

Mon-Oakland Mobility Plan

On November 14 and 15, The City of Pittsburgh's Department of Mobility and Infrastructure, in partnership with the Urban Redevelopment Authority, held two public meetings to discuss making connections between Hazelwood, Greenfield, Four Mile Run, and Oakland. The intention of the meetings was to provide information about current demographics, travel patterns, employment centers, and other data that will help us (community, City, and other partners) to arrive at the best solution for making better mobility connections.



This is the beginning of a **new process that does not have a pre-determined** what type of connection would be best, how it could operate, what path it may take, what vehicle/mode it would be, etc. The goal is to have an open dialogue about the best way to solve what is a very real mobility challenge for this part of the City. The **mobility needs also dovetail with other infrastructure challenges**, such as stormwater management, that are being addressed via partnerships with the Parks Conservancy, PWSA, and others. The green

infrastructure solutions proposed can happen independent of a mobility project, but to the extent that we can achieve efficiencies between the projects, we intend to explore those with the community.

This is a summary of what we heard at the public meetings—this is unfiltered information direct from community members. We will take this feedback into account as the process moves forward. More public meetings will take place after the holidays, and we will explore all the options on the table in an open, transparent way. Thank you for your participation in helping to shape this plan.

The information contained here, as well as higher-resolution versions of the images of all the interactive displays we had at the meetings, can be found at the project's website: <http://pittsburghpa.gov/fourmilerunproject/mon-oakland-mobility-plan.html>; feel free to add additional comments via email at 4milerun.mobility@pittsburghpa.gov.

Definition of Success

Participants were asked to complete the sentence: **"For a mobility connection to be successful for me, it must [be] ..."**

- Safe
- Reliable
- Not require a personal automobile
- Usable after dark
- Not too hilly, no cars or slow cars, no huge puddles, no broken glass, never closed for construction
- Usable in snow/ice
- Public
- Affordable
- Frequent (and/or timed connections if transit)
- Zero/low carbon
- (For transit) Frequent
- Separate bike/ped and vehicles
- [have] A MTP that maintains bike route through all construction

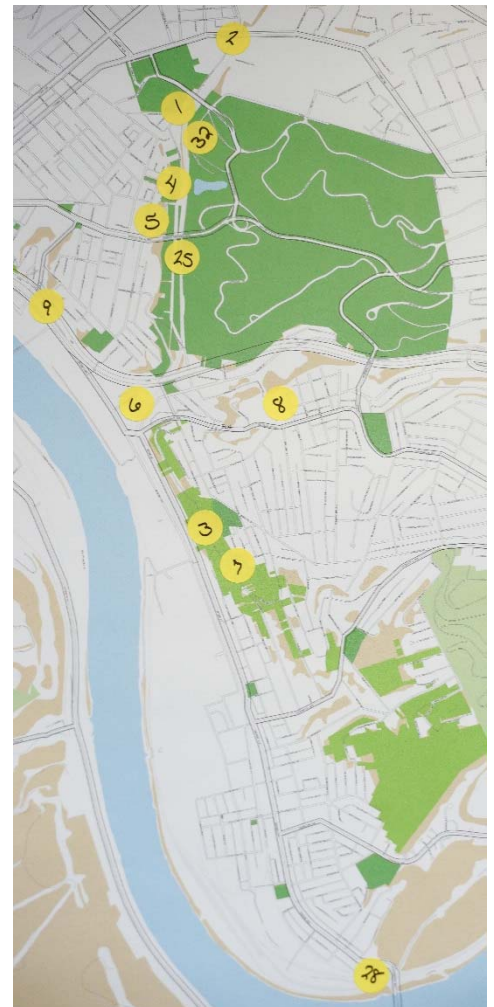


shuttle should be required to (3?) make stops up the length of the route for limited mobility residents

- **4:** Traffic is backing up here – needs traffic signal – accident waiting to happen “wild west attitude”
- **5:** Better connection between Boundary & Schenley Plaza
- **6:** Lights for bike path
- **7:** Don't want vehicles in the park
- **8:** consider re-using the paper street called fund that used to connect to Swinburne street
- **9:** Concerned about my children's safety being lost by constant traffic + lack of emergency escape route.
- **10:** Constant Strangers in my Neighborhood. Would you want that ???
- **11:** safe + Dedicated bike + ped access through from Junction Hollow trail to 5th Ave
- **12:** Oakland circulator Restoration : Public Transit accessibility + viability to connect residential Oakland with 5th Ave businesses + transit connections
- **12:** Safety concerns with shuttles in a Residential Neighborhood with kids and steal park land.
- I agree we need to be able to cross RR tracks from Junction Hollow to Schenley / Panther Hollow Lake
- Port authority should be part of this discussion to integrate any solutions into the existing transit network. Is the issue really the mobility options for residents of The Run or for the future Hazelwood Green site?
- Is the issue really that 15207 is underserved by public transit? It seems that this is a solution anticipating the problem of the Hazelwood Green and of course buses don't run where there is currently no people.
- What is the problem with any of alt routes when Greenfield Bridge was closed send shuttles any of these routes rather than build a new one
- Gondola from Greenfield / No buses No cars
- Junction Hollow Transportation Priorities:
 1. Maintain the bike/ped path through Junction Hollow during construction. Dirt OK, if temporary.
 2. We must have a bikeable level crossing, bridge, or tunnel for bike/ped access to Panther Hollow Lake to get across the railroad tracks.
 3. If a shuttle happens, it must be public and have stops for passengers in The Run and Panther Hollow neighborhoods.
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 5. Gates at each end of the bike/ped trail in Junciton Hollow should be locked at all times to keep cars off the trail, except in case of emergency. Similar for the shuttle road, to keep private cars off it.
 - o Paul Heckbert, Edgewood resident, ph@cs.cmu.edu

