IMPROVING SAFE ACCESS TO THE WATERFRONT

A Needs Assessment of Solutions to Chronic Traffic and Vehicular Safety Issues at the Waterfront

Prepared For:

West Homestead Borough, CONNECT Research Council, SWPA Municipal Project Hub

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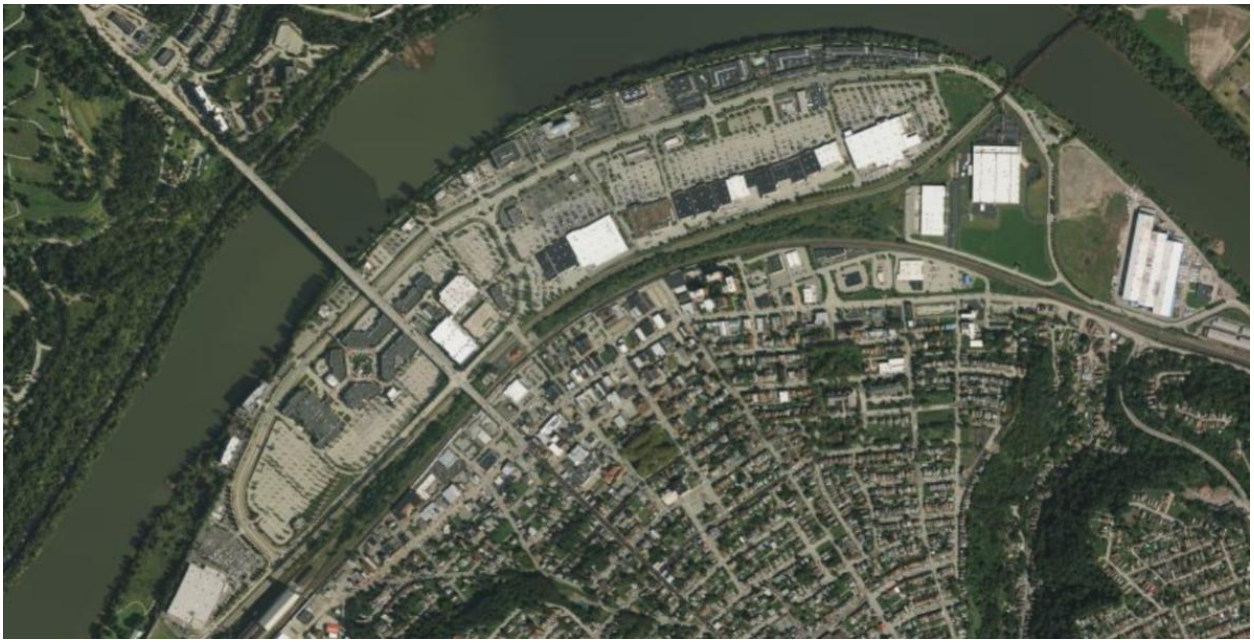


Image Courtesy of Bing Maps

I. Executive Summary

This report updates previous work done by West Homestead Borough to assess chronic traffic and vehicular safety issues at the Waterfront Site. This project builds on the most recent study done in 2016 by analyzing new traffic, accident, and train crossing data and by creating a roadmap for future work. A West Flyover was determined to still be the best option to reduce traffic delays and vehicular accidents, though other solutions are also proposed.

This project provides West Homestead Borough and other stakeholders with an evidence-based assessment to support funding justification, stakeholder alignment, and infrastructure decision-making. While this report does not conduct a new financial feasibility model, it incorporates existing traffic-delay cost estimates to explain the potential economic impact of reduced congestion.

II. Introduction & Project Background

Site Context & Current Infrastructure Limitations

The Waterfront serves as a major commercial hub and regional destination and has since its opening in 2002.[1] The site features dozens of stores and restaurants,[2] however, its geography creates significant traffic bottlenecks into and out of the site. There are only four roads into and

[1] "The Waterfront (Homestead Steel Works)," Western Pennsylvania Brownfields Center, accessed May 1, 2026, https://www.cmu.edu/steinbrenner/brownfields/case-studies/pdf/waterfront1.pdf.

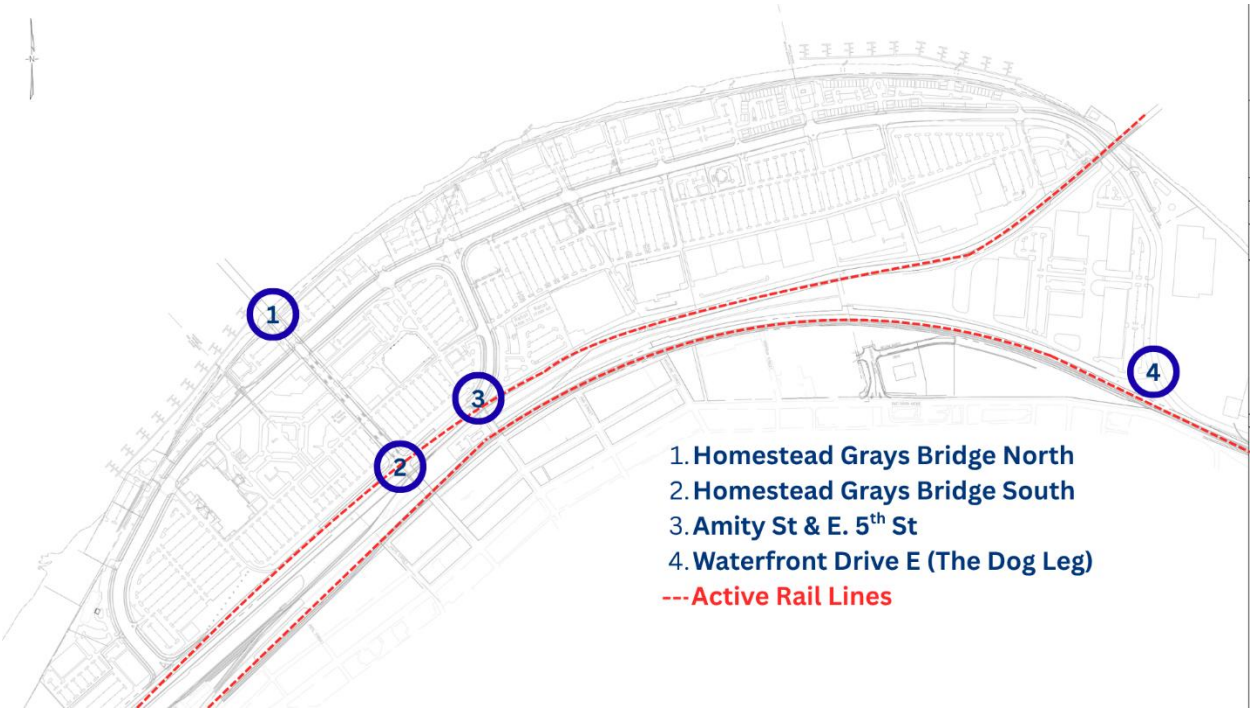
[2] "Directory," The Waterfront, accessed May 1, 2026, https://www.waterfrontpgh.com/directory/.

out of the site which is almost unchanged from when it was a steel mill. This leads to significant traffic delays and a heightened safety risk for motorists.

