THREE RIVERS PARK
Defining Strategies for Implementation

CONNECTING THE LOOP

Presented by the Riverlife Task Force
Pittsburgh
May 2003
In August 2002, Mayor Tom Murphy issued a challenge to the Riverlife Task Force: How can we link Pittsburgh’s three rivers with a continuous system of trails and riverfront parkland for people of all ages? Which trails are currently connected? Which are not? How do we establish connections that do not yet exist? What exciting destinations can we create along the shoreline?

After walking the entire shoreline within the bounds of Three Rivers Park, we hired a team of architects, landscape architects and civil engineers to present options and propose solutions for riverfront trails, bridge connections and water landings.

Connecting the Loop presents a range of ways to establish a continuous trail system with acquisition, design and construction that can be phased over the next decade. We offer this as a resource for property owners, planners, developers, public agencies and non-profit organizations, and we urge them to seize moments of opportunity to undertake projects, large and small. For the Riverlife Task Force, the plan will also serve as a guide as we work with public and private stakeholders to develop long and short-term priorities.

We are proud to present Connecting the Loop and we invite you to work with us to return Pittsburgh’s greatest asset to the public — its rivers and miles of shoreline.

Will Voegele and Terry Wirginis
Co-Chairs, Riverlife Program Committee
One of the most spectacular urban settings in the world lies at the confluence of three rivers, where the city of Pittsburgh rises on a peninsula surrounded by six and one-half miles of riverfront.

In 1999, Mayor Tom Murphy brought the owners of downtown riverfront property together with business, philanthropic and civic leaders to form the Riverlife Task Force. With two stadiums slated for construction on the waterfront and plans underway for a major new park and convention center, Pittsburgh’s riverfront was undergoing transformation. The rising popularity of boating, kayaking and fishing also underscored the growing demand for river-related recreation in our region.

The Riverlife Task Force seized this moment of opportunity to capture the aspirations of the entire community and create a master plan and vision for Pittsburgh’s urban waterfront. The Vision Plan for Pittsburgh’s Riverfronts, released in Fall 2001, laid out our proposal to create in the heart of Pittsburgh a great urban river park, called “Three Rivers Park.”

We are now working to translate this vision into real projects. To set world-class standards for riverfront development and public spaces, the Task Force worked with the City Planning Commission to create the Three Rivers Park Design Guidelines.

The next step is to connect the system of trails up and down the riverfronts, around and across the confluence and attract activity to the rivers. Connecting the Loop presents a range of scenarios for creating high-quality infrastructure and attractions. It reflects the views and suggestions not only of designers, but also of downtown residents, suburban bike enthusiasts, developers, boat operators, sponsors of riverfront events and families with young children. It expresses our ongoing commitment to work with the community to bring the vision of Three Rivers Park to life.

Elisabeth M. Schroeder
Executive Director
Ultimately, the Three Rivers Park Loop will offer visitors a variety of things to do and see. Our goal is to encourage people to travel from point to point. Unique destinations already exist in some locations: “The Watersteps” in the North Shore Park; Fort Pitt Museum in Point State Park; the Dancing Fountains at Bessemer Court. Our challenge is to create new activities or attractions so that The Loop is a continuous experience of adventure, discovery and delight.

Our goal is for residents and visitors alike to travel across the water to points throughout Three Rivers Park by boat as well as by trail. While several water landings are already in place and several more are underway, we propose adding new landings or water-based amenities at key points throughout the park.

Our goal is to create a system of trails and parks that encircle the confluence in a continuous Loop. We began by exploring the shoreline to determine where the trail connections are complete, where improvements are needed, and where connections do not exist at all. Each stretch of trail provides unique conditions, needs and opportunities. Our challenge is to develop solutions that are appropriate for each segment in order to plan for step by step implementation one project at a time.

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To aid in the discussions and recommendations for implementation of improvements and additions to The Loop trail system, Three Rivers Park has been broken down into segments. The following pages highlight each segment and provide a brief description of its conditions and a detailed description of improvements that can be made to create a trail that is safe, user friendly and, above all, connected.
NORTH SHORE RIVERFRONT PARK

Within the Loop system, this segment provides park space for heavy pedestrian traffic along the river. The large open spaces, including the Great Lawn and Esplanade, are increasingly popular venues for events of all kinds. The concrete pathway along the river can accommodate active, wheeled traffic and runners as well as the assembly of large numbers of people for a variety of events. The Water Steps are a major attraction for families.

