

VIRTUAL PUBLIC MEETING

October 21, 2020

Materials Available Online October 14 – 30



MEETING FOCUS & FORMAT



MEETING FORMAT

- Team Presentation – **First 40 Minutes**
- Moderated Q & A – **60 minutes**
- Closing & Next Steps – **10 minutes**



PARTICIPATION TOOLS

- Mics muted unless speaking
- Raise your hand
- Chat feature

TODAY'S PROJECT UPDATE

- **Phase 1 Design**

- Design Modifications North of Junction Hollow – Boundary St. Realignment
- Design Modifications in Junction Hollow

- **Park Features and Landscape Architecture Considerations**

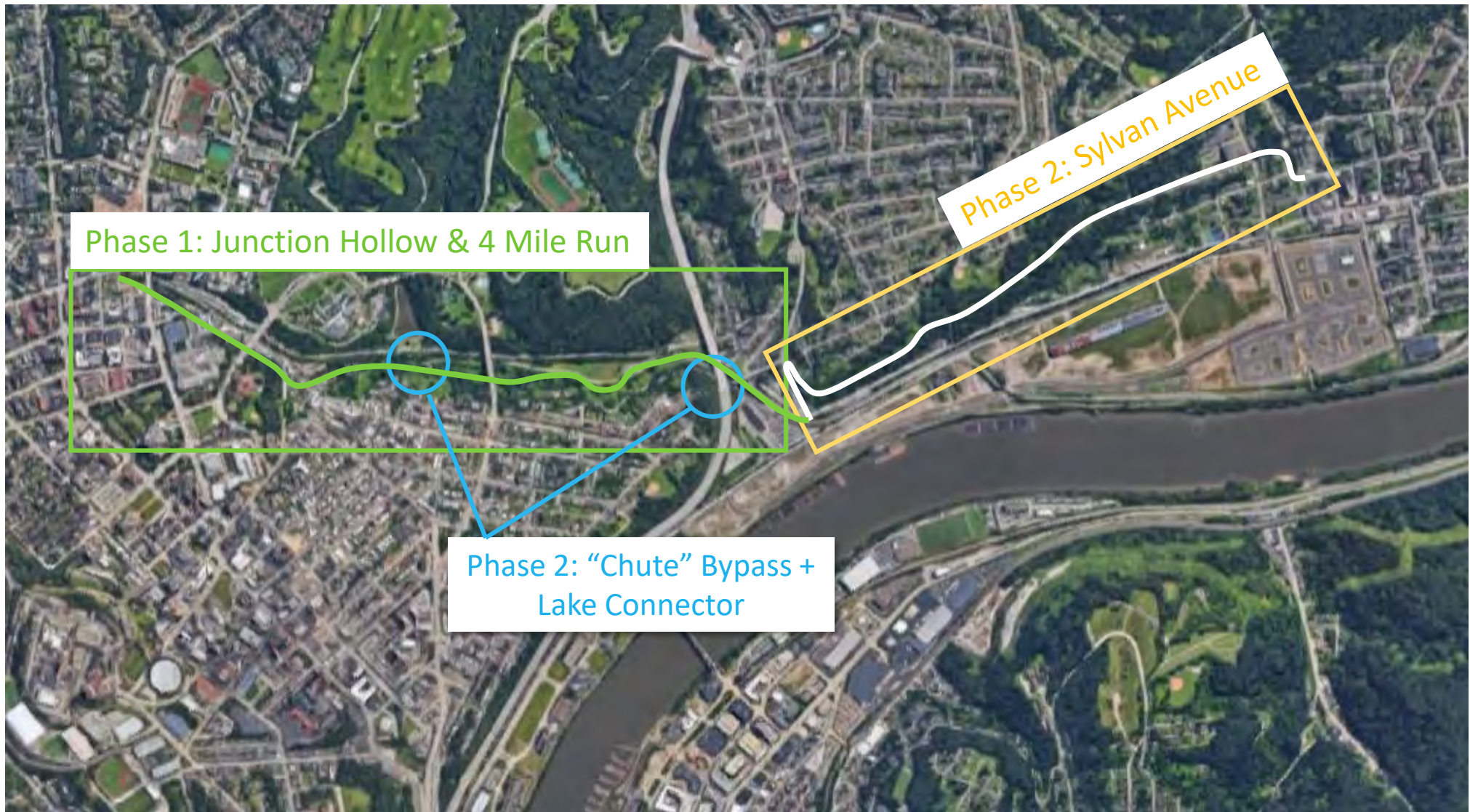
- **Phase 2 Design**

- Swinburne Elevated Walkway & Wall Options
- Sylvan Avenue Options

- **Operations Update**

- Permit/Conditions of Service
- Shuttle Operations

PROJECT OVERVIEW



Phase 1: Junction Hollow & 4 Mile Run

Phase 2: Sylvan Avenue

Phase 2: "Chute" Bypass +
Lake Connector

CITYWIDE MOBILITY GOALS & OBJECTIVES

- 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 basic housing + essential transportation
- Walking, rolling, or biking is the most enjoyable choice for short distance trips
- Streets and public rights of way reflect the values of our City and community.

PROJECT GOALS & OBJECTIVES

PWSA: Address stormwater and sewer overflow issues

DOMI: Address mobility gaps and increase connectivity and access to jobs and opportunity



Respect the park environment



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

PHASE 1 DESIGN – Features

FEATURES INCLUDE

- ADA-compliant access to Panther Hollow parklet, fixing potholes on Boundary Street
- Pedestrian connection from Joncaire Street intersection to Filmore Street
- Maintain 3 Rivers Heritage Trail (3RHT) during construction/reconstruct trail
- Reconstruct 3RHT with asphalt paving and lighting, 3RHT not used for motor vehicles
- New mobility trail in Junction Hollow to separate faster-moving modes of travel such as e-bikes, scooters, and small electric shuttles from walkers, runners, and leisurely cyclists
- Improve bike/ped connections between Oakland and Junction Hollow