The entrances are as follows:

1. The Northern entrance to the Homestead Grays Bridge
2. The Southern entrance to the Homestead Grays Bridge
3. The Amity Street intersection, which is frequently disrupted by active freight rail lines (CSX and Norfolk Southern).
4. The East Waterfront Drive flyover bridge, which has a tight, dogleg turn.

Figure 1: Waterfront Site Map with Entrances and Rail Lines Annotated



Map from "Waterfront Access Traffic Study Report," ms consultants, inc., (February 2016); Annotations provided by report authors

Project Origins

West Homestead Borough previously commissioned a study completed by ms consultants in 2016 analyzing traffic and accident data around the Waterfront site. The study determined that the existing entrances are stressed and that the best option to reduce traffic delays and improve vehicular safety was to build a new flyover entrance on the West side of the site near Sand Castle Drive.[3] The West Flyover did not make it past the planning phase. This report builds on the 2016

[3] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 20-22.

study with updated traffic, accident, and rail crossing data. This report also provides next steps to achieve the necessary stakeholder buy in for the West Flyover project.

Figure 2: Rendering of West Flyover

Source: "Waterfront Access Traffic Study Report," ms consultants, inc., (February 2016)

III. Historical Context and Comparable Redevelopments

The Homestead Steel Mill was a behemoth of the US Steel Industry. At its peak, the 256-acre site produced more than 200 million tons of steel. Amid the steel industry collapse, the mill closed in 1986 along with other steel mills along the Monongahela River.

Figure 3: Photo of Homestead Steel Works (1900-1910)

Source: Homestead Steel Works, Homestead, Pa, 1900-1910, photograph. Library of Congress, https://www.loc.gov/item/2016802408/.

Redevelopment of the site into a strip mall began in 1999. The site's large size, flat topography and proximity to Pittsburgh made it prime for redevelopment. The project was completed in 2002 to the tune of $300 million. The new strip mall was built to be car-centric similar to other shopping centers that were built at the time. The site was originally intended to service wealthier neighborhoods like Squirrel Hill than adjacent communities like West Homestead. However, tax revenue from the site brought West Homestead out of financial distress.[4]

One of the only remnants of the old steel mill are the smokestacks that are preserved as a monument to the site's industry. The other remnant of the old steel mill is the surrounding infrastructure.

The site's infrastructure was designed for a steel mill, not a strip mall. Multiple active rail lines separate the site from the nearby state highway, PA Route 837, and the adjacent communities of West Homestead, Homestead, and Munhall. The steel mill needed easy access to the rail line, but the strip mall was built to be accessible to cars. The active rail lines and limited access are now a detriment to the Waterfront and the nearby communities.

This is a unique problem when compared to other redevelopment sites. The mall at the Pittsburgh Waterworks is a similar site as it was once a large single use that was redeveloped into an open-

[4] "The Waterfront (Homestead Steel Works)," Western Pennsylvania Brownfields Center, accessed May 1, 2026, https://www.cmu.edu/steinbrenner/brownfields/case-studies/pdf/waterfront1.pdf.

air strip mall. Unlike the Waterfront, the Waterworks has many more entrances and exits. Figure 4 shows that the Waterworks has 14 entrances, 10 more than the Waterfront despite being less than half the size.

Figure 4: Pittsburgh Waterworks Mall with Entrances Annotated

IV. Methodology & Data Sources

Approach & Framework

The 2016 study was used as a baseline for this report's analysis. Updated data on traffic, accidents, and rail crossings were used to determine if the current entrances are still strained. Crash data was sourced from West Homestead and Homestead Police Departments. Crash data from Munhall was unavailable during the course of this project. Comprehensive traffic data can only be gathered from a traffic study which was not done. Instead, regional traffic data was analyzed. Frequency of crossings across the active rail lines was sourced from the U.S. Department of Transportation. This data was used to determine that the current entrances and exits are still insufficient for the volume of traffic at the site.

The report summarizes the potential solutions presented in the 2016 study. Updated cost estimates are not provided, but estimates are adjusted for inflation using a basic calculation. This report adds to previous work by also recommending investment in multimodal transit between the site and West Homestead as a way to alleviate traffic congestion.

Alternative Evaluation Framework

To respond to the access problem, this assessment considered both structural and operational alternatives. The evaluation focused on four criteria: ability to reduce congestion, ability to improve emergency access, ability to reduce rail-related disruption, and ability to be implemented as part of a broader resilience strategy.

The primary alternatives to the current configuration considered included constructing the West Flyover, implementing reversible lanes on the Homestead Grays Bridge, installing advanced warning systems to redirect drivers during congestion, expanding multimodal access through pedestrian and bicycle connections.

These alternatives vary in cost, complexity, and expected impact. Operational strategies such as reversible lanes and warning systems may improve traffic flow in the short term, but they do not remove the core structural vulnerability: the site's dependence on access points affected by active rail crossings and constrained roadway geometry. Investment in multimodal transit improvements are important for long-term sustainability and reduced vehicle demand, but they cannot fully replace the need for reliable vehicle and emergency access. For this reason, the West Flyover was evaluated as the primary long-term infrastructure solution, while the other strategies were treated as complementary improvements.

