



PITTSBURGH, PA

TOTAL POPULATION

306,211

POPULATION DENSITY

5540

TOTAL AREA (sq. miles)

55.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES

16

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Pittsburgh
Arterial Streets with Bike Lanes	45%	20%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	8%
Public Education Outreach	GOOD	GOOD
% of Schools Offering Bicycling Education	43%	10%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	VERY
Active Bicycle Advisory Committee	YES	NO
Bicycle-Friendly Laws & Ordinances	SOME	YES
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	PER 100K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3/10

KEY OUTCOMES

	Average Silver	Pittsburgh
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	1.38%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	NO DATA
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	2.8
PUBLIC RATING	SILVER	BRONZE



- » Adopt a Complete Streets policy and offer implementation guidance.
- » Arterial roads such as Fifth/Forbes Aves in Oakland and Uptown, Centre Ave, E Carson St, Panther Hollow Rd and Strip District/Smallman St are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks or buffered bike lanes. Shared lane markings (Sharrows) should only be used on low speed roads.
- » Support BikePGH's new City Cycling education program.
- » Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding

neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the existing Safe Routes to School program to all schools.

- » Dedicate more staff time to bicycle planning and programming.
- » Appoint an official Bicycle Advisory Committee.
- » Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community.