To be constructed
in Phase 2

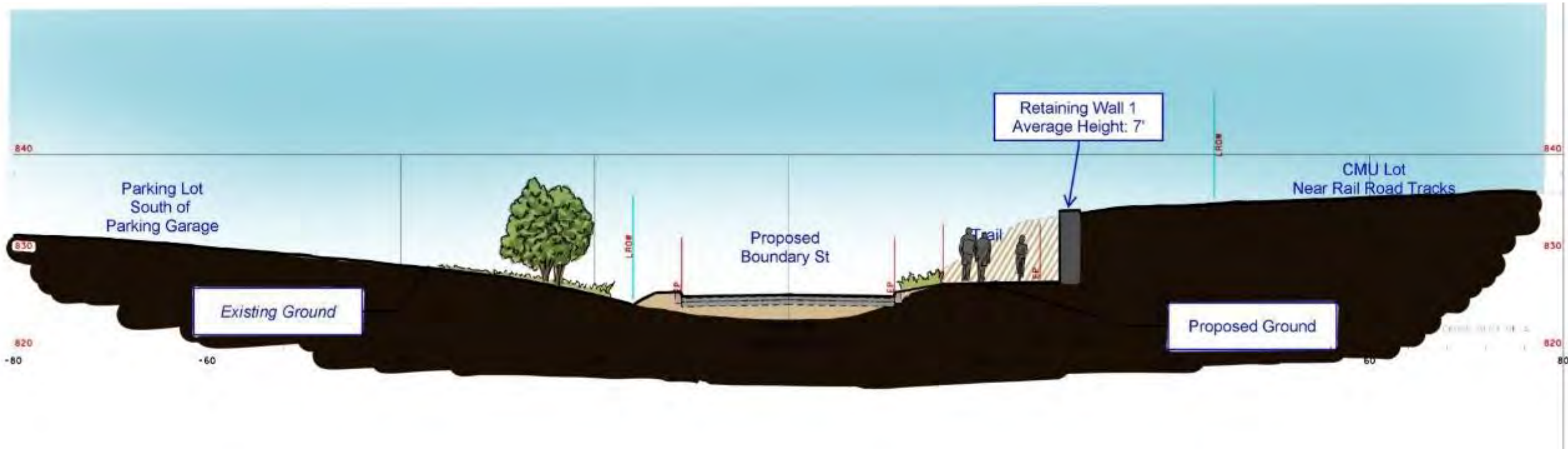
PHASE 1 DESIGN – Boundary Street



- Realign within City Right-of-way
- Three Rivers Heritage Trail will run beside realigned street near CMU parking/maintenance facilities

