Strengths
- Lots of people live here with no car
- Lots of work done improving bike access
- Comprehensive shuttle system/Port Authority buses
- Port Authority buses huge strength, transit rich, many lines
- People who work downtown reliant on public transit, parking impossible in many cases
- Population density makes opportunities more possible
- Pitt does a good job managing sidewalks
- Transit is subsidized for all Pitt people
- Frees up thousands of parking spaces
- Takes lead in encouraging transit
- Safety, police/call box presence
- “Arrival Survival” new students orientation
- Discourage vehicle use
- Other safety measures highlighted

Weaknesses/Disadvantages
- Some may not take full advantages of bus service
- Mass of vehicular and pedestrians
- Student Union/Cathedral connection is tough
- Bus lanes on 5th are difficult – contraflow
- Bigelow segment – handicapped spaces
- Getting up the hill – direct connection
- Certain areas outside Pitt still lack ADA ramps
- Speeding vehicles, especially on wider streets
- Narrow sidewalks, bicycle conflicts, especially on sidewalks, Fifth Ave
- Buses may be too wide for narrow streets
- Parking structure entry/exits use local community streets (ex. Robinson St)
- Oakland lacks parking information system, disjointed
- Transit system (buses) can be unreliable, bad timing, frequency
- Difficulty of directly reaching destination with one-way street
- Bicycle infrastructure may impact disabled access to curb
- Fifth/Bellefield intersection (study done by city; RSA)
- No safe connection from Panther Hollow/Greenway
- No comprehensive city loading zone plan
- Service vehicles take up ADA parking
- Trucks can’t get to Cathedral / Posvar docks
- Shuttles may encourage bad student behavior

Opportunities
• Educate students and staff about transit opportunities
• Student Union/Cathedral: Acquire this segment of Bigelow? Or implement traffic calming measures
• Alternative bicycle infrastructure, on sidewalks?
• Encourage bikes to use alternative streets?
• Explore circulation patterns of students
• Readjust transit stops to new/existing campus modes
• Tie-in off-campus student housing to shuttle system, deter driving
• Engage bicycle community to help with access to the curb “curb management”
• Explain options for parking information system
• Connect to trail system
• Plan to replace steps (John Carroll steps)
• Incentives to live close
• Establish Transportation Demand Management (TDM) system

Threats/Challenges
• Some problems may be solved for Pitt, but may negatively impact others (e.g. rerouting of bus routes)
• Transient population, ambulances, patients mixing together
• Upper campus by Trees Hall (darkness)
• City closing Anderson Bridge (temporary)
• Bates Street corridor – too narrow, sidewalk issues
• UPMC traffic is the bulk of traffic, especially during shift change