Evening (11/15) Session:

- **1:** Pave Joncaire St so Bikes ride on the street and not the sidewalk
- **2:** Make Boundary One way down from Boiler plant to cut traffic in 1/2
- **3:** No Cars in Junction Hollow
- **4:** Would like a legal crossing over/under the train tracks to/from Trail & Lake
- **5:** Improve existing access from Parkview ave / blvd. of the Allies to trail system of Panther Hollow Only a shoddy Staircase exists now and doesn't lead to any trail
- **6:** add healthy ride station to Trailhead parking lot
- **7:** Sylvan Ave is an abandoned street between Greenfield and Hazelwood it should be turned into a recreational hiking trail.
- **8:** Restore steps for children to access Greenfield Elementary from Saline st.



- **9:** 2nd ave / Bates & Hot Metal Bridge is just congested mess. One-way in one way out
- **25:** Concerned the the Junction Hollow trail will close during construction need to keep open, at least access in the valley
- **28:** Connect Greenfield / Hazelwood to shopping / food at waterfront via BIKE by installing bike land on 2nd ave and railroad crossing
- **32:** Junction Hallow Trail can be connected along Neville St to CMU
- **This needs to be a transportation and public process that has public benefit for existing residents**
- Automated storm drain cleaners instead
- Gondolas are good
- Squirrel Hill proposed trail from lifetime auto to saline st in the run
- No Road
- **Fix Bates instead**
- Slow traffic on boundary 15mph sharrows
- In 15207 Air Quality is currently among the worst in the city due to topography, industry and transportation emissions this **project needs to improve our quality**
- Use robots to fix current intersections

Making Connections

We had a pair of boards set up to get more interactive feedback using a combination of stickers, pushpins, and yarn. One board asked participants to use pushpins to indicate the beginning and end of trips they'd like to make without needing to drive, and to connect them via color-coded yarn (the colors indicated the mode of the trip: red for public transit, green for bicycle, and blue for walking).

Then, participants could use stickers (that had the same color codes for the modes) to describe the purpose of the trip(s) they assembled on the map with the yarn. The trip types could be either commute, errands, recreation, or other—some participants described their trips further with Post-it notes.

Images of the connections the meeting participants made can be found on the [project website](#).

General Comments

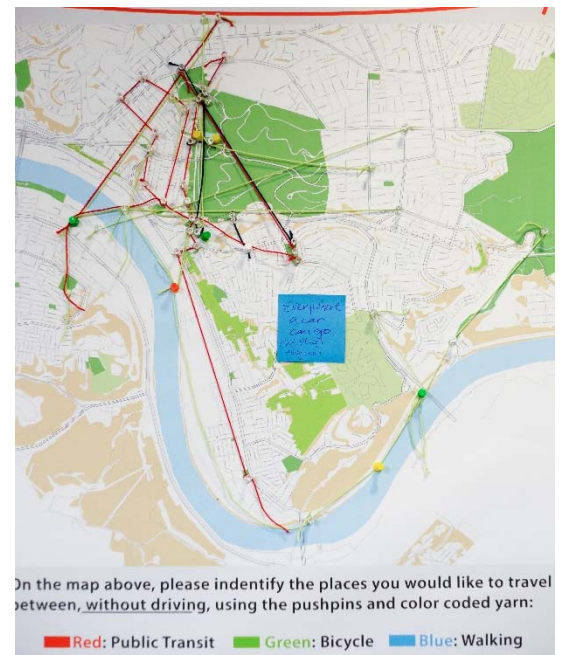
Here are things that we heard via the Q&A session immediately following the presentation. Some of these ideas may overlap with what we had on our boards, but they're shown here for completeness.