PHASE 1 DESIGN – Boundary Street

Typical Section A

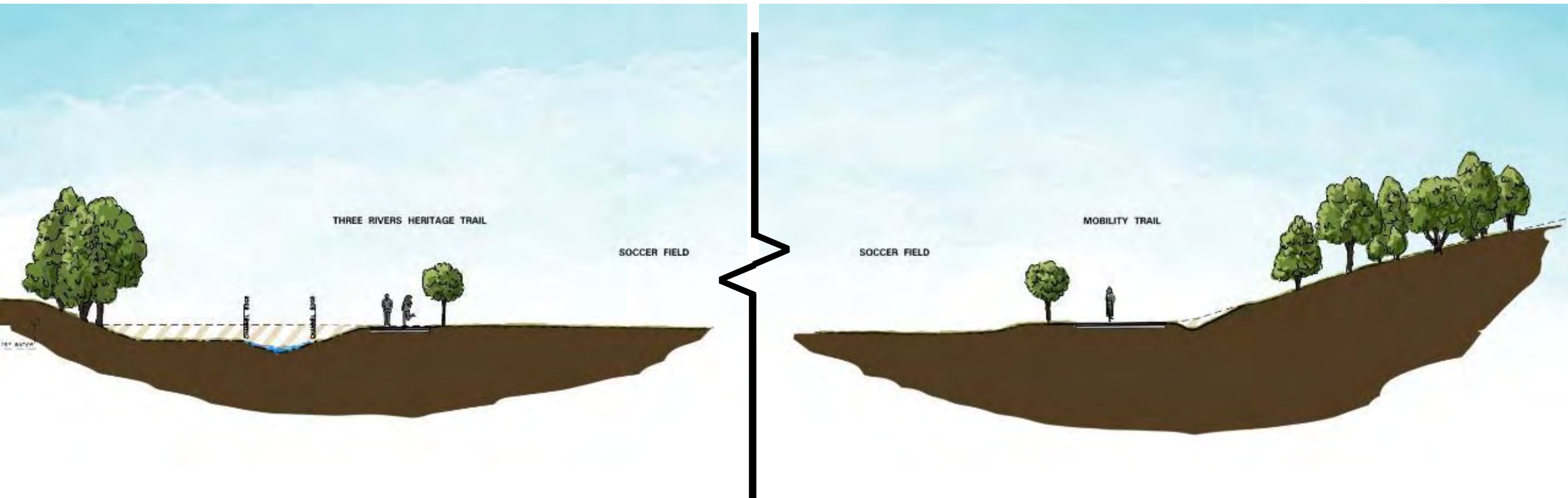


PHASE 1 DESIGN – Junction Hollow



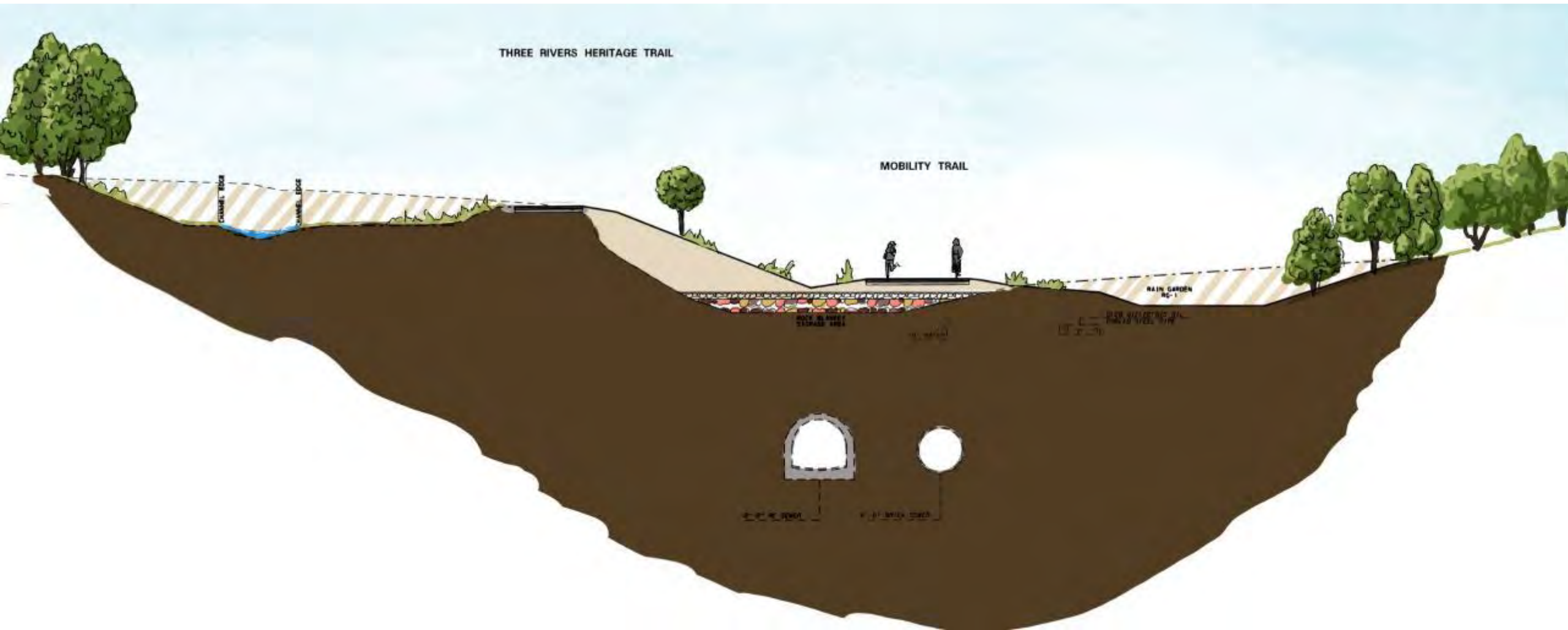
PHASE 1 DESIGN – Junction Hollow

South Typical Section

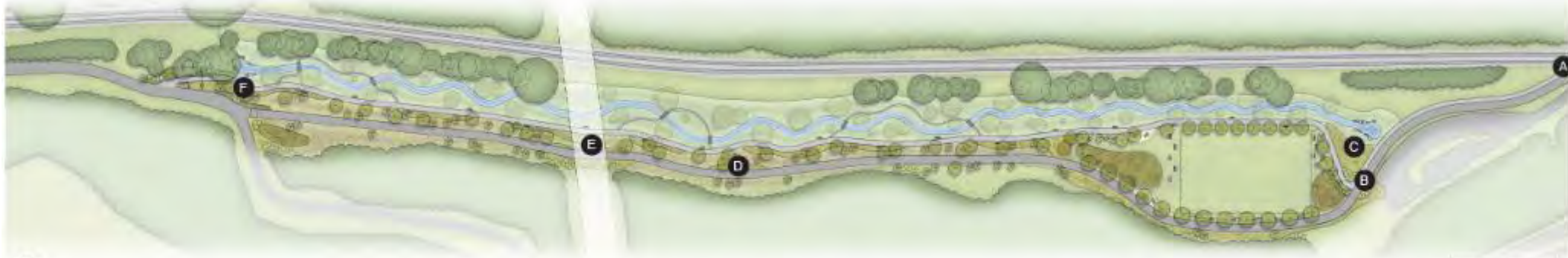


PHASE 1 DESIGN – Junction Hollow

North Typical Section



PHASE 1 – LANDSCAPE ARCHITECTURE



EXISTING SITE PHOTOGRAPHS



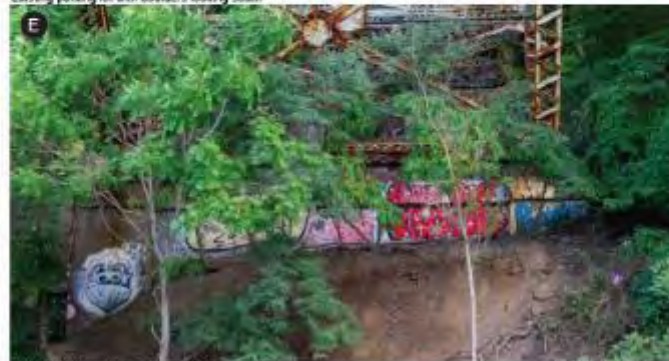
Railroad bridge over Boundary Street, entry to parking lot



Existing parking lot with boulders looking south



Trail and Boulevard of the Allies Bridge

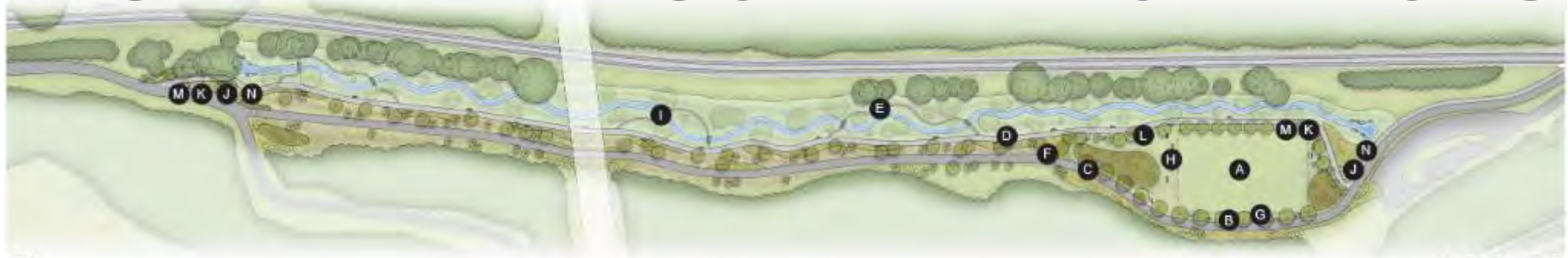


Boulevard of the Allies Bridge graffiti



Trail and bicycle path split at north end of site

PHASE 1 – LANDSCAPE ARCHITECTURE



PRECEDENT IMAGERY: FIELDS, TRAILS & SITE FURNISHINGS



Casual soccer field in woods



Paved trail and fields separated by natural fencing



Visually pleasing trail surrounded by trees



Pedestrian trail (impermeable)



Hiking trail - implemented or created by users



City standard - Spring City Campus Plaza light



Boulder amphitheater style seating



Picnic table amongst trees



Hiking trail with stream crossing



City standard - Architectural Iron Company bench



City standard - Victor Stanley trash/recycle



City standard - Dero Hoop bike rack

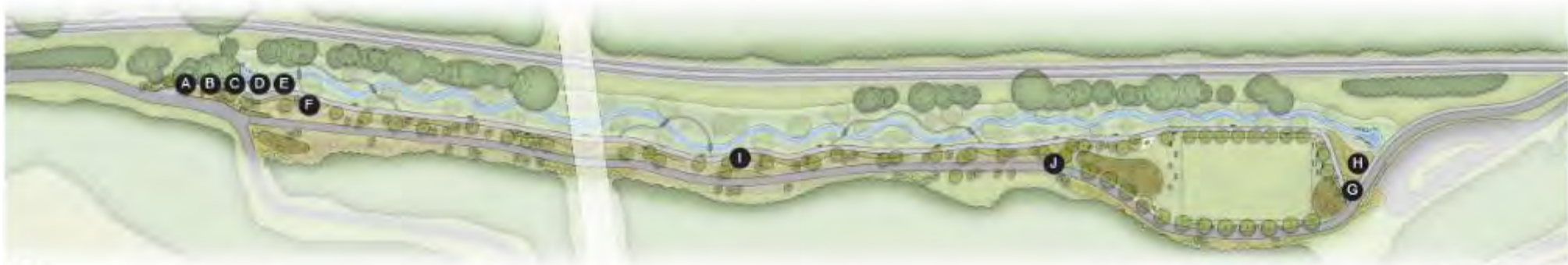


City standard - Most Dependable fountain



City standard - Most Dependable fountain

PHASE 1 – LANDSCAPE ARCHITECTURE



PRECEDENT IMAGERY: GATEWAYS/SIGNAGE/ART & PROGRAMMING



Metal arby bike gateway



Steel beam gateway



Steel out-out/logo entry gateway signage



Creative lighting - meadow-like accents



Creative lighting - glowing orbs



signage with map & interactive option



Directional signage



Directional fitness signage



Educational signage



Educational signage along trail



Educational learning opportunities



Instructional demonstration educational learning opportunities



Bubble soccer



Game



Movies in the park



Community picnic



Yoga in the park



Food truck festival

PHASE 1 – LANDSCAPE ARCHITECTURE



PRECEDENT LANDSCAPE IMAGERY: MEADOWS & RAIN GARDENS



PHASE 1 – LANDSCAPE ARCHITECTURE

PRECEDENT LANDSCAPE IMAGERY: TREES & SHRUBS

SHADE TREES



Acer negundo - Boxelder



Acer rubrum 'Franksred' - Red Sunset Red Maple



Acer saccharinum - Silver Maple (fall color, right)



Aesculus flava - Yellow Buckeye (fruit, right)



Betula alleghaniensis - Yellow Birch (fall color, right)



Betula lenta - Sweet Birch



Magnolia acuminata - Cucumber Magnolia (flower, right)



