

**BIKE
PGH!**



Bicycling and Walking in Pittsburgh 2022

A Snapshot of Trends and Statistics

Introduction



Pittsburgh's streets were laid out well before the motor vehicle became the dominant driver of urban planning. Since the founding of the City, Pittsburghers have traversed the city by foot. Our dense business districts and vast network of sidewalks and city steps are products of this history. As other cities have surrendered their streets to the motor vehicle, we have maintained one of the highest walking commuter rates in the nation.

Pittsburghers who use bicycles have not been so lucky. However over the past couple decades things have changed, starting with the installation of the river trail system in the late 90's and the first "modern" bike lane in 2007. Since then, the number of Pittsburghers who have taken to cycling has been astounding, especially for a city with hills and less than ideal weather. We're now nationally recognized with having the second fastest 20-year growth in bike commuters in the United States, and a world class trail network that connects to the nation's capital. Not bad for a city that was ranked "Worst City in the US to ride a bike" in the mid-90s.

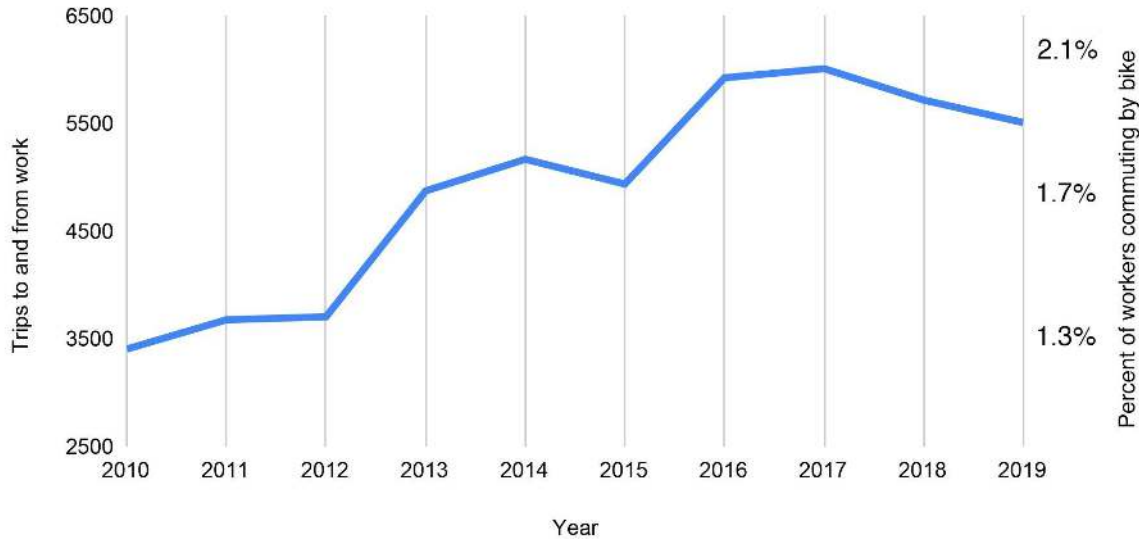
However, not all is rosy and we still have major problems to deal with. Decades of car dominance has made many of our neighborhoods dangerous to get around, namely the lower-income communities who rely the most on walking, transit and biking. Pedestrians account for a third of all traffic fatalities and serious injuries. Our bicycling network is disconnected and disjointed and seems to disappear when you need it the most, excluding residents from the joys of affordable and healthful transportation.

This document is a first of its kind in Pittsburgh, compiling notable trends and statistics from a variety of studies and surveys from national and local sources into one place. We hope that with this document, decision-makers, journalists, advocates, and the general public will have a better sense of not only the urgency of improving our bike and pedestrian networks, but also the popularity of the investments that enable Pittsburghers to live without motor vehicle dependency.

Bike Commuting - American Community Survey

Each year, the US Census surveys American workers about their “primary” mode of transportation to their job. The below stats are based off of the ACS 5-year estimates, available at bikepgh.org/history.

