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides on Rosedale St leg & E leg of Hill Ave -1 on W leg of Hill Ave (S side) -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	Lighting	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, directional signage, faded signage	-
	Transit/Transit Connections	Direct connection to Wilkinsburg Station	✓
	Other notes	-Access point to Wilkinsburg Park-and-Ride -No sidewalk on N side of W leg, which is a direct connection to the Wilkinsburg Park-and-Ride	-

Unlike the other access points closer to Penn Avenue and North Braddock Avenue on either side of the large Park and Ride lot, this access point from Rosedale Street may be among the easiest to improve quickly, as many of the missing elements such as stop bars, crosswalks, and general pavement markings can be provided with paint.



Figure 14 Rosedale Street at Hill Avenue

Whereas the main streets at the other locations help connect the Wilkinsburg Station site to a far broader swath of the community, this key access point has the potential to be more neighborhood-oriented, focusing on bringing people safely to the station by bike and on foot.

Key Access Point 4: Pitt Street at Wallace Avenue



Figure 15 Aerial View of Key Access Point 4

The table below shows the detailed scorecard for the Pitt Street and Wallace Avenue intersection. A green check mark indicates a 'good' score and a red 'X' indicates a 'bad' score.

Table 4. Safety Audit Scorecard for Pitt Street and Wallace Avenue Intersection

General Intersection Information	Intersection	Pitt St & Wallace Ave	
	Intersection Control	4-way stop	-
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	Curb Ramps	4/4 corners -2 at 1/4 corners (NW) -1 at remaining 3/4 corners -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	Lighting	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, All Traffic Must Turn Right Except Buses sign	-
	Transit/Transit Connections	Connection to Wilkinsburg Station via W leg of Wallace Ave	✓
	Other notes	-Access point to Wilkinsburg Park-and-Ride -Bus-only entrance on W leg of Wallace Ave	-

Pitt Street at Wallace Avenue is a primary artery for buses returning to the Busway or proceeding to the Brushton layover. It is also the primary access point for cars entering the park-and-ride lot. This is a challenging intersection for pedestrians which lacks crosswalks and stop bars on all four legs of the intersection. The changing topography and numerous vehicle movements make it particularly challenging to those with mobility impairments.



Figure 16 Broken Pavement at Pitt Street and Wallace Avenue

The presence of the adjacent People's Gas property represents a potential opportunity to separate car and bus traffic at this location (which would also likely help pedestrians) if an agreement could be reached with People's Gas.

Key Access Point 5: Hay Street at South Avenue and Hay Street Ramps



Figure 17 Aerial View of Key Access Point 5

The table below shows the detailed scorecard for the Hay Street and South Avenue intersection. A green check mark indicates a 'good' score, a yellow diamond indicates an 'okay' score, and a red 'X' indicates a 'bad' score.

Table 5. Safety Audit Scorecard for Hay Street and South Avenue Intersection

General Intersection Information	Intersection	Hay St & South Ave	
	Intersection Control	Signalized	-
	Roadway configuration	3-legged intersection -1 lane of travel in each direction -In addition, bus traffic entering intersection from Hay St ramps	✓
	Roadway Pavement Markings	Yellow centerline on Hay St only (poor condition)	◆
	Stop Bars	3/3 (poor to fair condition)	◆
Pedestrian/Bicycle	Curb Ramps	4/4 corners -1 at each corner -Fair to good condition	◆
	Crosswalks	3 legs (fair condition) -Long pedestrian crossing distance across Hay St	◆
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✗
Amenities	Lighting	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	-
	Transit/Transit Connections	Transit stop at NE corner of intersection, Hay St ramps	✓
	Other notes	Long pedestrian crossing distance	-

This combined intersection and pair of bus ramps is vital to the operation of the East Busway but can be very challenging and intimidating for pedestrians to navigate. While the sidewalks surrounding the intersection and curb ramps are in reasonably good condition compared to those in the broader study area, it is the vast expanse of pavement with few markings and no refuge that makes being a pedestrian here quite stressful.

The continuous pavement over such a wide area allows for a nearly infinite set of conflict points, and pedestrians crossing the intersection must constantly swivel their head from side to side to scan for

vehicular threats from multiple angles. A successful re-design of this area must first and foremost reduce the amount of space for vehicular movement and dedicate that space to pedestrians.



Figure 18 Hay Street at South Avenue

Recommended Improvements

Based on the findings discussed of the Safety Audit, the project team compiled a set of recommendations for the study area. These recommendations are presented in the following categories:

1. Recommendations for Key Access Points to Wilkinsburg Station and Park-and-Ride Lot
2. Recommendations for Pedestrian Movements within the Park-and-Ride Lot
3. Improve Connectivity and Walkability on Final Approaches to Station Access Points
4. General Safety Improvements in Broader Study Area

The priority improvements for the five gateways to the Wilkinsburg Station Area are summarized the table below.

Table 6. Priority Improvements for Gateways to Wilkinsburg Station Area

Gateway	Priority Improvements
N Braddock Ave & East Busway	Create pedestrian/bike, and ADA-accessible path from Sidewalk on east side of N Braddock Ave to Brushton Station Platforms
	Provide pedestrian and bicycle crossing on busway bridge over N Braddock Ave to connect to park on PRT land on west side of N Braddock Ave
Brushton Ave & Finance St	Add Stop Bars and pavement markings to all legs of the intersection
	Repair and complete sidewalk on east side of Brushton from intersection with Finance St to intersection with Susquehanna St
	Connect this Brushton/Finance intersection to new internal complete street on PRT site for cars, bikes, pedestrians and wheelchair users
Rosedale St and Hill Ave	Add crosswalks, stop bars, and pavement markings
	Add 4th curb ramp at SE corner
	Install mini-roundabout in near term to keep car speeds low, plan for full roundabout with bike facilities in longer term as site redevelops
	Sign the approach from the north along Rosedale Street as a neighborhood bikeway and the preferred bike approach to the station from the north side of the busway
Pitt St and Wallace Ave	Add pavement markings and stop bars
	Add crosswalks
	Convert Pitt Street between Wallace and Penn Avenue to a traffic-limited or general traffic-prohibited Woonerf street. Paratransit and other PRT vehicles may continue to use Pitt in this section. Pitt Street Woonerf should be one way towards Penn Avenue for vehicle traffic. Sign Pitt Street Woonerf as "Do Not Enter" from Penn Avenue. Consider installing permanent barriers on Penn Avenue to Sawyer Way to prevent left turns into Pitt Avenue from Penn Avenue eastbound.
	Prohibit left turns exiting Pitt Street Woonerf
	Explore ramps and/or elevator facilities to support easy ADA circulation to relocated Wilkinsburg Multimodal Center platforms
Hay Street Ramps	Tighten turns of buses using down ramp and up ramp to make U-turns and return to Wilkinsburg Multimodal Center platforms
	Add pedestrian splitter island in space between Hay Street, Wilkinsburg Station sidewalk, and Hay Street/South Ave monolithic island
	Harden corners on all islands in Hay Street Ramps area to slow turning movements
	Add a midblock crossing from Ross Ave to Wilkinsburg Station with crosswalks and yield to peds street marking and sign
	Repaint all pavement markings on Hay Street

The full list of recommended improvements is included below.

1. Key Access Point Recommendations

In PRT's TOD guidelines, the document establishes a modal access hierarchy to stations as follows:

1. Pedestrian (particularly pedestrians with mobility challenges)
2. Bicycle
3. Transit
4. Drop-Off
5. Park and Ride

While this hierarchy should be followed across both the existing Wilkinsburg and proposed Brushton station sites, the Safety Audit observations suggest there are benefits to emphasizing particular modes in the hierarchy at particular access points.

1a. Work with Wilkinsburg Residents to Establish a Neighborhood Bikeway to Rosedale Street & Hill Avenue Access Point

One of the global findings of the audit is that other than a recently installed bike lane along Ross Lane, there are virtually zero bicycle facilities in most of the surrounding neighborhoods. Instead of trying to build a network of bike lanes on major corridors, PRT may do more to improve access by recommending that the Borough of Wilkinsburg dedicate low-traffic volume streets that do not have bus routes as "neighborhood bikeways." These are low traffic streets that may have low-capital cost traffic calming devices installed like the mini-roundabout in the figure below. The Rosedale Street and Hill Avenue access point may be the ideal location at the site to be the terminus of a designated neighborhood bikeway.



Figure 19 Mini-Roundabout along Neighborhood Bikeway, Denver

1b. Create a Pedestrian-Oriented Entrance at N Braddock Avenue, Add a Local Bus Stop, and Consider Bridging Across N Braddock for Grade Separation to West Side Sidewalk

The proposed location for a primary pedestrian access point to proposed Brushton Station could be made even more attractive by extending a pedestrian bridge from the proposed Brushton Station platform across N Braddock Avenue to PRT's property on the western side of the street, allowing those wanting to walk north or south on the west side of N Braddock to do so without having to make an at-grade crossing of N Braddock Avenue.

This location could also be an excellent spot for transfer to local buses, similar to the stop at the bottom of the ramps at the Homewood Station.

1c. Add Splitter Islands and Strengthen Pedestrian-Only Spaces at Hay Street Ramps Area

One of the biggest contributors to a sense of conflict around the Hay Street ramps is the lack of information from the built environment about what everyone – pedestrians, motorists, bus operators – should do. Images of the existing conditions of the Hay Street ramp area are provided in the figure below.

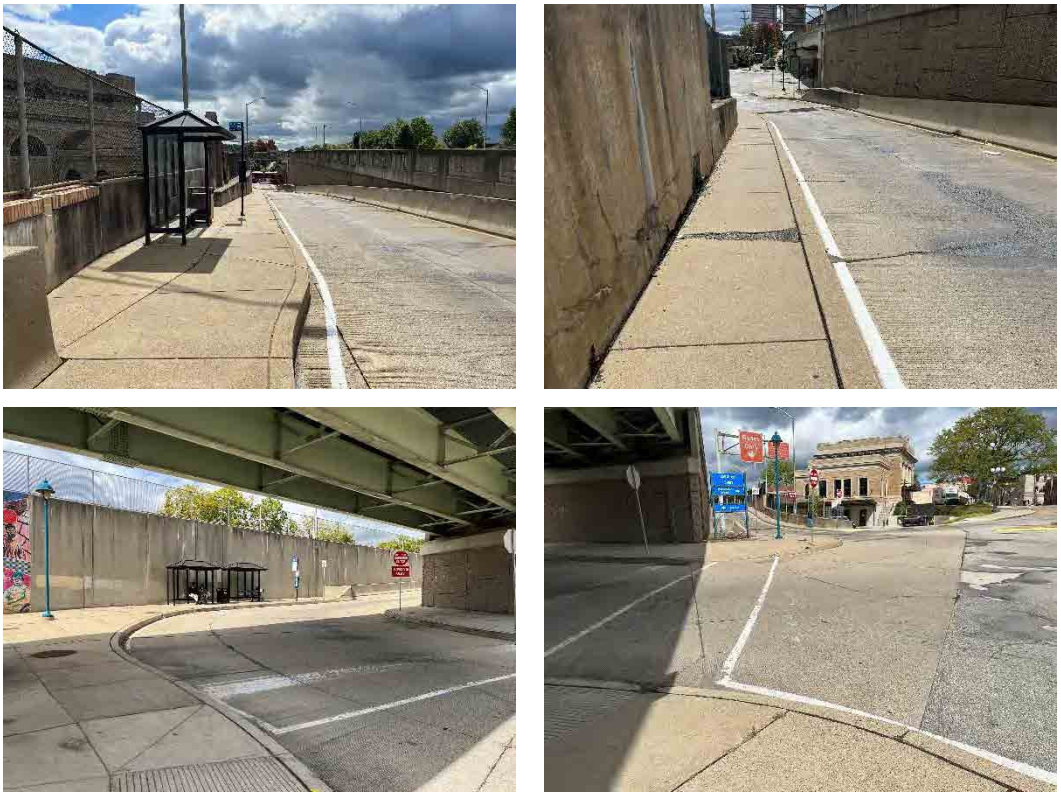


Figure 20 Hay Street Ramp

A new design for this area should tighten up bus movements by adding pavement islands that force more turns to occur at regular angles and at low speeds. If the bus stops on the ramps remain, it may be beneficial to narrow the transitway for buses while widening the sidewalk to give pedestrians more space to move separate from the large articulated buses. Railings along the edge of the sidewalk adjacent to the transitway may also enhance the feeling of safety and separation from moving vehicles.

1d. Engage People's Gas Immediately about Potential Property Partnerships or Swaps

As identified above, separating car and bus traffic at the Wallace Avenue and Pitt Street intersection could reduce conflicts at that intersection. People's Gas has an older office building, and they may be open to a change of space, potentially in partnership with PRT. In Task 3.4, the design team will provide design concept alternatives with and without the inclusion of the Peoples' Gas property.

1e. Consider Closing Pitt Street from Wallace Avenue to Penn Avenue

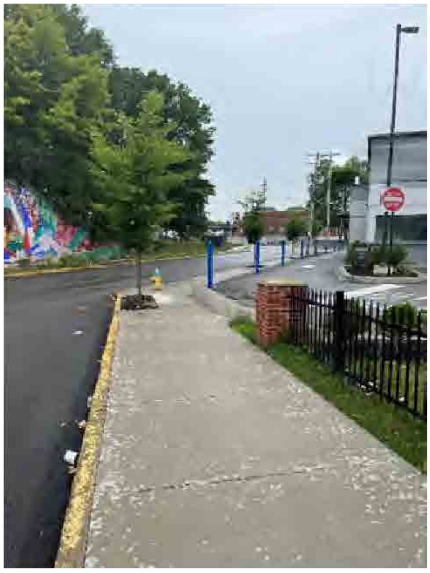


Figure 21. Segment of Pitt Street between Wallace Ave and Penn Avenue

Over the year, multiple attempts at countermeasures against illegal and ill-advised turns have been deployed in the Penn Avenue at Pitt Street intersection. See the figure below for images of various solutions that have been implemented at the Pitt Street and Penn Ave intersection in the years 2015, 2017, and 2018 (pictured sequentially from left to right).



Figure 22. Photographs of Previous Countermeasures at the Pitt Street and Penn Avenue Intersection

Buses do not use this road segment and while not as complicated as the Hay Street ramps area, this is another location where pedestrians can face vehicular threats from multiple angles in a single crossing. Closing the street segment entirely may greatly enhance safety here by providing clearer, more conventional crossing locations, and by creating a space that could become a type of welcoming plaza to a revitalized station. This recommendation was also highlighted in the TRID study.

2. Recommendations for Pedestrian Movements within the Park-and-Ride Lot

2a. Add More Pedestrian Pathways and Aisles

Within the Park-and-Ride lot itself, there is one mid-aisle pedestrian pathway leading from the station platforms through the parking lot to the intersection of Rosedale Street and Hill Avenue. Modern parking lots now provide a sidewalk for as many parking spots as possible to the station; the facility pictured below should be replicated throughout the lot.



Figure 23 Mid-Parking Lot Aisle to Rosedale Street and Hill Avenue Intersection

2b. Reduce the overall number of parking spaces

While the existing Wilkinsburg Station site may transition from Park-and-Ride to higher and better uses over many years, in the near term the parking lot has had many more spaces added to it than fit a conventionally laid out lot of the same dimensions. In addition, demand for parking has declined since prior to the COVID-19 pandemic. Relocating the station would provide an opportunity to right-size the number of spaces in light of changed demand, explore potential new TOD opportunities, and introduce low-maintenance landscaping to manage stormwater.

2c. Install Standard Bicycle Parking

Best practices for bicycle parking recommend the use of an inverted U-shape rack that allows the rack to support a bicycle frame at two contact points. The conversion of two parking spaces close to the current platforms could provide up to 20 bike parking spaces in the near term. As the station is redeveloped,

locations for a larger number of bike parking spaces, including covered ones, should be identified. Bike parking locations will also be identified within the new station design.



Figure 24 The current environment lacks proper bicycle parking facilities.

It should be noted there are currently signs within the Park-and-Ride lot that prohibit biking, rollerblading, scootering, etc. This signage could be confusing to users as it does not clearly communicate that bicycles are an encouraged form of transportation to and from the Park-and-Ride. An image of one of the existing signs is shown in the figure below. It is recommended these signs be updated to reflect a positive attitude towards a broader variety of multimodal travel.



Figure 25. Sign Prohibiting Biking in the Park-and-Ride

2d. Add proper wayfinding

It is recommended that the wayfinding within the Park-and-Ride lot be updated to follow the design specifications published in the PRT Wayfinding Standards Manual.

2e. Remove Barriers to Full Accessibility

It is important that the proposed designs for the East Busway stations be fully accessible for all transit users. As discussed previously, pedestrians must navigate a large change in grade when traveling from the downtown Wilkinsburg area to the Wilkinsburg Station and Park-and-Ride lot. The current access points do not provide a comfortable environment for all users, and the significant change in grade between Wilkinsburg Station and Downtown Wilkinsburg makes access a particular challenge for those with mobility impairments.



Figure 26 Examples of Accessibility Concerns

3. Improve Connectivity and Walkability on Final Approaches to Station Access Points

3a. Intersections and Roadway Segment Improvements

It is recommended that intersections and roadway segments in the study area be improved to properly support pedestrians traveling along the final approached to the access points to the Wilkinsburg Station and Park-and-Ride lot.

- Intersection improvements
    - Add crosswalks to intersections to locations where they are currently missing. (Example: Rosedale Street & Hill Avenue)
    - Re-stripe crosswalks and stop bars at intersections where these pavement markings were identified to be in poor or fair condition. (Example: Hay Street & South Avenue)
    - Add curb ramps where they are missing for intersection crossings that are along a pedestrian route.
        - Include tactile warning strips on any newly constructed curb ramps.
        - Add tactile improvements on PRT property first then consider locations off PRT property.
- Roadway segment improvements
    - Perform sidewalk repair and construction. (Examples: Wallace Avenue, Hill Avenue)
    - Determine a methodology for prioritizing Congestion Mitigation and Air Quality (CMAQ) pilot dollars allocated to sidewalk improvements.
    - For the main pedestrian routes within the study area, address missing pavement markings as well as pavement markings in poor/fair condition. (Examples: Brushton Avenue, Rosedale Street)

3b. Update Wayfinding to Follow PRT's Guidelines for Urban Mixed Use Station Wayfinding

It is recommended the wayfinding within the area be updated to follow the design specifications published in the PRT Wayfinding Standards Manual.

According to the PRT Wayfinding Standards Manual, wayfinding for Urban Mixed Use stations should achieve the following:

- Stops and stations are gateways to user destinations, and wayfinding shall highlight key destinations
- Stress multi-modal options and opportunities
- Encourage pedestrian exploration
- Alert riders about nearby, transit-accessible destinations

The manual presents a sign palette for each TOD station typology that can be applied based on the needs of an individual station. The sign palette associated with PRT's Urban Mixed Use Station Wayfinding is shown in the figure below.