Magnolia triptala - Umbrella Magnolia (flower, right)



Platanus occidentalis - American Sycamore (bark, right)



Tilia americana - American Linden

PHASE 1 – LANDSCAPE ARCHITECTURE

PRECEDENT LANDSCAPE IMAGERY: TREES & SHRUBS

UNDERSTORY TREES



Amelanchier arborea - Downy Serviceberry



Amelanchier laevis - Allegheny Serviceberry



Asimina triloba - Common PawPaw (fruit, right)



Aesculus glabra - Ohio Buckeye (fruit, right)



Carpinus caroliniana - American Hornbeam (fall color, right)



Cercis canadensis - Eastern Redbud (spring, right, leaf, middle, fall color, right)



Cornus florida - Flowering Dogwood



Ilex opaca - American Holly



Diospyros virginiana - Common Persimmon (fruit, middle and fall color, right)

SHRUBS



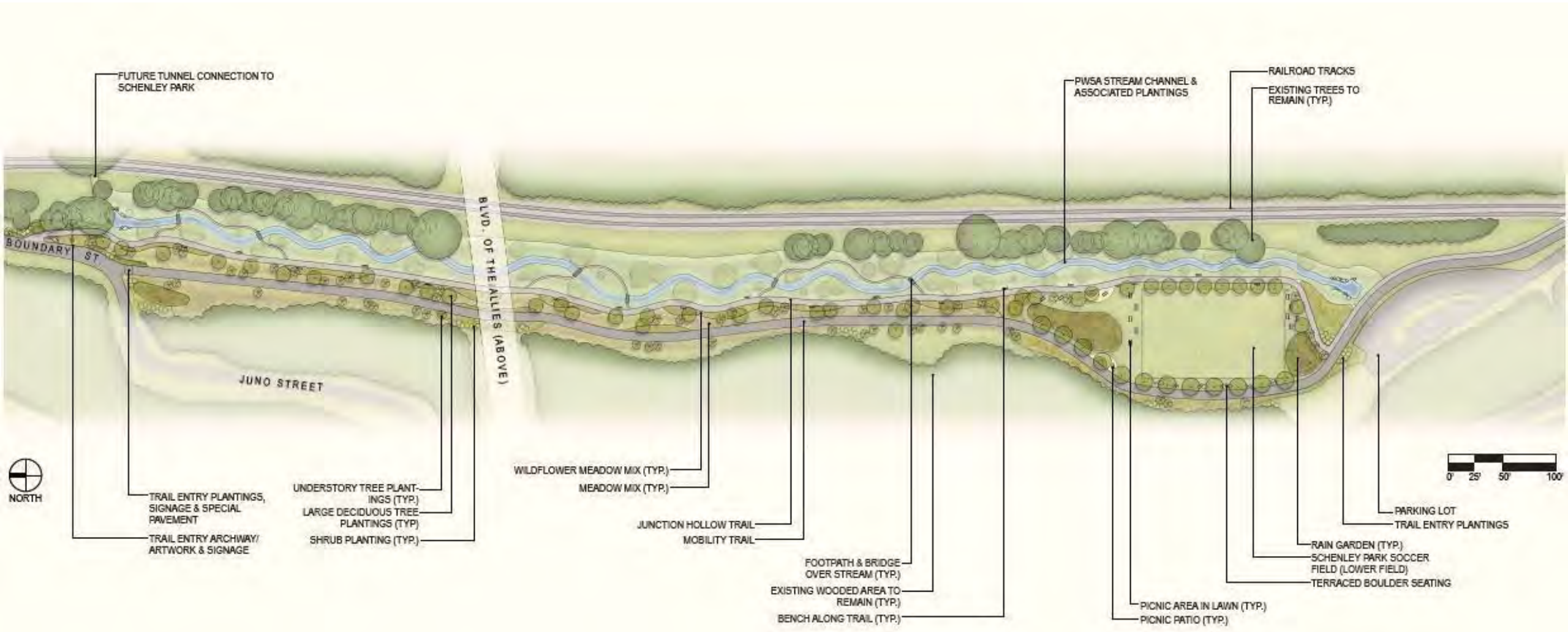
Itea virginica - Virginia Sweetspire



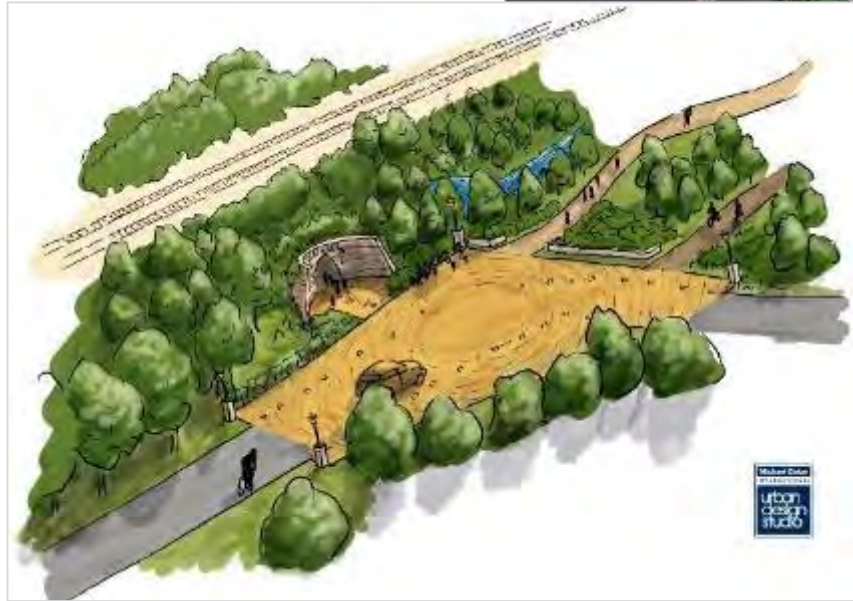
Lindera benzoin - Spicebush (fall color)