Morning (11/14) Session:

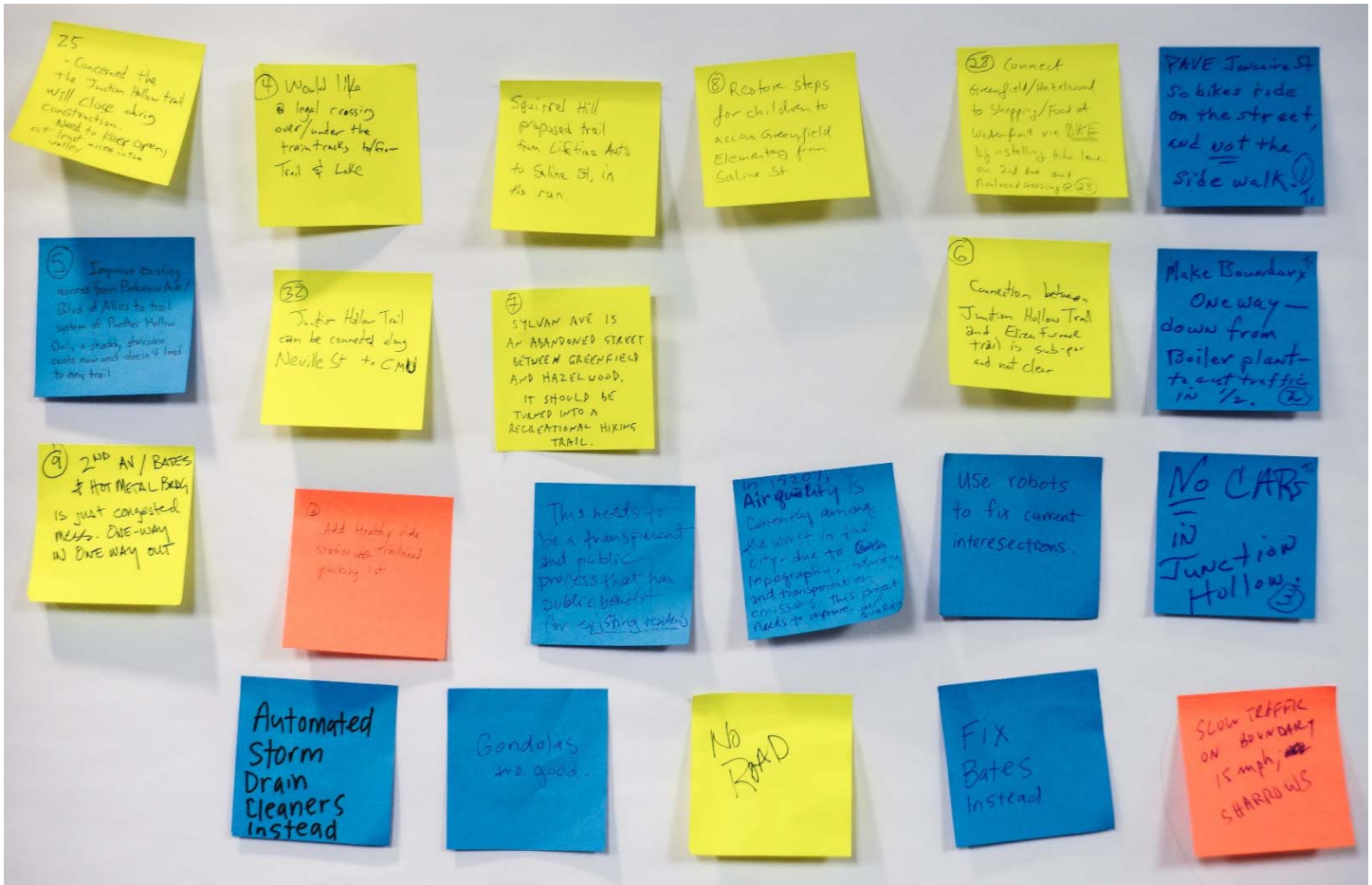
- Why are you making a NEW vehicle road through a park? If you want to decrease traffic, you must discourage driving and encourage public transit. To do this you must limit car access to an existing vehicle road and reserve it for public transit. **Swinburne Bridge could be reserved for shuttles and buses one way at peak hours.** This will cost the city nothing, will discourage driving, and will relieve the residents at the top of Swinburne of the daily traffic jams in front of their home. No road through the park.

Evening (11/15) Session:

- Put a trail from the run to Sestili Nursery. **Swinburne is a death trap.**
- Going to Panther Hollow from Fifth Ave in Oakland is not safe now. To walk or ride it needs to be [safer].
- Add bike wheel ramps to Park Steps. Like Greenfield Ave steps to the Run already has.
- Contact Venture Outdoors .org. They use the park a lot & may have good ideas.



- Fix existing entrances to the Park. Steps by Schenley Bridge/Parkview would cut my commute (walking) in half!
- Build an incline connecting the run to south Oakland. There used to be steps by Frazier field going over 376 down to South Side.
- Low cost transportation is more democratic.
- We should not tolerate sharing the trail with motor vehicles.



- How much of the problem could be solved by redrawing PAT routes to serve the current needs?
- Do not close the Junction Hollow Trail during construction if at all possible.
- Do not degrade the service of Junction Hollow Trail for bicycles and pedestrians. This includes adding shared use with shuttle buses.
- PWSA has no money, ALCOSAN should pay & Pitt / CMU / UPMC for green infrastructure.
- Calm traffic on Panther Hollow and Greenfield through Schenley Park.

Emailed Comment:

- Thank you to Mary Shaw, who emailed a concept map for Juno St, which will be linked on the [project's web page](#), and will be shared with the project team for consideration.