Data Partners & Collection

The Police Departments of West Homestead and Homestead Boroughs, the Administration of West Homestead Borough, and the Waterfront provided this report with data necessary for analysis. Other data was sourced from publicly available databases

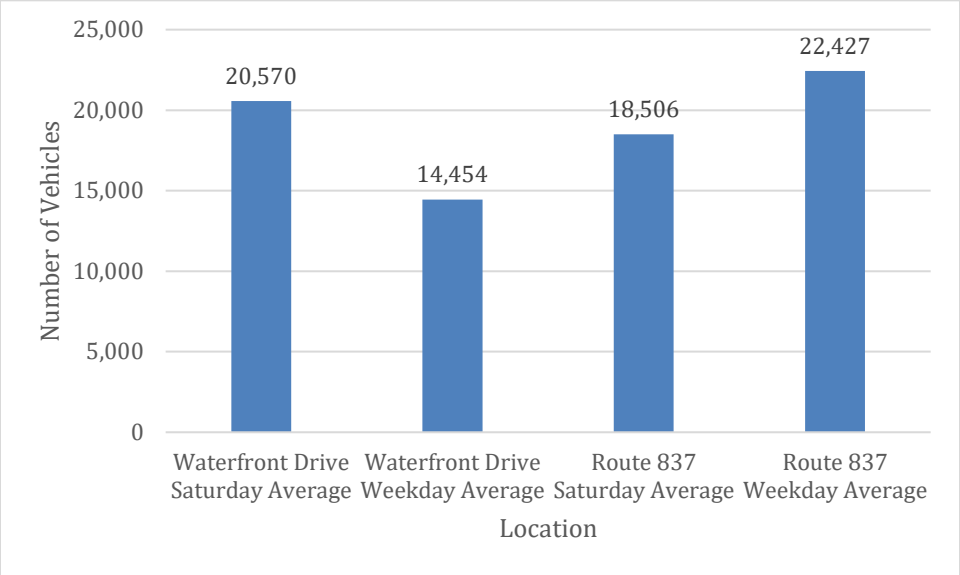
V. Traffic Analysis

In the 2016 study, traffic counts were performed in July, 2015. The average counts for peak weekday afternoon and peak Saturday traffic for Waterfront Drive and PA Route 837 can be seen in Figure 5. The peak times were determined to be 4:45-5:45pm for weekday afternoons and 1:30-2:30pm for Saturday.

The report also found the existence of regular and significant vehicle queieing at and around the entrances to the Waterfront. Amity Street saw queues between East 5th Avenue and PA Route 837. Train crossings were found to worsen queuing at this intersection. Queues were found to extend in the other direction as well with traffic backing up to Waterfront Drive on the other side of the site. The report concluded that these numbers demonstrate that the intersection was over capacity.[5]

[5] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 2-3.

Figure 5: Traffic Levels from 2016 Study



Data from: "Waterfront Access Traffic Study Report," ms consultants, inc., (February 2016)

A traffic study was not done as part of this report. However, according to available data traffic congestion is worsening in the Pittsburgh area. Axios reported last year that traffic in the Pittsburgh area is the worst it has been since 1983. According to their reporting, the average driver in the Pittsburgh area spent eight more hours in traffic in 2024 than in 2019. In total, the average Pittsburgh driver spent 53 hours sitting in traffic in 2024.[6]

Data from TomTom suggests this trend is only getting worse. According to TomTom, the average congestion level in the Pittsburgh area was 28.1% in 2025, which was .9% higher than in 2024. TomTom's congestion level measures how much longer a trip takes due to traffic compared to how long the trip would take without traffic. TomTom's congestion map also shows the Waterfront area as being regularly impacted by congestion.[7]

While this report does not contain an updated traffic study, it is safe to assume that congestion has not improved in the Waterfront area. Traffic has likely worsened as it has in the Pittsburgh metro area as a whole.

VI. Accident Analysis

The 2016 study reported crash data from West Homestead Borough for the areas analyzed. They reported 13 crashes at the intersection of PA Route 837 and East Waterfront Drive (The Dog

[6] Chrissy Suttles, "Pittsburgh Traffic Congestion Is Worse than Ever," Axios, November 4, 2025, https://www.axios.com/local/pittsburgh/2025/11/04/pittsburgh-traffic-congestion-worse.

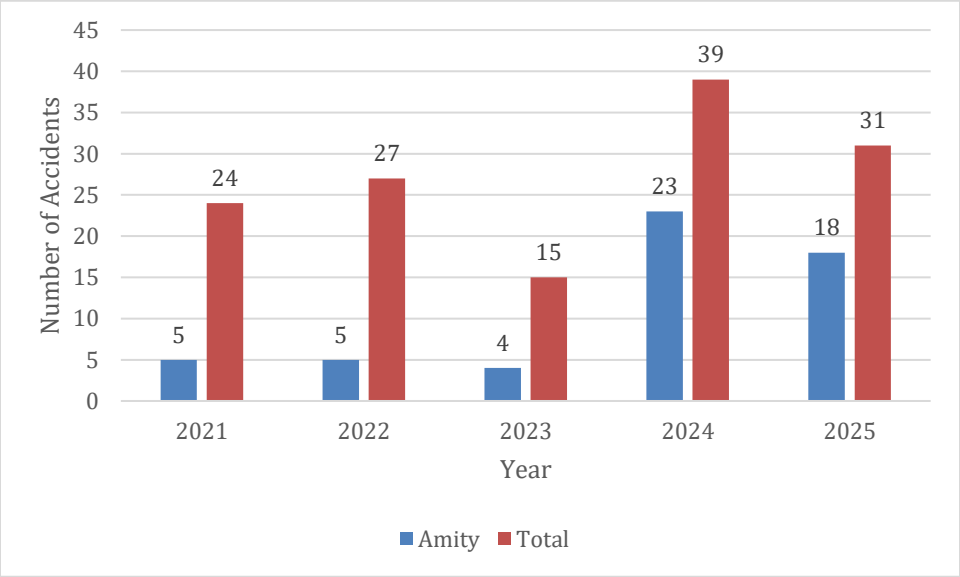
[7] "Pittsburgh, PA Traffic Report," TomTom Traffic, accessed May 1, 2026, https://www.tomtom.com/traffic-index/city/pittsburgh-pa.

Leg), eight crashes at PA Route 837 and Amity Street, seven at PA Route 837 and the Homestead Grays Bridge, and 12 crashes at PA Route 837 and Seventh Avenue. These crashes were reported between 2010 and 2014.[8]

An analysis of the consolidated Police Department data reveals severe, systemic vulnerabilities at the current access points. This report used data from West Homestead and Homestead Boroughs to display crashes at Amity Street and the wider area around Amity Street and the Homeastead Grays Bridge. This data is still incomplete and Munhall did not provide crash data. The data is also lopsided as West Homestead provided data going back to 2021 while Homestead only provided data from 2024 and 2025. This crash data is available in the appendix. Specific crash types were not made available.