PHASE 1 – LANDSCAPE ARCHITECTURE

ILLUSTRATIVE PLAN



PHASE 2 DESIGN - Sylvan Avenue



Graphic shows the latest location for the **Mobility Trail at Sylvan Avenue.**

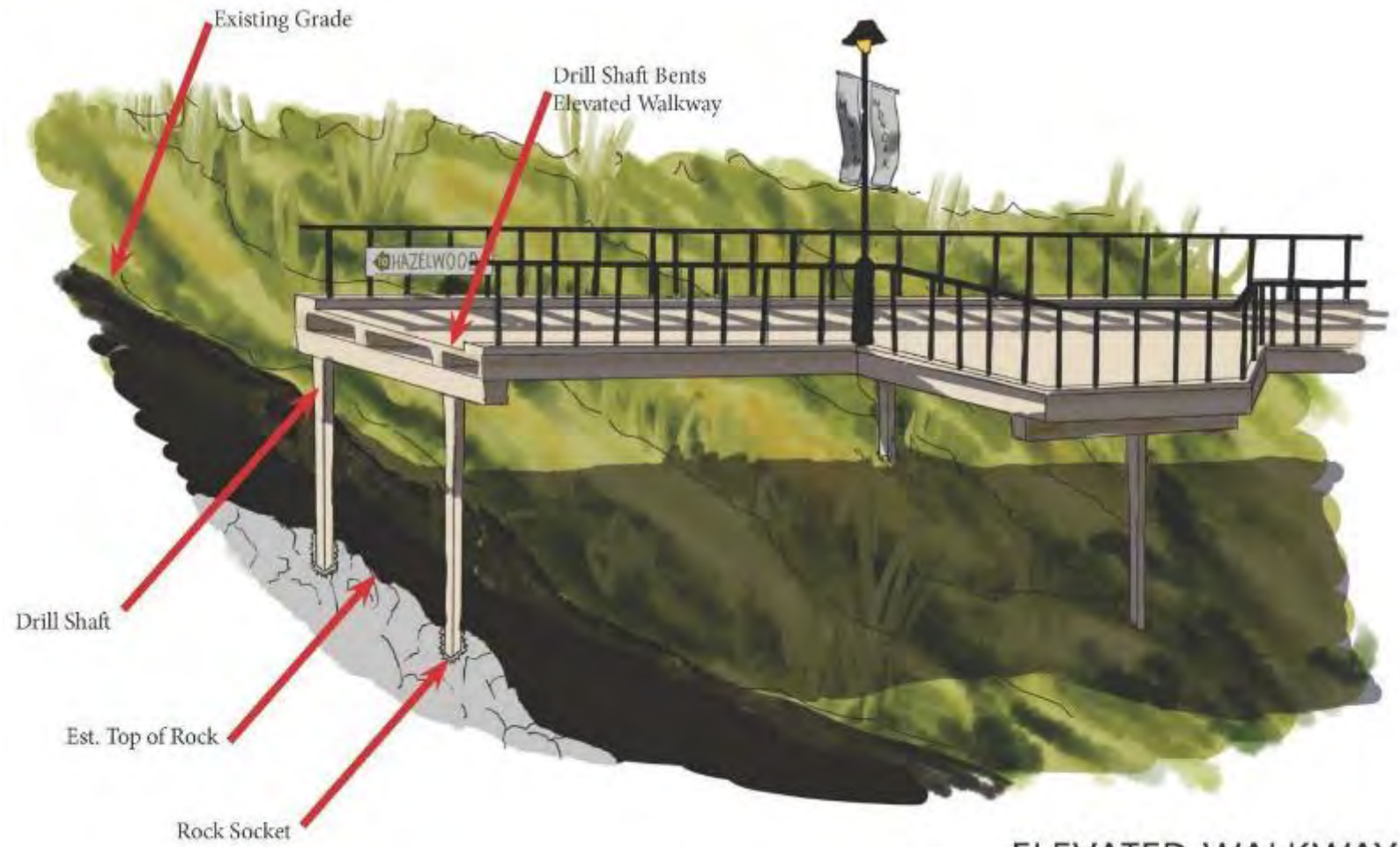
FEATURES INCLUDE

- Create Sylvan Avenue Bike/Ped Corridor
- Connect Three Rivers Heritage Trail to Panther Hollow Lake
- Swinburne Connection

PHASE 2 DESIGN – Swinburne Connection



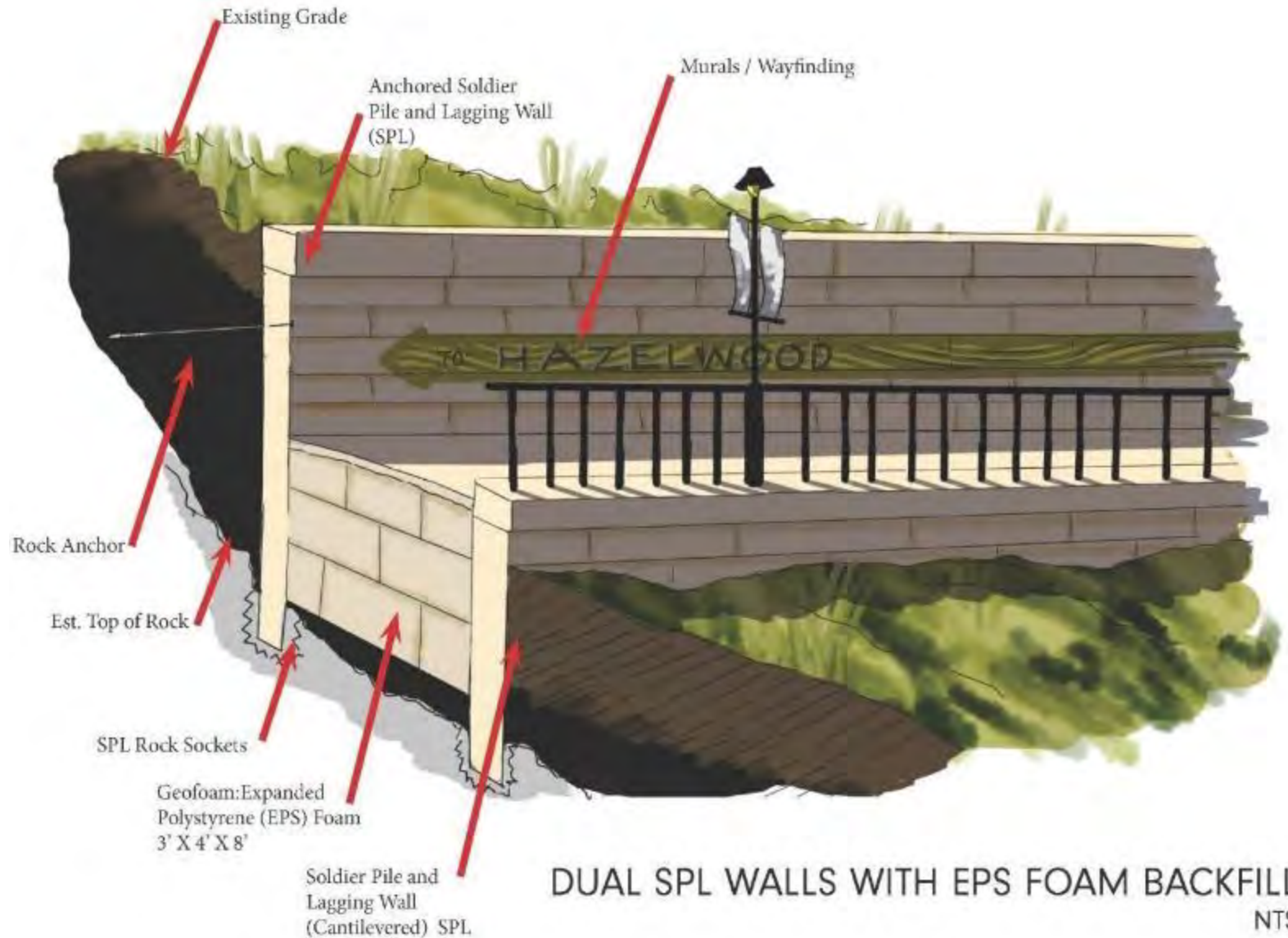
PHASE 2 DESIGN – Swinburne Elevated Walkway Option