This segment will continue to be very active during the day and at night, attracting traffic from future development of office, retail, residential and restaurant development in the district.

Connectivity in this segment is complete, with a concrete pathway at the river’s edge for active use, as well as an upper level promenade to accommodate outdoor dining and strolling.

CURRENT CONDITIONS

The recent construction of the new stadiums along with the proposed development of the North Shore has created an active park that provides high levels of river access and activities, including two ballparks, the “Water Steps,” and a fishing pier.

SEGMENT DATA

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<th>OWNERSHIP</th>
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<tr>
<td>LANDINGS</td>
<td>Heinz Field/Science Center, 6th St. Bridge</td>
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<tr>
<td>ACCESS</td>
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<tr>
<td>STATUS</td>
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<tr>
<td>FRONTAGE</td>
<td>Allegheny River</td>
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<tr>
<td>ICONS</td>
<td>Water Steps, War Veterans’ Memorials</td>
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<tr>
<td>LANDMARKS</td>
<td>PNC Park</td>
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“Pittsburgh’s riverfronts are a tremendous asset to the City’s revitalization plans and should be a focus of future development opportunities. The investment in North Shore Riverfront Park is a great example of how the riverfront can be used to strengthen the value of the adjoining properties and increase the quality of life for its residents.”

— MATT SENGER
Director of Development, Continental Real Estate Companies

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Within The Loop system, this segment represents an important connection between the stadium district and the Science Center, with potential to serve as a riverfront destination for adjacent neighborhoods. Allegheny Avenue is identified in Riverlife’s Design Guidelines as a key connection from the North Side community and a new public entry point to the riverfront.

The Carnegie Science Center is currently undergoing an expansion project that will take into consideration the trail system along the river. This stretch of riverfront will also be the site of a key water landing for Three Rivers Park, generating significant activity from the land and from the water. The future rapid transit station to be located in this area must be connected to this landing and waterfront trail.

CURRENT CONDITIONS
Design for the riverfront landscape in this segment is being addressed on the east end by a landscape plan to complete the North Shore Park and on the west by the Science Center expansion plans, which include an outdoor Discovery Park near the river. Plans include continuing the trail from Heinz Field to the Science Center via a pedestrian causeway, as well as developing a water landing for canoes and kayaks and a public gathering space at the foot of Allegheny Avenue.

SEGMENT DATA

<table>
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<td>Owners</td>
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<tr>
<td>Icon</td>
<td>Submarine</td>
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<tr>
<td>Landmark</td>
<td>Carnegie Science Center</td>
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”The Carnegie Science Center has as its mission bringing the experience of science to the public. Carnegie Science Center can think of no better complement to this mission than the improvements in access surrounding our greatest natural resource, the river’s edge proposed by Riverlife Task Force. We see in the future of our own portion of the riverfront as a place where the public can experience and reach a greater understanding about the phenomena of the natural sciences. Enhancing access to our programs via the riverfront improvements will reinforce our mission.”

Owner’s Representative: Carnegie Museums of Pittsburgh.
Within The Loop system, this segment can draw visitors from the North Shore and Science Center down to and across the West End Bridge. Connections should be created to draw people from Manchester and other communities to the nearby waterfront.

The addition of a secondary lower trail could provide a meandering pathway along the bank of the river. The existing pier could be converted into an observation deck with spectacular views of the Golden Triangle, for an exciting new attraction on the river.

**CURRENT CONDITIONS**
This segment currently has an eight-foot asphalt and gravel path. The general character of this area is one of a more “natural” trail, bordered on the south by dense native vegetation and on the north by a variety of parking facilities, light industrial uses, with dense vegetation in one area. The tree cover and the undergrowth along this trail provide a dense green environment that is rare within an urban area. There are, however, portions of the trail with heavy vegetation on both sides that feel unsafe and block views to the river.

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<tr>
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**RECOMMENDATIONS**

The trail is generally functional in this segment, however, improvements need to be made to make the trail attractive to users including selective clearing along the river’s edge and supplemental plantings for buffering along parking lots and industrial sites. The ultimate build out for this segment will likely be the result of private development, however, there is an immediate opportunity to work with property owners to upgrade the existing trail and provide an exceptional experience along the water.