This data shows that traffic accidents are still a significant problem at the intersections and entrances to the Waterfront. Amity Street sees many accidents, but PA Route 837 and nearby roads are also experiencing accidents, further suggesting that the existing entrances to the Waterfront are insufficient for the traffic load.

Figure 6: Accidents near Amity Street (2021-2024)



VII. Rail Crossing Analysis

The 2016 study found that the two at-grade rail crossings across Amity Street significantly contributed to traffic congestion at this intersection. Queuing was found to be made worse during train crossings. The study found that there was an average of three train crossings per weekday

[8] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 4.

afternoon peak hour and four per Saturday peak hour. The issue is amplified by the existence of two separate and active rail lines crossing Amity Street.[9]

According to data from the U.S. Department of Transportation, both crossings see heavy traffic. As of April, 2026 the estimated total number of daily (6am-6pm) trains at both crossings was 24. The estimated total number of nightly (6pm-6am) trains at both crossings was 20.[10]

VIII. Emergency Preparedness

The data shows that these intersections are still strained. Heavy use by vehicles and trains contributes to congestion, queing, and accidents in the area. The Amity intersection is also vulnerable to disaster. The double rail crossing significantly contributes to the risk of accident at this intersection. If a train were to collide with a large vehicle at this intersection, it could be shut down for multiple days further straining the Waterfront's limited access.

This already happened in February of 2015, when a tractor trailer was struck by a train at the crossing, closing the intersection for multiple days.[11] It is not difficult to imagine how a worse accident could occur or how multiple accidents could occur, severley limiting access to the Waterfront.

There are parking spaces for 5,335 cars at the Waterfront.[12] A worst case scenario event blocking multiple intersections creating a significant bottlenecking event. This kind of event could even limit access to emergency vehicles. The limited entrances into the Waterfront are more than an inconvenience to drivers, they represent a significant vulnerability to the site and the people who use it. A resilient community must be able to guarantee swift medical and police intervention; currently, the southerly access points cannot provide that guarantee.

IX. Solutions

This section summarizes proposed solutions from the 2016 study and includes an additional section on multimodal transit.

Operational Improvements

Several operational improvements could reduce congestion without requiring immediate large-scale construction. One option is implementing reversible lanes on the Homestead Grays Bridge.

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[9] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 2-3.

[10] "Railroad Grade Crossings," U.S. Department of Transportation, accessed May 1, 2026, https://geodata.bts.gov/datasets/usdot::railroad-grade-crossings/explore?location=40.408167%2C-79.912049%2C18.

[11] Dan Majors, "Tractor-Trailer Struck by Train at Waterfront in Homestead," Pittsburgh Post-Gazette, February 14, 2015, https://www.post-gazette.com/local/south/2015/02/14/Tractor-trailor-struck-by-train-at-Waterfront-in-Homestead/stories/201502140136.

[12] This number was provided by the Waterfront site manager.

During peak traffic periods, more lanes could be assigned to the heavier traffic direction, such as three lanes toward the Waterfront and one lane away from it. Outside peak periods, the bridge could return to a more balanced lane configuration. This strategy would help roadway capacity better match demand during predictable high-traffic periods.[13]

A second operational improvement is the installation of advanced warning systems for the Amity Street rail crossings. These could include real-time digital signs, traffic alerts, or navigation-based notifications that inform drivers when a specific entrance is congested. Drivers could then redirect toward less congested access points, reducing pressure on Amity Street and improving traffic distribution across the network.[14]

Another possible approach is to improve the Amity Street entrance through signal timing, intersection redesign, or traffic control measures. These improvements could reduce some delays at the existing entrance and may be useful as part of a broader package of traffic management strategies.

However, Amity Street remains limited by its interaction with active freight rail lines. If a train occupies the crossing, signal improvements or intersection redesign cannot maintain continuous access. Because the report identifies Amity Street as a major bottleneck and safety concern, improving this intersection alone would not provide the level of redundancy required for emergency preparedness.

These strategies are valuable as short-term or supporting interventions because they are lower-cost and can be implemented more quickly than major infrastructure construction. However, they do not solve the central structural problem. They may reduce congestion during normal conditions, but they do not create a new independent access point, bypass the active rail lines, or resolve the risk of emergency vehicles being delayed during a train blockage or severe traffic event.

Multimodal Access Improvements

Multimodal improvements are also an important part of the long-term solution. Better pedestrian, bicycle, and transit connections could reduce the number of vehicle trips entering and exiting the Waterfront. Less vehicles on the road would result in less congestion and fewer accidents. The Waterfront is already connected along the Great Allegheny Passage Trail.[15] There is an opportunity to connect West Homestead and the other adjacent Boroughs to the Great Allegheny Passage via an improved pedestrian connection.

[13] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 17-19.
[14] Ibid.
[15] "Map," Steel Valley Trail Council, accessed May 1, 2026, https://steelvalleytrail.org/map/.

This approach supports sustainability by reducing vehicle dependence and improving access for nearby borough communities.[16] However, multimodal improvements do not fully address the immediate public safety concern. Even with stronger walking and biking connections, the Waterfront would still require reliable vehicle access for emergency responders, deliveries, employees, visitors, and large-event traffic.

West Flyover

The West Flyover emerged as the most attractive long-term option because it directly addresses the core infrastructure constraint rather than only managing its symptoms. The proposed route from Sandcastle Drive to W. 8th Avenue creates an additional method of ingress and egress, bypasses the active rail lines, and avoids the tight dogleg geometry associated with the existing eastern access point.

This makes the West Flyover uniquely valuable for resilience planning. It improves daily traffic flow by reducing pressure on existing access points, but its greater benefit is emergency redundancy. If the Amity Street entrance is blocked by a train, crash, or congestion event, the flyover would provide an additional route for emergency vehicles and site evacuation. This directly supports the report's finding that the current access system is operationally insufficient for both daily demand and major surge events.

The 2016 study estimated that the West Flyover would reduce peak-hour delays by approximately 17.1% on weekdays and 21.6% on weekends. The cost in 2016 was estimated at $18,472,500 or $25,415,340.56 in 2026 dollars. The same study estimated that annual area losses from traffic delays would decline from $26,770,430 to $21,904,807 ($36,844,408.37 to $30,137,671.13 in 2026 dollars). This is a reduction of $4,865,623 per year ($6,706,737.20 in 2026 dollars).[17]

For these reasons, the West Flyover should be treated as the primary infrastructure recommendation. Reversible lanes, warning systems, intersection improvements, and multimodal connections should be pursued as supporting strategies, but they do not replace the need for a third reliable access point.

