

Meeting Summary

The City of Pittsburgh Department of Mobility & Infrastructure (DOMI) held a public meeting to update the public on the progress and current status of the Mon-Oakland Mobility Project and gather public input on specific topics related to the project. The meeting details are as follows:

DATE: Thursday, November 21, 2019
TIME: 6:00 – 8:00 PM
LOCATION: Center of Life
161 Hazelwood Ave.
Pittsburgh, PA 15207

MEETING NOTIFICATIONS:

- Email invitations were sent on November 8, 2019 to all who had participated in the public engagement process to date.
- A newspaper ad was placed in the November 13th edition of the Pittsburgh City Paper.
- A press release was issued on November 20, 2019 by the City of Pittsburgh.

MEETING FORMAT

The meeting began with a presentation and some initial questions and answers. Attendees then visited display stations staffed by project team members featuring mapping of Phase 1, the Junction Hollow/4 Mile Run portion of the project and other project information (see Display Stations on page 3 for more details). Interests and concerns were captured at each station on flip charts. The meeting concluded with a final general session to review the station notes and respond to questions. Each attendee was provided with a comment form to submit at the end of the meeting or by mail.

PRESENTATION

Karina Ricks, Director of the City of Pittsburgh's Department of Mobility and Infrastructure (DOMI), gave a brief presentation which provided updates on the project and described the format of the meeting. She noted the design team has completed and submitted to the City their 30% design plans for the project. At this meeting, the team is seeking input on specific design elements and details.

Ms. Ricks reviewed the City's coordination with the Pittsburgh Water and Sewer Authority (PWSA) and their Four Mile Run Stormwater Improvement Project which is also currently under design and will be affecting the Junction Hollow/Four Mile Run neighborhoods. The PWSA team

is on track to complete their 60% design plans in January 2020 and then will move into Final Engineering. Both the Mon-Oakland Mobility Project and the stormwater project are on track to complete their Plans, Specifications and Estimates package in preparation for construction in August 2020.

The Mon-Oakland project will be completed in two phases. Phase 1 is in design now and encompasses the portion of the project in the Junction Hollow/4 Mile Run neighborhoods. Phase 2 is the Sylvan Avenue/Hazelwood portion of the project and the team will complete the 30% design for Phase 2 in March 2020. Phase 2 is also planned to include the pedestrian/bike connection to Panther Hollow Lake.

Ms. Ricks then reviewed the City's mobility goals and objectives, the project goals, and how both are related. The Citywide mobility goals and objectives are:

- No one dies or is seriously injured traveling on city streets
- Every household can access fresh fruits and vegetables within 20 minutes travel of home, without needing a private automobile
- No household must spend more than 45% of income on housing + transportation
- Walking and bicycling are the most enjoyable choice for short distance trips
- Streets and intersections are safely and easily navigated by an unaccompanied adolescent child

The project goals and objectives are:

- Address stormwater and sewer overflow issues
- Respect the park environment
- Address mobility gaps and increase connectivity and access to jobs and opportunity
- Preserve and enhance local neighborhood health, safety and quality of life
- Advance sustainability by increasing travel by transit, bicycle, walking and other low-emission modes
- Support economic development and regeneration, and specifically Hazelwood Green

Ms. Ricks also identified which project elements are in the jurisdiction of PWSA and DOMI:

4MR Stormwater Project

- Temporarily relocated 3 Rivers Heritage trail
- Deepening Panther Hollow Lake
- Overflow pipe from lake to 4MR
- Cut and fill and rough grading of 4MR
- New meandering open stream channel
- Green infrastructure planting
- Stormwater conveyance from end of open stream channel to Monongahela River

Mon-Oakland Mobility Project

- Permanent restoration of 3 Rivers Heritage trail
- Establishment of second trail
- Park amenities including signage and furnishings
- Restoration/enhancement of U12 soccer field
- Ped/bike improvements to Boundary Street (to Neville)
- Gathering places (if desired)
- Public art (if desired)
- Pedestrian/bike tunnel under rail tracks to Schenley Park (Phase 2)
- Sylvan Greenway trail (Phase 2)
- *Under pursuit/Feasibility:* Ped/bike alternative connection to/across Swinburne (“the chute”)

Other projects are also underway in the area and are in close coordination with the DOMI and PWSA teams including: Swinburne Bridge restoration/replacement; Charles Anderson Bridge restoration/replacement; Irvine Street sidewalk restoration/establishment; development at the Hazelwood Green site; the Southwestern Pennsylvania Commission’s Second Avenue Corridor Study; and the Bicycle Master Plan.