**Option I: Enhance current trail**

**Option II: Add secondary boardwalk trail**

**Opportunity: Observation deck**

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**Option I: Enhance current trail**

**Option II: Add secondary boardwalk trail**

**Opportunity: Observation deck**
**OPTION I**
Enhance current trail

**RECOMMENDATIONS**
- Clear select views to the water
- Remove plantings that create an enclosed and unsafe perception from the developed edge
- Provide pedestrian lighting
- Provide low buffer and canopy trees along existing parking and industrial uses
- Remove existing chain link fence

**CHALLENGES**
- Acquire or obtain access to private property
- Relocate or replace disturbed parking
- Accommodate future private development

**PERMITTING AGENCIES**
None

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**OPTION II**
Add secondary boardwalk trail

**RECOMMENDATIONS**
- Provide secondary trail at river’s edge via suspended boardwalk

**CHALLENGES**
- Acquire or obtain access to private property
- Accommodate future private development
- Construction of walkway at, or over, river’s edge

**PERMITTING AGENCIES**
- Pennsylvania Department of Environmental Protection
- US Army Corps of Engineers
Segment 3: NORTH SHORE WEST

OBSERVATION DECK

RECOMMENDATIONS
- Provide railing at perimeter of observation deck
- Provide viewfinders and low-level pedestrian lighting

CHALLENGES
- Acquire or obtain access to private property
- Accommodate future private development

PERMITTING AGENCIES
- None
RECOMMENDATIONS
Pedestrian access to and across the bridge could be improved. Greater separation from vehicular traffic is recommended.

Improved vertical access at both ends of the bridge should be considered. The use of ramps and/or elevators will improve usability of the trail.

Create a visual landmark at the West End Bridge that attracts people to, and across it.

Option I: Ferry service
Option II: Pedestrian walkway
Opportunity: Vertical access
**PERMITTING AGENCIES**  Pennsylvania Department of Environmental Protection

**CHALLENGES**  Acquisition of private land for dock installation  Issue of owner and operator of proposed service

**OPPORTUNITY**  Vertical access

**RECOMMENDATIONS**  Provide ferry service across the Ohio River as an alternate means of crossing

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**PERMITTING AGENCIES**  Pennsylvania Department of Transportation

**CHALLENGES**  Permitting process  Structural analysis of existing bridge  Vertical pedestrian access

**OPPORTUNITY**  Vertical access

**RECOMMENDATIONS**  Provide new vertical access by means of new landmark structure  Include ADA accessibility (ramps or elevators)  Provide for separate walking and biking circulation

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**PERMITTING AGENCIES**  US Army Corps of Engineers

**CHALLENGES**  Issue of owner and operator of proposed service

**OPPORTUNITY**  Vertical access

**RECOMMENDATIONS**  Structural analysis of existing bridge  Vertical pedestrian access

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**PERMITTING AGENCIES**  Pennsylvania Department of Transportation

**CHALLENGES**  Structural analysis of existing bridge  Vertical pedestrian access

**OPPORTUNITY**  Vertical access

**RECOMMENDATIONS**  Provide new vertical access by means of new landmark structure  Include ADA accessibility (ramps or elevators)  Provide for separate walking and biking circulation
RECOMMENDATIONS
Construct pedestrian only bridge utilizing existing bridge structure
Provide lookout points with viewfinders along bridge
Create points of interest along bridge (plaques, history, river habitat, etc.)

CHALLENGES
Permitting process
Structural analysis of existing bridge
Clearance issues over shipping channel
Vertical pedestrian access

PERMITTING AGENCIES
Pennsylvania Department of Transportation
Pennsylvania Department of Environmental Protection
US Army Corps of Engineers
### 5 WEST CARSON STREET

Within The Loop system, this segment presents the greatest challenge to riverfront access and the highest opportunity for alternate land use. If access and parking were planned integrally with the adjacent property owned by the Buncher Company, the location provides an optimum location for a destination or venue at the base of the West End Bridge, such as a museum and cafe or a large scale park area.

**CURRENT CONDITIONS**
The narrow riverbank edge can only be reached by crossing private property and two sets of active railroad tracks. The river’s edge is also actively used for barge tie-ups. Though a short-term opportunity exists to connect The Loop along West Carson Street, the existing sidewalk from the bridge to the Forest City West trail is not ideal.

