

MAYOR GAINES'S VISION ZERO ANNUAL MEMO

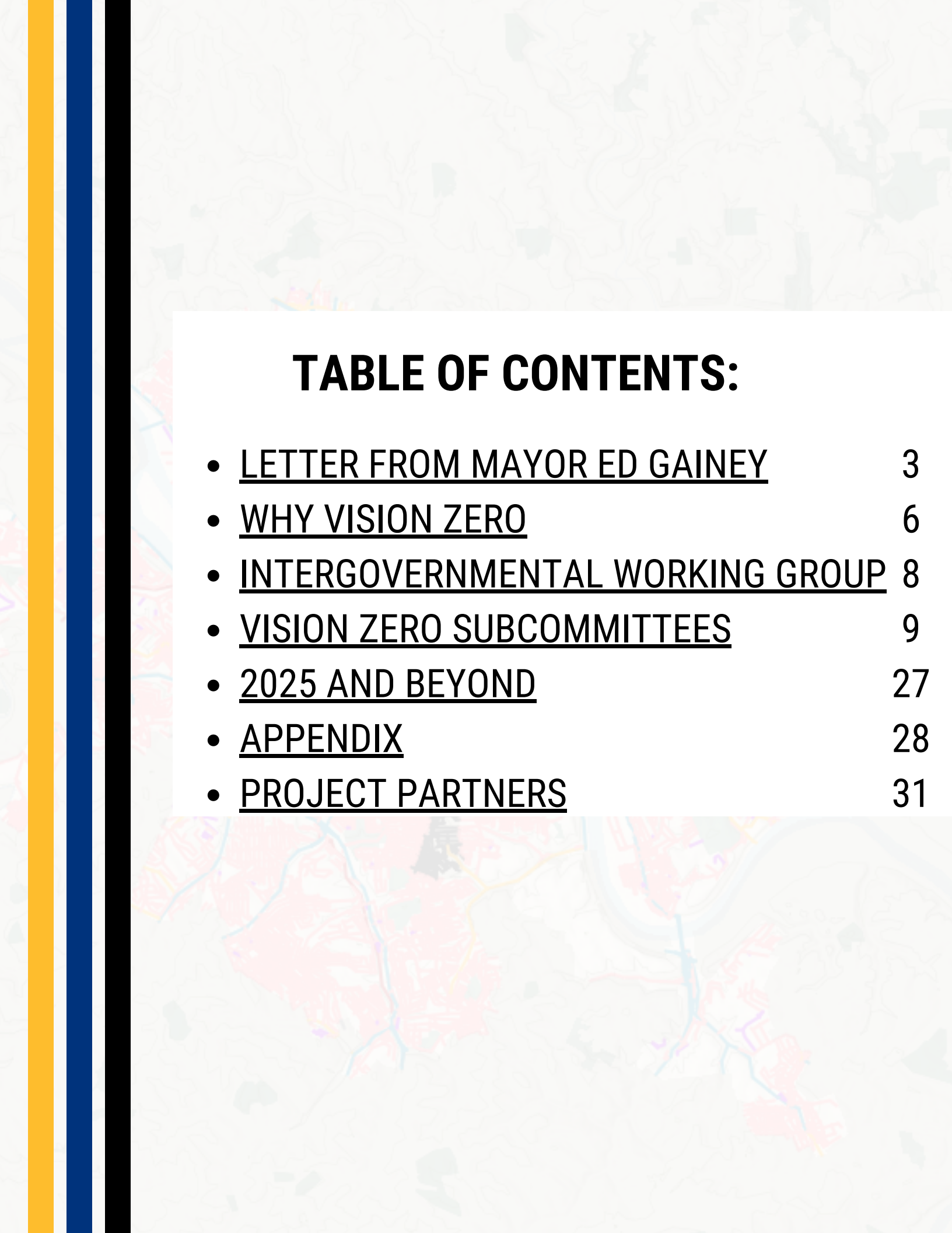
**VISION
ZERO
PITTSBURGH**





TABLE OF CONTENTS:

• <u>LETTER FROM MAYOR ED GAINES</u>	3
• <u>WHY VISION ZERO</u>	6
• <u>INTERGOVERNMENTAL WORKING GROUP</u>	8
• <u>VISION ZERO SUBCOMMITTEES</u>	9
• <u>2025 AND BEYOND</u>	27
• <u>APPENDIX</u>	28
• <u>PROJECT PARTNERS</u>	31



LETTER FROM MAYOR ED GAINEY

March 2025

Dear Pittsburgh Residents,

I am excited to present a year one report on Pittsburgh's Vision Zero initiative. As Mayor, I am committed to ensuring that our city becomes a place where every resident and visitor can move freely, safely, and confidently, whether you are a driver, pedestrian, cyclist, or transit rider. Our Vision Zero goal is clear: **we will eliminate all traffic-related fatalities and serious injuries on Pittsburgh streets.**

Over the past year, we've made real progress toward this bold goal. We've broken down silos—both inside city government and with partner agencies—to make sure we're delivering the critical safety improvements our neighborhoods need. From redesigning dangerous intersections to building better sidewalks and bike lanes, we're using data and listening to all of you to make our streets safer for everyone.

In just 12 months we have:

- 1. Sustained Unprecedented Levels of Investment For Safer Streets:** We've seen that where we install traffic calming measures, vehicle speed decreases by an average of 7 miles per hour and the number of vehicles speeding is reduced by **55%**. When we replace a traffic signal, crashes are reduced by **33%**. **We need to scale up our measures and quickly.** In the 2024 budget, we increased funding for traffic calming projects by **146%**, an unprecedented level of investment that we sustained in 2025. This funding will allow us to reach communities that we have identified as high-risk for crashes, implementing traffic calming measures more quickly, and creating safer streets for residents.

2. Kick-Started Automated Red Light Enforcement (ARLE): 35% of serious injury and fatal crashes in the City involve red light running. Automated red-light enforcement is proven to reduce crashes at intersections and save lives. Just as importantly, this program will free-up police officers to focus on other duties, while ensuring drivers who run red lights and risk the safety of others are ticketed accordingly. Prior attempts to get an ARLE system off the ground were unsuccessful, but with renewed interest and energy under Vision Zero, our Department of Public Safety, Department of Mobility and Infrastructure, and partners at the Pittsburgh Parking Authority are set to procure the City's first ever ARLE Program. This work is only possible because of leadership and collaboration with City Council and the Pennsylvania Department of Transportation.

3. Expanded Education and Awareness around Street Safety: We all have a role to play in safety, and education plays a vital role in changing behaviors. By working with our Safe Routes to School team, we have focused on teaching young residents and their families about traffic safety. We are excited to expand our education work by launching a Vision Zero Community Agreement, where residents and visitors agree to travel throughout our city safely. I invite you to sign the agreement today:

<https://engage.pittsburghpa.gov/vision-zero/vision-zero-community-agreement>.

4. Used Data-Driven Decision Making: Did you know that **83%** of serious injury crashes and **76%** of fatal crashes happen on only **10%** of our roadways? With the creation of our High Injury Network, we now know exactly where, down to the block level, to prioritize our investments to improve safety. By using data to drive our decision-making, we can prioritize our limited resources where they can do the most good to protect and save human lives.

5. Cultivated Critical Partnerships: Achieving a Vision Zero reality will take partnerships both within city government and outside of it. Luckily, we are not alone in this fight. We continue to work closely within city government and outside of it with Allegheny County, the Pennsylvania Department of Transportation, the Southwestern Pennsylvania Commission, Pittsburgh Parking Authority, the Complete Streets Advisory Group, and others to ensure that Vision Zero has the resources and support it needs to succeed. These organizations heard our call to action and showed up with their time and expertise. I applaud all those who have come together in the first year of our Vision Zero Program and know that as we move forward, many more will join us. While the progress we have made is encouraging, we know there is much more work to be done. Traffic fatalities and serious injuries still impact far too many families in our community. That's why we're doubling down on our efforts in the coming year, focusing on further improving infrastructure, increasing enforcement through automated means, and amplifying our educational outreach.