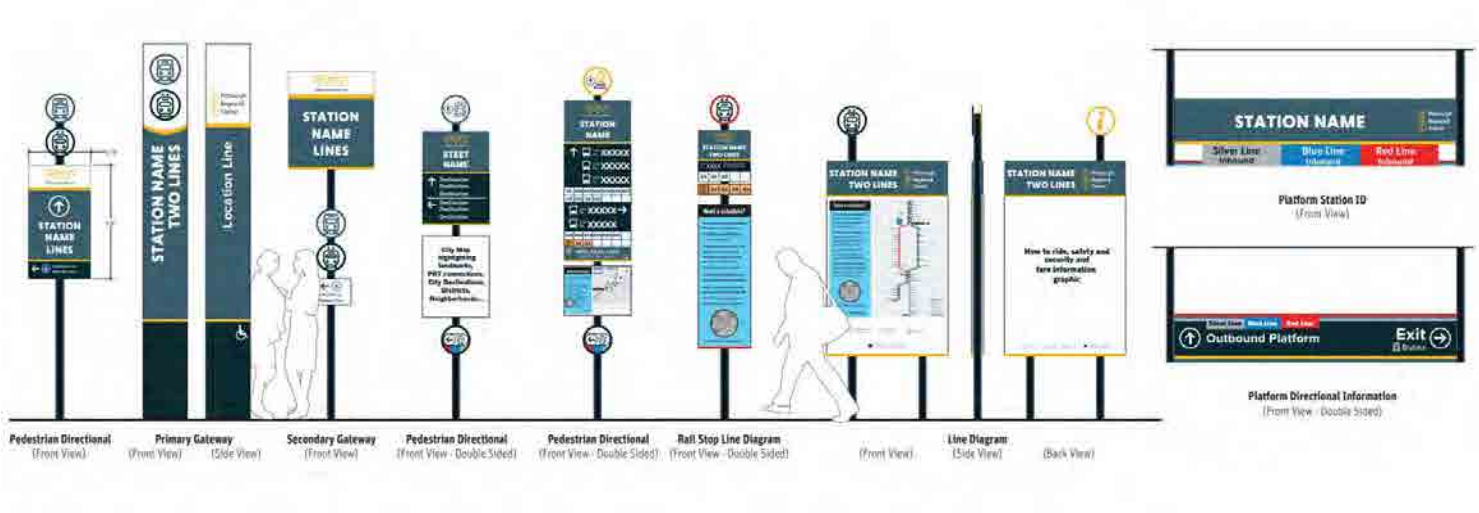


Figure 27 Wayfinding Examples

3c. Add "State Law: Yield to Pedestrians in Crosswalk" Signs

Under Pennsylvania state law, motor vehicles are required to stop for pedestrians in crosswalks. It is recommended that signs indicating "State Law: Yield to Pedestrians in Crosswalk" be added to the locations of key crosswalks associated with the access points to the Wilkinsburg Station and Park-and-Ride lot. These signs are especially helpful at midblock crossing locations. Examples of these signs are shown in the figures below.

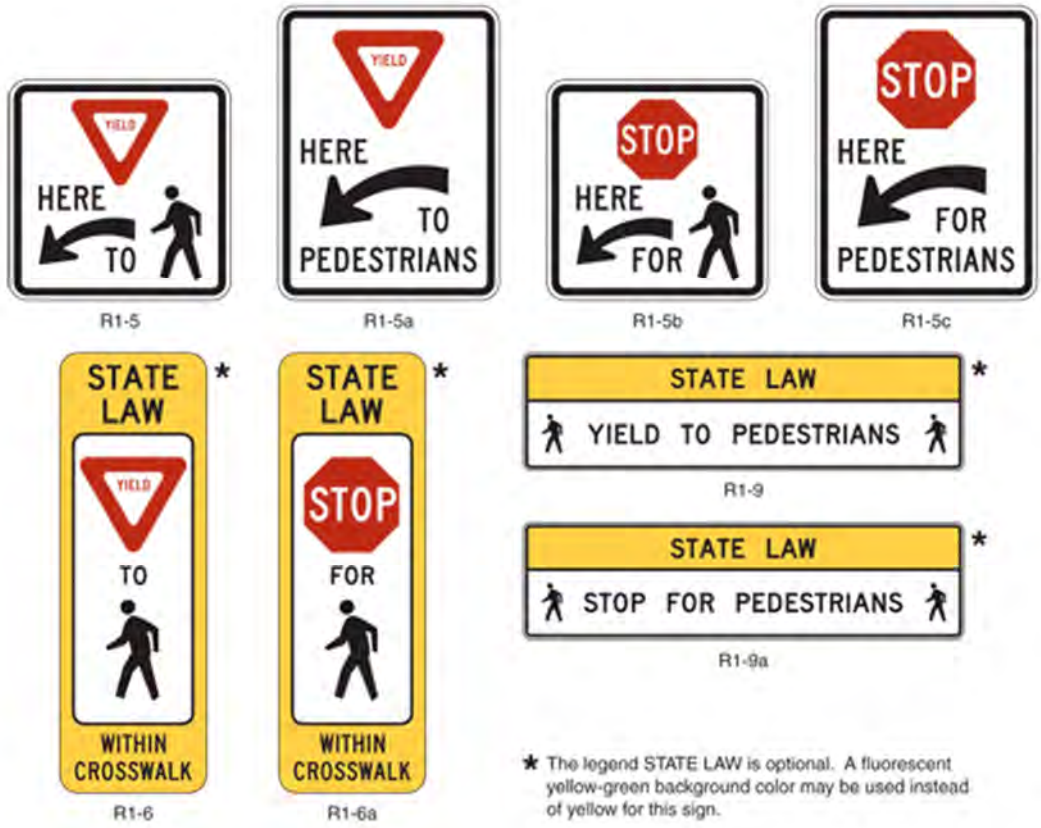


Figure 28 Unsignalized Pedestrian Crosswalk Signs (Source: Manual on Uniform Traffic Control Devices (MUTCD))

4. General Safety Improvements in Broader Study Area

4a. Improved Connectivity and Walkability

It is recommended intersections and roadway segments in the study area be improved to properly support pedestrians traveling to the Wilkinsburg Station and Park-and-Ride.

- Intersection improvements
    - Add crosswalks to intersections along main pedestrian routes to locations where they are currently missing. (Example: Wood Street & Hill Avenue)
    - Re-stripe crosswalks and stop bars at intersections along main routes where the pavement markings were identified to be in poor or fair condition. (Example: Trenton Avenue & Penn Avenue)
    - Add curb ramps where they are missing for intersection crossings that are along a pedestrian route. (Example: Pitt Street & Susquehanna Street)
- Roadway segment improvements
    - Perform sidewalk repair and construction with the goal of making all of the roadway segments identified to be a main pedestrian connection between the Wilkinsburg Station and Park-and-Ride fully accessible for all users.



Figure 29 Examples of Sidewalk in Need of Repair (left: N Braddock Avenue & Meade Sreett, right: Hamilton Avenue)

- For the main pedestrian routes within the study area, address missing pavement markings as well as pavement markings in poor/fair condition.



Figure 30 Example of No Pavement Markings (Wood St & Susquehanna St)

4b. Update Wayfinding to Adhere to PRT's Wayfinding Standards Manual

It is recommended that the wayfinding within the study area be updated to follow the design specifications published in the PRT Wayfinding Standards Manual.

4c. Complete Bicycle Connection

There are currently limited bicycle connections within the Safety Audit study. As mentioned previously, the only dedicated bicycle facilities in the area are on Ross Avenue. On-street bicycle routes in the study area include N Braddock Avenue, Hamilton Avenue, Oakwood/Wood Street, and South Avenue.

To provide a safer route for bicyclists, it is recommended a bicycle connection be completed to connect the existing bicycle routes directly to the Wilkinsburg Station and Park-and-Ride lot. The Rosedale Street & Hill Avenue pedestrian access point is recommended as the bicycle access point for the station due to low traffic counts and lower Level of Traffic Stress (LTS). The project team recommends looking at neighborhood streets that could become a neighborhood bikeway to connect to the Rosedale Street & Hill Avenue station access point.



Wilkinsburg Station Area Safety Audit

Appendix A
Appendix B

Building on the East Busway (BOTEB)

Final Deliverable

October 31, 2022

BOTEB
BUILDING ON THE EAST BUSWAY

Contents

Appendix A: Intersection Analysis 4

Intersection Audit Data Collection 4

I1: N Braddock Ave & Hamilton Ave 9

I2: N Braddock Ave & Tioga St 11

I3: N Braddock Ave & Susquehanna St 13

I4: N Braddock Ave & Finance St 15

I5: N Braddock Ave & Thomas Blvd 17

I6: N Braddock Ave & Meade St 19

I7: N Braddock Ave & Penn Ave 21

I8: Brushton Ave & Hamilton Ave 23

I9: Brushton Ave & Tioga St 25

I10: Brushton Ave & Susquehanna St 27

I11: Brushton Ave & Finance St 29

I12: Brushton Ave & Penn Ave 31

I13: Trenton Ave & Penn Ave 33

I14: Rosedale St & Hamilton Ave 35

I15: Rosedale St & Tioga St 37

I16: Rosedale St & Susquehanna St 39

I17: Rosedale St & Madiera St 41

I18: Rosedale St & Hill Ave 43

I19: West St & Penn Ave 45

I20: Hamilton Ave & Oakwood St 47

I21 Pitt & Oakwood St 49

I22: Pitt St & Tioga St 51

I23: Pitt St & Susquehanna St 53

I24: Pitt St & Madiera St 55

I25: Pitt St & Hill Ave 57

I26: Pitt St & North Ave 59
I27: Pitt St & Wallace Ave 61
I28: Pitt St & Penn Ave 63
I29: Oakwood St & Tioga St 65
I30: Wood St & Susquehanna St 67
I31: Hay St & Holmes (Madiera St) 69
I32: Hay St & Hill Ave 71
I33: Hay St & North Ave 73
I34: Hay St & Wallace Ave 75
I35: Hay St & Penn Ave 77
I36: Hay St & Sawyer Way 79
I37: Hay St & Ross Ave 81
I38: Hay St & South Ave 83
I39: Hay St & Franklin Ave 85
I40: Wood St & Holmes St (Madiera St) 87
I41: Wood St & Hill Ave 89
I42: Wood St & North Ave 91
I43: Wood St & Wallace Ave 93
I44: Wood St & Penn Ave 95
I45: Wood St & Ross Ave 97
I46: Wood St & South Ave 99
I47: Wood St & Franklin Ave 101
I48: Mulberry St & Franklin Ave 103
I49: Center St & Penn Ave 105
I50: Center St & Ross Ave 107
I51: Center St & South Ave 109
I52: Center St & Franklin Ave 111

Appendix B: Roadway Condition Analysis 113
Roadway Segment Safety Audit Data Collection 113
R1: N Braddock Ave 116
R2: Brushton Ave 118
R3: Rosedale St 120
R4: Pitt St 122
R5: Hay St 124
R6: Wood St 126
R7: Center St 128
R8: Hamilton Ave 130
R9: Tioga St 132
R10: Susquehanna St 134
R11: Madiera St/Holmes St 136
R12: Hill Ave 138
R13: North Ave 140
R14: Wallace Ave 142
R15: Penn Ave 144
R16: Ross Ave 146
R17: South Ave 148
R18: Franklin Ave 150

Appendix A: Intersection Analysis

Intersection Audit Data Collection

Intersection audits were completed for each of the 52 intersections within the Safety Audit study area. The safety audit intersections and the corresponding intersection IDs are shown in Table 1.

Table 1 List of Safety Audit Intersections

Intersection ID	Intersection
I1	N Braddock Ave & Hamilton Ave
I2	N Braddock Ave & Tioga St
I3	N Braddock Ave & Susquehanna St
I4	N Braddock Ave & Finance St
I5	N Braddock Ave & Thomas Blvd
I6	N Braddock Ave & Meade St
I7	N Braddock Ave & Penn Ave
I8	Brushton Ave & Hamilton Ave
I9	Brushton Ave & Tioga St
I10	Brushton Ave & Susquehanna St
I11	Brushton Ave & Finance St
I12	Brushton Ave & Penn Ave
I13	Trenton Ave & Penn Ave
I14	Rosedale St & Hamilton Ave
I15	Rosedale St & Tioga St
I16	Rosedale St & Susquehanna St
I17	Rosedale St & Madiera St
I18	Rosedale St & Hill Ave
I19	West St & Penn Ave
I20	Hamilton Ave & Oakwood St
I21	Pitt St & Oakwood St
I22	Pitt St & Tioga St
I23	Pitt St & Susquehanna St
I24	Pitt St & Madiera St
I25	Pitt St & Hill Ave
I26	Pitt St & North Ave
I27	Pitt St & Wallace Ave
I28	Pitt St & Penn Ave

Intersection ID	Intersection
I29	Oakwood St & Tioga St
I30	Wood St & Susquehanna St
I31	Hay St & Madiera St
I32	Hay St & Hill Ave
I33	Hay St & North Ave
I34	Hay St & Wallace Ave
I35	Hay St & Penn Ave
I36	Hay St & Sawyer Way
I37	Hay St & Ross Ave
I38	Hay St & South Ave
I39	Hay St & Franklin Ave
I40	Wood St & Madiera St
I41	Wood St & Hill Ave
I42	Wood St & North Ave
I43	Wood St & Wallace Ave
I44	Wood St & Penn Ave
I45	Wood St & Ross Ave
I46	Wood St & South Ave
I47	Wood St & Franklin Ave
I48	Mulberry St & Franklin Ave
I49	Center St & Penn Ave
I50	Center St & Ross Ave
I51	Center St & South Ave
I52	Center St & Franklin Ave

The project team performed site visits to collect data and take photographs of each intersection. The data was compiled and, where appropriate, scores were given to the data points. The data collection fields and scoring method are described below.

Intersection control: What is the traffic control at the intersection, if any? I.e., signalized, stop signs.

Roadway configuration: What is the configuration of the roadways at the location of the intersection?

Roadway pavement markings: Note the roadway pavement markings present on the legs of the intersection.

- Good condition means that the roadway pavement markings are not overly worn and can be easily seen by roadway users.
- Fair condition means that the roadway pavement markings are either dulled or worn down but can still be seen by the majority of roadway users.
- Poor condition means that the roadway pavement markings are too worn to be seen by roadway users.

Stop bars: How many legs have a stop bar? In what condition?

- Good condition means that the stop bar pavement markings are not overly worn and can be easily seen by roadway users.
- Fair condition means that the stop bar pavement markings are either dulled or worn down but can still be seen by the majority of roadway users.
- Poor condition means that the stop bar pavement markings are too worn to be seen by roadway users.

Curb ramps: How many corners of the intersection have curb ramps? How many ramps at each corner and what condition?

Crosswalks: How many legs have a crosswalk? In what condition?

- Good condition means that the crosswalk pavement markings are not overly worn and can be easily seen by roadway users.
- Fair condition means that the crosswalk pavement markings are either dulled or worn down but can still be seen by the majority of roadway users.
- Poor condition means that the crosswalk pavement markings are too worn to be seen by roadway users.

Sidewalk connections: How many legs of the intersection have sidewalk connections? How many sides of these legs? In what condition?

- Good condition means that the sidewalk is intact and could be used comfortably by all.

- Fair condition means that the sidewalk is in less-than-ideal shape and can include cracked and uneven sidewalk, slight overgrowth, or small amounts of gravel fill. Sidewalks in fair condition can be used comfortably by some pedestrians but not all.
- Poor condition means that the sidewalk would not be comfortable for use by pedestrians and can include major cracks, significant breaks in grade, and large amounts of gravel fill.

Additional pedestrian accommodations: Are there any additional pedestrian accommodations at the intersection? This can include pedestrian push buttons, walk signals, etc.

Bicycle accommodations: Are there any bicycle accommodations at the intersection or on the roadway segments approaching the intersection?

Lighting: Is there adequate lighting at the intersection provided by existing streetlights/light posts?

Visibility: What is the visibility of road users and pedestrians at the intersection?

Signage: What signs are present within the immediate vicinity of the intersection?

Transit/transit connections: Are there existing transit stops near the intersection? Is there a connection to the Wilkinsburg Station and Park-and-Ride?

The data collected during the intersection audits was given a score, where appropriate. Fields were scored as good (✓), okay (♦), or bad (✗). The scoring method used to assign these scores can be seen in the table below.

Table 2. Intersection Audit Scoring Methodology

Data Collection Field	Scoring		
	Good	**Okay**	**Bad**
Intersection Control	The intersection has some sort of intersection control.	The intersection does not have any intersection control.	
Roadway Pavement Markings	The intersection has appropriate pavement markings and the markings are a combination of good and fair conditions, or better.	Some pavement markings exist at the intersection but are in mostly fair condition and/or there are key pavement markings missing.	No roadway pavement markings or all existing pavement markings are in poor condition.
Stop Bars	All of the intersection legs with a stop sign or a signal have a stop bar and are in fair condition or better.	At least some of the intersection legs with a stop sign or a signal have a stop bar and/or the stop bars are mostly in fair condition.	The intersection legs with a stop sign or a signal have a stop bar and/or the stop bars are mostly in poor condition.
Curb Ramps	Curb ramps are present for all typical pedestrian crossing movements (at least 2 corners) and all curb ramps are in good condition.	Curb ramps are present for some pedestrian crossing movements and/or the curb ramps are mostly in fair (or good) condition.	Curb ramps are missing for multiple pedestrian crossing movements and/or the curb ramps are in poor to fair condition.
Crosswalks	The intersection has crosswalks for the main pedestrian crossings and the crosswalks are mostly in good condition.	The intersection has crosswalks for some of the main pedestrian crossings and/or the crosswalks are mostly in fair condition.	The intersection does not have crosswalks for main pedestrian crossings and/or the crosswalks are mostly in poor condition.
Sidewalk Connections	The intersection has a good amount of sidewalks connections and the majority of the sidewalks are in good and/or fair condition.	The intersection either has fewer than needed sidewalk connections or the sidewalks are in poor or fair condition.	The intersection does not have the appropriate sidewalk connections and/or there are multiple sidewalk segments in poor condition.
Additional Pedestrian Accommodations	Additional pedestrian accommodations are present at the intersection (i.e., walk signals, pedestrian push buttons)		No additional pedestrian accommodations.
Bicycle Accommodations	Bicycle accommodations are present at the intersection.		No bicycle accommodations.
Lighting	There is a streetlight or lamp post at or very near the intersection.		There are no streetlights or lamp posts near the intersection.
Visibility	There is good visibility for road users at the intersection.	There is fair visibility for road users at the intersection.	There is poor visibility for road users at the intersection.
Signage	There is appropriate signage at the intersection. At the very least, there are street signs that are not overly faded.	The intersection either has the appropriate signage and is faded or is missing some of the appropriate signage.	All of the appropriate signage is missing from the intersection.
Transit/Transit Connections	There is a transit stop in the immediate vicinity of the intersection OR the intersection has a direct (reasonably short) connection to the Wilkinsburg Station and Park-and-Ride	No immediately adjacent transit stops. All intersections are within the existing Wilkinsburg Station or proposed Brushton Station walksheds, and are considered to be within a reasonable walking distance from the premium transit service along the East Busway.	