Public access is currently a narrow 6’ wide sidewalk on the north side of Carson Street, bounded by commercial and light industrial buildings on one side and by west bound lanes of Carson Street on the other. Because Carson Street is divided through most of the segment, bicycles traveling east cannot ride with traffic.

**SEGMENT DATA**

- **OWNERSHIP**: R. Battaglia
- **ACCESS**: None
- **/status**: Inaccessible
- **FRONTAGE**: Railroad, Ohio River
- **ICONS**: None
- **LANDMARKS**: None

**RECOMMENDATIONS**
Connectivity could be obtained by widening the sidewalk along Carson Street. Gaining trail access closer to the riverfront is encouraged, but will require property acquisition and/or right-of-way.

This location also provides the unique opportunity to create a new icon and river landing through the acquisition of the properties within the segment.

**Option I**: Widen Carson Street sidewalk

**Option II**: Create new trail adjacent to railroad tracks

**Option III**: Construct riverwalk at water’s edge

Opportunity: Cultural icon

**CURRENT CONDITIONS**
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- **ACCESS**: None
- **STATUS**: Inaccessible
- **FRONTAGE**: Railroad, Ohio River
- **ICONS**: None
- **LANDMARKS**: None
SEGMENT 5

**OPTION I**

**Wide Carson Street sidewalk**

- **RECOMMENDATIONS**
  - Follow Carson Street sidewalk
  - Widen existing sidewalk to safely accommodate a trail and buffer by narrowing one-way westbound traffic lanes
  - Provide buffer along existing street with tree planting and guard rail

- **CHALLENGES**
  - Acquisition of public and private rights of way

- **PERMITTING AGENCIES**
  - Pennsylvania Department of Transportation


**SEGMENT 5**

**OPTION II**

**Trail adjacent to railroad tracks**

- **RECOMMENDATIONS**
  - Create trail south of railroad tracks
  - Provide improvements such as lighting, landscaping, fencing, etc.
  - Provide buffer along existing parking and industrial/commercial uses
  - Provide restroom facilities
  - Property use easements are required

- **CHALLENGES**
  - Acquisition of public and private rights of way

- **PERMITTING AGENCIES**
  - Pennsylvania Department of Transportation
  - Railroad
PERMITTING AGENCIES
Pennsylvania Department of Transportation
Pennsylvania Department of Environmental Protection
US Army Corps of Engineers

CHALLENGES
Acquisition of public and private rights of way
Vertical access across railroad
Interference with existing section of working river

RECOMMENDATIONS
Construct raised riverwalk between railroad tracks and river

Segment 5: WEST CARSON STREET

OPTION III
Construct raised riverwalk at water’s edge

CHALLENGES
Acquisition of public and private rights of way
Vertical access across railroad
Interference with existing section of working river

RECOMMENDATIONS
Develop new cultural icon and landmark to anchor the west end of the park and serve as a base to the West End Bridge
Landmark may be a museum dedicated to Pittsburgh bridges or the working river, a nature education center, magnet trade school, or a park area
Icons could be created through renovation of existing commercial space

 Segment 5: WEST CARSON STREET

OPPORTUNITY
Cultural icon

RECOMMENDATIONS
Construct raised riverwalk between railroad tracks and river

Segment 5: WEST CARSON STREET

PERMITTING AGENCIES
Pennsylvania Department of Transportation
Pennsylvania Department of Environmental Protection
US Army Corps of Engineers
Within The Loop system, this segment presents critical challenges to riverfront access, with three active railroad lines between the river and the Gateway View Plaza Building and with barge tie-ups accommodated along the shoreline. Creation of a dedicated trail should be a priority, and there are several scenarios through which access in this segment can be dramatically improved.

CURRENT CONDITIONS
This segment of the trail currently relies on West Carson Street for pedestrian access to Station Square. This option presents challenges for bicyclists and may be unsafe for pedestrians. The location and use of the Gateway View building must be carefully considered in re-routing this segment of the trail.

SEGMENT DATA
OWNER
Buncher Corporation
LANDING
None
ACCESS
None (private property)
USABILITY
Poor
STATUS
Undetermined
FRONTAGE
Railroad, Carson Street, Ohio River
ICON
None
LANDMARK
None

RECOMMENDATIONS
Creation of a dedicated trail is a priority. This segment will benefit from a clear, safe path of travel for trail-users.