Average commute to work trips by bike per day 2010-2019



Bike Commuting has nearly doubled over the past 10 years

An increase of 2,000 work trips per day or 10,000 trips per week

Of 60 largest US cities, 13th highest number of bike commuters

Bike Commuting - Make My Trip Count

With over 20K responses, the 2019 Make My Trip Count survey was the most comprehensive transportation survey conducted in Pittsburgh. Unlike the American Community Survey, it allowed respondents to list more than one mode of transportation, which is closer to the reality of city residents.

Cycling respondents living **within Pittsburgh** totaled **14.9%**



Cycling respondents in Pittsburgh and surrounding boroughs amounted to **9.9%**

Of those who already cycle, **87%** indicated that **more bike lanes** would encourage them to ride more

For people who do not currently ride to work, **40%** said **more bike lanes** would encourage them to try

Bike Infrastructure - Polling

In 2021, Lake Research Partners conducted a poll of 600 likely voters within the City Pittsburgh, showing strong support for changing our streets to accommodate users other than just cars.

“Every Pittsburgh resident deserves streets that are safe and accessible no matter how they choose to get around. Safe streets don’t leave bike riders, motorists, or pedestrians to navigate incomplete connections and force everyone into unsafe or confusing situations.”

73% of Pittsburgh voters agree



70% of voters agree that “Separated bike lanes for people riding bikes make the rules of the road clear and safe for everyone, including drivers”

Three-quarters of voters believe traffic related injuries and fatalities in Pittsburgh are a serious problem

The Bicycle Network

The City of Pittsburgh's Department of Mobility and Infrastructure have designated a series of streets across the City as the official bicycle network. Outlined in the 2021 Bike (+) Plan, the goal is to improve these streets to create a safe network accessible to all residents.

Since 2007, BikePGH has been producing the Official Pittsburgh Bike Map, printing 50K copies every 2 years

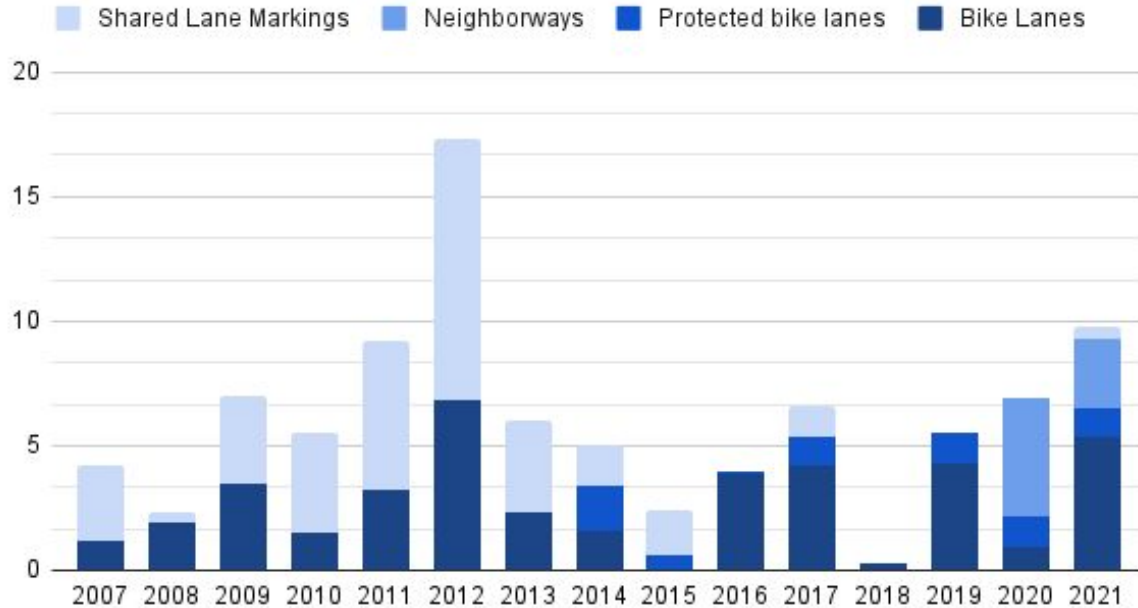
Friends of the Riverfront steward 23 miles of shared-use trails within the City