As we continue to pursue Vision Zero, I ask each of you to join me in this movement. Whether you're behind the wheel, on the bus, or waking or rolling, we all have a role to play in making Pittsburgh's streets safer for everyone. Together, we can make our city a safer, more welcoming place for all who live, work, and visit here.

Thank you for your continued support and commitment to Vision Zero.



Sincerely,
Ed Gainey
Mayor, City of Pittsburgh

A handwritten signature in blue ink, which appears to read "Ed Gainey". The signature is stylized with a large, sweeping "E" and a long, horizontal stroke at the end.

WHY VISION ZERO?

An average of 20 people are killed in traffic crashes in our city each year. Each one of these losses' ripples through our community.

Vision Zero is a worldwide movement to end traffic fatalities and serious injuries. Following the principles that traffic deaths are unacceptable and preventable, a commitment to Vision Zero reflects a shift to making safety the absolute priority of the transportation system. Vision Zero acknowledges that humans are vulnerable, will inherently make mistakes, and that we need to have a holistic approach to improving roadway safety. This means using every tool in our toolbox, from roadway design to improved education, and even vehicle safety standards.

Our Commitment

Officially committing to Vision Zero in March of 2024, Pittsburgh has joined Bethlehem, Harrisburg, Lancaster, and Philadelphia in working to end traffic fatalities and serious injuries in Pennsylvania.

The City of Pittsburgh is committed to the ambitious goal to end all traffic fatalities and serious injuries on roadways within our city. We know that this change will not happen overnight. A safe and equitable transportation system is a shared responsibility and requires multiple agencies and all roadway users to work together.

Led by Mayor Gainey and Councilmember Warwick, Pittsburgh passed a **resolution** in 2024 formally endorsing Vision Zero as the comprehensive approach to achieve our goals, as well as forming an intergovernmental working group to holistically address root causes of traffic fatalities.



Mayor Gainey at a press conference for the launch of Vision Zero.

Intergovernmental Working Group

Pittsburgh's Vision Zero Intergovernmental Working Group launched in April of 2024 and continues to meet quarterly. This working group includes Director-level leadership from the Mayor's Office, City Council, the Department of Mobility and Infrastructure (DOMI), the Department of Public Works (DPW), the Law Department, the Office of Management and Budget (OMB), the Department of City Planning (DCP), the Department of Public Safety, Pittsburgh Bureau of Police (PBP), the Department of Innovation and Performance (I&P), Allegheny County, Pittsburgh Parking Authority, Southwestern Pennsylvania Commission (SPC), the Pennsylvania Department of Transportation (PennDOT), and Pittsburgh Regional Transit.

The purpose of the working group is to ensure:

- Shared, clear understanding of each participating department or agency's action items in both the short and long-term
- Clear plan and timeline from each department on how they will work to implement their action items, along with budgetary asks, if necessary
- Clear plan of what each participant should do or achieve coming out of the meeting, if applicable, with specific deadlines
- Identified challenges or conflicts, escalated for problem solving

This working group sets the vision and assigns work to representatives participating in smaller subcommittees made up of department and/or agency staff to ensure priorities have dedicated capacity.

Vision Zero

Subcommittees

The Intergovernmental Working Group directed the creation of four priority subcommittees to get the Vision Zero program off the ground. The subcommittees are: Enforcement; Budget; Education, Engagement, and Communications; and Fatal Crash Response. These subcommittees include City of Pittsburgh departments and external agencies, where appropriate, and have monthly meetings to stay on top of their respective work.

The following pages will break down the work of each subcommittee into greater detail. The statuses are grouped by:

- Completed: work has been completed for that task
- On track for 2025: the task is a 2025 goal and is on pace for completion
- In progress: the task is being worked on, but not likely to be completed in 2025
- Not yet started: the task is a goal, but work has not yet begun

Enforcement

The Enforcement subcommittee works to improve the enforcement of illegal and dangerous behaviors that are shown to cause fatal crashes and serious injuries. These behaviors include, but are not limited to: speeding, running red lights, aggressive driving, parking on sidewalks, blocking bus or bike lanes, and making illegal turns. Staff from the **Mayor's Office, City Council, OMB, DOMI, PBP, Public Safety, I&P**, and the **Pittsburgh Parking Authority** are all members of this subcommittee. The following chart shows action item updates from the Enforcement Subcommittee:

1 – Automated Red Light Enforcement (ARLE)

ID	Task	Status	Team Leads
E-1.1	Pass legislation authorizing ARLE at the local level	Completed	Mayor's Office, City Council, DOMI, Public Safety, PBP, Pittsburgh Parking Authority
E-1.2	A Request for Proposals to secure a vendor for the ARLE system	On track for 2025	Mayor's Office, City Council, DOMI, Public Safety, PBP, OMB, Pittsburgh Parking Authority
E-1.3	Launch an ARLE Pilot Program to multiple locations across the City	On track for 2025	Mayor's Office, City Council, DOMI, Public Safety, Pittsburgh Parking Authority, PennDOT

2 – Education and Enforcement Pilot

ID	Task	Status	Team Leads
E-2.1	Meet with SaferTogether Coordinators to discuss engagement and traffic safety issues in each Zone	Completed	Mayor's Office, Public Safety, PBP
E-2.2	Meet with Zone Councils to engage them and garner support and volunteers for the pilot program	On track for 2025	Mayor's Office, Public Safety
E-2.3	Launch the pilot program in all 6 zones with the support of SaferTogether coordinators, PBP, and Zone Council community leaders	On track for 2025	Mayor's Office, Public Safety, PBP

3 – Expanded data collection

ID	Task	Status	Team Leads
E-3.1	Meet with the Commander of Zone 2 on a quarterly basis to discuss trends in serious injury crashes, as well as any that involved vulnerable road users (pedestrians, cyclists, etc.)	On track for 2025	Mayor's Office, DOMI, Public Safety, PBP

4 – State approval of enforcement

ID	Task	Status	Team Leads
E-4.1	Advocate for Automated Speed Enforcement and other kinds of enforcement that is not currently allowable by the State	Not yet started	Mayor's Office, City Council, DOMI, Public Safety, external advocacy groups
E-4.2	Compile priority locations for additional enforcement efforts	In progress	DOMI

Budget Subcommittee

The **Budget Subcommittee** was created to ensure that the City maximizes opportunities to fund Vision Zero initiatives. It consists of staff from the **Mayor's Office, City Council, OMB, DOMI, and DCP**. The following chart shows action item updates from the Budget Subcommittee:

1 – Grants Process

ID	Task	Status	Team Leads
B-1.1	Implemented opportunities for improvement such as a centralized SharePoint tracker, strict go/no-go deadlines, and protocol for communication of grant awards	Completed	DOMI, OMB
B-1.2	Presented the budget to the Complete Streets Advisory Group who drafted and submitted a letter of support to City Council	Completed	Mayor's Office, DOMI, OMB
B-1.3	Working with OMB to find a sustainable path for departments to meet local match requirements for grants	In progress	Mayor's Office, DOMI, OMB, DCP

2 – Prioritizing Funding for Vision Zero

ID	Task	Status	Team Leads
B-2.1	Secured millions of dollars in grant funding in 2024 for Vision Zero initiatives	Completed and Ongoing	Mayor's Office, OMB, DOMI
B-2.2	Reserved \$2,975,000 in the 2025 capital and operating budgets for traffic calming, ARLE, and sidewalk repair	Completed and Ongoing	Mayor's Office, City Council, OMB, DOMI

3 – Capital Planning

ID	Task	Status	Team Leads
B-3.1	Ensure that DOMI's capital improvement plan is coordinated with grant funding and other projects, with safety as the key priority metric	In progress	OMB, DOMI

Education, Engagement, and Communications

The **Education, Engagement, and Communications** (EEC) subcommittee's vision is that everyone in Pittsburgh understands the impact of Vision Zero, feels bought into the need for a future with no fatal or serious injury crashes, and knows their role in achieving it. This subcommittee includes staff from the **Mayor's Office, City Council, OMB, DOMI, Public Safety, DCP, and Allegheny County**.