The economic impact estimate referenced in this project should be understood as a delay-reduction model rather than a full financial feasibility analysis. A traffic delay economic model generally estimates the cost of congestion by assigning value to time lost in traffic, additional fuel consumption, reduced travel reliability, and productivity losses associated with delayed

[16] Elizabeth Bridgwater, Sujata Rajpurohit, Kevin Kennedy, and Matt Herbert, "For Vibrant US Cities, Invest in Multi-Modal Transportation," World Resources Institute, June 21, 2022, https://www.wri.org/insights/us-cities-multi-modal-transportation-benefits.

[17] "Waterfront Access Traffic Study Report," ms consultants, inc., February 2016, pp. 13-17, 19.

trips. When a project reduces peak-hour delay, the model converts those time savings into annual economic benefits.

This number is important because the benefit is recurring. If similar savings continued over multiple years, the cumulative economic benefit would grow substantially over time. For example, $4.87 million in annual savings would equal approximately $24.3 million over five years before accounting for inflation, changes in traffic volume, maintenance costs, or project financing. This suggests that the project's long-term congestion benefits could become comparable to, or greater than, the original 2016 estimated project cost of approximately $18.5 million.

However, these values should be interpreted carefully. The report does not produce a new benefit-cost model, and the 2016 cost estimate should be updated to reflect current construction costs, inflation, land-use conditions, and traffic patterns. The economic figures are best used as evidence that reduced congestion has measurable public value, not as a final funding or engineering estimate.

X. Next Steps

Limitations and Need for Updated Analysis

This report provides a needs assessment, not a final engineering design or full benefit-cost analysis. Several limitations should be addressed before implementation. First, the 2016 traffic study and cost estimates should be updated to reflect current traffic volumes, post-2016 development patterns, construction cost inflation, and current engineering standards. Second, some crash and incident records may be incomplete or inconsistent across jurisdictions, so future analysis should standardize data collection across Homestead, West Homestead, Munhall, Allegheny County, and site management. Third, the economic loss estimates should be revisited through an updated traffic-delay model that reflects current travel behavior, event traffic, and emergency response needs. West Homestead can then use this new information to build a narrative to win buy in from the necessary stakeholders.

These limitations do not weaken the core finding that additional access is needed. Instead, they identify the next analytical steps required to move from a needs assessment toward design, funding, and implementation.

Decision Support & Policy Implications

To advance this project, West Homestead Borough should adopt the following strategic next steps:

1. Include safety and hazard reduction in discussion about the West Flyover Bridge in addition to economic benefit.

2. Build the Coalition: Distribute this data-backed "Case for Support" to external stakeholders, including The Waterfront site management, local rail carriers, and regional emergency management agencies, to aggressively build alignment and justify external infrastructure funding requests.

Stakeholder Engagement Questions:

To advance the project, stakeholder outreach should be structured around specific questions that clarify needs, constraints, funding opportunities, and implementation priorities.

For Waterfront site management, key questions may include:

1. What are the most common traffic bottlenecks observed during normal operations?
2. How do congestion and access limitations affect tenants, customers, employees, and deliveries?
3. What traffic conditions occur during special events or seasonal peak periods?
4. What land, operational, or site-management constraints could affect the Western Flyover route?
5. Would site management support visual renderings, public outreach, or data collection efforts?

For local governments and Tri-Boro representatives, key questions include:

1. How does this project align with local transportation, land-use, and safety priorities?
2. What concerns do residents most frequently raise about Waterfront traffic?
3. What local approvals, zoning issues, or intergovernmental agreements would be required?
4. Which short-term improvements could be implemented while the larger project is evaluated?
5. How can the project be framed to support both borough mobility and regional economic development?

For police, fire, EMS, and emergency management agencies, key questions include:

1. Where do emergency vehicles experience the most frequent delays when accessing the Waterfront?
2. How would a blocked Amity Street crossing affect emergency response times?
3. Are there documented incidents where congestion or train activity delayed response?
4. How would the Western Flyover change emergency routing options?
5. What emergency access standards should be used to evaluate the project?

For Allegheny County and regional transportation agencies, key questions include:

1. What updated traffic study or engineering analysis would be required before funding applications?
2. How should the project be evaluated against regional congestion, safety, and resilience priorities?
3. What state, federal, or regional grant programs could support planning, design, or construction?
4. What data should be collected during major events to strengthen the funding case?
5. How can the project connect to broader transportation and multimodal planning efforts?

For rail carriers, key questions include:

1. What are the current rail crossing frequency patterns near Amity Street?
2. Are there operational constraints that affect the timing or duration of blocked crossings?
3. What coordination would be required if construction occurs near active rail infrastructure?
4. Could improved communication about train activity support traffic management or emergency routing?
5. What safety requirements would need to be considered during project design?

For residents and frequent Waterfront users, key questions include:

1. Where do users experience the most frustrating or unsafe access conditions?
2. How often do users avoid the Waterfront because of traffic or access concerns?
3. Would improved pedestrian, bicycle, or transit access change how people travel to the site?
4. What safety concerns should be prioritized in the project design?
5. What forms of public communication would help residents understand and support the project?

These questions would help West Homestead Borough move from a general infrastructure concept toward a more detailed implementation plan. They also ensure that the final project reflects technical feasibility, emergency preparedness needs, community priorities, and funding realities.

Stakeholder Priorities to Keep in Mind

When soliciting stakeholder buy in, West Homestead leaders should keep in mind the different priorities of each stakeholder.

For Waterfront site management, priorities may include:

1. Maintaining ease of access for customers

2. Improving connectivity between Waterfront and nearby areas to prevent economic loss from congestion

For local governments and Tri-Boro representatives, priorities may include:

1. Improving safety around Waterfront entrances
2. Improving connectivity between Waterfront and southern Boroughs

For police, fire, EMS, and emergency management agencies, priorities may include:

1. Improving safety around Waterfront entrances

For Allegheny County and regional transportation agencies, priorities may include:

1. Reducing congestion to improve access to Waterfront area
2. Improving safety around Waterfront entrances.
3. Expanding economic activity in the area.