Building a Safer Bicycle Network

Bike lanes, trails, traffic calming and now “Neighborways” are tools that the Department of Mobility and Infrastructure uses to build a safer bike network. While still largely disconnected, City staff have been annually making on-street safety improvements since 2007, when bike lanes were added to Liberty Ave. The 2021 Bike(+) Plan calls for over 125 miles of additional bike infrastructure.

On-Street Bike Network Miles Built 2007-2021



The first modern bike lane was installed in 2007. The first protected bike lane in 2014

35 miles of trails along the riverfront

Bike Lanes	54
"Protected" Bike Lanes	7
Neighborways	8
Shared Lane Markings	33
On-Street Bike Network Total	102

Pedestrian Commuting

Pittsburgh is a walking city, and will only get better with the implementation of the Pedestrian Safety Action Plan and Steps Plan.

**Of 60 largest US cities,
5th highest number of
pedestrian commuters**

**Over 16,000
Pittsburghers walk/roll
to and from their job
each day!**

**23% of Pittsburgh
households have **no**
access to a vehicle**



Commute to work, 60 largest Cities

Rank	City	State	Bike	Walked	Drove alone	Public transit	No car available
	average		1.15	3.97	70.56	8.40	6.92
	median		0.75	2.4	75.85	3.6	3.9
1	Boston	MA	2.3	15.1	38.3	33.3	22.9
2	Washington	DC	4.5	13.4	33.5	34.7	25.6
3	San Francisco	CA	4	11.8	32.1	34.8	21.4
4	Seattle	WA	3.5	11.3	46.5	22.6	11
5	Pittsburgh	PA	1.8	10.7	55.3	17.6	13
6	New York	NY	1.3	10	22.3	56	45.2
7	Philadelphia	PA	2.1	8.5	50.3	24.9	17.8
8	Honolulu	HI	1.6	8.5	57.2	11.6	8.4
9	Minneapolis	MN	4	7.4	60.5	13.2	8.7
10	Chicago	IL	1.7	6.5	48.8	28.2	16.2
11	Baltimore	MD	0.9	6.4	60.2	17.5	15.3
12	Portland	OR	6	5.8	57.3	12.9	7.2
13	Cincinnati	OH	0.4	5.7	72.3	7.1	8.6
14	New Orleans	LA	3.1	5.4	68	6.8	8.9
15	Cleveland	OH	0.6	5.1	69.3	9.8	9.9
16	Atlanta	GA	1.1	5	67.1	10.4	8
17	Denver	CO	2.2	4.7	69.1	6.5	4.1
18	St. Louis	MO	0.8	4.7	73	8.8	9.2
19	Milwaukee	WI	0.8	4.6	72.8	7.3	7.9
20	Miami	FL	0.9	4	69.4	9.3	8.4
21	Detroit	MI	0.7	3.8	69.3	6.8	10.7
22	Oakland	CA	2.7	3.7	50.9	23.5	7.7
23	Los Angeles	CA	1	3.4	69.6	9	5.9

Pedestrian Commuting - Make My Trip Count

The 2019 Make My Trip Count survey was the most comprehensive transportation survey conducted in Pittsburgh. Unlike the American Community Survey, it allowed respondents to list more than one mode of transportation, which is closer to the reality of city residents.

