

WILLIAM PEDUTO  
MAYOR



KARINA RICKS  
DIRECTOR

# MEMORANDUM

TO: Members of Pittsburgh City Council

FROM: Karina Ricks

DATE: January 7, 2020

RE: **COMMUNITY GENERATED TRANSPORTATION SOLUTIONS – OAKLAND, GREENFIELD, HAZELWOOD**

Over the past few weeks you have received correspondence and input from a number of stakeholders organized through the advocacy efforts of Pittsburghers for Public Transit (PPT) related to the Mon-Oakland Connector project and other desired mobility improvements in adjacent communities. Presentations have implied that we must choose between the Mon-Oakland project which improves access to and between two major employment and service centers – OR – investing in local neighborhood enhancements. This is not necessarily the case. In many instances, the Mon-Oakland project itself *is* fulfilling articulated priorities. In other instances, concurrent projects such as the Smart Spines project or Complete Streets program have already programed the desired improvements into our work plan.

Below, please find a summary of component of the Mon-Oakland Connector, by phase, and a rough breakdown of cost by component. Also below is a summary of the components outlined in the PPT petition identifying those elements currently being addressed or in pursuit through various initiatives and highlighting those that remain outstanding and the estimated funding needs to address.

## COMPONENTS OF THE MON-OAKLAND CONNECTOR

### PHASE I (FY2019 funding)

<i>Component</i>	<i>Location</i>	<i>Estimated Cost</i>	<i>Comment</i>
Engineering design	Neville Street to 2 <sup>nd</sup> Ave	\$1,200,000	Engineering design contract (underway)
Neville/Boundary Complete Street	S. Neville to Juno Street	\$950,000	bicycle facilities and sidewalk construction
Junction Hollow Trail	Juno to Boundary Street	\$700,000	Relocation and reconstruction
Mobility trail	Juno to Boundary Street	\$850,000	New construction
Park amenities	Juno to Boundary Street	\$1,700,000	Lighting, signage, seating, art/place-making, landscaping/invasive removal, soccer field and spectator seating/shade, parking areas
"The Chute" improvement/alternative	Junction Hollow Trail to Eliza Furnace Trail	\$1,400,000	Alternative/improvement to extreme pinch point at Greenfield/2 <sup>nd</sup> Ave

2 <sup>nd</sup> Avenue sidewalk	Hazelwood Ave to Greenfield Ave	\$700,000	Engineering design and PennDOT multimodal match
Engineering Design - Sylvan Avenue Trail	Swinburne Bridge to Home Rule Street	\$900,000	Geotechnical borings, structural engineering and rough grading
Engineering Design - Panther Hollow Lake tunnel connection	Junction Hollow Trail to Panther Hollow Lake	\$700,000	Includes railroad negotiation and permits

**PHASE II (2021 budget year)**

<b>Component</b>	<b>Location</b>	<b>Estimated Cost</b>	<b>Comment</b>
Sylvan Ave slope stabilization	Greenfield Avenue to Home Rule Street	\$2,700,000	Retaining wall construction
Sylvan trail	Greenfield Avenue to Home Rule Street	\$1,200,000	Trail + amenity construction
Sylvan Avenue improvements	Home Rule Street to Hazelwood Avenue	\$900,000	Sidewalk + curb replacement, resurfacing, lighting
Panther Hollow Lake tunnel connection	Junction Hollow Trail to Panther Hollow Lake	\$4,000,000	Construction; ped/bike tunnel with stormwater redundancy

**COMPONENTS OF THE COMMUNITY-GENERATED SOLUTION**

(GREEN indicates City is already advancing implementation of this requested component)

(BLACK or unmarked indicates the component could be satisfied by others or by existing programs)

(RED indicates a component that is not currently funded or advancing)