For rail carriers, priorities may include:

1. Keeping their trains safe from accidents and crashes.
2. Maintaining existing rail connections and networks.

For residents and frequent Waterfront users, priorities may include:

1. Being able to safely access the Waterfront.
2. Spending less time in traffic.
3. Having more options to access the Waterfront.

These priorities would help West Homestead Borough move from a general infrastructure concept toward a more detailed implementation plan. They also ensure that the final project reflects technical feasibility, emergency preparedness needs, community priorities, and funding realities.

XI. Conclusion

The data demonstrates that The Waterfront requires a third method of ingress and egress. Current reliance on the Amity Street intersection and the Munhall flyover bridge is unsafe, congested, and insufficient for both daily demand and regional event conditions. The Amity Street entrance is vulnerable to disruption from active freight rail lines, while the Munhall flyover creates geometric constraints through its tight dogleg turn. These conditions create recurring congestion, increase municipal response burdens, and limit emergency access.

The Western Flyover is therefore not simply a commuter convenience project. It is a resilience and public safety intervention. By creating a third access route that bypasses the active rail lines and reduces dependence on the existing constrained entrances, the project directly addresses the most serious weakness in the Waterfront's current transportation system. Without intervention, these conditions will continue to worsen as traffic demand increases, further elevating safety risks and infrastructure strain. This conclusion is supported by the evaluation criteria established in this report, including congestion reduction, emergency access reliability, and resilience to rail-related disruption, as well as documented crash clusters at Amity Street and annual delay-related losses of approximately $4.87 million.

XII. Appendix A: West Homestead Crash Table 1

Event Date	Situation Reported	Location
06/09/2021 12:31:00 AM	CRASH - HAZARDS - E2	238 E 8TH AVE
06/17/2021 11:19:26 AM	CRASH - INJURIES - E2	E 5TH AVE / HOMESTEAD HIGH LEVEL BRG
06/19/2021 06:36:23 AM	CRASH - UNKNOWN INJURIES - E2	W 8TH AVE / W 7TH AVE
07/12/2021 08:15:34 AM	CRASH - UNKNOWN INJURIES - E2	120 W 8TH AVE
07/20/2021 08:19:01 PM	CRASH - UNKNOWN INJURIES - E2	222 W 8TH AVE
07/28/2021 12:47:14 PM	CRASH - UNKNOWN INJURIES - E2	6 HOMESTEAD HIGH LEVEL BRG
12/14/2021 03:03:12 PM	CRASH - INJURIES - E2	E 5TH AVE / AMITY ST
12/14/2021 04:43:48 PM	CRASH - TRAIN - E0	127 E 7TH AVE
12/20/2021 12:48:08 PM	CRASH -TRAIN VS PEDESTRIAN - E0	E 6TH AVE / AMITY ST
01/06/2022 07:49:34 PM	CRASH - INJURIES - E0	AMITY ST / E 6TH AVE
01/10/2022 07:04:49 AM	CRASH - ROLLOVER - E0	171 HOMESTEAD HIGH LEVEL BRG
04/16/2022 10:39:13 AM	CRASH - HAZARDS - E2	W 8TH AVE / NEEL ST
05/14/2022 06:38:08 PM	CRASH - ROLLOVER - E0	E 8TH AVE / HOMESTEAD HIGH LEVEL BRG
05/21/2022 02:41:26 PM	CRASH - INJURIES - E2	222 W 8TH AVE
11/23/2022 03:49:49 PM	CRASH - SINKING VEHICLE - E0	AMITY ST / E WATERFRONT DR
12/23/2022 04:57:26 AM	CRASH - UNKNOWN INJURIES - E2	HAYS ST / W 8TH AVE
01/16/2023 11:18:54 AM	CRASH - UNKNOWN INJURIES - E2	W 7TH AVE / NEEL ST
01/29/2023 07:51:22 PM	CRASH - INJURIES - E2	W 7TH AVE / W 8TH AVE
01/30/2023 07:29:57 PM	CRASH - INJURIES - E2	171 HOMESTEAD HIGH LEVEL BRG

02/09/2023 07:55:00 AM	CRASH - INJURIES - E2	E 7TH AVE / AMITY ST
04/12/2023 12:00:37 PM	CRASH - INJURIES - E2	222 W 8TH AVE
06/16/2023 05:52:25 PM	CRASH - VS PEDESTRIAN - E0	E 7TH AVE / AMITY ST
09/19/2023 08:24:01 PM	CRASH - LIGHT RAIL - E0	AMITY ST / E 5TH AVE
11/21/2023 06:04:34 PM	CRASH - TRAIN - E0	AMITY ST / E 6TH AVE
03/25/2024 09:55:14 AM	CRASH - UNKNOWN INJURIES - E2	W 7TH AVE / W 8TH AVE
04/30/2024 03:41:02 PM	CRASH - HAZARDS - E2	NEEL ST / W 8TH AVE
05/17/2024 08:49:34 PM	CRASH - INJURIES	230 W 7TH AVE
07/03/2024 07:48:01 PM	CRASH - ROLLOVER - E0	E 8TH AVE / ANN ST
07/23/2024 06:49:50 PM	CRASH - UNKNOWN INJURIES	W 7TH AVE / NEEL ST
07/27/2024 01:23:54 AM	CRASH - INJURIES	HOMESTEAD HIGH LEVEL BRG / E 8TH AVE
08/01/2024 01:13:53 PM	CRASH - NO INJURIES / NO HAZARDS	222 W 8TH AVE
08/12/2024 09:10:36 AM	CRASH - INVOLVING A STRUCTURE	E 8TH AVE / ANN ST
09/01/2024 04:33:27 PM	CRASH - HAZARDS	W 7TH AVE / W 8TH AVE
10/01/2024 11:01:42 AM	CRASH - NO INJURIES / NO HAZARDS	216 W 8TH AVE
10/08/2024 04:26:20 PM	CRASH - NO INJURIES / NO HAZARDS	W 8TH AVE / HAYS ST
01/08/2025 09:16:22 PM	CRASH - UNKNOWN INJURIES	W 8TH AVE / W 7TH AVE
01/19/2025 02:15:59 AM	CRASH - UNKNOWN INJURIES	E 8TH AVE / HOMESTEAD HIGH LEVEL BRG
02/08/2025 12:41:43 PM	CRASH - NO INJURIES / NO HAZARDS	W 8TH AVE / NEEL ST
05/13/2025 03:41:07 AM	CRASH - INJURIES	222 W 8TH AVE
09/04/2025 10:23:34 AM	CRASH - NO INJURIES / NO HAZARDS	W 7TH AVE / W 8TH AVE
09/28/2025 03:56:22 PM	CRASH - INJURIES	HOMESTEAD HIGH LEVEL BRG / E 5TH AVE
11/05/2025 05:14:18 PM	CRASH - INJURIES	W 8TH AVE / HAYS ST
11/15/2025 03:25:44 AM	CRASH - NO INJURIES / NO HAZARDS	E 5TH AVE / HOMESTEAD HIGH LEVEL BRG
11/21/2025 03:42:12 PM	CRASH - UNKNOWN	W 7TH AVE / W 8TH AVE
11/21/2025 06:56:26 PM	CRASH - UNKNOWN	6 HOMESTEAD HIGH LEVEL BRG
12/14/2025 01:27:20 PM	CRASH - NO INJURIES / NO HAZARDS	NEEL ST / W 8TH AVE
03/13/2026 01:16:34 PM	CRASH - NO INJURY	122 W 8TH AVE