Following the presentation and the open house discussion stations, questions and comments were addressed for the entire group. The notes from those general discussions are included later in this document.

DISCUSSION STATIONS

Following the presentation, meeting attendees were given approximately 30 minutes to visit five discussion stations. Each station focused on a different section or aspect of the project and was staffed by a team member and a facilitator/note taker. At each station, discussion focused on collecting feedback related to: trail width, alignment, and materials; lighting and trail access controls; park furnishings, amenities, and public art; gathering places, field design, and landscaping; and street distribution and ped/bike facilities. Other topics specific to each station were also discussed. Notes were taken at each station and are included later in this document.

1. Trail Users & Mobility Connections

This station provided an overview of the intended uses of the trail and potential future mobility solutions that may be accommodated on the trail. Discussion focused on gathering feedback related to City-wide efforts to improve mobility (Vision 2070), context statistics, and mobility modes/users of the trails.

2. Boundary Street – North of Junction Hollow

A large format display of the section of Boundary Street north of Junction Hollow was available for review and discussion with the project team and community members.

Specific discussion at this station included gathering feedback on unique mobility accommodations including advisory bike lanes.

3. Junction Hollow

A large format display of the Junction Hollow section was available for review and discussion with the project team and community members. Specific discussion at this station included gathering feedback on utilization of the existing parking area and the existing soccer field.

4. Boundary Street to Saline Street – South of Junction Hollow

A large format display of the portion of the project south of Junction Hollow (Boundary Street to Saline Street) was available for review and discussion with the project team and community members. Specific discussion at this station focused on gathering feedback related to the alignment of the Three Rivers Heritage Trail under the Parkway East along Boundary Street and through/around Four Mile Run Park.

5. Trail Characteristics

Displays of renderings and typical sections were available for review and discussion. Samples of possible lighting and pavement materials were also displayed for meeting attendees. Specific discussion topics included characteristics and use of each trail and the intended uses and users for each trail.

OPEN COMMENT PERIOD

Following the discussion stations, another open comment period was held. The project team members who staffed each discussion station reported back to the group about the top three discussion points at their station and meeting attendees were encouraged to ask additional general questions to the project team. Notes from those discussions are included later in this document.

Discussion Station Notes

STATION 1: TRAIL USERS & MOBILITY CONNECTIONS

- What are potential companies to get permits?
 - Should figure this out now before “road”
 - Permit specifications NOW
 - People want to know what they’re getting
- How do we control insurance for providers?
 - Safety (e-bikes)
 - Determine Levels of insurance based on vehicle/speed, etc.
 - Can’t be typical caps (won’t have enough park rangers to enforce otherwise)
 - Get reps from insurance to sit at table for reqs. (Stacy Vermillis Bd. Of Friends of Riverfront)
- Could Port Authority operate vehicles?
- Is there’s going to be more people at ALMONO, are there other efforts to expand transit? This won’t be enough.
- How many people can vehicle accommodate? 15?
- Who will operate shuttle?
 - Maybe init. Philanthropy – until City or other can take over
- Examples look all autonomous
- What is max person capacity? 11-15 standing
- Putting a vehicle on it is definition of road
 - Is there an in-between word between trail and road?
 - Maybe clarify why not a road = doesn’t allow cars
- Look at Michigan throttle low – help address e-bikes
- Look at new CMU bike policy

STATION 2: NORTH OF JUNCTION HOLLOW

- Need to maintain emergency vehicle access at Saline Street and Greenfield Avenue
- Did it consider a safety study?
- Why not use existing path alignment?
- Why not just get a bus? Faster/cheaper?