The results of the 52 intersection audits as well as images of the existing conditions of the intersection are contained within this appendix.

I1: N Braddock Ave & Hamilton Ave

General Intersection Information	**Intersection**	**N Braddock Ave & Hamilton Ave**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	One lane of travel in each direction	-
	Roadway Pavement Markings	Yellow centerline on N Braddock Ave and Hamilton Ave	✓
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs Both sides of all legs All good condition (Crosswalks line up with sidewalks)	✓
	Additional Pedestrian Accommodations	Pedestrian push buttons (2 at each corner)	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights at all 4 corners of intersection	✓
	Visibility	Good	✓
	Signage	Street signs, pedestrian push button signs	✓
	Transit	Nearby transit stops on Hamilton Ave	✓
	Other notes		-

I1: N Braddock Ave & Hamilton Ave Photos







I2: N Braddock Ave & Tioga St

General Intersection Information	**Intersection**	**N Braddock Ave & Tioga St**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	E leg is a one-way traveling W W leg is a one-way traveling E One travel lane in each direction for all legs (including one-way legs)	-
	Roadway Pavement Markings	Yellow centerline on N Braddock Ave No pavement markings on Tioga St	♦
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strips -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	All legs (crosswalks line up with sidewalks)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, One-way sign, No Outlet sign	✓
	Transit	No adjacent transit stops	♦
	Other notes	Observed road users complying with stop signs/traffic laws	-

I2: N Braddock Ave & Tioga St Photos





I3: N Braddock Ave & Susquehanna St

General Intersection Information	**Intersection**	**N Braddock Ave & Susquehanna St**	**Score**
	Intersection Control	None	✗
	Roadway configuration	One travel lane in each direction Both legs of Susquhanna St are one-way -E leg travels E -W leg travels W	-
	Roadway Pavement Markings	Yellow centerline on N Braddock Ave No pavement markings on Susquehanna St	◆
	Stop Bars	N/A	-
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	0/4 legs	✗
	Sidewalk Connections	4/4 legs, both sides (fair to good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No nearby transit stops	✗
	Other notes		-

I3: N Braddock Ave & Susquehanna St Photos







I4: N Braddock Ave & Finance St

General Intersection Information	**Intersection**	**N Braddock Ave & Finance St**	**Score**
	Intersection Control	One stop sign on Finance St leg of intersection	✓
	Roadway configuration	One lane of travel in each direction	-
	Roadway Pavement Markings	Yellow centerline on N Braddock Ave No pavement markings on Finance St	◆
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	0/4 legs	✗
	Sidewalk Connections	3/4 legs, both sides (good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby (2)	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Connection to Wilkinsburg Station to the E on Finance St	✓
	Other notes		-

I4: N Braddock Ave & Finance St Photos



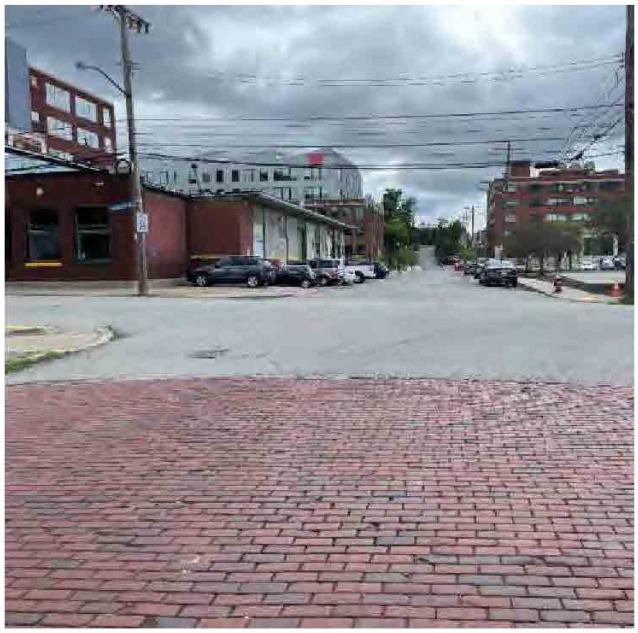


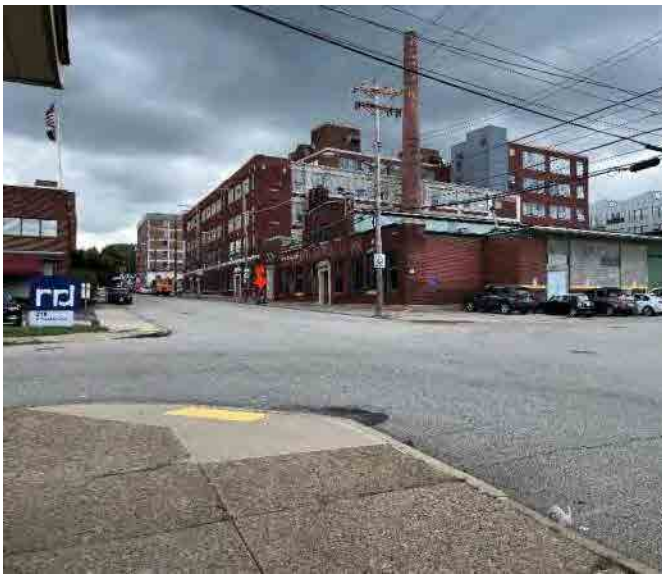
I5: N Braddock Ave & Thomas Blvd

General Intersection Information	**Intersection**	**N Braddock Ave & Thomas Blvd**	**Score**
	Intersection Control	1 stop sign (Thomas Blvd, E leg of intersection)	✓
	Roadway configuration	One lane of travel in each direction	-
	Roadway Pavement Markings	Yellow centerline on N Braddock Ave No pavement markings on Thomas Blvd	◆
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at 2/4 corners -2 at 2/4 corners -1 curb ramp at each of 3 corners has a tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs, both sides except W leg of Thomas Blvd, which has parking for adjacent building (good condition for all except S side of E leg = fair condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes		-

I5: N Braddock Ave & Thomas Blvd Photos









I6: N Braddock Ave & Meade St

General Intersection Information	**Intersection**	**N Braddock Ave & Meade St**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	N Braddock Ave: 1 travel lane in each direction and left-turn only lanes on N and S legs Meade St: 1 lane of travel in each direction No turn on red 7am to 10pm (all 4 directions)	-
	Roadway Pavement Markings	Yellow centerlines on N Braddock Ave and Meade St Left-turn only lane markings on N and S legs of N Braddock Ave	◆
	Stop Bars	4/4 legs (fair to good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner for NW, SE, SW corners -2 at SW corner -All curb ramps have tactile warning strips -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition except S side of E leg = poor condition	✓
	Additional Pedestrian Accommodations	Pedestrian push buttons (1 at each corner) Pedestrian countdown signal for all 4 crossings	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present at intersection	✓
	Visibility	Good visibility	✓
	Signage	Street signs, 'no turn on red' signs, 'push button for walk signal' signs	✓
	Transit	Nearby transit stops one block to the S on Penn Ave	✓
	Other notes		-

I6: N Braddock Ave & Meade St Photos









I7: N Braddock Ave & Penn Ave

General Intersection Information	**Intersection**	N Braddock Ave & Penn Ave	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	N Braddock Ave: 1 through travel lane & 1 left turn-only lane in each direction Penn Ave: 2 travel lanes in each direction (no turn on red 7am to 6pm)	-
	Roadway Pavement Markings	Lane pavement markings present (good condition) Left turn-only pavement markings: present for NB (good condition), not present for SB	✓
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition) Crosswalks line up with sidewalks	✓
	Sidewalk Connections	4/4 legs (both sides) - good condition for all instances except the north side of the west leg of Penn Ave	✓
	Additional Pedestrian Accommodations	Pedestrian push buttons (2 at each corner, total of 8) Beeping locator tone Pedestrian countdown signals for all 4 crossings	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Adequate intersection lighting	✓
	Visibility	Good visibility	✓
	Signage	Street signs, ped crossing signs, no turn on red signs	✓
	Transit	Transit stops on NE & SW corners of intersection	✓
	Other notes		-

I7: N Braddock Ave & Penn Ave









I8: Brushton Ave & Hamilton Ave

General Intersection Information	**Intersection**	Brushton Ave & Hamilton Ave	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	Yellow centerlines	✓
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner for NW, SE, and SW corners -2 at NE corner -Curb ramps at 3 corners have tactile warning strips -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides of all legs -All good condition except E side of N leg & N side of E leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops -Connection to Wilkinsburg Park-and-Ride entrance to the S on Brushton Ave	◆
	Other notes		-

I8: Brushton Ave & Hamilton Ave Photos









I9: Brushton Ave & Tioga St

	Intersection	Brushton Ave & Tioga St	Score
General Intersection Information	**Intersection Control**	Stop signs - 3/4 legs (all except W leg of Tioga St)	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/3 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs except E leg (only S side) -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	No adjacent transit stops -Connection to the Wilkinsburg Park-and-Ride entrance to the S on Brushton Abe	✓
	Other notes		-

I9: Brushton Ave & Tioga St Photos







I10: Brushton Ave & Susquehanna St

General Intersection Information	**Intersection**	**Brushton Ave & Susquehanna St**	**Score**
	Intersection Control	2 stop signs (Susquehanna St legs)	✓
	Roadway configuration	Brushton Ave: 1 lane of travel in each direction Susquehanna St: -E leg: 1 lane of travel in each direction -W leg = 1 one-way lane of travel traveling E	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -All good condition -Has tactile warning strip	✓
	Crosswalks	1 leg (good condition)	◆
	Sidewalk Connections	4/4 legs -Both sides for all legs except S leg = E side only -S side of E leg = poor condition -S side of W leg = poor condition -The rest are good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, Do Not Enter signage	✓
	Transit	Access to Wilkinsburg Station via Brushton Ave	✓
	Other notes		-

I10: Brushton Ave & Susquehanna St Photos









I11: Brushton Ave & Finance St

General Intersection Information	**Intersection**	**Brushton Ave & Finance St**	**Score**
	Intersection Control	2-way stop	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner Curb ramps have tactile warning strip -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	1/3 legs -One side of S leg of Brushton Ave (E side) -Good condition	◆
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Direct connection to Wilkinsburg Station	✓
	Other notes	Access point to Wilkinsburg Park-and-Ride	-

I11: Brushton Ave & Finance St Photos





I12: Brushton Ave & Penn Ave

General Intersection Information	**Intersection**	**Brushton Ave & Penn Ave**	**Score**
	Intersection Control	1 stop sign (Brushton Ave leg)	✓
	Roadway configuration	3-legged intersection Penn Ave: 2 lanes of travel in each direction Brushton Ave: 1 lane of travel in each direction	-
	Roadway Pavement Markings	Penn Ave: Yellow and white roadway pavement markings Brushton Ave: none	◆
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	◆
	Crosswalks	0 legs	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition -Note: E side of Brushton Ave leg does not connect through the Family Dollar parking lot	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, speed limit signs	✓
	Transit	Nearby transit stops on Penn Ave	✓
	Other notes		-

I12: Brushton Ave & Penn Ave Photos









I13: Trenton Ave & Penn Ave

	Intersection	Trenton Ave & Penn Ave	Score
General Intersection Information	**Intersection Control**	Signalized	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	Yellow centerline on Penn Ave and N leg of Trenton Ave	✓
	Stop Bars	3/4 legs (poor condition) - none on crossing of Trenton Ave	◆
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	3/4 legs (poor to fair condition) - none on S leg of Trenton Ave	✓
	Sidewalk Connections	4/4 legs -Both sides for 3/4 legs -One side for N leg of Trenton Ave	✓
	Additional Pedestrian Accommodations	Pedestrian countdown signals for all 4 crossings	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Transit stops on Trenton Ave at SE corner of intersection	✓
	Other notes		-

I13: Trenton Ave & Penn Ave Photos









I14: Rosedale St & Hamilton Ave

General Intersection Information	**Intersection**	**Rosedale St & Hamilton Ave**	**Score**
	Intersection Control	1 stop sign (Rosedale St leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	Yellow centerline on Hamilton Ave	◆
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -2 at SW corner (good condition) -1 at SE corner (fair condition) -Curb ramps at SW corner have tactile warning strip	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs (good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Connection to Wilkinsburg Station down Rosedale St	✓
	Other notes		-

I14: Rosedale St & Hamilton Ave Photos









I15: Rosedale St & Tioga St

General Intersection Information	**Intersection**	Rosedale St & Tioga St	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides on all legs -All good condition except W side of S leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Connection to Wilkinsburg Station down Rosedale St	✓
	Other notes		-

I15 Rosedale St & Tioga St Photos









I16: Rosedale St & Susquehanna St

General Intersection Information	**Intersection**	**Rosedale St & Susquehanna St**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	1/4 legs -E leg of Susquehanna St	◆
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at SE & SW corners -1 at NE & NW corner -Light pole is blocking part of a ramp at the SE corner -No tactile warning strips -Fair to good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition except for W side of N leg & N side of W leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Connection to Wilkinsburg Station down Rosedale St	✓
	Other notes		-

I16: Rosedale St & Susquehanna St Photos









I17: Rosedale St & Madiera St

General Intersection Information	**Intersection**	**Rosedale St & Madiera St**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at NE & NW corners -1 at SE & SW corners -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides on N & S legs -1 side on E & W legs -Curb ramps have tactile warning strip -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Connection to Wilkinsburg Station down Rosedale St	✓
	Other notes		-

I17: Rosedale St & Madiera St Photos









I18: Rosedale St & Hill Ave

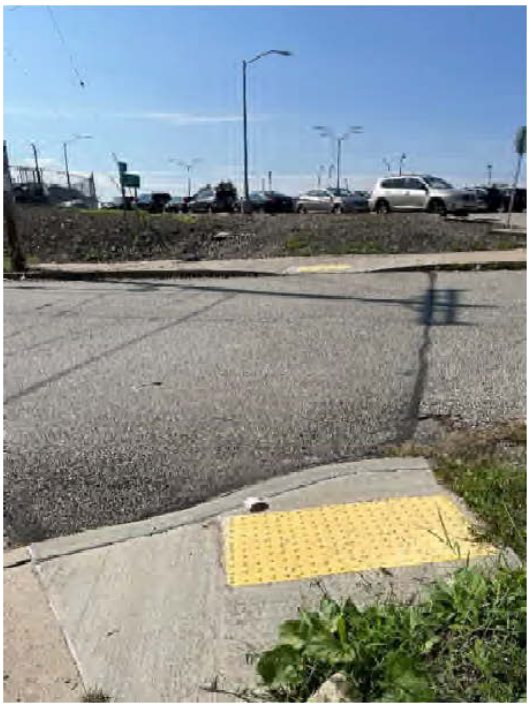
General Intersection Information	**Intersection**	**Rosedale St & Hill Ave**	**Score**
	Intersection Control	1 stop sign (Rosedale St leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/3 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	3/4 corners -1 at NE and SW corners -2 at NW corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides on Rosedale St leg & E leg of Hill Ave -1 on W leg of Hill Ave -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, directional signage, faded signage	✓
	Transit	Direct connection to Wilkinsburg Station	✓
	Other notes	Access point to Wilkinsburg Park-and-Ride -No sidewalk on N side of W leg, which is a direct connection to the Wilkinsburg Park-and-Ride	-

I18: Rosedale St & Hill Ave Photos









I19: West St & Penn Ave

	Intersection	West St & Penn Ave	Score
General Intersection Information	**Intersection Control**	Signalized	✓
	Roadway configuration	3-legged intersection (Rite Aid driveway serves as a 4th leg)	-
	Roadway Pavement Markings	Yellow centerline on Penn Ave No pavement markings on West St	♦
	Stop Bars	1/4 legs (poor to fair condition)	♦
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -3/4 good condition -1/4 (NE corner = poor condition)	♦
	Crosswalks	1/4 legs (poor to fair condition)	
	Sidewalk Connections	4/4 legs	✓
	Additional Pedestrian Accommodations	Pedestrian signals on 3/4 legs - 4th leg: There is a sign telling pedestrians to use the crosswalk on the opposite side of the intersection.	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signs,	✓
	Transit	Transit stop and brick shelter at SW corner of intersection	✓
	Other notes		-

I19: West St & Penn Ave Photos









I20: Hamilton Ave & Oakwood St

General Intersection Information	**Intersection**	**Hamilton Ave & Oakwood St**	**Score**
	Intersection Control	3-way stop (all ways)	✓
	Roadway configuration	3-legged intersection 1 lane of travel in each direction	-
	Roadway Pavement Markings	Yellow centerline on Hamilton Ave No pavement markings on Oakwood St	♦
	Stop Bars	None	✗
Pedestrian/Bicycle	**Curb Ramps**	2 corners -1 at each corner -Some curb ramps have tactile warning strip -All good condition	♦
	Crosswalks	2/3 legs (good condition)	♦
	Sidewalk Connections	3/3 legs (good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signage	✓
	Transit	Transit stops on Oakwood St	✓
	Other notes		-

I20: Oakwood St Photos & Hamilton Ave









I21 Pitt & Oakwood St

General Intersection Information	**Intersection**	**Pitt St & Oakwood St**	**Score**
	Intersection Control	None	✘
	Roadway configuration	3-legged intersection 1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✘
	Stop Bars	N/A	-
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -No tactile warning strips -All good condition	◆
	Crosswalks	None	✘
	Sidewalk Connections	2/3 legs -None on Pitt St leg -Both sides for 2 legs -All good condition except S side of E leg	◆
	Additional Pedestrian Accommodations	None	✘
	Bicycle Accommodations	None	✘
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Transit signs, parking signs	✓
	Transit	Transit stops on Oakwood St	✓
	Other notes		-

I21 Pitt & Oakwood St Photos









I22: Pitt St & Tioga St

	Intersection	Pitt St & Tioga St	Score
General Intersection Information	**Intersection Control**	2-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner - Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	3/4 legs -None on N leg -Both sides of 3 legs -Fair to good condition	◆
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Closest transit stop at NE corner of intersection Connection to Wilkinsburg Park-and-Ride via Pitt St	✓
	Other notes		-

I22: Pitt St & Tioga St Photos









I23: Pitt St & Susquehanna St

General Intersection Information	**Intersection**	**Pitt st & Susquehanna st**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	3/4 corners -None at SE corner -1 at each corner -NW & SW corners = good condition -NE corner = fair condition -2 corners have tactile warning strip	◆
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -Good condition for all except E side of N leg and N side of W leg	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, Watch Children sign	✓
	Transit	Closest ransit stops 1-2 blocks Connection to Wilkinsburg Park-and-Ride via Pitt St	✓
	Other notes		-