28% of Pittsburgh residents include walking among their top three commute modes

Pittsburghers are multimodal, often combining a walking trip with a transit trip



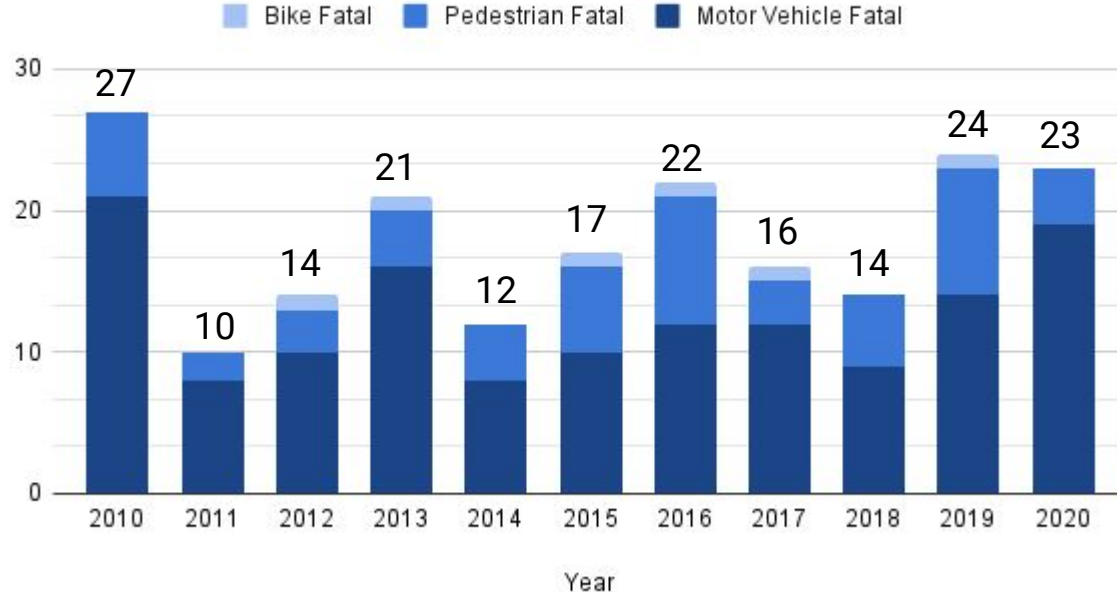
Pedestrian respondents from Pittsburgh and neighboring boroughs amounted to 20%

In Allegheny County, about 14% of survey respondents included walking in their top three transportation choices

Fatal Crash Statistics - Pittsburgh

Nationally, communities of color disproportionately bear the brunt of road fatalities, particularly for people not in a vehicle. While PennDOT does not track race in their crash stats, we do know that in Pittsburgh, people not in a vehicle remain disproportionately more vulnerable.

Fatal Crashes in Pittsburgh, 2010-2020



Pedestrians account for about a third of all road fatalities

Pedestrians account for a third of all serious injuries

Between 2010 and 2020, we've lost 200 Pittsburghers to traffic violence. 55 of those were people walking.

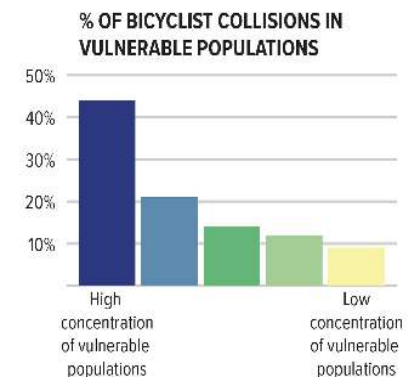
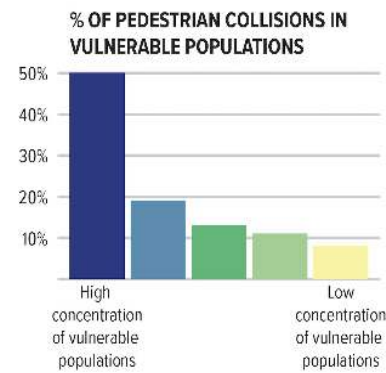
Crash Statistics - Pittsburgh

According to a recent poll*, one-quarter of Pittsburgh voters say they themselves have been injured in a traffic crash, and two-thirds know someone who has been injured in a traffic crash. Not only are these crashes life shattering, they are a huge cost to the City of Pittsburgh. Investments in mitigating crashes more than pay for themselves. *Lake Research Partners 2021

