Green Way Plan

Introduction

The final component of the complete system of streets is the Green Way, which is the north-south Allegheny Riverfront Trail and a series of east-west connecting green streets. This proposed network meets the intent of the *Allegheny Riverfront Vision Plan* and the *Allegheny Riverfront Green Boulevard Plan*. The Allegheny Riverfront Trail serves as a significant amenity to the City of Pittsburgh and the Strip District, both for recreational and transportation purposes. However, the existing trail within the Strip District currently ends at approximately 25th Street and has a gap to north of 36th Street. From there, a short section of natural surface trail is provided to 43rd Street. The Green Way and Cycle Way elements add diversity and capacity for bicycle and pedestrian movement within and through the Strip District. The connecting green streets unite the Framework Plan and Green Way Plan.

The Green Way Plan Features

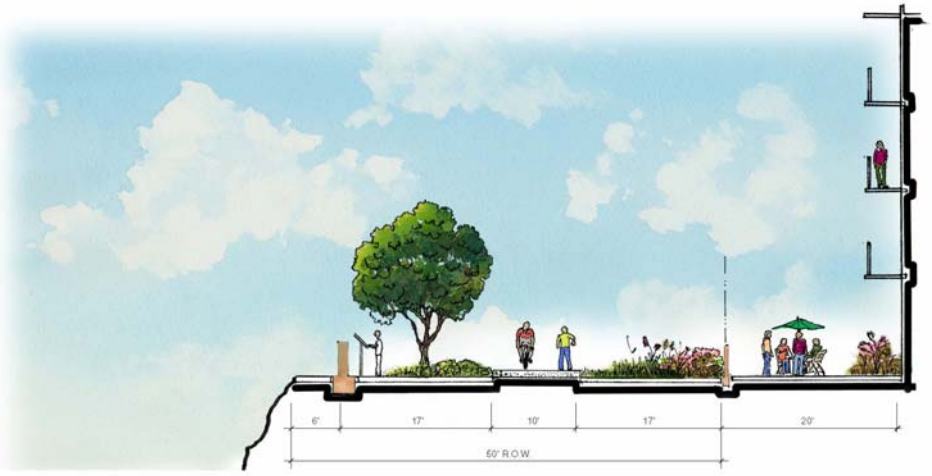
Pittsburgh's Riverfront Trial at 23rd Street

One of the standout qualities of the Green Way Plan is the wise allocation of "natural" and "urban" features. The dominant feature of the Riverfront Trail is to celebrate the history and natural function of the Allegheny River. *The Allegheny Riverfront Vision Plan* emphasizes this aspect of the river. Like so many American cities, however, the river can be "hidden", even though it is just two to three short blocks from an urban neighborhood. That is the case in the Strip District and a reason to emphasize visual and physical connections between the two. Features of the Green Way are:

- The Allegheny Riverfront Trail to be connected/completed between 25th Street and 36th Street - new trail sections may be a natural surface, at least initially.
- The east-west "green" street connections provide numerous opportunities for visual and physical access to the Riverfront Trail across the Strip District (see Figures 1 and 2).
- The trail includes an educational component with markers denoting historic and natural features along the way.
- The trail is to be well lit for bicyclist and pedestrian safety.
- Connections between the Trail and green streets should provide opportunities for pedestrian/bicycle amenities.
- The trail is to have a minimum width of 10 ft. at all points, with opportunities for wider points at trail kiosks, near trailheads, or overlooks.

Waterfront trail (San Diego, CA)