I23: Pitt St & Susquehanna St Photos









I24: Pitt St & Madiera St

General Intersection Information	**Intersection**	**Pitt St & Madiera St**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	--
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at NE and SW corners -1 at NW and SE corners -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Connection to Wilkinsburg Park-and-Ride via Pitt St	✓
	Other notes		-

I24: Pitt St & Madiera St Photos









I25: Pitt St & Hill Ave

	Intersection	Pitt St & Hill Ave	Score
General Intersection Information	**Intersection Control**	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides of all legs -All good condition except W side of N leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Connections to the Wilkinsburg Park-and-Ride via either Pitt St or Hill Ave	✓
	Other notes		-

I25: Pitt St & Hill Ave Photos









I26: Pitt St & North Ave

	Intersection	Pitt St & North Ave	Score
General Intersection Information	**Intersection Control**	2 stop signs	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition except E side of N leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs,	✓
	Transit	Connection to Wilkinsburg Park-and-Ride via Pitt St	✓
	Other notes		-

I25: Pitt St & North Ave Photos









I27: Pitt St & Wallace Ave

General Intersection Information	**Intersection**	**Pitt St & Wallace Ave**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at 1/4 corners (NW) -1 at remaining 3/4 corners -All good condition -Curb ramps do not have tactile warning strip	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs, both sides -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, All Traffic Must Turn Right Except Buses sign	✓
	Transit	Connection to Wilkinsburg Station via W leg of Wallace Ave	✓
	Other notes	Access point to Wilkinsburg Park-and-Ride Bus-only entrance on W leg of Wallace Ave	-

I27: Pitt St & Wallace Ave Photos







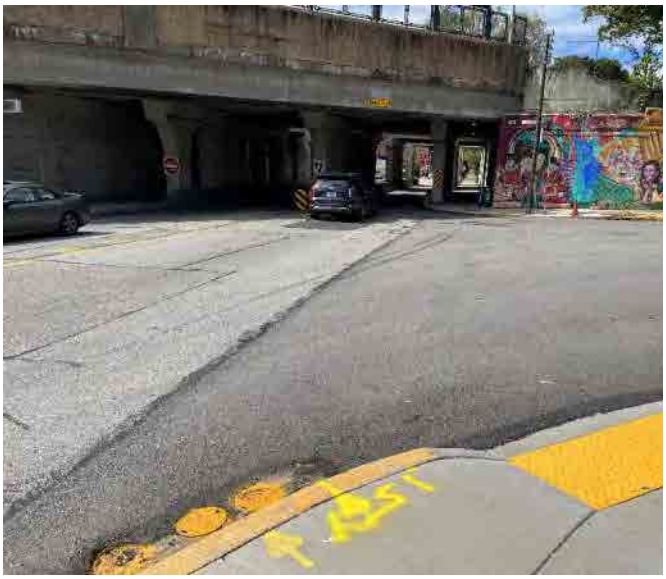
I28: Pitt St & Penn Ave

General Intersection Information	**Intersection**	**Pitt St & Penn Ave**	**Score**
	Intersection Control	1 stop sign (Pitt St leg)	✓
	Roadway configuration	3-legged intersection -1 travel lane in each direction -Pitt St lane is right-turn only	-
	Roadway Pavement Markings	Yellow centerline on Penn Ave only	◆
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -3 corners have tactile warning strip -All good condition	✓
	Crosswalks	None -Long pedestrian crossing distance	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Fair	
	Signage	All Traffic Must Turn Right sign on Pitt St leg, faded street sign	✓
	Transit	Connection to Wilkinsburg Station vis Pitt St/Wallace St or ramp/stairs to East Busway	✓
	Other notes		-

I28: Pitt St & Penn Ave Photos









I29: Oakwood St & Tioga St

General Intersection Information	**Intersection**	**Oakwood St & Tioga St**	**Score**
	Intersection Control	2 stop signs (E leg of Oakwood St & Tioga St leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/2 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2 corners (NW & SW corners) -1 at each corner -Curb ramps have tactile warning strip -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition except E side of N leg is overgrown and S side of Tioga St leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signage, directional signs	✓
	Transit	Transit stop with shelter on SW corner of intersection	✓
	Other notes		-

I29: Oakwood St & Tioga St Photos









I30: Wood St & Susquehanna St

General Intersection Information	**Intersection**	**Wood St & Susquehanna St**	**Score**
	Intersection Control	1 stop sign (Susquehanna St leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2 corners (NW & SW corners) -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -Fair to good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signage	✓
	Transit	Transit stops on both sides of Wood St	✓
	Other notes		-

I30: Wood St & Susquehanna St Photos









I31: Hay St & Holmes (Madiera St)

General Intersection Information	**Intersection**	**Hay St & Holmes (Madiera St)**	**Score**
	Intersection Control	1 stop sign	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/1 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	◆
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Parking signs *no street signs	◆
	Transit	Closest transit stops 1 block away on Wood St	✓
	Other notes		-

I31: Hay St & Holmes? Madiera St Photos







I32: Hay St & Hill Ave

\General Intersection Information	**Intersection**	**Hay St & Hill Ave**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	3/4 corners -2 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition except S side of E leg of Hill Ave = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes		-

I32: Hay St & Hill Ave Photos







I33: Hay St & North Ave

General Intersection Information	**Intersection**	Hay St & North Ave	Score
	Intersection Control	4-way stop	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at 3/4 corners & 2 at NE corner -curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs, both sides (all good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes		-

I33: Hay St & North Ave





I34: Hay St & Wallace Ave

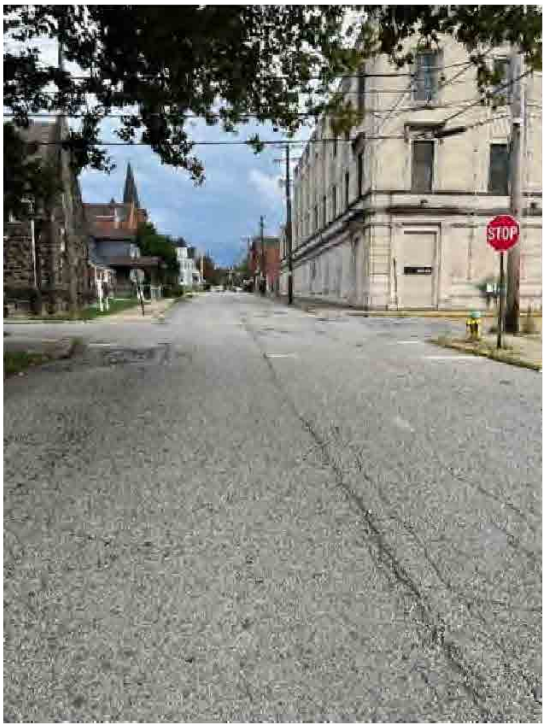
General Intersection Information	**Intersection**	**Hay St & Wallace Ave**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	4/4 legs (poor to fair condition)	◆
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners, -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	3/4 legs (poor condition)	◆
	Sidewalk Connections	4/4 legs, both sides (good condition) Wallace Ave sidewalk connects to Wilkinsburg Park-and-Ride entrance	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Fair	◆
	Signage	Street signs, PA Department of Health WalkWorks sign	✓
	Transit	Transit stop at NE corner on Wallace Ave	✓
	Other notes		-

I34: Hay St & Wallace Ave Photos









I35: Hay St & Penn Ave

	Intersection	Hay St & Penn Ave	Score
General Intersection Information	**Intersection Control**	Signalized	✓
	Roadway configuration	Hay St: 1 travel lane in each direction Penn Ave: 1 travel lane in each direction & 1 left-turn only lane	-
	Roadway Pavement Markings	Yellow centerline and left-turn lane markings on Penn Ave only	◆
	Stop Bars	3/4 legs (poor condition)	◆
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (poor to fair condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good conditions	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Transit stops on Hay St (SE & NW corners)	✓
	Other notes		-

I35: Hay St & Penn Ave Photos





I36: Hay St & Sawyer Way

General Intersection Information	**Intersection**	**Hay St & Sawyer Way**	**Score**
	Intersection Control	1 stop sign (Saywer St leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	1/1 legs (fair condition)	◆
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	◆
	Crosswalks	1 leg (fair condition)	◆
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	None	✗
	Transit	Transit connections via Hay St ramp or to Wilkinsburg Station via Sawyer St	✓
	Other notes		-

I36: Hay St & Sawyer Way Photos









I37: Hay St & Ross Ave

General Intersection Information	**Intersection**	**Hay St & Ross Ave**	**Score**
	Intersection Control	1 stop sign (for bicycles on Ross Ave)	✓
	Roadway configuration	3-legged intersection -1 travel lane in each direction on Hay St -Ross Ave is one-way traveling E with a bike lane traveling W	-
	Roadway Pavement Markings	Ross Ave: yellow centerline, bike lane pavement markings Hay St: yellow centerline with rumble strips	✓
	Stop Bars	1 leg - bicycles only (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at NW & SW corners -1 at NE & SE corners -Curb ramps at 3 corners have tactile warning strip -All good condition	✓
	Crosswalks	3 legs (fair condition)	◆
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✘
	Bicycle Accommodations	Bicycle facilities on Ross Ave -Bike lane traveling W -Shared lane traveling E	✓
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Hay St. Ramp	✓
	Other notes		-

I37: Hay St & Ross Ave Photos

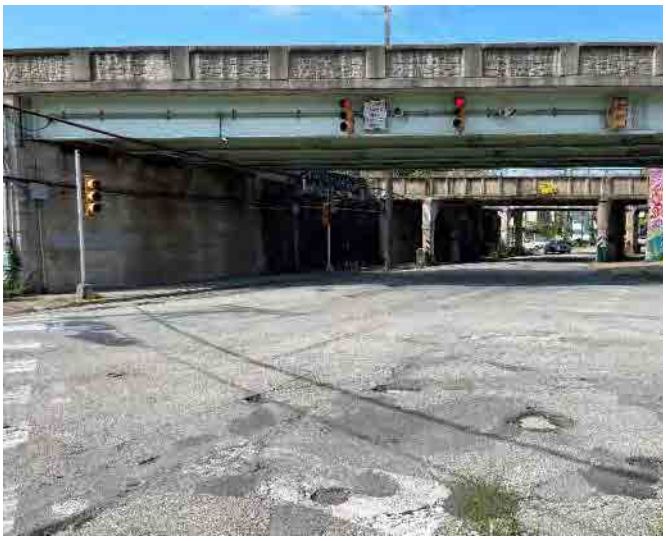




I38: Hay St & South Ave

General Intersection Information	**Intersection**	**Hay St & South Ave**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	3-legged intersection -1 lane of travel in each direction -In addition, bus traffic entering intersection from Hay St ramps	-
	Roadway Pavement Markings	Yellow centerline on Hay St only (poor condition)	♦
	Stop Bars	3/3 (poor to fair condition)	♦
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -Fair to good condition	♦
	Crosswalks	3 legs (fair condition) -Long pedestrian crossing distance across Hay St	♦
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✘
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, parking signs	✓
	Transit	Transit stop at NE corner of intersection, Hay St ramps	✓
	Other notes		-

I38: Hay St & South Ave Photos









I39: Hay St & Franklin Ave

General Intersection Information	**Intersection**	**Hay St & Franklin Ave**	**Score**
	Intersection Control	2 stop signs In addition, there are 2 stop signs on the nearby Pennwood Ave legs	✓
	Roadway configuration	3-legged intersection Hay St: 1 travel lane in each direction Frankin Ave: 1 one-way travel lane traveling E	-
	Roadway Pavement Markings	None	✗
	Stop Bars	2/2 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	3 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, Do Not Enter sign	✓
	Transit	Nearby transit stop at Pennwood & Franklin	✓
	Other notes	Franklin Ave tunnel location	-

I39: Hay St & Franklin Ave Photos









I40: Wood St & Holmes St (Madiera St)

General Intersection Information	**Intersection**	**Wood St & Holmes St (Madiera St)**	**Score**
	Intersection Control	3-way stop	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	3/3 legs (poor to fair condition)	◆
Pedestrian/Bicycle	**Curb Ramps**	2/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	◆
	Crosswalks	2 legs (poor to fair condition)	◆
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street sign for Wood St only, transit signage	✓
	Transit	Transit stops on Wood St	✓
	Other notes		-

I40: Wood St & Holmes St (Madiera St) Photos









I41: Wood St & Hill Ave

	Intersection	Wood St & Hill Ave	Score
General Intersection Information	**Intersection Control**	Signalized	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	0/4 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition except N side of W leg = fair condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signage	✓
	Transit	Transit stops on Wood St	✓
	Other notes		-

I41: Wood St & Hill Ave Photos









I42: Wood St & North Ave

General Intersection Information	**Intersection**	**Wood St & North Ave**	**Score**
	Intersection Control	Red blinking signal (all-way stop)	✓
	Roadway configuration	Wood St: 1 lane of travel in each direction North Ave: 1 one-way travel lane traveling E	-
	Roadway Pavement Markings	Yellow centerlines Parking pavement marking on S leg of North Ave	✓
	Stop Bars	0/3 legs	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Fair	◆
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes		-

I42: Wood St & North Ave Photos









I43: Wood St & Wallace Ave

	Intersection	Wood St & Wallace Ave	Score
General Intersection Information	**Intersection Control**	Signalized	✓
	Roadway configuration	Wood St & W leg of Wallace Ave: 1 lane of travel in each direction E leg of Wallace Ave: one-way traveling E	-
	Roadway Pavement Markings	Wood St: yellow centerline Wallace Ave: no parking pavememt markings	♦
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -Fair to good condition	✓
	Additional Pedestrian Accommodations	None	✘
	Bicycle Accommodations	None	✘
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, Do Not Enter signage	✓
	Transit	Nearby transit stops on both Wood St and Wallace St	✓
	Other notes		-

I43: Wood St & Wallace Ave Photos









I44: Wood St & Penn Ave

General Intersection Information	**Intersection**	**Wood St & Penn Ave**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	Yellow centerlines	✓
	Stop Bars	4/4 legs (fair to good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Fair	◆
	Signage	Street signs, no left turn signage	✓
	Transit	No adjacent transit stops	✓
	Other notes		-

I44: Wood St & Penn Ave Photos









I45: Wood St & Ross Ave

General Intersection Information	**Intersection**	**Wood St & Ross Ave**	**Score**
	Intersection Control	All-way stop	✓
	Roadway configuration	Wood St: 1 lane of travel in each direction Ross Ave:1 one-way lane of travel traveling E with bike lanes	-
	Roadway Pavement Markings	Yellow centerlines and parking pavement markings	✓
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	Bike facilities (bike lane + shared lane)	✓
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, one-way signage, Do Not Enter Except Bicycles signage	✓
	Transit	Nearby transit stops on both Wood St and Ross Ave	✓
	Other notes		-

I45: Wood St & Ross Ave Photos









I46: Wood St & South Ave

General Intersection Information	**Intersection**	**Wood St & South Ave**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	Wood St only: yellow centerline and parking pavement markings	♦
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✘
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Nearby transit stops on both Wood St and South Ave	✓
	Other notes		-

I46: Wood St & South Ave









I47: Wood St & Franklin Ave

General Intersection Information	**Intersection**	**Wood St & Franklin Ave**	**Score**
	Intersection Control	1 stop sign (Franklin Ave leg)	✓
	Roadway configuration	3-legged intersection 1 travel lane in each direction Franklin Ave is one-way traveling W	-
	Roadway Pavement Markings	Centerline markings on both Wood St & Franklin Ave Parking pavement markings on Wood St	✓
	Stop Bars	1/1 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	None	✘
	Sidewalk Connections	3/3 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✘
	Bicycle Accommodations	None	✘
Amenities	**Lighting**	Light posts present nearby on Wood St	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	Transit stop on SE corner	✓
	Other notes		-

I47: Wood St & Franklin Ave Photos







I48: Mulberry St & Franklin Ave

General Intersection Information	**Intersection**	**Mulberry St & Franklin Ave**	**Score**
	Intersection Control	3-way stop	✓
	Roadway configuration	1 travel lane in each direction Franklin Ave is one-way traveling W	-
	Roadway Pavement Markings	None	✗
	Stop Bars	3/3 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -1 curb ramp has tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes	Some old pavement markings are present as well (i.e. sides of previous crosswalk) - poor to fair condition	-

I48: Mulberry St & Franklin Ave Photos









I49: Center St & Penn Ave

General Intersection Information	**Intersection**	**Center St & Penn Ave**	**Score**
	Intersection Control	Signalized	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	Penn Ave: yellow centerline (poor condition)	✗
	Stop Bars	3/4 legs (poor condition)	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -2 at each corner -Curb ramps have tactile warning strip -All good condition	✓
	Crosswalks	3/4 legs (poor condition)	✗
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	Walk signals	✓
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Light posts nearby	✓
	Visibility	Good	✓
	Signage	Street signs	✓
	Transit	No adjacent transit stops	◆
	Other notes		-

I49: Center St & Penn Ave Photos









I50: Center St & Ross Ave

General Intersection Information	**Intersection**	**Center St & Ross Ave**	**Score**
	Intersection Control	4-way stop	✓
	Roadway configuration	Center St: 1 travel lane in each direction Ross Ave is one-way traveling E Ross Ave has a dedicated bike lane traveling W and sharrows for a shared lane traveling E	-
	Roadway Pavement Markings	Yellow centerline on Ross Ave Green bicycle pavement markings through intersection on Ross Ave Sharrows and bike lane markings on Ross Ave	✓
	Stop Bars	3/3 for vehicle legs, 1/1 for bike-only leg -All good condition	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -1 corner has tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs, both sides (good condition)	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	Bike infrastructure present on Ross Ave -Bike lane on both legs of Ross Ave on N side -Bike lane on the S side of the W leg and sharrows to continue connection on E leg	✓
Amenities	**Lighting**	Streetlight present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, "Do Not Enter Except Bicycles" sign for one-way Ross Ave	✓
	Transit	Transit stop on SW corner	✓
	Other notes	Pittsburgh Urban Christian School on SW corner	-

I50: Center St & Ross Ave Photos









I51: Center St & South Ave

	Intersection	Center St & South Ave	Score
General Intersection Information	**Intersection Control**	4-way stop	✓
	Roadway configuration	1 lane of travel in each direction	-
	Roadway Pavement Markings	None	✗
	Stop Bars	4/4 legs (good condition)	✓
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -Curb ramps do not have tactile warning strip -All good condition	✓
	Crosswalks	4/4 legs (good condition)	✓
	Sidewalk Connections	4/4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, transit signage, Hamnett park-and-ride directional signage, school zone speed limit signage	✓
	Transit	Transit stops on NE 7 SW corners of intersection	✓
	Other notes		-

I51: Center St & South Ave Photos







-



I52: Center St & Franklin Ave

General Intersection Information	**Intersection**	**Center St & Franklin Ave**	**Score**
	Intersection Control	3-way stop	✓
	Roadway configuration	1 travel lane in each direction Franklin Ave is one-way	-
	Roadway Pavement Markings	None	✗
	Stop Bars	None	✗
Pedestrian/Bicycle	**Curb Ramps**	4/4 corners -1 at each corner -All good condition	✓
	Crosswalks	None	✗
	Sidewalk Connections	4 legs -Both sides for all legs -All good condition	✓
	Additional Pedestrian Accommodations	None	✗
	Bicycle Accommodations	None	✗
Amenities	**Lighting**	Streetlights present nearby	✓
	Visibility	Good	✓
	Signage	Street signs, one-way signs	✓
	Transit	Transit stop on SW corner	✓
	Other notes		-

I52: Center St & Franklin Ave Photos









Appendix B: Roadway Condition Analysis

Roadway Segment Safety Audit Data Collection

In addition to the intersections, the project team assessed 18 roadway segments within the study area. The roadways included in this Safety Audit and the corresponding roadway IDs are shown in the table below.