ELEVATED WALKWAY

NTS

PHASE 2 DESIGN – Swinburne Wall Option

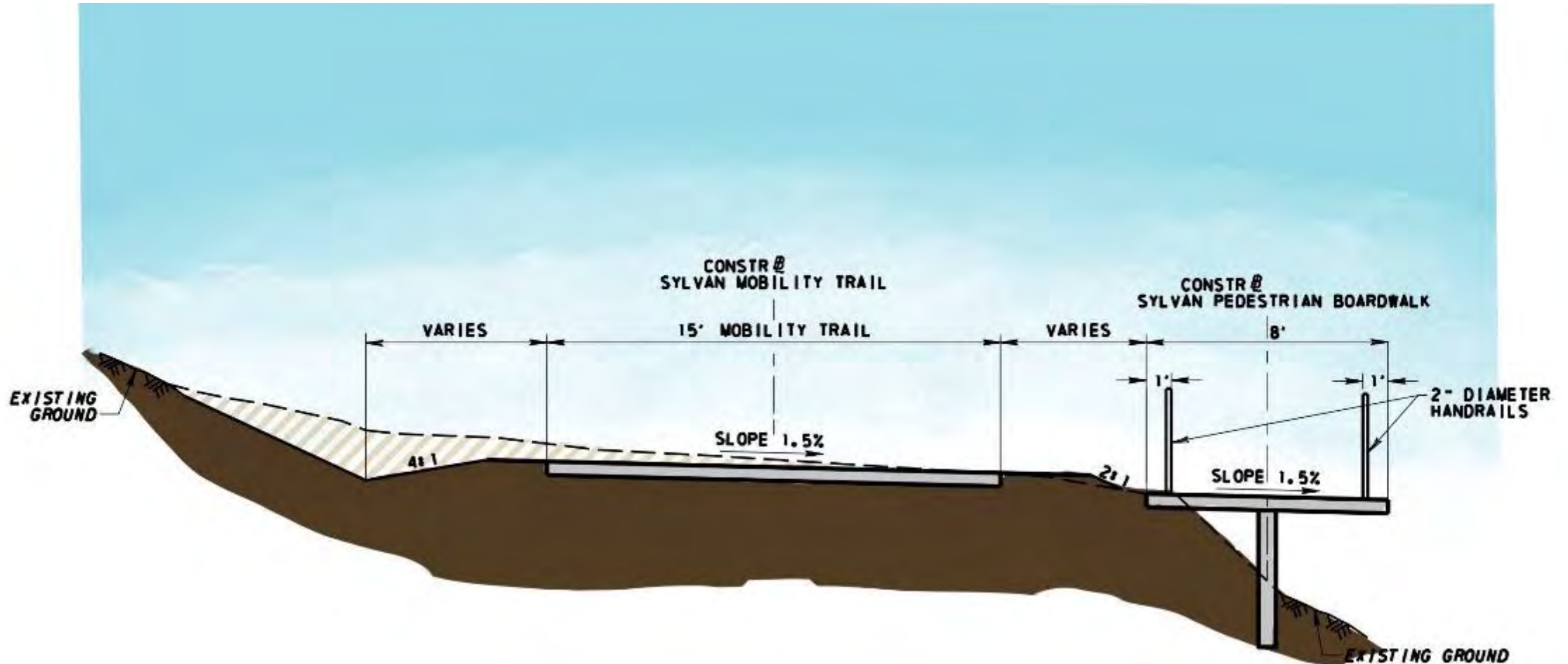


PHASE 2 DESIGN – Sylvan Avenue



PHASE 2 DESIGN – Sylvan Avenue

TYPICAL SECTION – MOBILITY TRAIL BOARDWALK OPTION



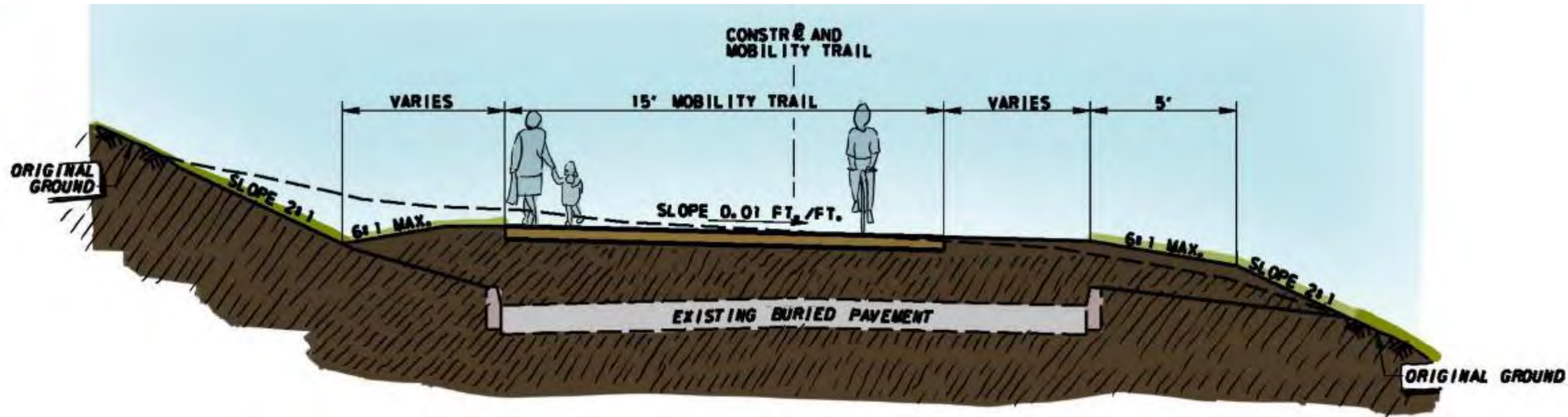
PHASE 2 DESIGN – Sylvan Avenue

TYPICAL SECTION – MOBILITY TRAIL REPURPOSING EXISTING PAVEMENT



PHASE 2 DESIGN – Sylvan Avenue

TYPICAL SECTION - MOBILITY TRAIL PROPOSED SECTION IN HISTORIC LANDSLIDE AREA



PERMIT REQUIREMENTS

- Publicly available service
 - Operated by a licensed driver (natural person, in vehicle)
 - Conform with submitted and approved Operating Plan
 - Public data reporting
 - Real time speed and location via open API
 - Monthly reporting of utilization, safety, maintenance, etc.)
 - City reserves the right to revoke permit at any time
- Maximum vehicle dimensions: 7' (W) x 20' (L) x 9'6" (H)
 - Fully loaded gross vehicle weight: 12,000 lbs.
 - Electric propulsion only
 - Wheelchair accessible
 - Mobility trail use
 - Maximum speed = 15 MPH
 - Maximum # of vehicles on trail = 1



HAZELWOOD OAKLAND

SHUTTLE

HAZELWOOD- OAKLAND SHUTTLE OVERVIEW

IMPROVED INFRASTRUCTURE AND MOBILITY OPTIONS

The **Hazelwood-Oakland Shuttle** is **one part** of a **larger, coordinated effort** among multiple stakeholders to **improve stormwater issues, mobility, and connections between Hazelwood, Greenfield, and Oakland.**

DOMI is building a number of **public infrastructure improvements from Oakland to Hazelwood in coordination with PWSA's Four Mile Run stormwater** mitigation project, including:

- ▶ Expanded safety improvements for pedestrians and new park features
- ▶ Restoration and reconstruction of the Three Rivers Heritage Trail
- ▶ New mobility trails in Junction Hollow and Hazelwood along Sylvan to separate faster-moving modes of travel such as e-bikes, scooters, and small electric shuttles from walkers, runners, and leisurely cyclists