STATION 3: JUNCTION HOLLOW

- Tree canopy impact?
- Tunnel to Lake
- Soccer field dimension?
- Wildlife
- Toxicity of “glow in the dark” pavement?

STATION 4: SOUTH OF JUNCTION HOLLOW

- Don't take trees for parking (planted as a neighborhood)
- Entrance to Saline is too narrow for cars
- Will there be stops and where are they?
- Know the plan before it comes – where stops and what
- Is this the final destination?
- Too narrow near the Parkway pier (pinch point)
- Are we going to be able to see the engineering plans?
- Intersection of Greenfield and Second Avenue – Increased traffic
- No safe way to cross Greenfield Avenue on bike

STATION 5: TRAIL CHARACTERISTICS

- Crushed Limestone
 - Can't plow for now
 - Needs constant maintenance
 - Not for biking
- Asphalt/concrete = preferred
 - Better for high speed biking/running
- Don't want to take away "non car" trail to replace with one for cars
- Should include lighting
- Like glow in the dark concrete
 - Starry night theme
- Reuse pavers from PWSA Demo
- Possible "short lights" that light up
- Pavers would be difficult to traverse/maintain
- Parks by soccer field should be maintained for energy

General Discussion Notes

- What data supports this being a high-priority item? Why is it essential?
 - Hazelwood Green
 - Pittsburgh Technology Center Redevelopment (auto oriented)
 - Connecting job centers and neighborhoods
 - Vacant buildings
- Initially presented as a road in the park starting 4 years ago
- DOMI is only building the “road”. What more can we do to stop this project?
- Not a road – can accommodate low-speed, small electric vehicles = Mobility Trail
- Facility will be owned by the City
- Being secretive (surveyors don’t know what they’re surveying)
- “Road” will cause more flooding
- PWSA Public Meeting on Dec. 9th – PWSA will be prepared with more information about the surveying
- Will results of survey be presented?
 - Don’t believe data will be compiled yet
- Could not drive a low emission vehicle on a sidewalk
- “Road” is being built for CMU
- Survey crews told said it was for ‘flood remediation project’, concerned about home impacts
- PWSA have had folks looking into flood experiences/issues they are facing
- PWSA not aware of other project other than those we are discussing (in the area)
- Can funds for “road” be used for grocery store in Hazelwood?
 - Not money for this, in next 5 years that could change
 - Farm stands are up; Small grocery store now
 - Takes partners/private company – the City can’t operate it
- Retail follows rooftops
 - Supporting redevelopment -> Build and retain grocery stores
- Have the residents of the Run been directly asked about their flooding issues?
 - No
- Can you do the PWSA project without the “road”?
 - Yes
- Would you have to restore the area?
 - Yes – PWSA are require to restore what isn’t a part of another project
- What size vehicle? How many people?
 - Trail is 15’ wide; Design vehicle is 11’ long, 6 ½ ‘ wide (mini van dimension)
 - Could run every 5-10 minutes
- Stormwater project needed – what larger part (%) of the valley will be clear cut for this project and not planted? (independent estimate says 30%) When can we get the drawings? Last time you gave us drawings 6 months old
 - PWSA and DOMI are working with City Forrester to look at impact to tree canopy and working to reduce impact
 - PWSA will review RTK request
- How does it benefit Hazelwood? Needs to go before the plan

- DOMI has been coordinating with Hazelwood Initiative; Will consider going to Hazelwood meeting
- Tunnel in Phase 2? Won't that disrupt area twice?
 - We don't want to slow down stormwater project. PWSA will do pipe and permitting process then DOMI will come in and finish with tunnel.
- New information about construction phasing of stormwater?
 - Condition in permit to keep trail open – more information at the next meeting
- Public Safety Representation?
- Last public process?
 - No
- DOMI Public Meeting in Jan/February
- Why spend the money if it's not the "long term solution"?
 - Trying to get people out of their cars in more sustainable modes
- PennDOT Multimodal Grant for sidewalk improvements on 2nd Avenue