Roadway ID	Roadway
R1	N Braddock Ave
R2	Brushton Ave
R3	Rosedale St
R4	Pitt St
R5	Hay St
R6	Wood St
R7	Center St
R8	Hamilton Ave
R9	Tioga St
R10	Susquehanna St
R11	Madiera St/Holmes St
R12	Hill Ave
R13	North Ave
R14	Wallace Ave
R15	Penn Ave
R16	Ross Ave
R17	South Ave
R18	Franklin Ave

For each roadway segment, the following information was compiled:

Sidewalks: Are there sidewalks along the roadway segment? Are they continuous or are there gaps?

Transit Stops: How many existing transit stops are located along the roadway segment?

Bicycle Accommodations: Does the roadway segment have any bicycle accommodations, or has it been identified as part of an on-street bicycle route?

The figure below shows the existing transit stops and sidewalks in the study area.

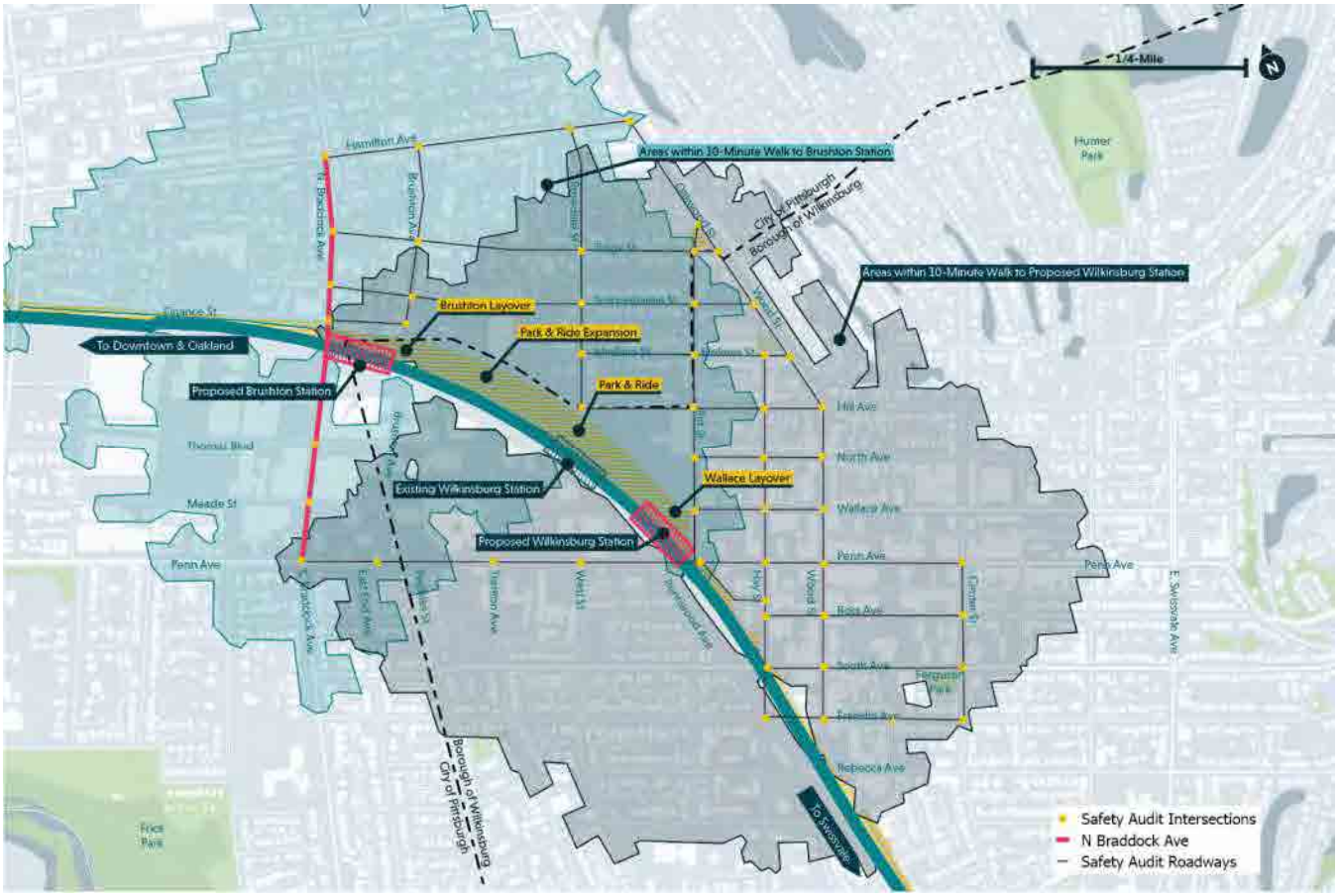


The figure below shows the existing bicycle infrastructure and sidewalks in the study area.



R1: N Braddock Ave

General Roadway Information	**Roadway**	**N Braddock Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	7 Transit Stops
	Bicycle Accommodations	On-street bicycle route



R1: N Braddock Ave Photos



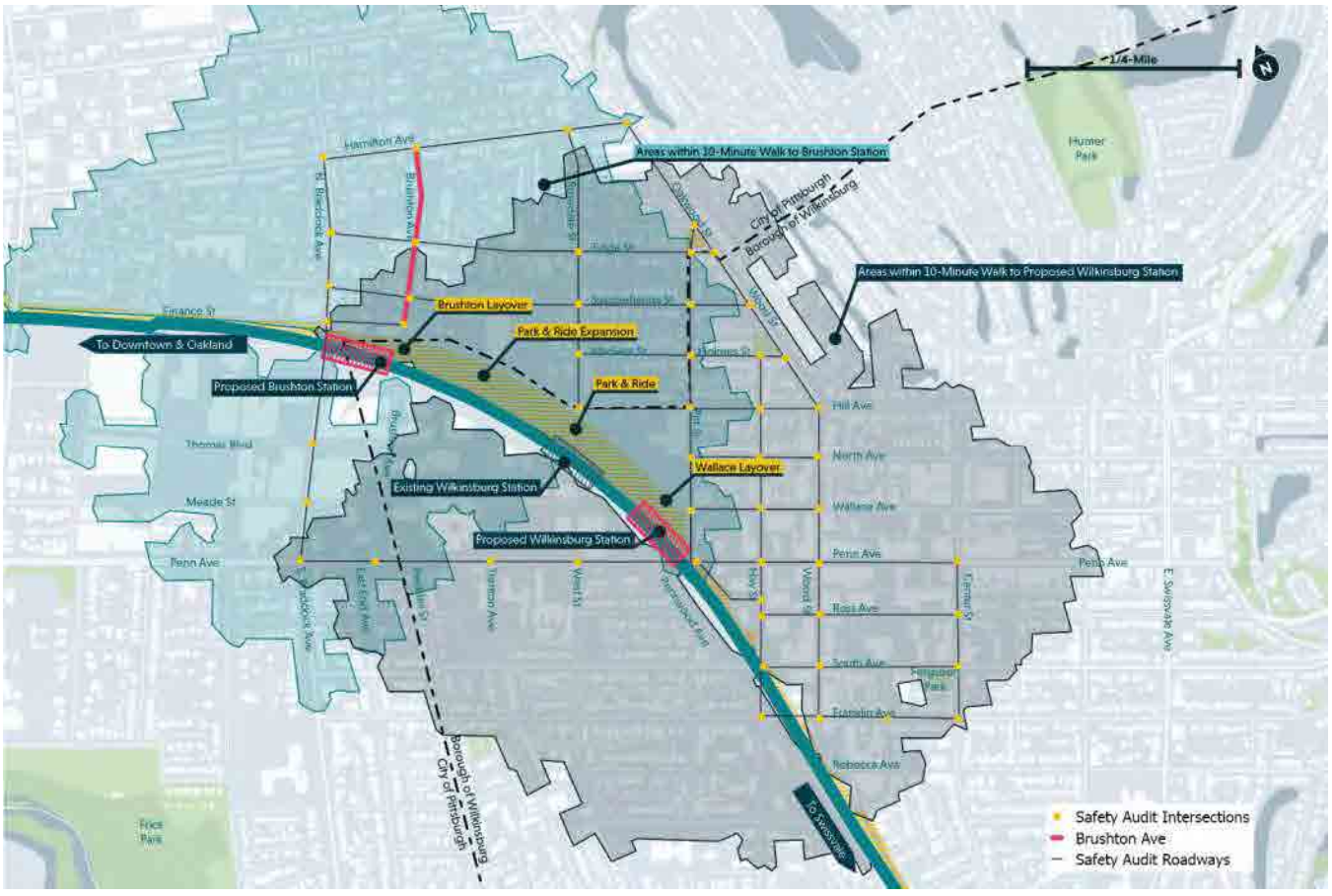






R2: Brushton Ave

General Roadway Information	**Roadway**	**Brushton Avenue**
	Sidewalks	Sidewalks down both sides of the street with a few breaking points between Finance Street and Susquehanna Street and Tioga Street and Alsace Street
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	None



R2: Brushton Ave Photos



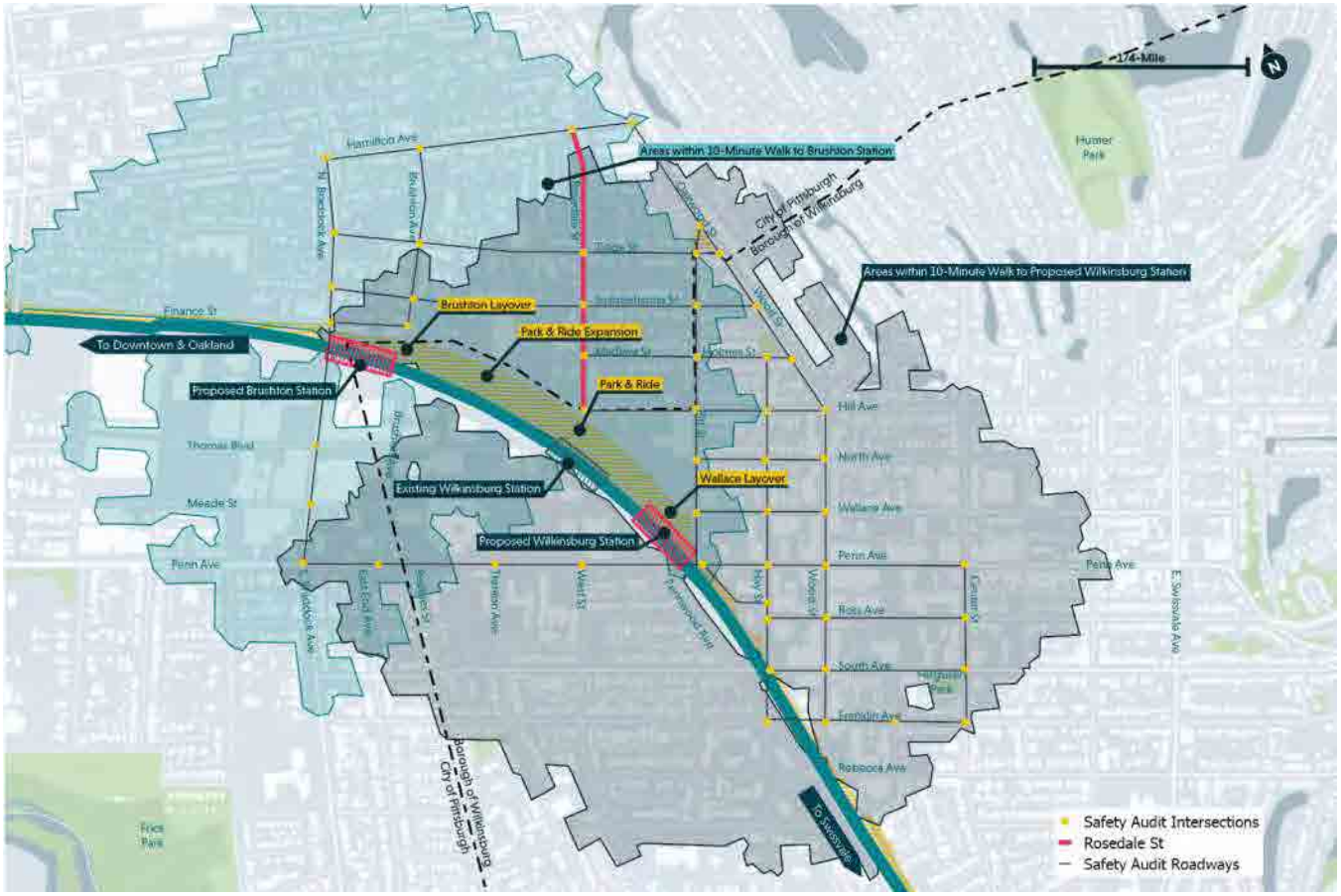






R3: Rosedale St

General Roadway Information	**Roadway**	**Rosedale Street**
	Sidewalks	Sidewalks down both sides of the street with a breaking point between Madiera Street and Hill Avenue
	Transit Stops	5 Transit Stops
	Bicycle Accommodations	None



R3: Rosedale St Photos



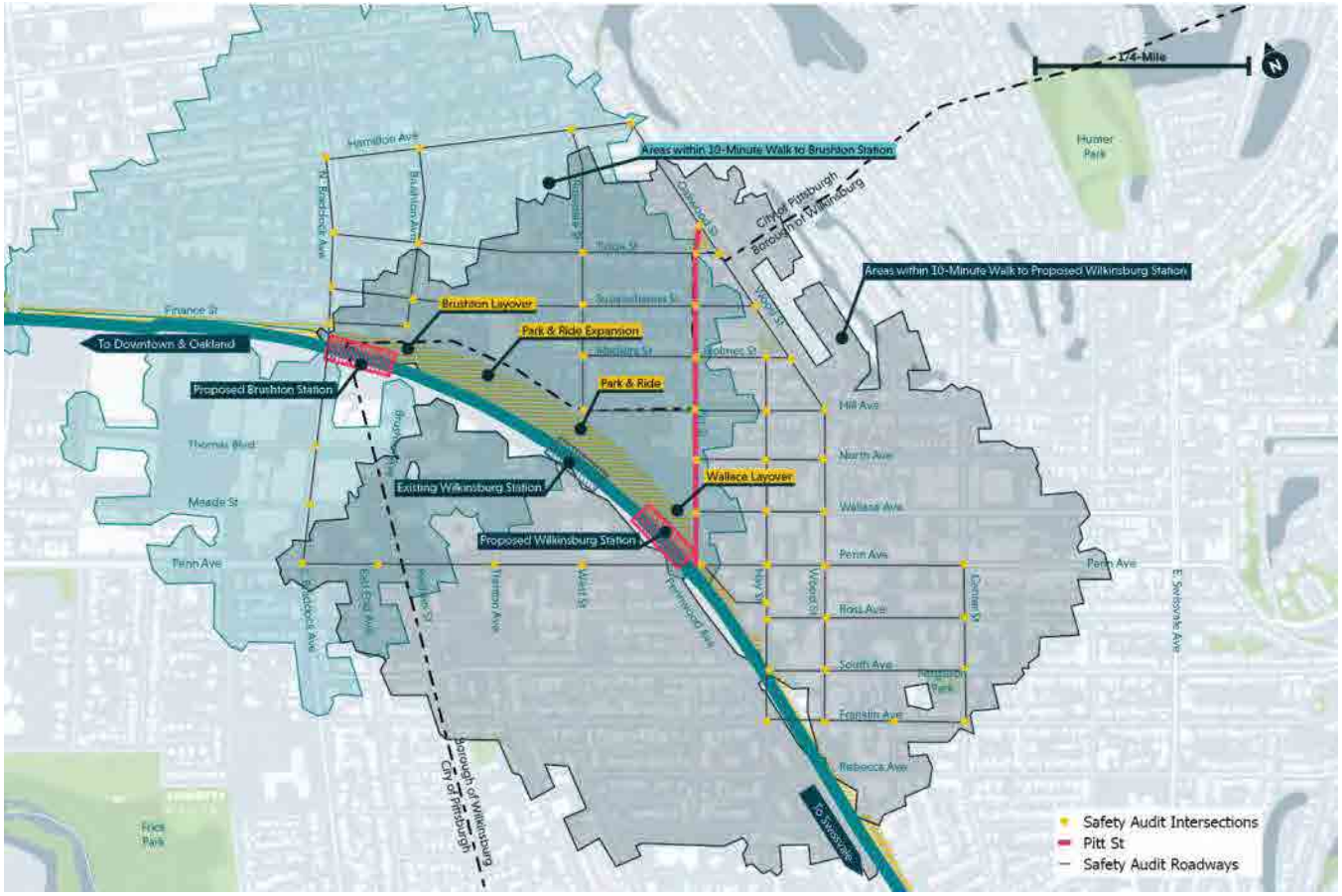






R4: Pitt St

General Roadway Information	**Roadway**	**Pitt Street**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	8 Transit Stops
	Bicycle Accommodations	None



R4: Pitt St Photos









R5: Hay St

General Roadway Information	**Roadway**	**Hay Street**
	Sidewalks	Sidewalks down both sides of the street with a breaking point between Wallace Avenue and Penn Avenue. Hay Street does not cross the East Busway.
	Transit Stops	9 Transit Stops
	Bicycle Accommodations	None