SHUTTLE BENEFITS

A new environmentally-sensitive link between Hazelwood and Oakland open to all



IMPROVED CONNECTIONS

Quickly connect Hazelwood residents to jobs and services in Oakland
Downtown access easier and more reliable without a car



ECONOMIC GROWTH

More job opportunities due to connection to Hazelwood Green
Increased economic development so all Pittsburghers can thrive
Greater tax revenue for the city, Pittsburgh Public Schools, and county



REGIONAL IMPACT

Link neighborhoods in the Mon Valley with Oakland & Downtown

SHUTTLE SPECIFICATIONS



Human-operated



Meets DOMI requirements for trails



Electric



Wheelchair accessible



Emissions-free



15 mph on trails, 25 mph on City streets



Quiet



Prevailing wage operators



Made in the USA



Bike storage

SHUTTLE OPTIONS

Two options that meet DOMI's requirements

OPTION 1: POLARIS GEM E6

- ▶ Seats up to 6
- ▶ Wheelchair accessible
- ▶ Size: 13.9 ft long x 4.5 ft wide x 6.1 ft tall
- ▶ Optional external rear bike rack



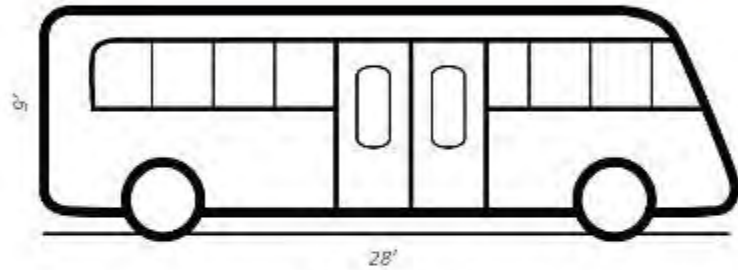
OPTION 2: MOTO EV ELECTRO BUDDY

- ▶ Seats up to 9
- ▶ Wheelchair accessible and ramp equipped
- ▶ Size: 16.4 ft long x 4.9 ft wide x 6.7 ft high
- ▶ Bike storage would be internal



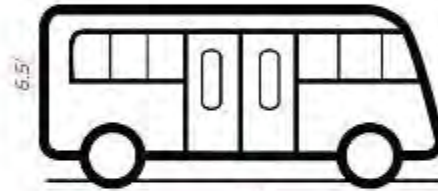
SHUTTLE COMPARISON

Potential shuttles are smaller than UPMC shuttles and comparable to standard mini-vans



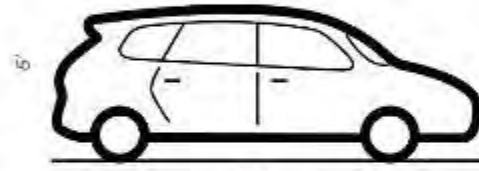
**UPMC
SHUTTLE**

Passengers 25
Wheelchair Accessible



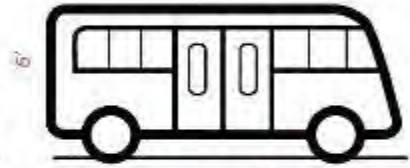
**MOTO EV
ELECTRO
BUDDY**

Passengers 9
Wheelchair Accessible,
Ramp equipped



**HONDA
ODYSSEY**

Passengers 8
Wheelchair Not standard



**POLARIS
GEM 6**

Passengers 6
Wheelchair Accessible

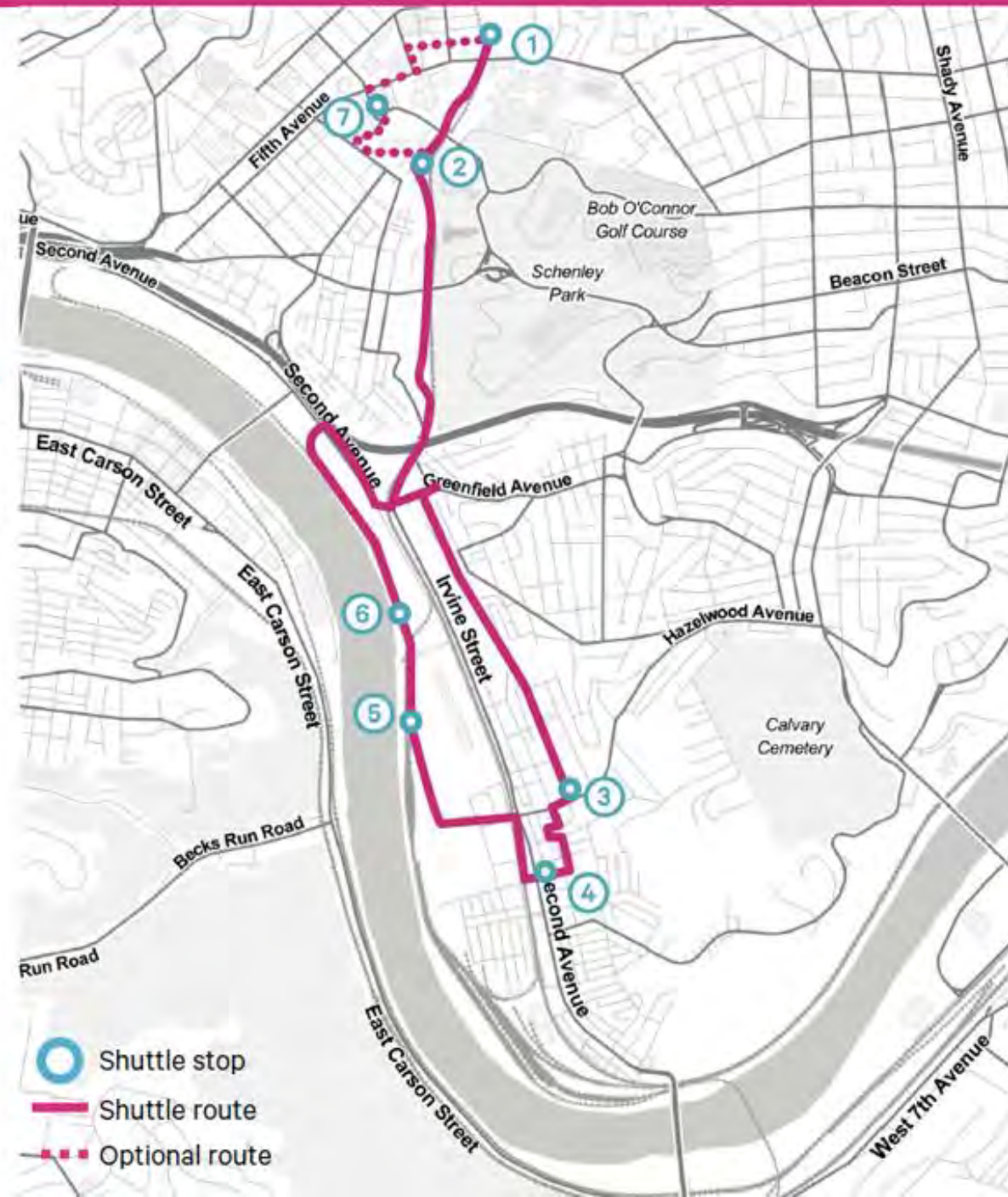
HAZELWOOD-OAKLAND SHUTTLE

Human-operated electric shuttle **free to the public**

6-mile loop that will run on DOMI's new mobility trails and public streets (trails closed to buses, private cars)