Year	Total Crashes
2010	3,705
2011	4,213
2012	4,257
2013	4,212
2014	4,311
2015	4,421
2016	4,656
2017	4,582
2018	4,452
2019	4,238
2020	3,533
Total	46,580



In Pittsburgh, a person walking is hit **every 34 hours**



In Pittsburgh, a person on a bike is involved in a crash **every 6 days**

Crash Case Study: Penn Ave Bike Lanes

In 2020, BikePGH analyzed the crash statistics for the 52 months before and 52 months after the September 2014 installation of the Penn Ave Bike Lanes between Stanwix and 16th Sts in Downtown Pittsburgh.

Before/After Penn Ave Bike Lane Crash Statistics

Crashes involving
pedestrians
decreased by 32%

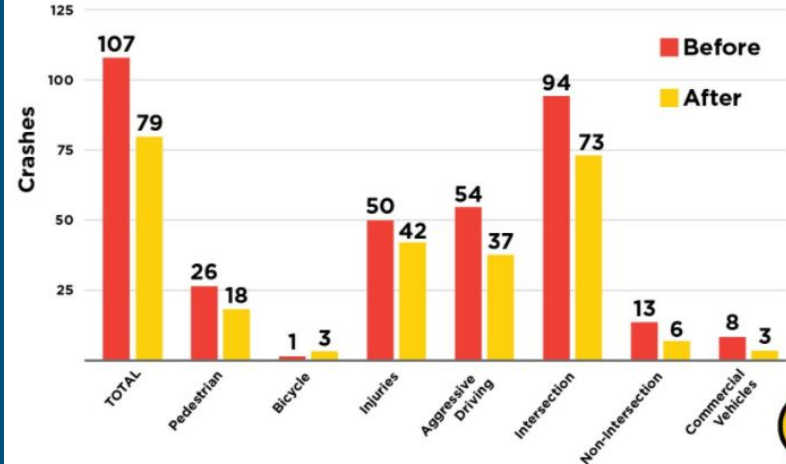
Crashes with
injuries decreased
by 16%

Crashes related to
aggressive driving
decreased by 31%

Total Crashes
decreased by 26%

Penn Ave Bike Lane Crashes Before & After

Stanwix St to 16th St, 52 months before and 52 months after Sept 2014 installation



Bicycling Projects

A sample of important, game-changing bicycle network improvements.



Hot Metal Bridge



Liberty Ave



Penn Ave



East Liberty Blvd



Great Allegheny Passage



Forbes Ave

Economy and Affordability

Between events, tourism, jobs and local businesses, bicycling contributes a significant amount to Pittsburgh's economy. Bicycling and walking are the most affordable way to get around, helping make sure Pittsburgh is affordable, as long as people feel safe to do so.

\$121 million annual economic impact through tourism on the GAP, according to a 2021 study

Nearly \$1 million is spent locally during the three OpenStreetsPGH events per year

Over 20 bicycling businesses and shops comprising hundreds of jobs

People earning less than \$30,000 per year accounted for 28% of bike trips, according to the League of American Bicyclists



Bike Share

Since its launch, Pittsburgh's Bike Share (currently known as Healthy Ride) has introduced a new way for Pittsburghers of all backgrounds to get around without using an automobile. It has been particularly effective in helping people with trips that are too short to take a bus, but too long to walk. They are planning a large rebrand of the service, as well as the introduction of electric assist bicycles in 2022.

**Launched in May 2015,
Pittsburghers have
taken over 642K rides**

Community Coalitions:

Healthy Ride is dedicated to creating the most equitable and inclusive service that reflects the diversity of our city. As they introduce all-new hardware and software in 2022, they've brought together a diverse coalition of leaders to help inform the launch, success, and community support of the new system.



