



Sylvan Avenue Trail

October 23rd, 2024

6 PM – 7 PM

Virtual

Purpose of the meeting

To clarify the scope of the Sylvan Avenue Trail, respond to feedback, and discuss opportunities.

Agenda

- Welcome and Introductions
- Project History and Scope
- Project Questions/Feedback
 - Themes
- Opportunities

Introductions

- Jan Raether, Infrastructure Engagement Specialist, Mayor's Office
- Kim Lucas, Director, DOMI
- Eric Setzler, Chief Engineer, DOMI
- Mike Panzitta, Project Manager, DOMI

Meeting Norms

- Listen to learn
- Disagree respectfully
- Appreciate differences
- Be open to new ideas
- Assume best intentions

Project History and Scope

- Scope was identified as part of the Mon – Oakland Connector (MOC) in 2018
- Original MOC Scope
 - Phase 1: Oakland to Second Ave via Schenley Park
 - Phase 2: Reopen Sylvan Ave
- Community opposed the autonomous vehicle component
- *Our Money. Our Solutions.* proposal



Mon – Oakland Connector

Project Timeline

January 2019 – Contract signed, begin design

October 2019 – Phase 1 PE

December 2019 – Phase 2 PE

July 2020 – Phase 1 Bid Docs

December 2020 – Phase 2 Bid Docs

December 2020 – Phase 1 NTP

May 2021 – Phase 2 NTP

Project Partners

PWSA

Universities/Foundations/ALMONO (for Operations)

Project Funding

Design - \$ 1,346,644.10

Construction - \$ 14-17 million (estimates include park amenities)

Funding Source

Capital Budget

Smart Grant

Project Contact

Project Manager: Michael Panzitta, P.E.

Title: Project Manager, Streets

Email address: michael.panzitta@pittsburghpa.gov

Project website address: <https://mon-oaklandmobility.com/>



Oakland, Greenfield, Hazelwood, Squirrel Hill – Districts 3, 5

At present, moving among Hazelwood, Greenfield, Oakland, and Squirrel Hill without the use of a personal vehicle is difficult due to various reasons, and it is difficult for residents in the Hazelwood neighborhood to access jobs and amenities in these other neighborhoods. This project aims to increase transportation options among these neighborhoods, and is working on pedestrian, bicycle, e-mobility, and microtransit options. Phase 1 is planned to connect Oakland to Second Avenue through Junction Hollow, and Phase 2 will reopen Sylvan Ave, and old right of way along the south side of Greenfield.

Currently, the design team is working toward Line and Grade for Phase 1, survey mobilization for Phase 2, and scoping for the Phase 2 SMART Grant. Public outreach is ongoing, and the project is planned to be presented to the public once Line and Grade is complete in October.

Pittsburgh Department of Mobility and Infrastructure

12/3/2019

Project History and Scope

- Our Money Our Solutions (2019)
 - Trail/Bike improvements
 - *Create and maintain the Sylvan Avenue Corridor as a vehicle-free route for pedestrians and cyclists, managed with an emphasis on forest habitat restoration.*
- Additional work completed:
 - Irvine St. sidewalks
 - Improve signals
 - Hazelwood and Greenfield traffic calming
- Additional work being evaluated



To Whom it May Concern,

Over the past few decades, the Hazelwood, Greenfield, Panther Hollow, and Four Mile Run neighborhoods have been the focus of institutional aspirations. Most recently, the City's transportation planning in our communities has coalesced around a single solution for our mobility needs: building the Mon-Oakland Connector roadway through Schenley Park. This roadway would be built with taxpayer money to host unspecified privately-run transportation modes—leaving a plethora of open questions such as usage costs, disability access, hours of operation, passenger-carrying capacity, safety for other park users, and impact on adjacent neighborhoods and the natural environment. Because of these concerns—and the Mon-Oakland Connector's dubious utility¹ in addressing our very real transportation and pedestrian safety needs—this proposal has been met by considerable opposition.

How would the future of our neighborhoods look if driven from within by community members?

We the residents, neighborhood organizations, businesses and broader stakeholders in this corridor would like to offer a different solution: a holistic mobility package. Our proposals solidify recommendations and needs identified by the Greater Hazelwood Comprehensive Neighborhood Plan and draw upon community feedback and data acquired through the SPC's State Route 885/Second Ave Study, the City's Department of Mobility and Infrastructure (DOMI)'s Pedestrian Safety Plan, Port Authority's Annual Service Report and the Burgh's Eye 311 requests.