The EEC has identified the following themes as being essential to its vision:

- Clear and Consistent Communication
- Targeted outreach to those most impacted by traffic violence
- Vision Zero Ambassador Program
- Data-driven campaigns
- Engaging directly with community members
- Outreach to schools
- Vision Zero Integration

The following chart shows action item updates from the EEC Subcommittee:

1 – Engaging students and parents at local schools

ID	Task	Status	Team Leads
EEC-1.1	Designed a safety trifold for students and parents to learn about Vision Zero and road safety in general	Completed	Mayor's Office, DOMI, Public Safety
EEC-1.2	Community Safety Agreement	Completed	Mayor's Office, City Council, DOMI, Public Safety

2 – Engaging with DOMI’s Complete Streets Advisory Group (CSAG)

ID	Task	Status	Team Leads
EEC-2.1	The EEC will engage with CSAG to roll out the Community Agreement	On track for 2025	Mayor’s Office, City Council, DOMI
EEC-2.2	CSAG will assist the City to advocate for state legislative change on shared priorities	On track for 2025	Mayor’s Office, City Council, DOMI
EEC-2.3	CSAG will act as a sounding board for messaging to help make Vision Zero materials more impactful	On track for 2025	Mayor’s Office, DOMI
EEC-2.4	The newly elected CSAG Resident Chair will attend Vision Zero subcommittee meetings	On track for 2025	DOMI

3 – Community Ambassador Program

ID	Task	Status	Team Leads
EEC-3.1	The City will execute a grant agreement with the Department of Transportation for \$1.2 million in Safe Streets and Roads for All Grant funding	In progress	DOMI
EEC-3.2	The EEC will determine the scope of the Ambassador program	In progress	Mayor's Office, City Council, OMB, DOMI, Public Safety, DCP, Allegheny County
EEC-3.3	The program will launch and ambassadors will be hired to do outreach in priority neighborhoods	On track for 2025	Mayor's Office, DOMI

4 – Vision Zero Summit

ID	Task	Status	Team Leads
EEC-4.1	Host a Vision Zero Summit for Pittsburghers and neighboring residents to learn about the initiative and how they can get involved	On track for 2025	Mayor's Office, DOMI, BikePGH

5 – Communications and Integration

ID	Task	Status	Team Leads
EEC-5.1	Ensuring Vision Zero has its own brand and communications plan	Completed	Mayor's Office
EEC-5.2	Incorporating the Vision Zero Community Agreement into applications such as DOMI's traffic calming request portal	On track for 2025	Mayor's Office, DOMI, Parking Authority
EEC-5.3	Social media campaign to educate residents on traffic calming measures and Vision Zero	On track for 2025	Mayor's Office, DOMI

6 – Safe Driver Training

ID	Task	Status	Team Leads
EEC-6.1	Exploration of a mandatory safe driver Vision Zero training for city employees who are required to drive for their employment	In progress	Mayor's Office, Department of Human Resources
EEC-6.2	Launching the safe driver Vision Zero training	On track for 2025	Mayor's Office, Department of Human Resources, Public Safety, DOMI, DPW
EEC-6.3	Expanding the training to be optional for all City employees	On track for 2025	Mayor's Office, Department of Human Resources

7 – Community Toolkit

ID	Task	Status	Team Leads
EEC-6.1	Draft a community toolkit to empower residents to implement quick-build traffic calming	Not yet started	Mayor's Office, DOMI
EEC-6.2	Work with residents on community-led projects to achieve traffic calming in their neighborhoods	Not yet started	Mayor's Office, DOMI, external community partners

Fatal Crash Response Team

Every loss of life on streets in our city is worth a moment of reflection and study. The Fatal Crash Response Team responds in-person to all fatal crashes within the City of Pittsburgh, within two weeks of the crash occurring.