R5: Hay St Photos



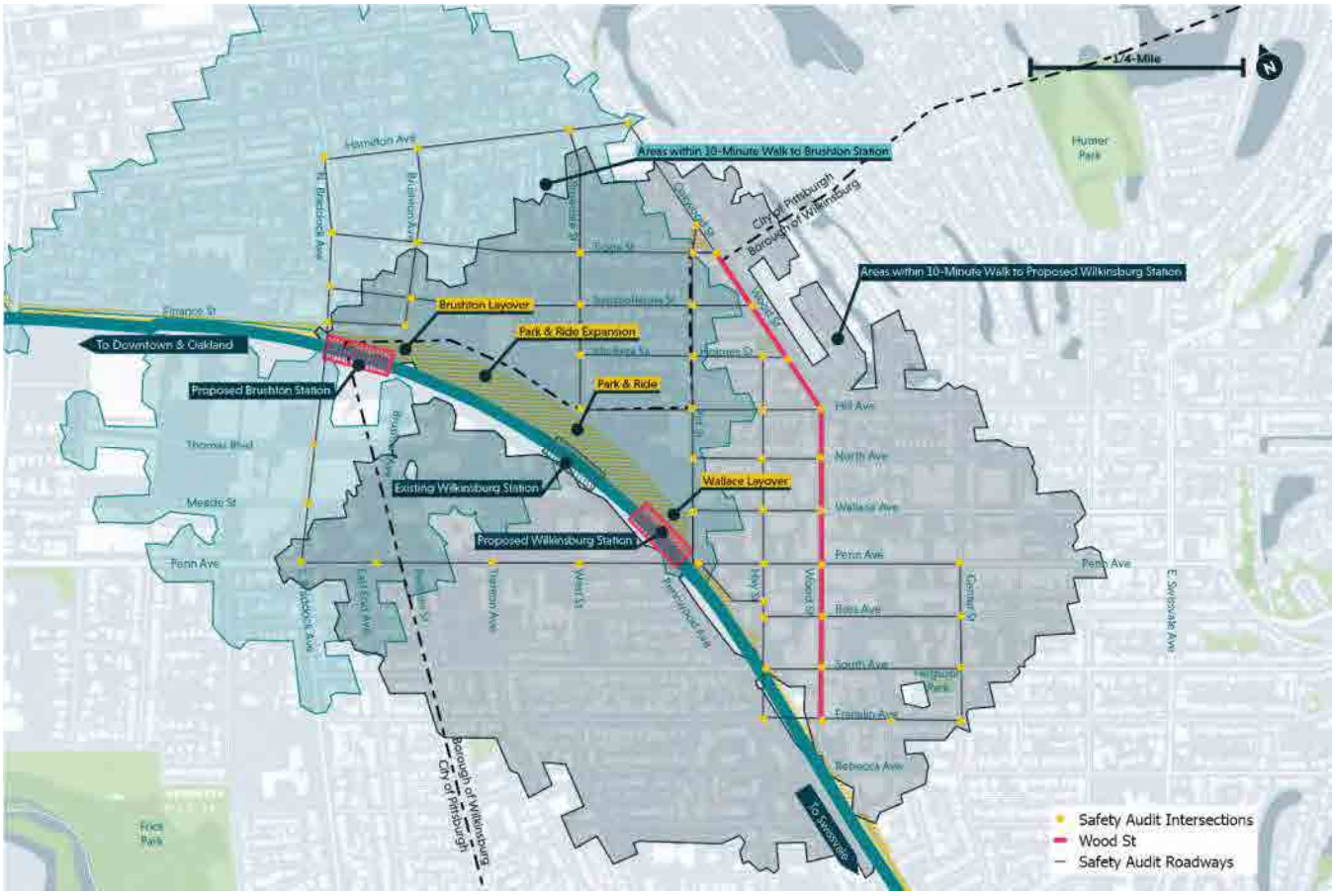






R6: Wood St

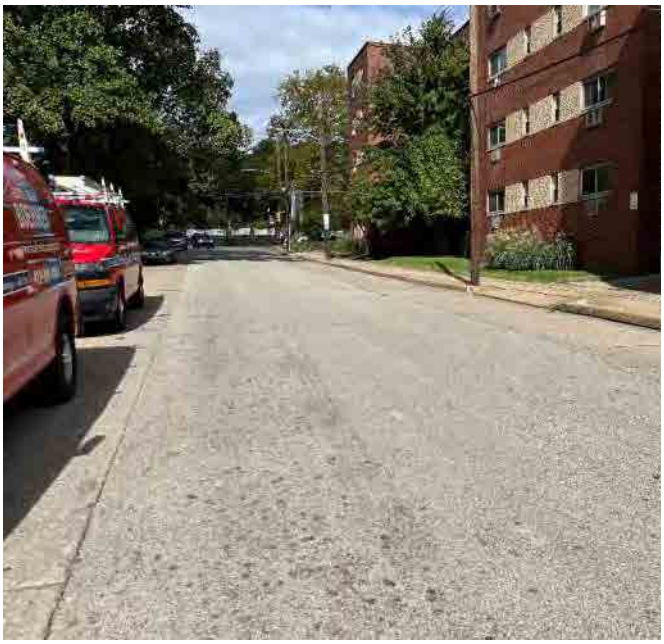
General Roadway Information	**Roadway**	**Wood Street**
	Sidewalks	There are continuous sidewalks down both sides of the street south of Hill Street.
	Transit Stops	10 Transit Stops
	Bicycle Accommodations	On-street bicycle route



R6: Wood St Photos



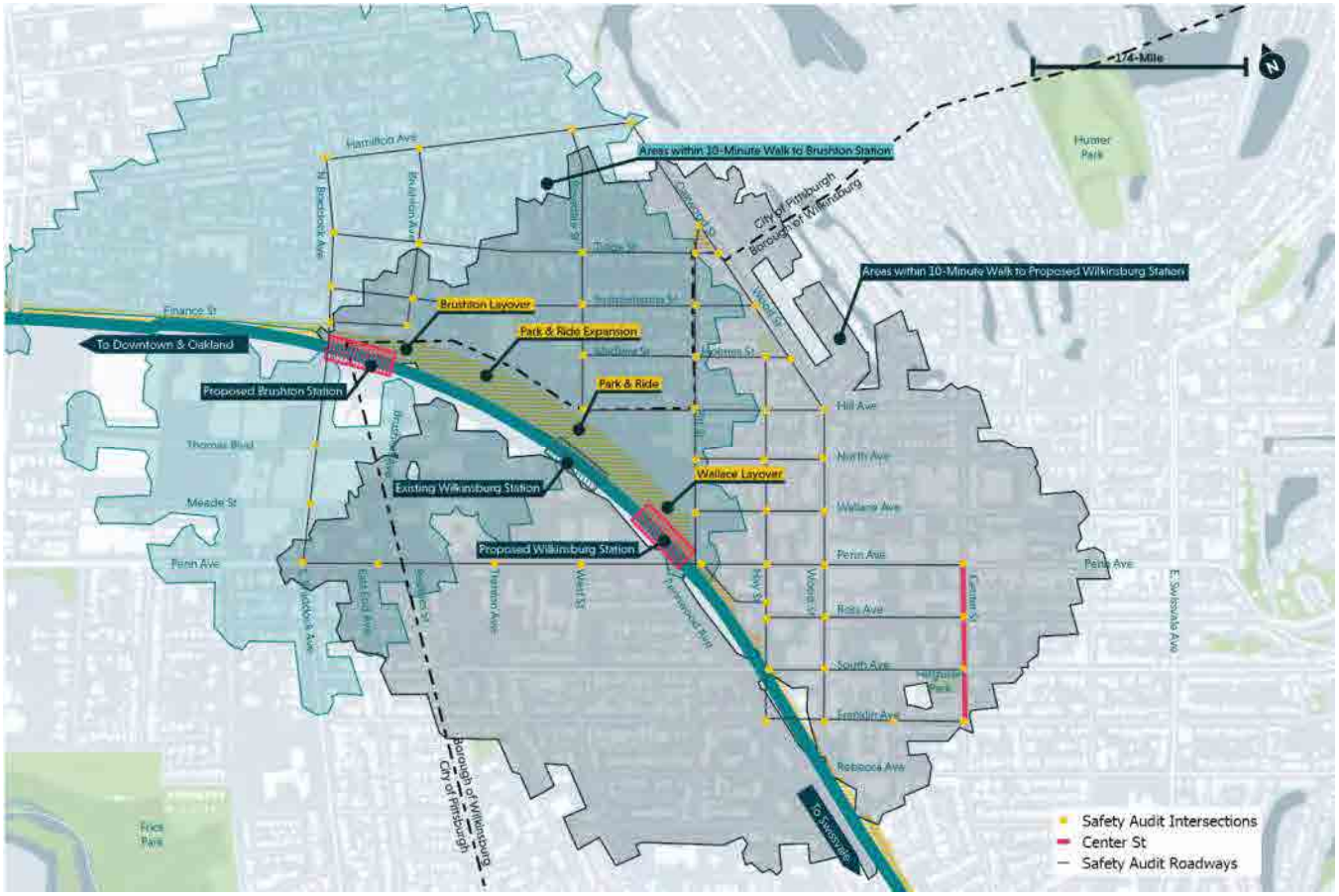






R7: Center St

General Roadway Information	**Roadway**	**Center Street**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	None



R7: Center St Photos



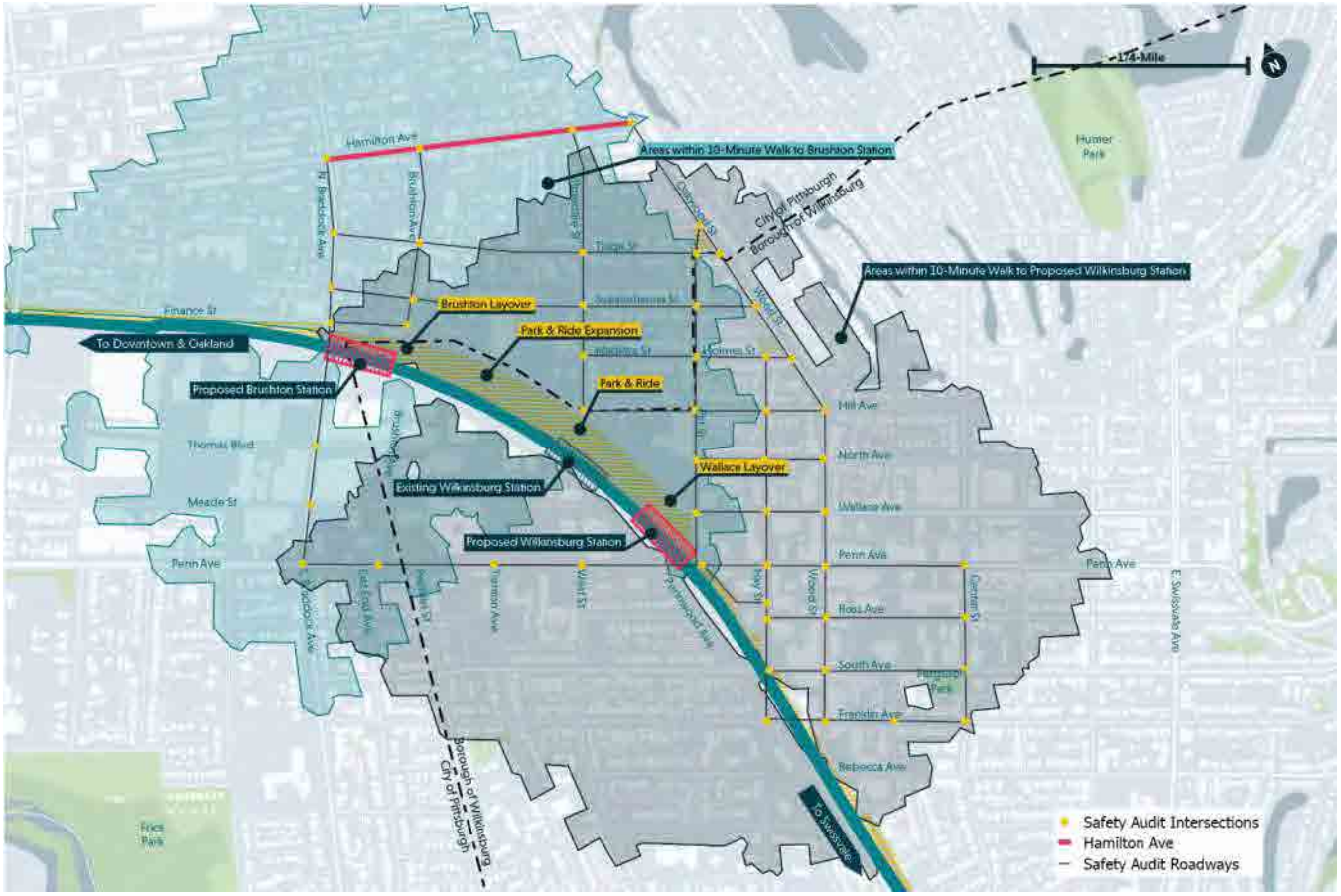






R8: Hamilton Ave

General Roadway Information	**Roadway**	**Hamilton Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	On-street bicycle route



R8: Hamilton Ave Photos



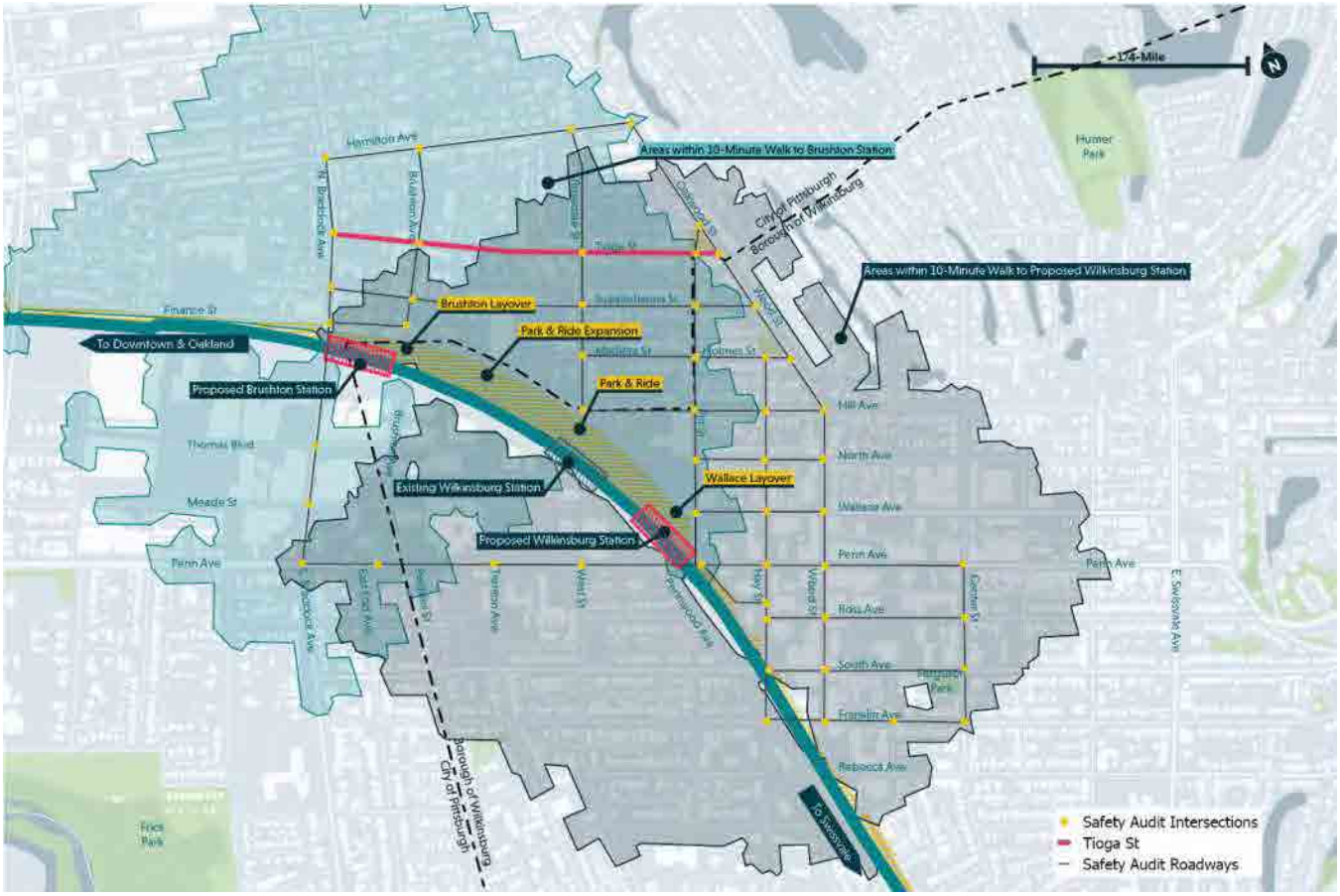






R9: Tioga St

General Roadway Information	**Roadway**	**Tioga Street**
	Sidewalks	There are mostly continuous sidewalks down both sides of the street.
	Transit Stops	5 Transit Stops
	Bicycle Accommodations	None



R9: Tioga St Photos



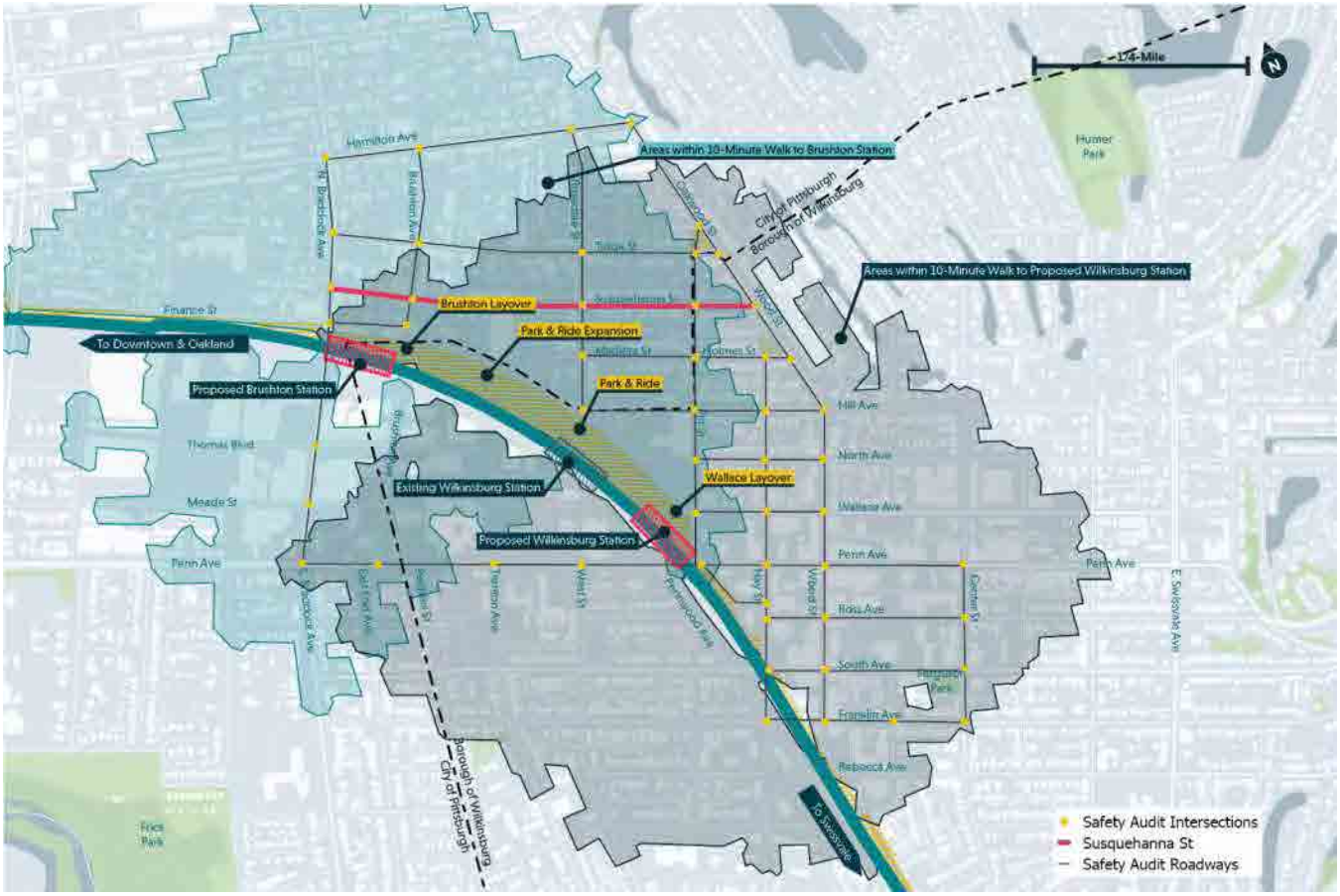






R10: Susquehanna St

General Roadway Information	**Roadway**	**Susquehanna Street**
	Sidewalks	There are mostly continuous sidewalks down both sides of the street.
	Transit Stops	5 Transit Stops
	Bicycle Accommodations	None