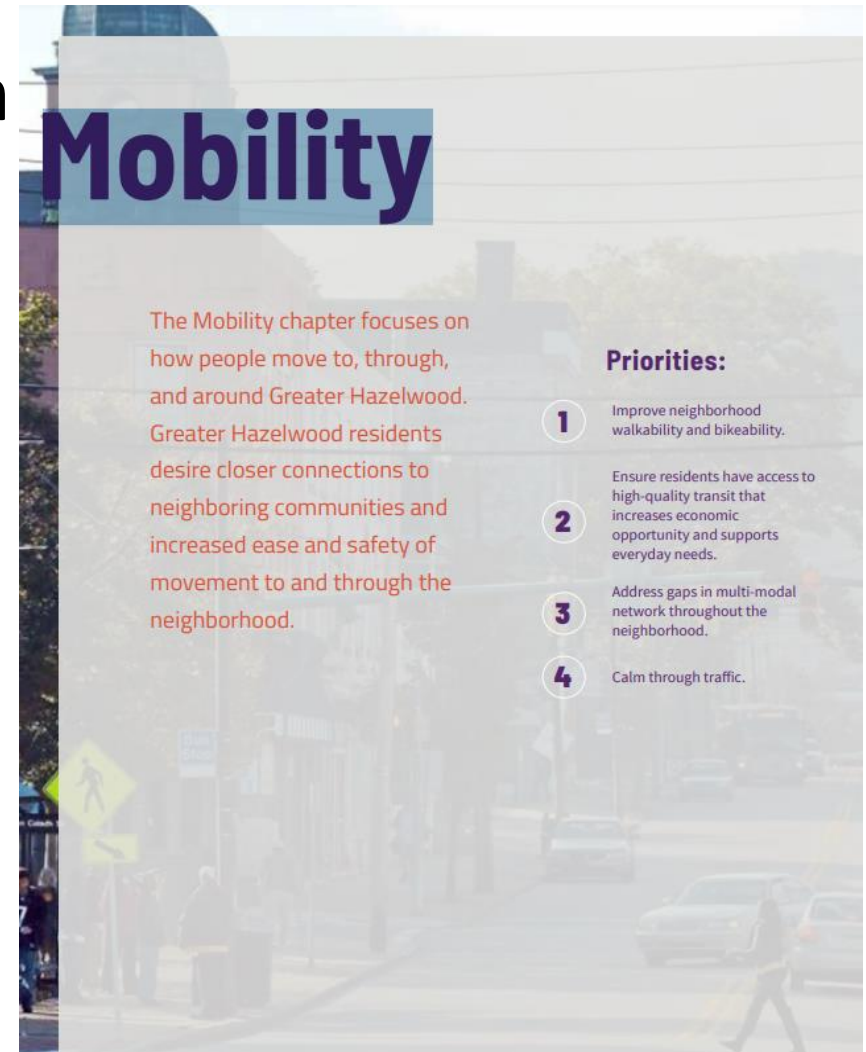
We have identified key pedestrian, bike and public transit improvements that benefit all of us—including other stakeholders such as businesses, universities, and foundations. These proposed streetscape and public transit investments will make our streets safer and provide sustainable and effective transportation alternatives to single-occupancy vehicle use. Moreover, they open pathways to economic opportunity and support workers with non-traditional work hours by improving transit connections between Hazelwood and Oakland as well as creating a new one to the job centers at SouthSide Works and southern neighborhoods beyond. In short, our proposals direct public dollars to equitable and long-term alternative transportation solutions that will improve access to our natural resources without degrading them.

Finally, we want to state unequivocally that all resources earmarked by the City and PWSA for improvements to the Four Mile Run watershed (along with upland areas as needed to address flooding) and Schenley Park should nonetheless be disbursed, and that those projects should proceed in a timely fashion.

¹ See public transit expert Jarrett Walker's piece, "What is 'Microtransit' For?" <https://humantransit.org/2019/08/what-is-microtransit-for.html>

Project History and Scope

- Greater Hazelwood Neighborhood Plan (2019)
 - *Address gaps in multi-modal network throughout the neighborhood. (p94)*
 - *Improve Greater Hazelwood's connection to other neighborhoods. (p19)*
 - *Ensure that improvements to the Hazelwood Greenway include accessible bicycle trails that can provide a recreational and practical route to help move pedestrians and bicyclists around the neighborhood. (p95)*



Project History and Scope

- MOC project previously developed conceptual plans for Sylvan Ave between Greenfield Ave and Hazelwood Ave.
 - Conceptual plans informed the recently completed on-road section of Sylvan
 - Conceptual plans currently being advanced to final design of the trail section.
- Project Scope
 - 0.6 miles of newly paved and illuminated trail, ~14 feet wide including gravel.

