

Junction Hollow Update Meeting

**Department of City Planning
December 7, 2015**

Q. What is happening regarding Junction Hollow?

A. The City has begun to study possible improvements for Junction Hollow, including a potential transit alignment, bicycle and pedestrian connection improvements, and stormwater management and park improvements.

Q. Why is this being looked at?

A. There is an opportunity to improve bike and pedestrian connections and transit access in Junction Hollow and provide a critical connection between Oakland's job and academic centers to the emerging jobs and residential center at the Almono site in Hazelwood, adding benefits to the neighborhoods, city, and region. Earlier planning processes recommended going through this valley, though restricting auto traffic to protect the quiet, residential character of the Hollow and Four-Mile Run. That is still the goal.

Congestion on the existing connections between Oakland and the Monongahela River neighborhoods is a challenge. In particular, Bates Street backs up on a regular basis. Hazelwood and Lower Greenfield face challenges with transit connectivity; one of the goals for this study is to provide neighborhood residents who either work or use transit connections in Oakland a more efficient route.

Q. What stage is this work at?

A. There have been a number of studies regarding watershed management and park improvements. Ongoing study includes a preliminary feasibility review of potential transit alignments, and the integration of any such improvements with a comprehensive approach to potential storm water management and park amenity improvements.

Q. Is the City already scheduling construction? Is there funding for construction?

A. No. The URA submitted a grant application to the Pennsylvania Department of Community and Economic Development in 2015 for potential project work in 2016 and following years. No grant has been awarded, no work has commenced, and no plans will move forward without further study and community engagement.

Q. What would the transit alignment be?

A. There are alternatives regarding its width and alignment. How it would run through the valley is being explored and the preferred alignment will be determined by the end of June 2016.

Q. Where would this transit vehicle go?

A. Stops are being explored for Oakland, the Almono site in Hazelwood, and Hazelwood, as well as potentially the Pittsburgh Technology Center. Potential stops are a critical part of the feasibility study and community priority discussion.

Q. What about the bike and pedestrian paths?

A. The bike and pedestrian paths will not only be maintained but improved. One idea being looked at is a bridge going over the railroad tracks to connect it with Schenley Park near the Panther Hollow Lake.

Q. What about the soccer field?

A. The soccer field will remain.

Q. Are the lights that have been put up on the bike and pedestrian trail through Schenley Park part of the new improvements?

A. The existing Junction Hollow trail is being used a bicycle and pedestrian detour as a result of the Greenfield Bridge closing. The lights are to there to assist with visibility and safety.

Q. What about the traffic?

A. The new transit connection would only be accessible to dedicated transit vehicles and not accessible to regular vehicular traffic. The potential carbon-neutral vehicle would carry an estimated 5 to 25 people and be on an alignment mostly off-street, with a variable frequency. Alignments will be explored that minimize impacts on the park, the Run, and Junction Hollow neighborhoods.

Q. What is the public process?

A. A community meeting, December 7, will provide a Junction Hollow update and community discussion. As stated above, earlier planning process recommended going through this valley, though restricting auto traffic to protect the quiet, residential character of the Hollow and Four-Mile Run. That is still the goal.

Q. Where can I learn more?

A. The process for regular community meetings is underway. Additional meetings will be held starting in early 2016 and will be coordinated by the Department of City Planning and the Office of Community Affairs.

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