R10: Susquehanna St Photos



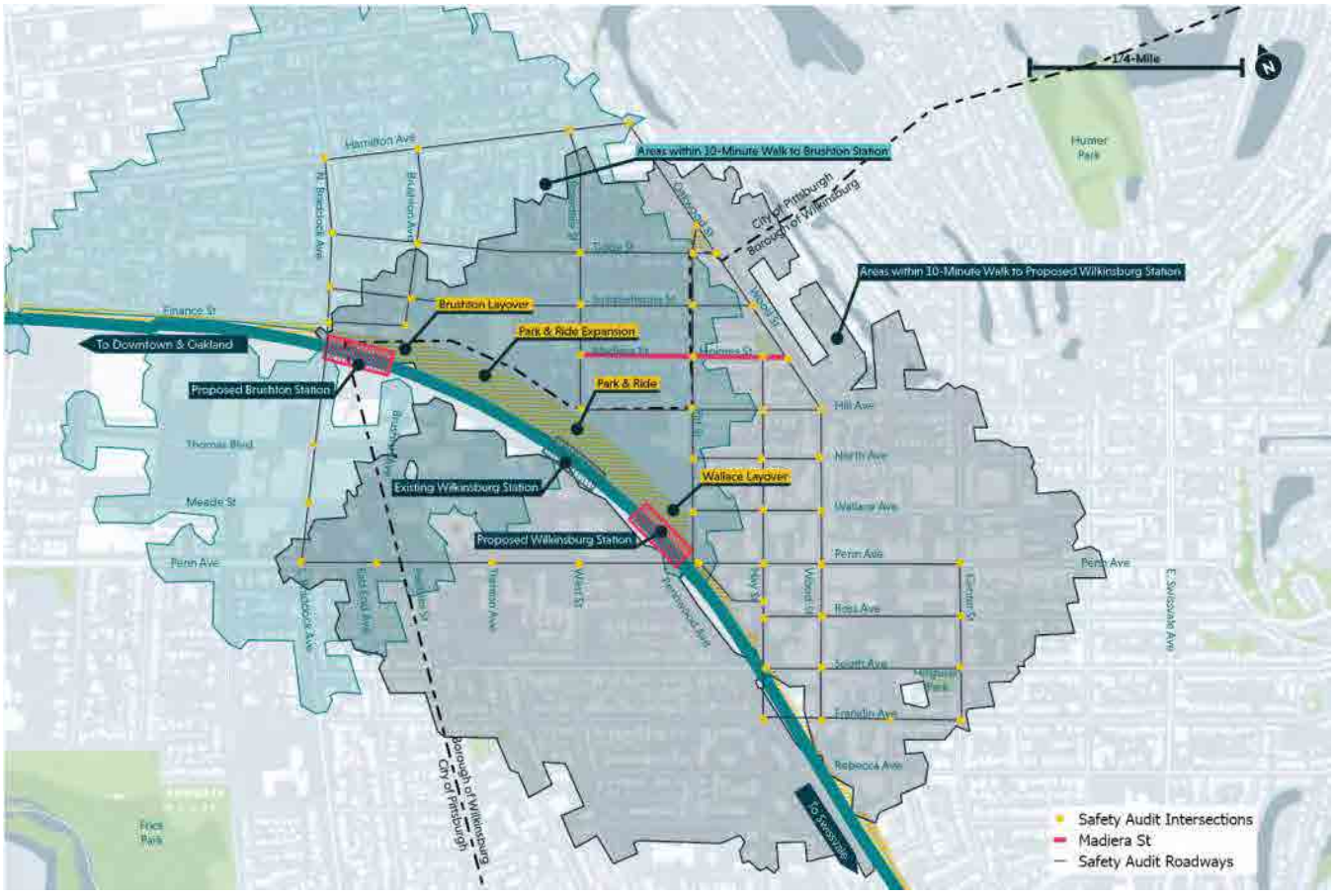






R11: Madiera St/Holmes St

General Roadway Information	**Roadway**	**Madiera Street/Holmes Street**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	None



R11: Madiera St/Holmes St Photos



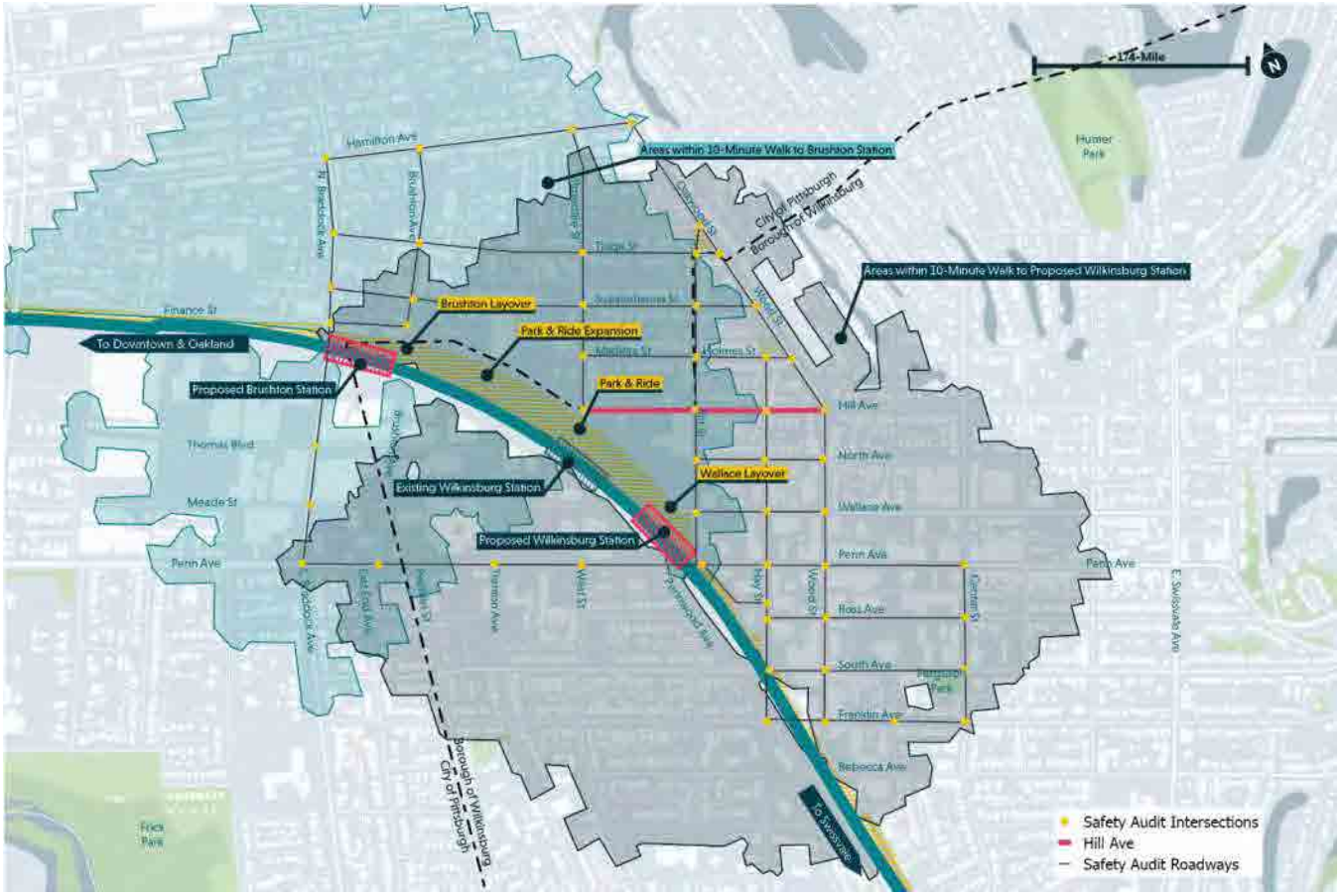




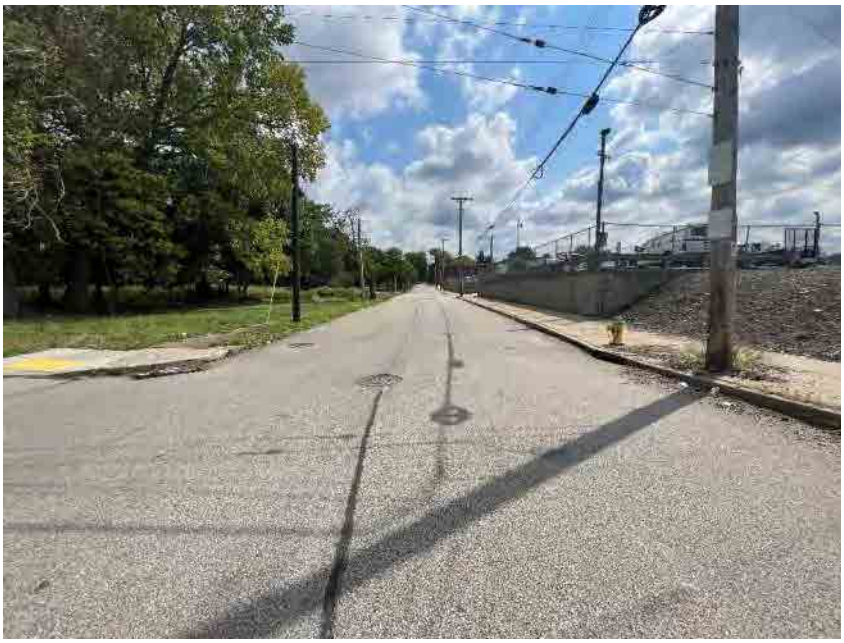


R12: Hill Ave

General Roadway Information	**Roadway**	**Hill Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	None



R12: Hill Ave Photos



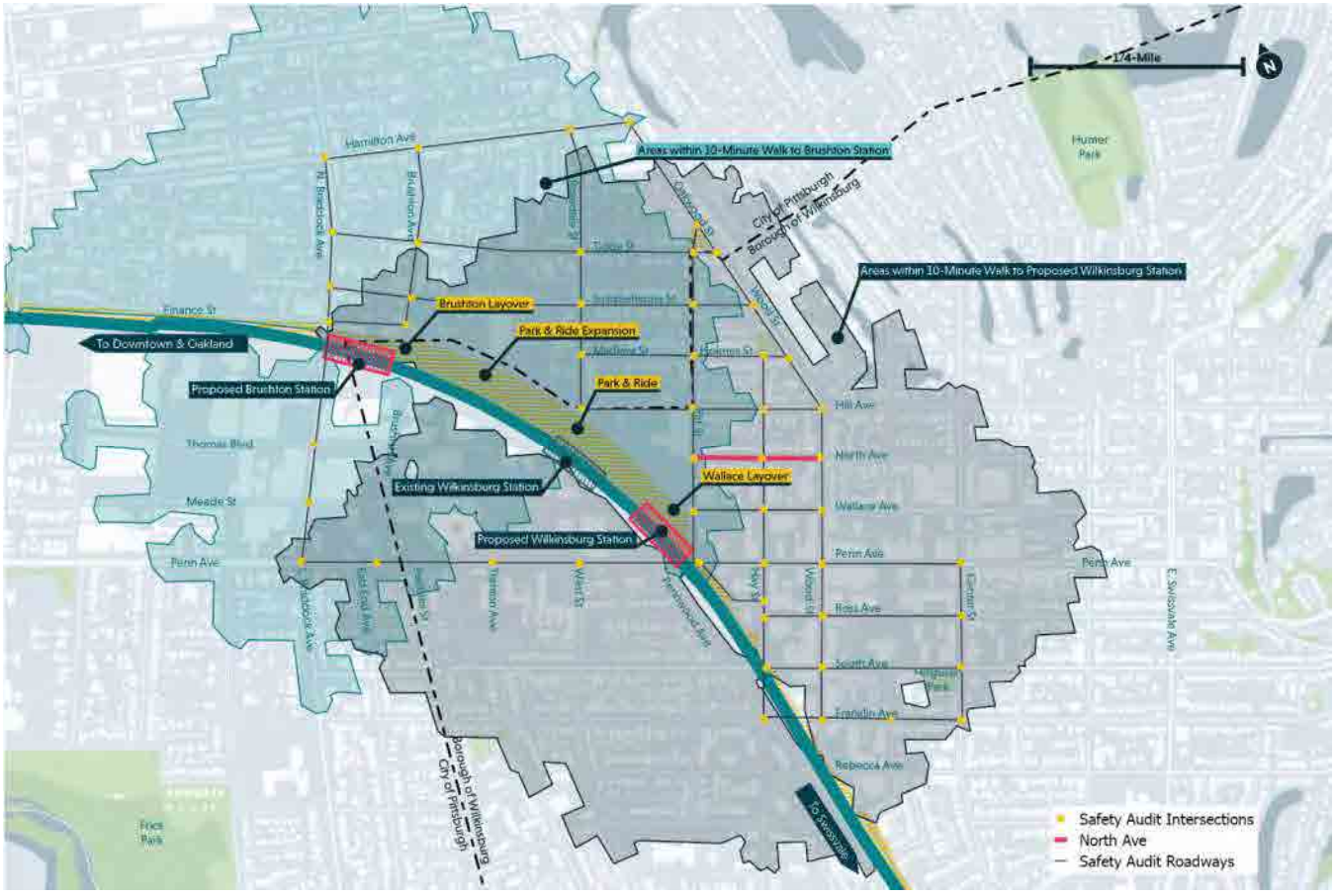






R13: North Ave

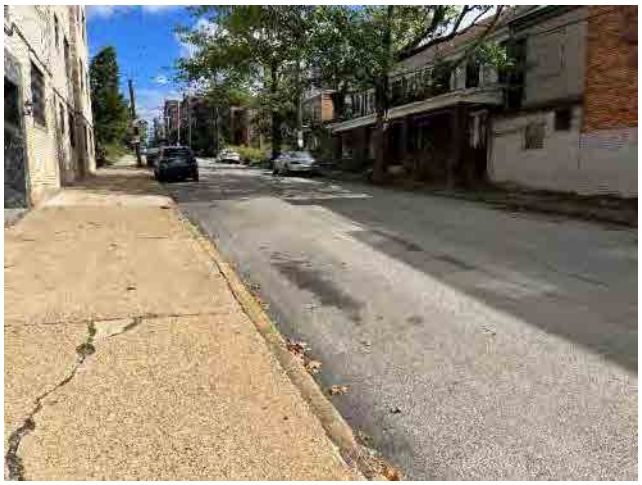
General Roadway Information	**Roadway**	**North Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	3 Transit Stops
	Bicycle Accommodations	None



R13: North Ave Photos



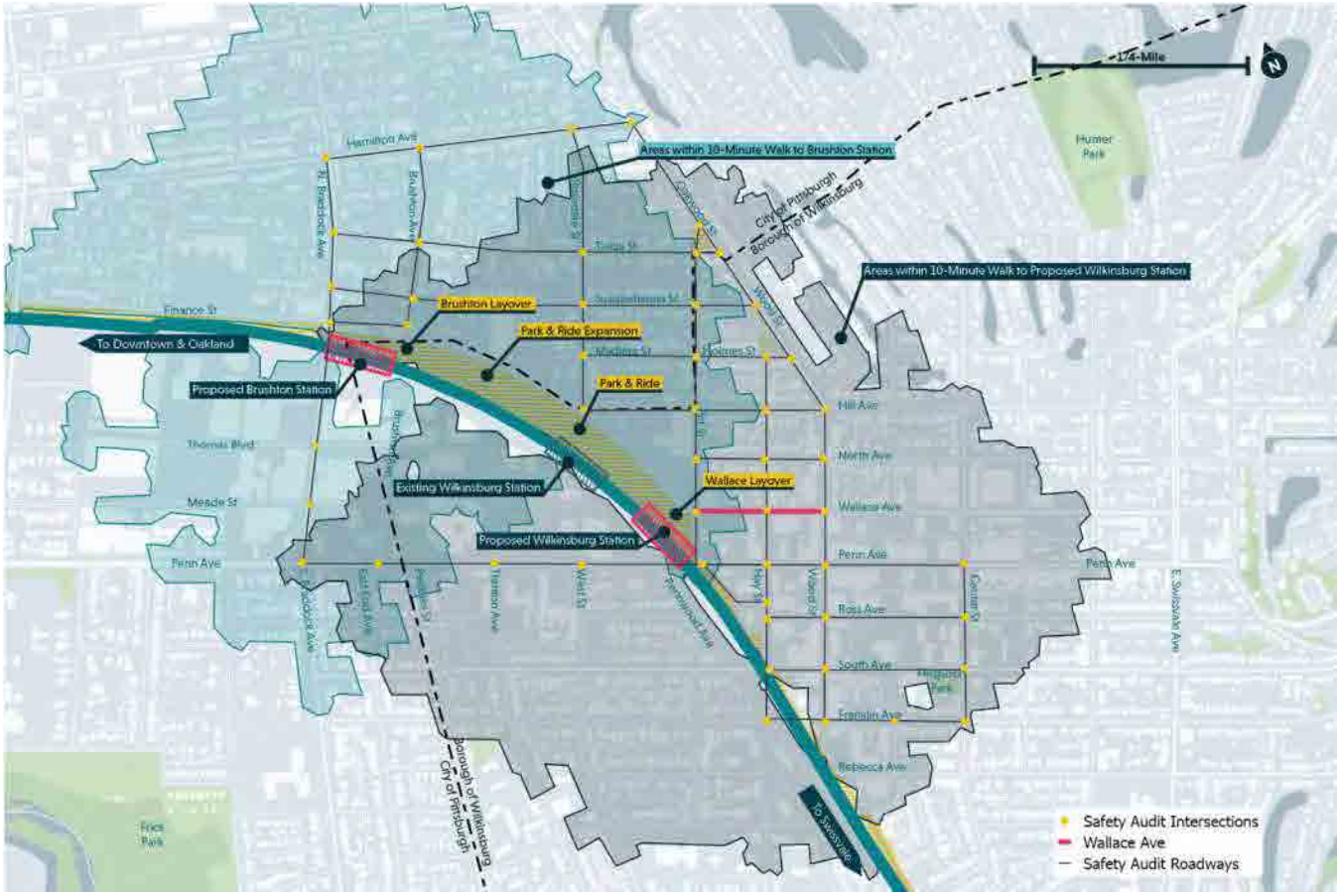






R14: Wallace Ave

General Roadway Information	**Roadway**	**Wallace Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	3 Transit Stops
	Bicycle Accommodations	None