Figure 1: Proposed Green Way Typical Section



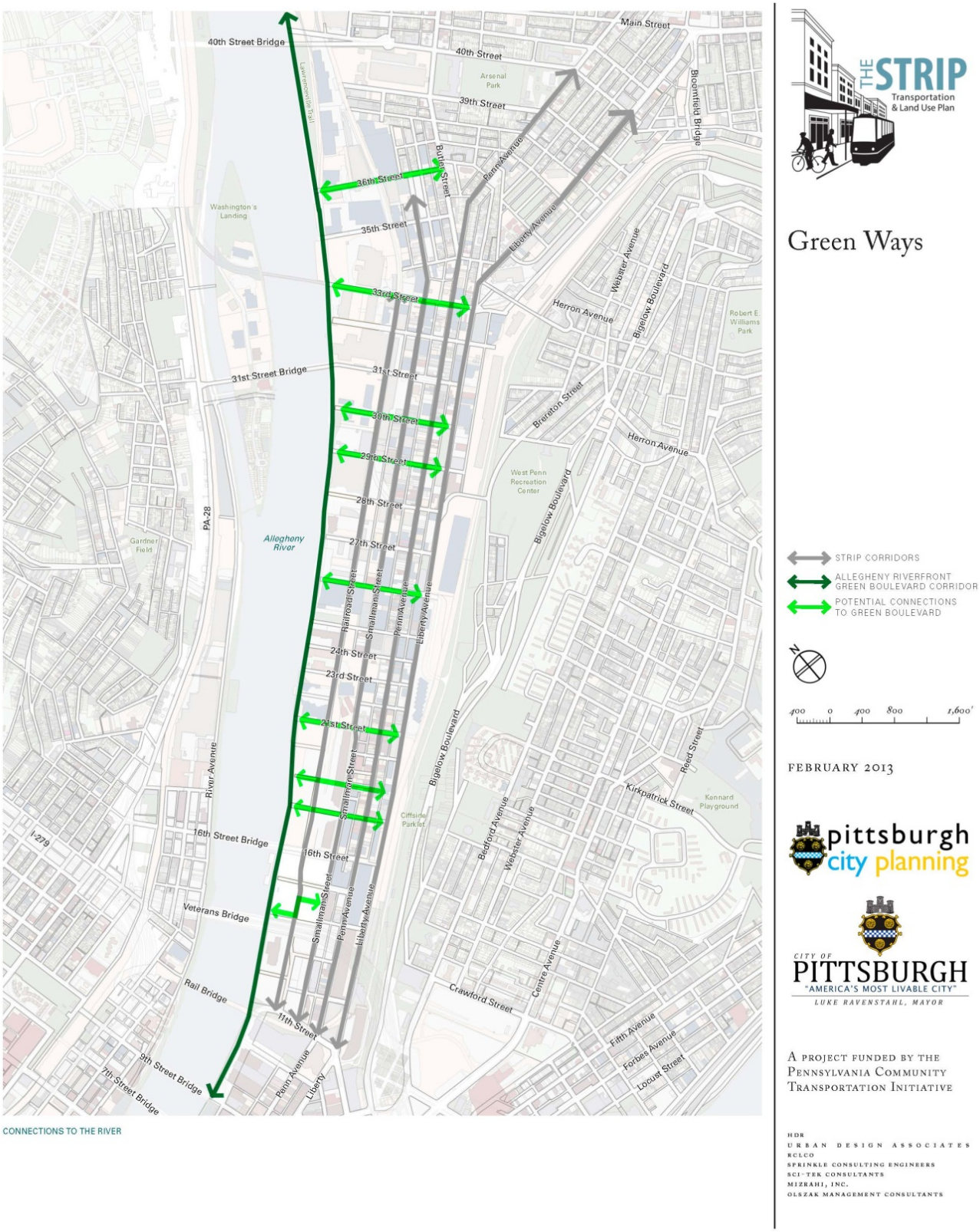
The Green Way Plan Benefits

As with all other plan elements, there are clear benefits that accrue to the Green Way. In this case, the benefits are that:

- A completed trail provides a direct connection to Pittsburgh's extensive riverfront trail network and into Downtown.
- Conflicts with auto traffic are avoided.
- An expanded recreation opportunity is afforded.
- A significant community amenity is enhanced and given added prominence.
- The riverfront is restored as an asset and united to the Strip District.
- The "Green" streets link the Strip District and riverfront by providing visual connections and pleasant, well landscaped pedestrian and bicycle linkages.
- Lighting improves safety during dark conditions and helps maximize usage.
- The natural and urban history of the river is chronicled.
- The trail accommodates a variety of users and trip purposes including commuters or those making utilitarian trips, as well as recreational users.

Waterfront trail (Charleston, SC)

Figure 2: Proposed Green Way Plan



CONNECTIONS TO THE RIVER