XII. Appendix B: West Homestead Crash Table 2

Event Date	Situation Reported	Location
05/21/2021 04:10:55 PM	Accident - No Injuries	W 8TH AVE / NEEL ST
05/26/2021 09:51:05 AM	Accident - No Injuries	233 W 8TH AVE
05/28/2021 11:12:35 AM	Accident - No Injuries	330 AMITY ST
06/07/2021 04:37:03 PM	Accident - No Injuries	NEEL ST / W 7TH AVE
06/25/2021 07:37:37 AM	Accident - No Injuries	W 8TH AVE / NEEL ST
06/25/2021 02:59:47 PM	Accident - No Injuries	E 8TH AVE / HOMESTEAD HIGH LEVEL BRG
07/17/2021 05:54:41 PM	Accident - No Injuries	W 8TH AVE / W 7TH AVE
07/22/2021 03:46:49 PM	Accident - No Injuries	643 W 8TH AVE
08/11/2021 06:40:00 PM	Accident - No Injuries	500 AMITY ST
08/27/2021 10:29:04 AM	Accident - No Injuries	222 W 8TH AVE
09/22/2021 05:23:42 PM	Accident - No Injuries	300 BLK W 8TH AVE
10/07/2021 08:23:13 AM	Accident - No Injuries	W 8TH AVE / HAYS ST
10/27/2021 02:11:26 PM	Accident - No Injuries	AMITY ST / E 7TH AVE
10/31/2021 02:19:31 AM	Accident - No Injuries	W 7TH AVE / W 8TH AVE
01/06/2022 07:48:01 PM	Accident - No Injuries	AMITY ST / E WATERFRONT DR
01/14/2022 01:05:30 PM	Accident - No Injuries	243 W 8TH AVE
01/23/2022 12:59:01 AM	Accident - No Injuries	W 7TH AVE / W 8TH AVE
01/28/2022 10:34:57 AM	Accident - No Injuries	W 8TH AVE / W 7TH AVE
02/23/2022 06:38:18 PM	Accident - No Injuries	127 E 7TH AVE
03/11/2022 11:12:48 AM	Accident - No Injuries	324 AMITY ST
04/08/2022 10:04:45 AM	Accident - No Injuries	W 8TH AVE / W 7TH AVE
04/09/2022 10:20:23 PM	Accident - No Injuries	133 W 8TH AVE
04/11/2022 01:56:38 PM	Accident - No Injuries	HAYS ST / W 7TH AVE
04/18/2022 01:52:49 PM	Accident - No Injuries	221 W 8TH AVE
05/09/2022 09:38:11 AM	Accident - No Injuries	NEEL ST / W 8TH AVE
06/02/2022 02:37:25 PM	Accident - No Injuries	HAYS ST / W 8TH AVE
06/03/2022 02:46:20 PM	Accident - No Injuries	171 HOMESTEAD HIGH LEVEL BRG
06/06/2022 08:04:57 AM	Accident - No Injuries	HOMESTEAD HIGH LEV / E 5TH AVE
07/02/2022 11:10:11 PM	Accident - No Injuries	238 E 8TH AVE
07/03/2022 08:45:03 AM	Accident - No Injuries	222 W 8TH AVE
08/07/2022 12:13:25 PM	Accident - No Injuries	W 7TH AVE / W 8TH AVE
09/17/2022 05:59:31 PM	Accident - No Injuries	W 8TH AVE / E 8TH AVE
12/10/2022 05:10:10 PM	Accident - No Injuries	E 5TH AVE / AMITY ST
12/11/2022 03:14:20 PM	Accident - No Injuries	117 W 7TH AVE

04/27/2023 07:21:22 PM	Accident - No Injuries	E 7TH AVE / ANN ST
06/06/2023 09:39:51 AM	Accident - No Injuries	W 8TH AVE / W 7TH AVE
09/16/2023 10:58:17 AM	Accident - No Injuries	HAYS ST / W 8TH AVE
09/27/2023 08:31:03 AM	Accident - No Injuries	W 7TH AVE / W 8TH AVE
10/08/2023 01:23:03 PM	Accident - No Injuries	171 HOMESTEAD HIGH LEVEL BRG
11/10/2023 12:01:53 PM	Accident - No Injuries	301 W 8TH AVE
11/30/2023 06:35:55 PM	Accident - No Injuries	171 HOMESTEAD HIGH LEVEL BRG
03/02/2024 06:43:05 PM	Accident - No Injuries	AMITY ST / E 8TH AVE
03/08/2024 09:50:34 PM	Accident - No Injuries	537 W 8TH AVE
05/12/2024 02:22:37 AM	Accident - No Injuries	W 8TH AVE / FOREST AVE
06/10/2024 10:54:53 AM	Accident - No Injuries	W 7TH AVE / W 8TH AVE
07/08/2024 09:08:29 AM	Accident - No Injuries	230 W 7TH AVE
09/25/2024 02:01:42 PM	Accident - No Injuries	W 7TH AVE / NEEL ST
07/22/2025 01:09:48 PM	Accident - No Injuries	213 W 8TH AVE
10/14/2025 12:24:11 PM	Accident - No Injuries	W 8TH AVE / W 7TH AVE