Top stations in 2021

Liberty Ave & Stanwix St; North Shore Trail & Fort Duquesne Bridge; S Bouquet & Sennott St; S 27th St & Sidney St (Southside Works); Centre Ave & N Craig St; Schenley Dr & Forbes Ave (Schenley Plaza); O'Hara St & Desoto St; Fifth Ave & S Bouquet St; Glasshouse; Isabella St & Federal St (PNC Park)

Community Ambassadors:

Healthy Ride works with individuals and non-profits to better connect BIPOC and low-income communities to the bike share programs by hiring community members to host bike rides, attend community events, and serve as a bikeshare representative in their neighborhood.

Plans, Policy, and Programs

Change requires the backing of good policy, plans, and people to work on implementation. The below list of City plans and policies are integral to ensuring Pittsburgh is safe and accessible to all, regardless of how they travel.

Plan or Policy	Year Adopted	Description
Bike (+) Plan	2021	The ten-year plan lays out a vision for a safe and connected network of on-street and off street facilities that will enable people of all ages and abilities to travel by bicycle and other small mobility modes to access the needs of daily life including grocery stores, parks, schools and places of employment.
Complete Streets Policy	2016	The City's first ever Complete Streets Policy (and subsequent planning efforts and code changes) aim to enhance safety, mobility, and access for all Pittsburghers, regardless of how they travel.
Pedestrian Safety Action Plan	2021	The goal of the PSAP is to identify policy and infrastructure improvements that support the City's mobility goals.
Climate Action Plan 3.0	2018	Climate Action Plan 3.0 lays out strategies through which Pittsburgh can reduce greenhouse gas emissions within city limits and within City operations. It contains ambitious goals for walking, biking, transit, and the reduction of private automobile use.
City Steps Plan	2017	City Steps plan includes a steps assessment, enhancement recommendations and resident involvement.
Program	Dept	Description
Complete Streets Committee	DOMI	This committee is tasked with providing feedback on complete streets initiatives, policy, programming and plans.
Neighborhood Traffic Calming Program	DOMI	Aims to increase the safety and comfort of people travelling by all modes through a neighborhood by reducing excessive motorist speeds on residential neighborhood streets.
Accessible Pittsburgh	DCP	A series of Americans With Disabilities Act programs and projects, including the One Step Project, Snow Angels Program, and the Visitability Tax Credit, among others.
Safe Routes to School	DOMI	The mission of Safe Routes to School is to increase the number of students biking and walking to school through education, encouragement, and safety improvements. Creating healthy communities by providing safer walking, bicycling and riding routes while educating and encouraging students.

Sources

Biking and Walking Commuting Data: US Census, American Community Survey 5-year Estimates 2010-2019. Bicycling and Pedestrian statistics compiled at bikepgh.org/history

Make My Trip Count: 2019 Make My Trip Count Survey, Green Building Alliance. makemytripcount.org & bikepgh.org/history

Bike Infrastructure Polling: Lake Research Partners and People for Bikes, March 2021 Pittsburgh Mobility Study (survey of 600 likely Pittsburgh voters). Article: <https://nextpittsburgh.com/city-design/new-poll-says-pittsburghers-are-happy-with-expanding-bike-lanes-really/>

Building a Safer Bike Network: Data compiled by BikePGH. bikepgh.org/history

Crash Statistics: Allegheny County Crash Records, Western Pennsylvania Regional Data Center; BikePGH Report on Pedestrian and Bicycling Safety in Pittsburgh 2011-2015; PennDOT 2018 Active Transportation Plan.

Crash Case Study: Allegheny County Crash Records, BikePGH Analysis bikepgh.org/2020/05/18/nearly-a-decade-of-crash-data-show-the-penn-ave-bike-lanes-dramatically-increased-safety-downtown-and-the-strip/

Economy and Affordability: Economic Impact Analysis along the GAP, <https://gaptrail.org/about/research/>; BikePGH OpenStreetsPGH Participant Survey; League of American Bicyclists “The New Majority: Pedaling Towards Equity,” 2013.

Bike Share: Bike Share data provided by Pittsburgh Bike Share, Healthy Ride



**BIKE
PGH!**



bikepgh.org

February 2022