Project History and Scope



Project Questions/Feedback

- Key Themes
 - Community need/community input
 - Budget
 - Zoning and Development
 - Stormwater/Runoff
 - Landslides/Subsidence/Mines
 - Access/Mobility
 - Lighting/Electrification
 - Opportunities

Project Questions/Feedback – Community Need/Input

- Existing bike facilities end at Saline, Three Rivers Heritage Trail/Hazelwood Green, and Glenwood bridge
 - None of these bicycle facilities provide access to Hazelwood's commercial areas.
- A future where the greenway is more of an amenity
- Neighborhood resilience

Project Questions/Feedback – Community Need/ Input

- Engagement Summary
 - engage.pittsburghpa.gov/sylvan-avenue-trail
 - April 26, 2022 - Community Meeting
 - November 30, 2022 – Community Meeting
 - August 22, 2024 – Community Meeting
- Outreach to Hazelwood Community Groups, Greenfield Community Association, door-to-door flyers, social media
- Why not Greenfield Baseball?
 - Connections to Bud Hammer aren't in scope

Project Questions/Feedback – Budget

- Initial grant application and budget
 - PennDOT Multimodal Transportation Fund (MTF) 70/30 Match
 - \$2,292,971 for construction
 - \$1,763,824 in State grant funding (2023 budget)
 - \$529,147 in local match (2023 budget)
 - Planning
 - ~\$625 thousand for design (2023 budget)
- Reimbursable grant funding
- Discrepancies with grant application
 - The cost estimates for project specific items like retaining walls are revised during design. Current approach uses fewer retaining walls than the conceptual plan to minimize impact

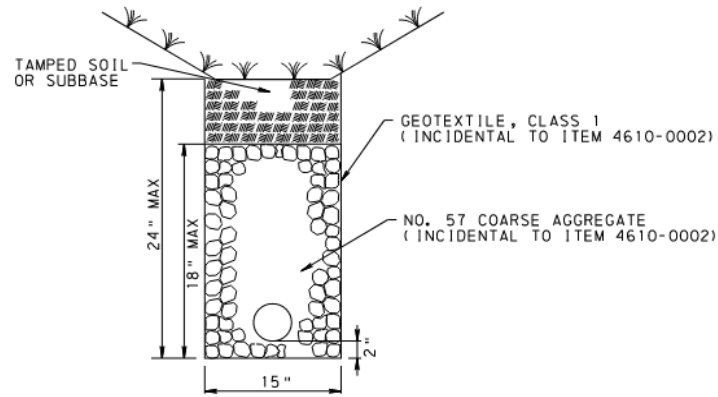
Project Questions/Feedback – Zoning and Development

- Project is located within Hazelwood Greenway
 - Work will take place within the Right of Way (ROW) to the extent possible
 - Stormwater management and slope remediation may be needed on City-Owned lots
 - Coordinating all DEP and PWSA approvals
- No re-zoning has occurred or is proposed.
- The trail is consistent with existing nearby trails (Three Rivers Heritage Trail), and trail guidance

Project Questions/Feedback – Stormwater and Runoff

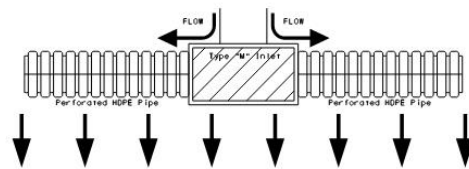
- How does the project address water concerns, stormwater and springs?
 - Project team is in coordination with PADEP, ACCD, and City Planning for stormwater management
 - Design will add vegetated swales and underdrains and convey to the existing storm system
 - Level spreaders will distribute some flow downhill
 - Permeable surfaces are being considered for portions of the trail
- Possible dam uphill from the project?
 - Happy to learn more if someone wants to share additional details

Project Questions/Feedback – Stormwater and Runoff

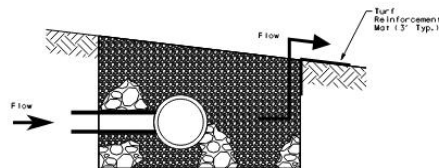


DETAIL A
VEGETATED CHANNEL
6" PIPE UNDERDRAIN
TYPE I BACKFILL MODIFIED

N. T. S.
ITEM 4610-0002



PLAN VIEW
(NOT TO SCALE)



PROFILE VIEW
(NOT TO SCALE)