SEVEN PROPOSED STOPS

- 1 South Neville Street
- 2 Boundary Street & Diulus Way
- 3 Hazelwood Avenue & Sylvan Avenue
- 4 Tecumseh Street & Second Avenue
- 5 Mill 19 (Hazelwood Green)
- 6 Roundhouse (Hazelwood Green)
- 7 Schenley Plaza



PROPOSED SERVICE

| | Weekdays | Weekends |
|---------------------|----------------------------------|--------------------|
| Operating Hours | 6:00 AM to 10:00 PM | 9:30 AM to 5:05 PM |
| Operating Frequency | 10 mins peak 15 mins off-peak | 15 mins off-peak |

Peak hours: 6:30-9:30 AM, 3:30-6:30 PM Mon-Fri

Time spent on Shuttle from S. Neville Street stop to:

- Hazelwood & Sylvan: 13 minutes
- Mill 19: 18 minutes

PASSENGER CASE STUDY: HAZELWOOD TO FIFTH AVENUE & CRAIG STREET



John works at a small business in Oakland and lives in Hazelwood. He doesn't drive because parking is difficult to find.

John lives in Hazelwood near the Carnegie Library. His job is in Oakland, but there's very little parking available in the area.

John boards the 56 or 57 on a weekday during AM peak hours. He transfers at 2nd Ave. and Brady St. to take any 71 or 61 bus at Fifth Ave and Moultrie St. His whole bus ride takes between 38 to 45 minutes each way.

John can take the Shuttle for free and reach his destination in 25 minutes (including walking and waiting), saving up to 20 minutes each way.

SHUTTLE MANAGEMENT & TIMELINE

The **Hazelwood-Oakland Shuttle is supported by Almono LP**, the owners of Hazelwood Green

- Almono will **establish and fund a new nonprofit to govern operations** of the Shuttle and engage a local or regional **3rd-party to operate it**
- **DOMI** will **build and maintain** the mobility trails
- **DOMI** will **grant the nonprofit a license** to use the mobility trails

The new nonprofit will include an **advisory board with community representation** to provide a **mechanism for Shuttle feedback** and **accountability**

Shuttle expected to **begin operations** in **late 2022**

Estimated **demand: 180** riders per day in the near-term

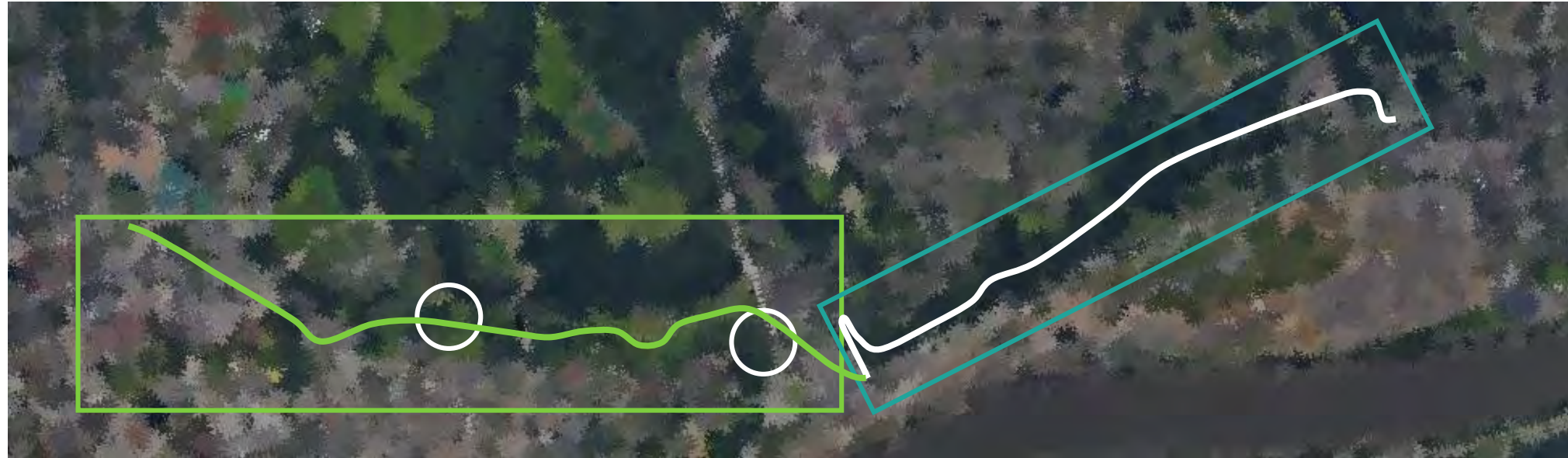
ALMONO'S COMMITMENT






- ▶ **Almono will make a multi-year funding commitment for Shuttle operations** subject to approval by each foundation's Board of Trustees.
- ▶ While the mobility trails are being constructed, **Almono will stand up a new nonprofit to govern operations** of the Shuttle. This entity will have **an advisory board with community representation** to ensure a mechanism for **community feedback and accountability** during development and operation of the Shuttle.
- ▶ This new entity will **contract with a local or regional operator** who will be **responsible for the day-to-day operations** of the Shuttle.
- ▶ Service plan will meet **prevailing labor wage**.

QUESTIONS?

PLEASE CONTACT:
David Caliguiri
david@caliguirigroup.com

PROJECT BUDGET ~ \$20M



| | | | | | | | | | | | |
|---|--|---|--|--|--|--|--|--|--|--|--|
|  | |  | |  | |  | |  | | | |
| Boundary Street \$3.1M | | Tunnel \$3.7M | | 3 Rivers Trail Restoration \$250,000 | | "The Chute" Bypass \$5.6M | | Sylvan Trail \$1.7M | | Sylvan Street Upgrade \$2.2M | |
| Street realignment Additional sidewalk ADA upgrades Street resurfacing Improved ped/bike access to the park | | Ped/bike connection to Panther Hollow Lake | | Mobility Trail \$430,000 | | Lighting, Landscaping + Amenities \$2M | | Slope stabilization + path construction | | Street reconstruction Stormwater management Street lighting Landscaping + amenities | |
| | | | | | | | | Sylvan Trail Lighting, Landscaping + Amenities \$950,000 | | | |

NEXT STEPS

2019

2020

2021

Spring

Summer

Fall

Winter

Spring

Summer

Fall

Winter

Spring

Summer

Fall

PHASE I - JUNCTION HOLLOW & THE RUN SEGMENTS

Geotechnical Investigation Preliminary Design



Lidar Survey & Mapping Development



Final Design



Final Bid Package



PHASE II - SYLVAN SEGMENT

Lidar Survey & Mapping Development Geotechnical Investigation



Preliminary Design Final Design



Final Bid Package



NEXT STEPS

- Two opportunities for public comment
- **Oct. 19th In-Person @ The Spartan Center: 4:30-7pm**
 - Advance registration required (to ensure COVID protocols)
- **Oct. 21st Via Zoom: 6:00-8:00 pm**
 - Registration available until meeting starts
- On-line Meeting Materials: <https://mon-oaklandmobility.com/virtual-meeting>