R14: Wallace Ave Photos

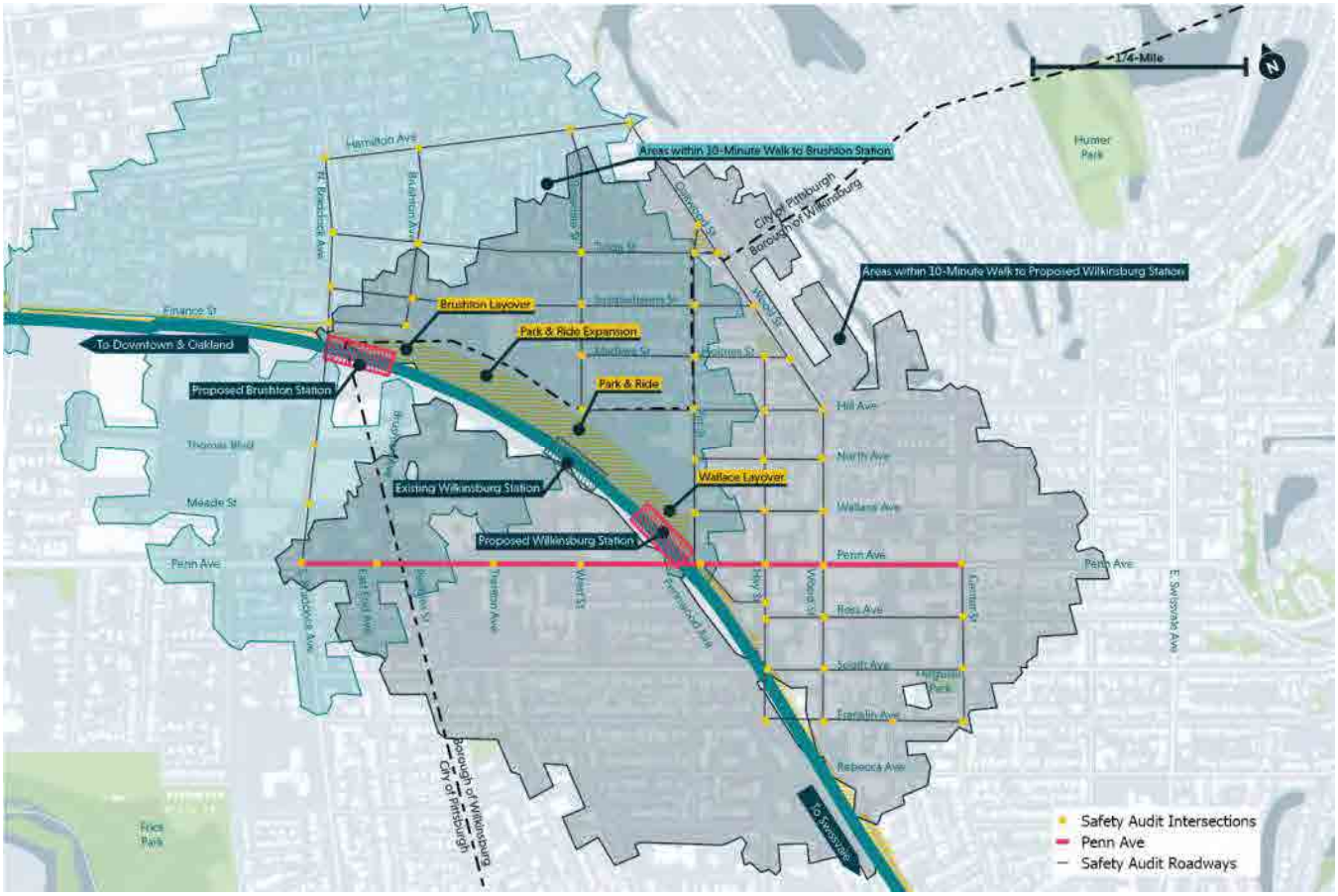






R15: Penn Ave

General Roadway Information	**Roadway**	**Penn Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	8 Transit Stops
	Bicycle Accommodations	None



R15: Penn Ave Photos



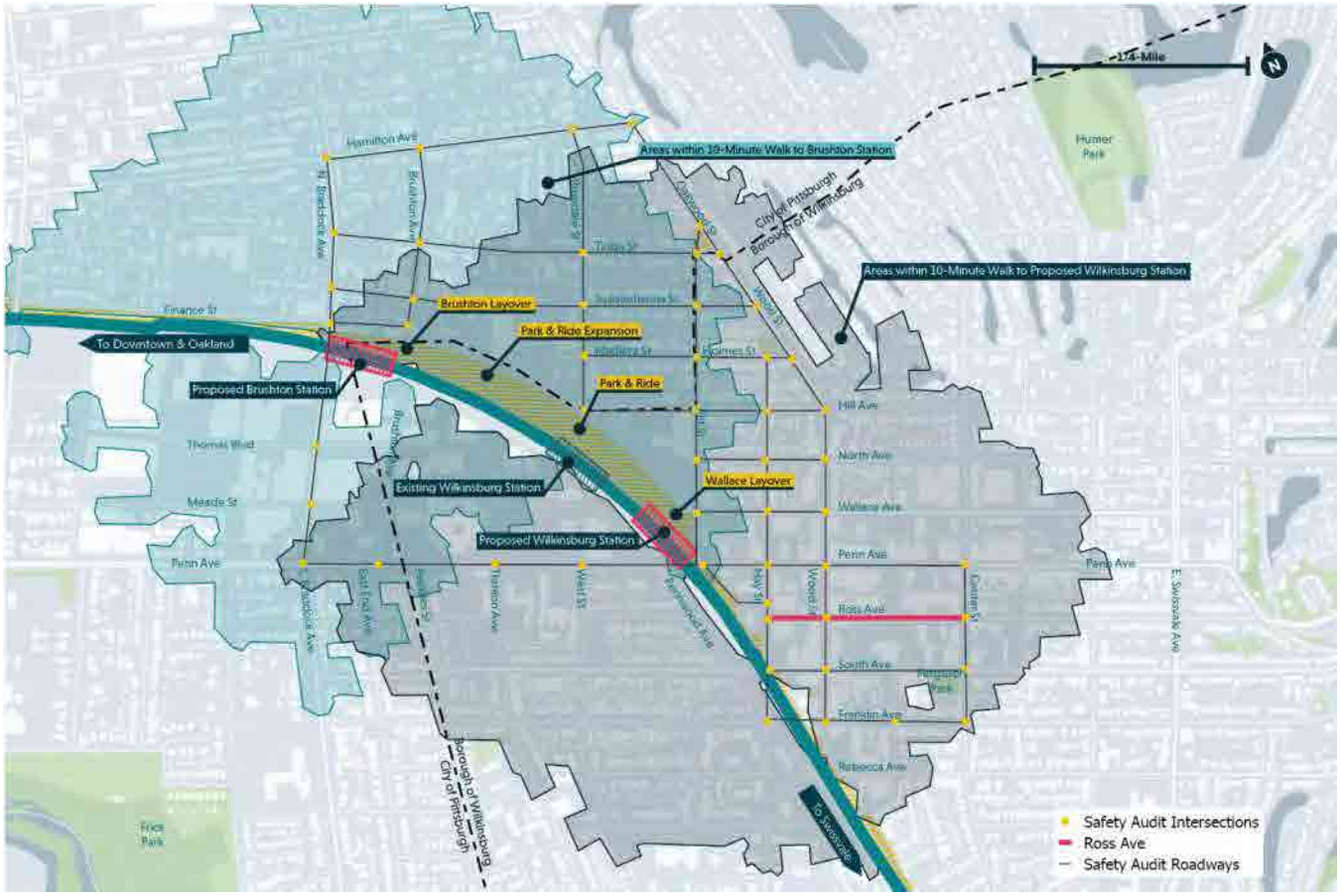






R16: Ross Ave

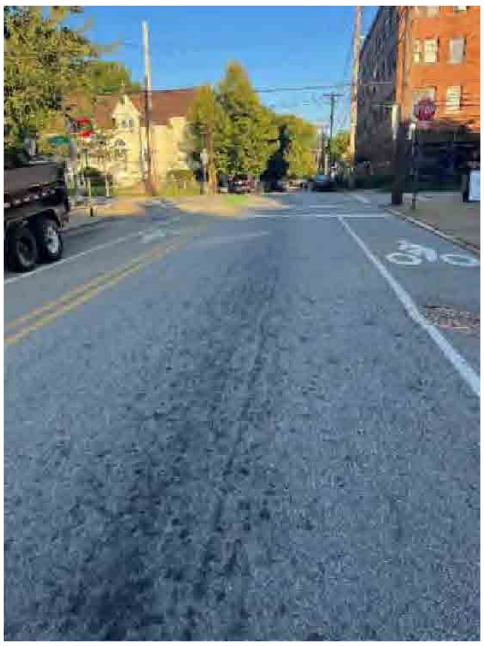
General Roadway Information	**Roadway**	**Ross Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	3 Transit Stops
	Bicycle Accommodations	Bike lanes (and shared lane for a portion of the roadway segment)



R16: Ross Ave Photos



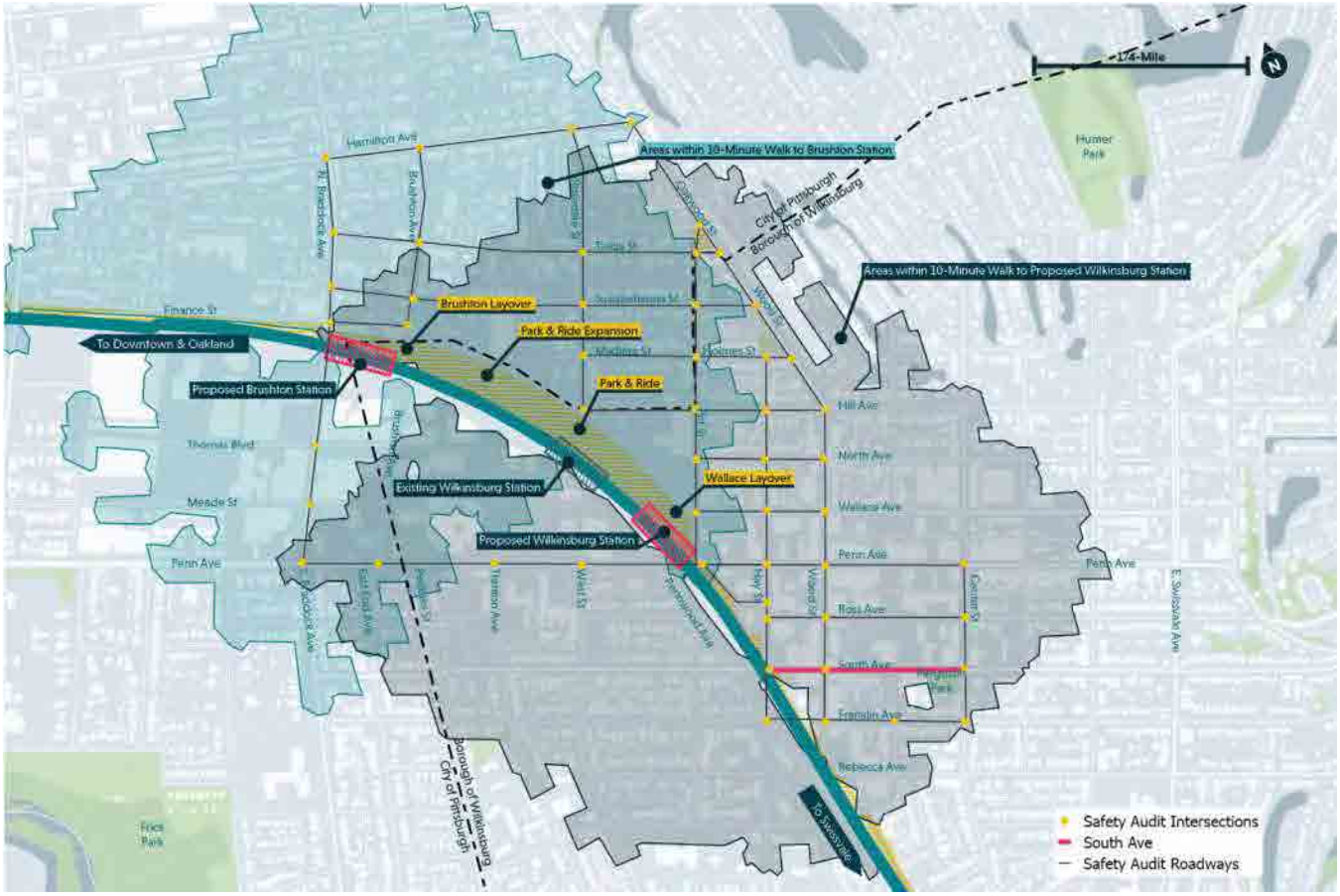






R17: South Ave

General Roadway Information	**Roadway**	**South Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street.
	Transit Stops	3 Transit Stops
	Bicycle Accommodations	On-street bicycle route



R17: South Ave Photos



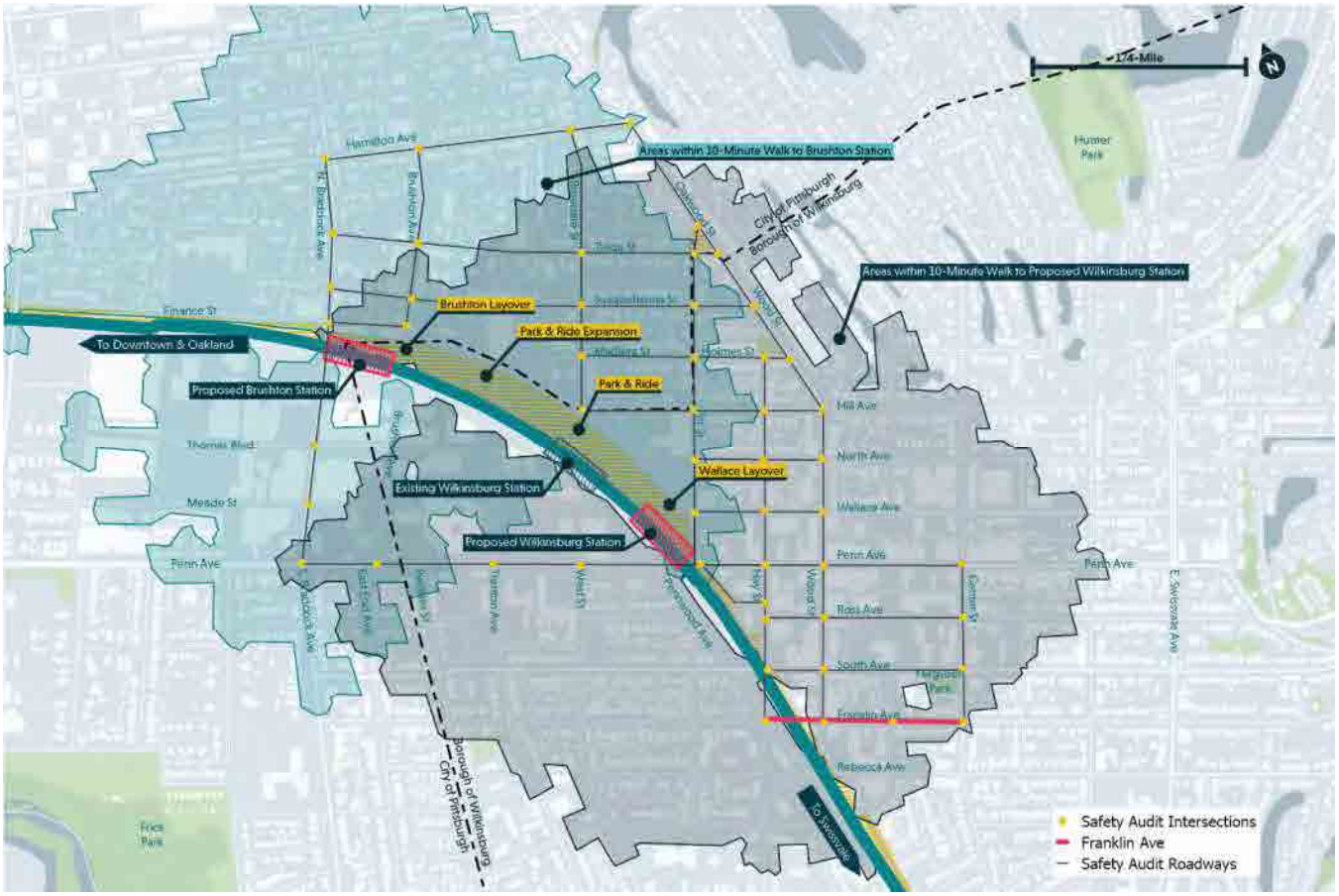






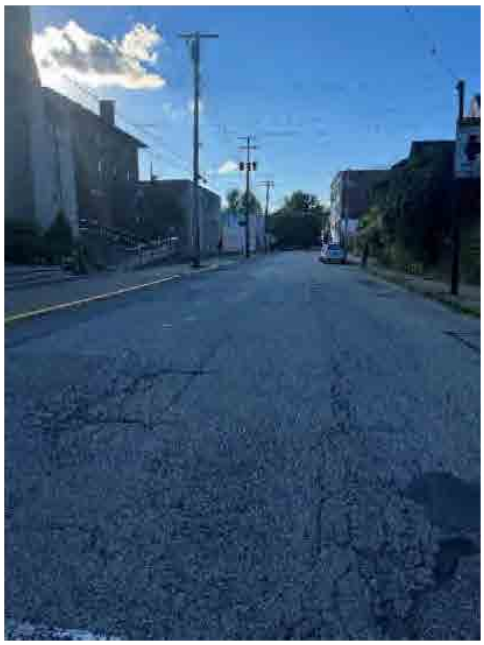
R18: Franklin Ave

General Roadway Information	**Roadway**	**Franklin Avenue**
	Sidewalks	There are continuous sidewalks down both sides of the street. Franklin Avenue does not cross the East Busway.
	Transit Stops	4 Transit Stops
	Bicycle Accommodations	None



R18: Franklin Ave Photos











Pittsburgh Regional Transit