LEVEL SPREADER
NO SCALE
ITEM NO 9000-0350



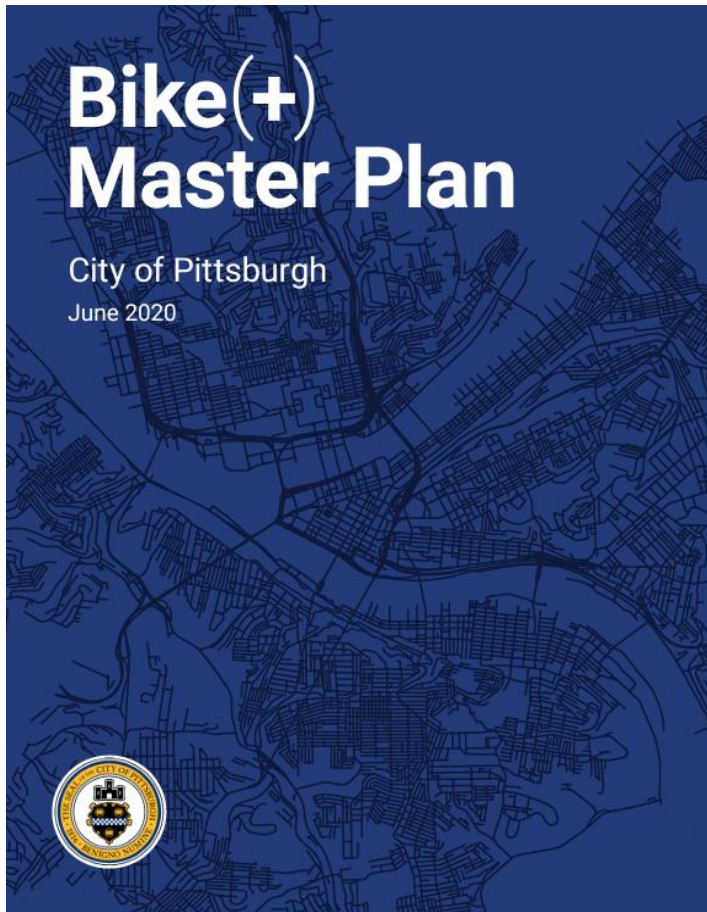
Project Questions/Feedback – Landslides/Subsidence/Mines

- Project team is collecting soil cores this week to inform geotechnical design
 - This will also inform construction
- Trail is being laid out to minimize earthworks and the use of retaining walls.
 - Lowers cost, preserves the natural condition, reduces risk
- Acid Mine Drainage
 - The project design better conveys water from the springs and seeps through vegetated swales
 - AMD remediation is out of scope

Project Questions/Feedback – Access and Mobility

- Trail access at Sylvan Ave/Home Rule to the South and Sylvan/Waldeck to the north
 - Exclusive to pedestrians and cyclists, with the exception of maintenance vehicles
- Greenfield Ave Connection
 - DOMI is improving the bike network piece by piece, understand concerns about gaps
 - Team is evaluating options for crossing Greenfield Ave. at Sylvan
 - Additional improvements to the intersection are tied to Swinburne Bridge Project

Project Questions/Feedback – Access and Mobility



Project Questions/Feedback – Access and Mobility

- ADA Accessibility
 - Some portions of the trail exceed the 5% threshold for accessible routes due to topography, but ~4000 feet will be at <5% grade
- Additional connections in the future?
 - Received comments for and against expansion to Bud Hammer Park/Bristol Street/Tredegar ROW
 - Not currently in scope, but can be considered for future opportunities
- Waldeck St.
 - Would like to hear more from the community about closing Waldeck St to through traffic

Project Questions/Feedback – Lighting and Electrification

- Pathway lighting
 - City-standard, dark sky compliant, pedestrian scale lighting that will be operable overnight to serve mobility needs
- Cameras for security
 - Would need to be coordinated with public safety, there may be opportunities, but not proposed
- Solar path/Kinetic battery roadway
 - Not something that is currently in scope, and to pilot it would come with unknown maintenance and monitoring costs

Project Questions/Feedback – Opportunities

- Greenway improvements
 - DOMI is focused on mobility improvements. City Council, City Planning, and DPW would help coordinate any additional improvements.
- Native plants/fruit trees/wildlife
 - Suggestion has been shared with the landscape architect.
 - Construction will include invasive species mitigation
- Historical Markers
 - Requires additional coordination over what it should say and look like but can be evaluated.
- Utility removal
 - PWSA already maintains active sewer infrastructure in the area.

Next Steps

- DOMI still has details to confirm
- DOMI will provide updates and collect feedback via EngagePGH and existing community meetings
 - engage.pittsburghpa.gov/sylvan-avenue-trail
- Final plans will be on EngagePGH
- Hoping to construct in 2025



Thank you!

Questions/Discussion/ Additional Opportunities

Jan Raether, Infrastructure Engagement Specialist,
jan.raether@pittsburghpa.gov