XII. Appendix C: Homestead Crash Table

Event Date	Call Number	Case Number	Location	Situation Reported	Call Disposition	Commonplace Name	City	Responders	Beat	Call Priority
03/02/2024 06:48:05 PM	[redacted]		AMETY ST / E 8TH AVE	Accident - No Injuries	No Report Needed	AMETY ST/E 8TH AVE	HOMESTEAD	[redacted]	HOM1	P3
12/23/2023 01:18:42 PM			AMETY ST / E 6TH AVE	Accident - No Injuries	Report	AMETY ST/E 6TH AVE	HOMESTEAD		HOM1	P3
03/04/2024 05:19:41 AM			E 8TH AVE / AMETY ST	Accident - No Injuries	No Report Needed	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
03/01/2024 02:06:21 PM			E 9TH AVE / AMETY ST	Accident - No Injuries	No Disposition Reported	E 9TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
07/10/2024 12:51:23 PM			95 E AMITY ST	Accident - No Injuries	Report		HOMESTEAD		HOM1	P3
05/04/2024 05:39:52 PM			E 8TH AVE / AMETY ST	Accident - No Injuries	No Disposition Reported	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
04/14/2024 04:56:39 PM			AMETY ST / E 8TH AVE	Accident - No Injuries	No Report Needed	AMETY ST/E 8TH AVE	HOMESTEAD		HOM1	P3
02/13/2024 02:22:39 PM			324 AMITY ST	Accident - No Injuries	Report	MENS WRAREHOUSE HOM	HOMESTEAD		HOM2	P3
05/29/2024 12:38:35 PM			E 6TH AVE / AMETY ST	CRASH - INJURIES	No Disposition Reported	E 6TH AVE/AMETY ST	HOMESTEAD		HOM1	P1
03/14/2023 05:28:23 PM			E WATERFRONT DR / AMITY ST	CRASH - INJURIES		E WATERFRONT DR/AMITY ST	HOMESTEAD		HOM2	P1
10/20/2023 07:06:41 PM			324 AMITY ST	CRASH - INJURIES	Report	MENS WRAREHOUSE HOM	HOMESTEAD		HOM2	P1
08/08/2023 05:45:17 PM			E 8TH AVE / AMETY ST	CRASH - INJURIES	No Disposition Reported	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P1
12/05/2023 10:11:35 AM			E 7TH AVE / AMETY ST	CRASH - INJURIES	No Disposition Reported	E 7TH AVE/AMETY ST	HOMESTEAD		HOM1	P1
03/06/2024 08:49:50 PM			E 7TH AVE / AMETY ST	CRASH - INJURIES - E2	Report	E 7TH AVE/AMETY ST	HOMESTEAD		HOM1	P2
04/15/2024 11:53:46 AM			500 AMITY ST	CRASH - MOTORCYCLE/AUTO - E2	Report		HOMESTEAD		HOM1	P1
03/07/2023 09:41:56 PM			AMETY ST / E 7TH AVE	CRASH - NO INJURIES / NO HAZARDS	No Disposition Reported	AMETY ST/E 7TH AVE	HOMESTEAD		HOM1	P3
03/01/2024 12:18:00 PM			E 8TH AVE / AMETY ST	CRASH - NO INJURIES / NO HAZARDS	No Report Needed	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
05/18/2023 11:07:00 AM			E 7TH AVE / AMETY ST	CRASH - NO INJURIES / NO HAZARDS	Towed	E 7TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
10/07/2023 08:52:58 AM			E WATERFRONT DR / AMITY ST	CRASH - NO INJURIES / NO HAZARDS	Report	E WATERFRONT DR/AMITY ST	HOMESTEAD		HOM2	P3
07/02/2023 01:27:06 PM			E 8TH AVE / AMETY ST	CRASH - NO INJURIES / NO HAZARDS	No Disposition Reported	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
08/19/2024 06:16:14 PM			E 8TH AVE / AMETY ST	CRASH - NO INJURIES / NO HAZARDS	Referred to Other	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
09/20/2024 05:05:17 PM			E 8TH AVE / AMETY ST	CRASH - NO INJURIES / NO HAZARDS	Report	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P3
12/21/2024 02:00:12 PM			E WATERFRONT DR / AMITY ST	CRASH - NO INJURIES / NO HAZARDS	No Disposition Reported	E WATERFRONT DR/AMITY ST	HOMESTEAD		HOM2	P2
11/02/2024 07:05:08 PM			324 AMITY ST	CRASH - NO INJURIES / NO HAZARDS	No Disposition Reported		HOMESTEAD		HOM2	P3
07/25/2023 12:35:52 PM			AMETY ST / E 8TH AVE	CRASH - NO INJURIES / NO HAZARDS	No Report Needed	AMETY ST/E 8TH AVE	HOMESTEAD		HOM1	P3
10/28/2023 12:47:13 PM			AMETY ST / E 7TH AVE	CRASH - NO INJURY	No Report Needed	AMETY ST/E 7TH AVE	HOMESTEAD		HOM1	P3
10/27/2023 12:21:18 PM			805 AMITY ST	CRASH - NO INJURY	No Report Needed	ROOK FISH & CHICKEN HOM	HOMESTEAD		HOM1	P3
08/01/2023 03:23:06 PM			E 5TH AVE / AMETY ST	CRASH - NO INJURY	Report	E 5TH AVE/AMETY ST	HOMESTEAD		HOM2	P3
04/19/2023 11:29:26 AM			AMETY ST / E 7TH AVE	CRASH - UNKNOWN	No Disposition Reported	AMETY ST/E 7TH AVE	HOMESTEAD		HOM1	P2
09/10/2023 10:47:27 AM			AMETY ST / E 7TH AVE	CRASH - UNKNOWN	No Disposition Reported	AMETY ST/E 7TH AVE	HOMESTEAD		HOM1	P2
03/01/2023 10:26:00 PM			AMETY ST / E WATERFRONT DR	CRASH - UNKNOWN INJURIES	Report	AMETY ST/E WATERFRONT DR	HOMESTEAD		HOM2	P1
03/27/2023 03:37:31 PM			AMETY ST / E 11TH AVE	CRASH - UNKNOWN INJURIES	Report	AMETY ST/E 11TH AVE	HOMESTEAD		HOM1	P2
08/27/2024 05:19:29 PM			E 8TH AVE / AMETY ST	CRASH - UNKNOWN INJURIES	Report	E 8TH AVE/AMETY ST	HOMESTEAD		HOM1	P2
07/13/2024 12:48:51 PM			801 AMITY ST	CRASH - UNKNOWN INJURIES	No Disposition Reported	ALL POINTS CONSTRUCTION	HOMESTEAD	[redacted]	HOM1	P2

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