Following the initial investigation by police, a multidisciplinary team including staff from the **Mayor's Office, PBP Collision Investigation Unit, DOMI, OMB, DPW, the SPC, and the County or PennDOT** depending on the ownership of the road. The Team visits the site of the crash in similar conditions and identifies possible safety interventions, as well as any educational or behavioral outreach needed. The following chart shows action item updates from the Fatal Crash Response Team:

1 - Fatal Crash Processes

ID	Task	Status	Team Leads
FC-1.1	Set up protocol for when a fatal crash happens and timeline for response	Completed	Mayor's Office, Public Safety, DOMI
FC-1.2	Develop and implement a standardized questionnaire to go through at each site visit	Completed	Mayor's Office

2 – Transparency and Communications

ID	Task	Status	Team Leads
FC-1.1	Formalized communications around fatal crashes and site visits	Completed	Mayor's Office, Public Safety
FC-1.2	Update information and action items from the site visit on the Vision Zero EngagePage	Completed and Ongoing	Mayor's Office, Public Safety, DOMI

Fatal Crash Team Site Visits

The **Fatal Crash Team** has completed site visits to the following locations. The site visit action items, along with responsible departments and/or agencies, are outlined on the following pages. Identified revisions are completed within six months of the site visit.

Boulevard of the Allies and Marion St (2024)

Task	Status	Team Leads
Yellow hatching for the emergency only left-turn lane	Completed	PennDOT
Additional left and U-turn restriction signs, as well as a "no turn" advance sign	Completed	PennDOT

Boulevard of the Allies and Grant St (2024)

Task	Status	Team Leads
Checked and adjusted the signal timing for cycle optimization	Completed	DOMI

S Dallas and Reynolds St (2024)

Task	Status	Team Leads
Added a 3 second leading pedestrian interval at all crosswalks	Completed	DOMI
Added no turn on red signage at all four approaches	Completed	DOMI

Rosedale and Tacoma Streets (2024)

Task	Status	Team Leads
Add a stop sign and bar for the Tacoma street approach	Completed	DOMI
Add a crosswalk for pedestrians crossing Tacoma at Rosedale	Completed	DOMI
Confirm the streetlight at the intersection is in good operating condition	Completed	DOMI

Beaver Ave and Chateau St (2024)

Task	Status	Team Leads
Additional signage indicating the left most lane is a TURN ONLY lane	On track for 2025	DOMI
Chevron curve signage around the U-turn ramp	On track for 2025	DOMI
Confirming streetlight function	On track for 2025	DOMI

Terrace and Darragh Streets (2024)

Task	Status	Team Leads
Change all red flashing to stop & go	Completed	DOMI
No turn on Red on all 4 approaches	Completed	DOMI
Added a 3 second leading pedestrian interval at all crosswalks	Completed	DOMI

Paulson Ave and Rowan St (2025)

Task	Status	Team Leads
Advance curve warning sign	Completed	DOMI
Advisory speed limit sign and chevron arrows	Completed	DOMI

Pride St and Forbes Ave (2025)

Task	Status	Team Leads
Push back the stop bar on Pride St	Completed	DOMI
No Turn on Red sign on the Pride St light	Completed	DOMI

Windgap and Chartiers Avenues (2025)

Task	Status	Team Leads
Upgrade stop signs as needed	Completed	DOMI
Add "allway" plaques to the stop signs as needed	Completed	DOMI

2025 AND BEYOND

Mayor Gainey and the **City of Pittsburgh** are dedicated to the goal of **ending traffic fatalities** and serious injuries. A **Vision Zero** reality will not happen overnight, but through continued collaboration with City departments, external agencies, and community partners. We have made marked progress in our first year using entirely staff and department capacity.

In addition to sustaining on-going work, our 2025 Goals include:

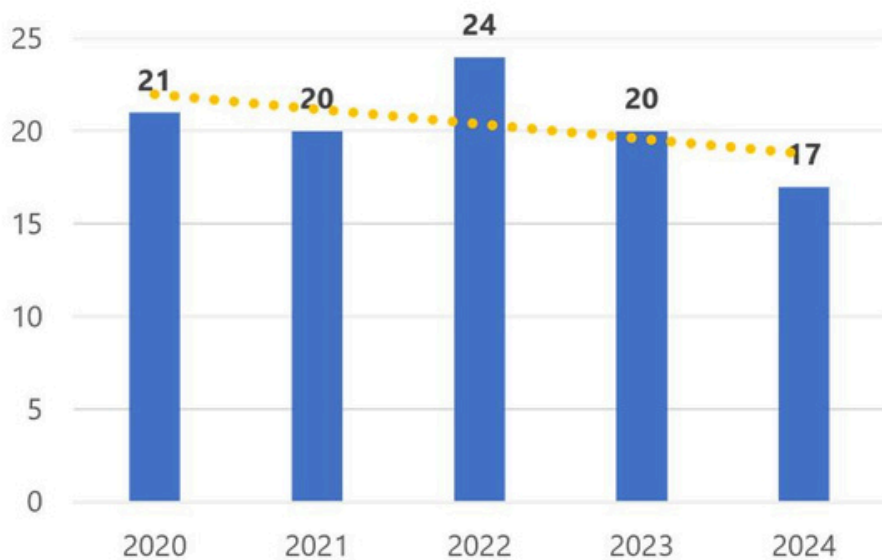
- Hosting a **Vision Zero Summit** with **BikePGH** in the Fall of 2025
- Drafting and submitting a **Vision Zero budget ask** for 2026 that is cross-departmental
- Expanding the reach of Fatal Crash Response group by reviewing **serious injury crashes in high-crash police zones**, with intent to expand city wide
- Establishing a subcommittee focused on **policy and legislative priorities**

As we continue to learn more about what is most impactful locally, we will take time to reflect and revise our plans where appropriate. Our intention is to continue to expand our Vision Zero programs and partnerships each year to get to zero. We look forward to the continuous improvement of our Vision Zero framework and finding further collaboration with external agencies, organizations, and community members to achieve our goal.

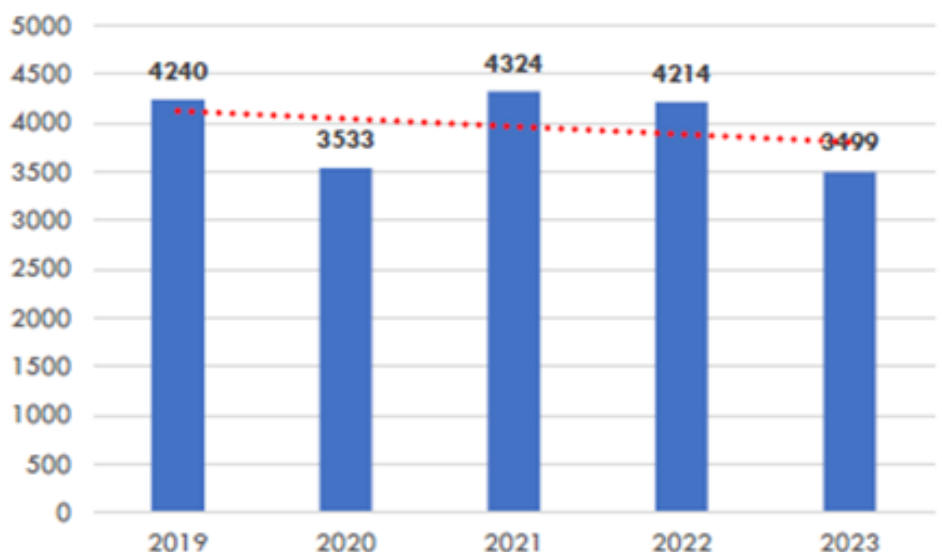
APPENDIX

The following charts are pulled from DOMI's 2023 Crash Report. Due to delays in data, the full set of 2024 numbers will not be available until summer of 2025.