**Pedestrian Improvements**

<b>Component</b>	<b>Location</b>	<b>Est. Need</b>	<b>Comment</b>
Irvine/Second Avenue Sidewalk	Hazelwood Avenue to Greenfield Avenue	\$1.5M	ALREADY PLANNED
Improve lighting on Irvine	Hazelwood Avenue to Greenfield Avenue	\$150,000	ALREADY PLANNED (in part) – component of the above
Dedicated pedestrian crossing times on Hazelwood/2 <sup>nd</sup> Ave business district	Hazelwood Avenue to Elizabeth Street		ALREADY PLANNED (in part) - All signals on 2 <sup>nd</sup> /Irvine included in Smart Spines project – smart ped detection included
Saline St/Irvine/Second Ave/Greenfield Ave nexus reconstruction	Greenfield @ Second Avenue	<b>\$12 - \$14M</b>	Complex intersection on PennDOT roadway with RR property, slope and stormwater implications.
Traffic calming measures on Hazelwood Avenue and Greenfield Ave	Hazelwood – Sabina to Irvine Greenfield Ave - Swinburne Bridge to Irvine Street	\$100,000 each (\$200,000 total)	Greenfield Avenue is included in the Final Mile program to improve for peds/bikes. Hazelwood Avenue funding must be identified.
ADA compliant access to Panther Hollow parklet			ALREADY PLANNED - Included in Mon-Oakland project

Boundary Street sidewalk	Joncaire Street to Filmore Street		ALREADY PLANNED - Included in Neville/Boundary Street component of Mon-Oakland project
ADA-compliant sidewalks and streetlights on Desdemona Ave and Imogene Rd.	Browns Hill Road to Johnston Ave	<b>\$1.8 - \$2.3M</b>	Assumed to be similar in complexity to Irvine Street sidewalk project.

**Transit Improvements:**

<b>Component</b>	<b>Location</b>	<b>Est. Need</b>	<b>Comment</b>
Weekend services on the 93		Unknown	Must be provided by county/PAAC
Extension of the 75 across the Hot Metal Bridge		Unknown	Determination to be made by County/PAAC
Transit Signal Priority for buses	Second Ave @ Hot Metal Bridge Fifth @ Birmingham Bridge		ALREADY PLANNED: Second Ave and Fifth Ave are both Smart Spine corridors – TSP will be provided
Electric buses for the 75		Unknown	Must be provided by County/PAAC
Bus stop and shelter improvements	Need locations		ALREADY PLANNED – performance criteria of new transit shelter license

**Trail/Bike Improvements:**

<b>Component</b>	<b>Location</b>	<b>Est. Need</b>	<b>Comment</b>
Maintain Junction Hollow Trail during PWSA project and reconstruct	Juno Street to Boundary Street		ALREADY PLANNED: Required in City permit to PWSA for construction of Four Mile Run
Non-motorized Junction Hollow Trail + trail lighting	Boundary Street to Boundary Street		ALREADY PLANNED: Included component of Mon-Oakland Project
Junction Hollow Trail connection to Panther Hollow Lake	Junction Hollow trail to Panther Hollow Lake		ALREADY PLANNED: Included component of Mon-Oakland Project
Junction Hollow Trail extension to Neville Street	Neville Street to Boundary Street		ALREADY PLANNED: Included component of Mon-Oakland Project
seamless connection between Hazelwood Green and the Eliza Furnace Trail by using the existing train bridge and/or connection at the Hot Metal Bridge	UNKNOWN	<b>\$12 - \$13.5M</b>	More definition is needed. Assumed to correspond to action #8 in SPC study

Connect the Duck Hollow Trail over train tracks to Hazelwood		<b>\$7.5 - \$9M</b>	Requires concurrence from railroad – timeline and complexity of delivery is unknown
Sylvan Avenue trail construction	Swinburne Bridge to Hazelwood Avenue		ALREADY PLANNED: Facility is included component of Mon-Oakland project

As detailed above, the majority of community requests are already programmed for improvement. Three components of the community plan have major concerns in project delivery and are not currently programmed:

1. Saline St/Irvine/Second Ave/Greenfield Ave nexus – this is a very complex intersection. The recent 2<sup>nd</sup> Avenue/Irvine corridor study includes one potentially viable design, however even this requires agreement and permits from PennDOT, railroads and private property owners. SPC estimates implementation at \$12-\$14 million in 2019 dollars. A project of this complexity could take a decade or more to complete, with costs likely increasing accordingly. In the immediate term, pursuit of this intersection change would slow or halt implementation of the Four Mile Run stormwater project, which involves facilities in this project area.
2. Sidewalks and streetlights on Desdemona Avenue and Imogene Road – while DOMI is advancing efforts to address sidewalk gaps throughout the city, implementation on this segment is complex. Given the steep grade to one side of the street, sidewalks could only be provided on the north side which could require acquisition of some amount of private property to implement.
3. Connect the Duck Hollow Trail over train tracks to Hazelwood – This too is a long desired and sought after connection. DOMI has and will continue to work with both PennDOT and railroad properties to design this important connection, but its realization is dependent upon permission for air easements from the railway – a timeline that is unpredictable at best.