Fatal Crashes



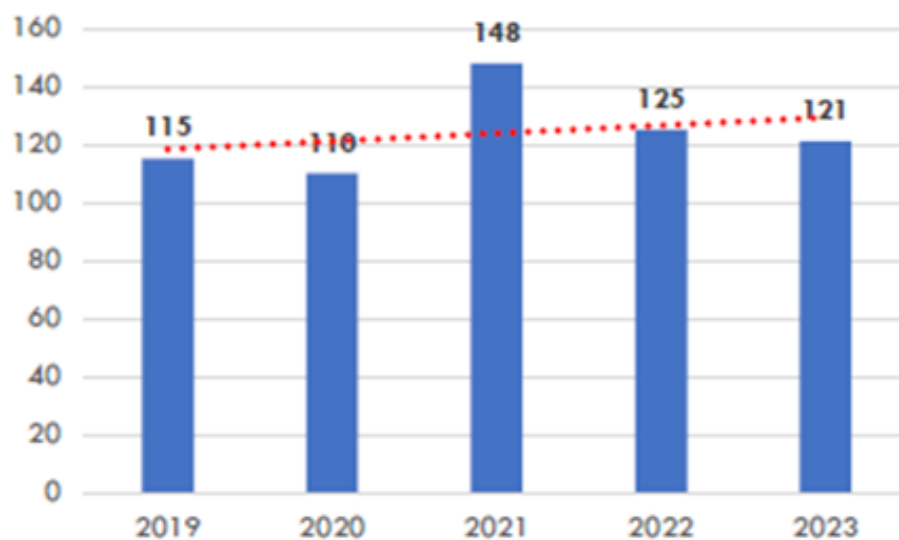
Total Crashes



APPENDIX

The following charts are pulled from DOMI's 2023 Crash Report. Due to delays in data, the 2024 numbers will not be available until summer of 2025.

Serious Injury Crashes

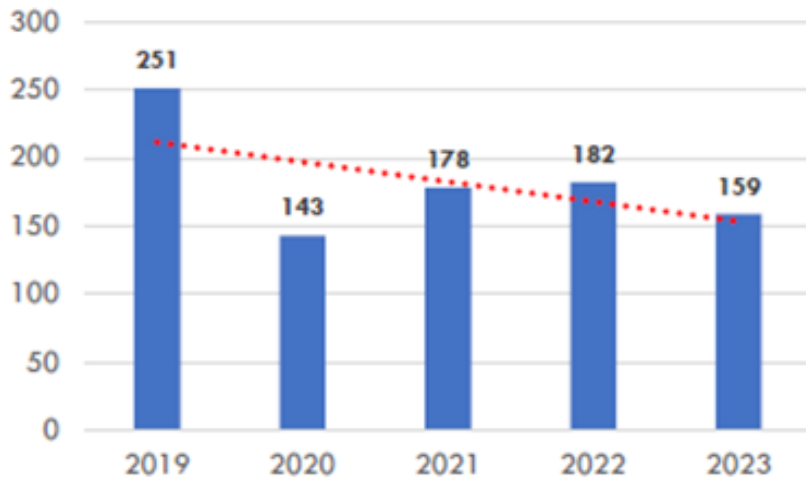


While total crashes have declined over the last five years, serious injury crashes have continued to trend upward.

APPENDIX



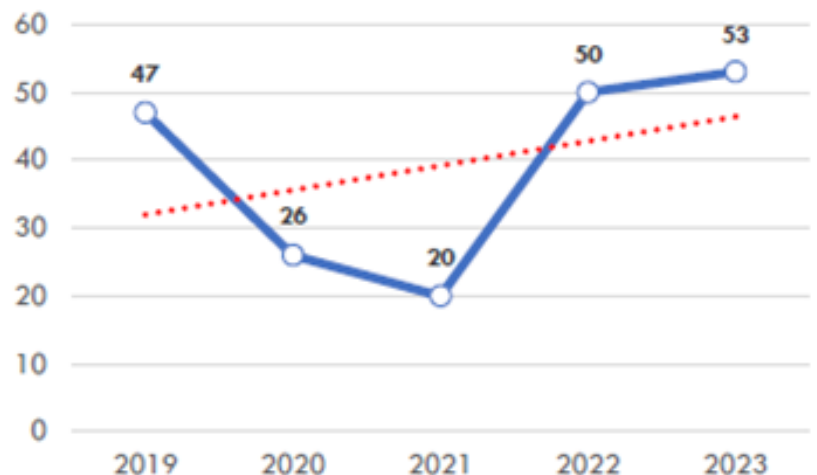
Pedestrian Crashes



Pedestrian crashes decreased by 13% in 2023, reversing a post-COVID upward trend.



Bicycle Crashes



Alarming bicycle crashes continued a post-COVID upward trend. Bicycle crashes have increased over 100% since 2021.

PARTNERS





THE CITY OF
PITTSBURGH