Option I: Enhance current trail
Option II: Add secondary railroad trail

“We clearly recognize the benefits that will accrue to our community through the proposed Loop Strategy and support this initiative of Riverlife. As developers of riverfront property within The Loop, we are committed to the connectivity of the riverfront trail along and on both our riverfront properties, as we are able to do so. As we develop or redevelop these properties, further improvements and amenities will certainly be an important part of our site planning process.”

President, The Buncher Company
Segment 6: Gateway View Plaza

**Option I**

Enhance current trail

**Recommendations**
- Create an access between West Carson Street and the Gateway View building
- Maintain vehicular access and parking for the Gateway View building
- Acquire 50 foot easement for creation of trail and park

**Challenges**
- Provide trees and landscaping
- Provide benches and pedestrian lighting
- Acquire or obtain access to private property
- Replace existing parking

**Permitting Agencies**
- None

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**Option II**

Add secondary railroad trail

**Recommendations**
- Provide trail access between the Gateway View building and the Railroad Tracks
- Discontinue use of private railroad to Gateway View building

**Challenges**
- Acquire or obtain access to private property

**Permitting Agencies**
- None
Within The Loop system, Segment 7 marks the transition from a "pathless" walk along West Carson Street to the newly created river trail along the south bank of the Monongahela River. The City's Department of Public Works, in conjunction with the landowner Forest City Enterprises, has cleared, graded and paved the 12-foot path. Construction of a new pedestrian bridge from the Duquesne Incline to the riverfront trail will provide an important connection to Mount Washington and will intersect with the east-west trail system. Though not yet fully landscaped, this trail provides new access to the riverfront for public use, and provides momentum to finish the trail to the west.

**Current Conditions**
This segment currently has an eight-foot asphalt pathway just south of the railroad tracks. For most of this segment the path is adjacent to a two-lane private asphalt access road or a series of asphalt parking lots serving Station Square. Very little shade is available to trail users. Access from the Fort Pitt Bridge to this area of the trail exists but is not well located or highly visible.

**Segmen Data**

**Ownership:** Forest City

**Landing:** Duquesne Incline

**Access:** Public parking at various locations

**Useability:** Good

**Status:** Temporarily complete (future development anticipated)

**Frontage:** Railroad, Monongahela and Ohio Rivers

**Icon:** None

**Landmark:** None

**Recommendations**
This portion of the trail will ultimately be driven by private development. Modest improvements prior to large-scale development will increase usability and comfort along this segment.

The addition of trees and/or shade structures would add comfort along this segment. Better vertical access to the Fort Pitt Bridge will strengthen this segment’s relationship to downtown. A new vertical connection should also address the needs of cyclists.

Option I: Enhance current trail
Option II: New pedestrian walkway/bike lane on Fort Pitt Bridge
Vertical Connection: New ramp to trail at Fort Pitt Bridge

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Option II: New pedestrian walkway/bike lane on Fort Pitt Bridge
Vertical Connection: New ramp to trail at Fort Pitt Bridge

“Pittsburgh’s riverfronts are emerging as the most important contributors to quality of life and economic growth in the city. The effort to develop a well planned, highly visible and accessible trail network, will create a spine of connectivity between many of Pittsburgh’s most unique and attractive amenities. The safe and functional trail networks will encourage traffic between venues and strengthen the critical mass of activities for workers, residents and tourists alike. Finally, The Loop is a symbol of the unity of purpose that Pittsburgh is striving to achieve as it seeks to build a world class city.”

Forest City Regional Director of Development, Forest City Commercial Group
Segment 7: Forest City West

**Option I**
Enhance current trail

**Recommendations**
- Install shade trees along pathway
- Construct shade structures and amenities to promote the use of the trail (signage, plaques, observation points, etc.)
- Provide benches and trash receptacles

**Challenges**
Anticipation of future development

**Permitting Agencies**
None

**Option II**
New pedestrian walkway/bike lane

**Recommendations**
- Provide new pedestrian walkway attached to structure of the Fort Pitt Bridge, including staircase
- Ensure that a walkway is a minimum of 12 feet wide to accommodate both pedestrian and bicycle traffic

**Challenges**
Permitting process
Structural analysis of existing bridge

**Permitting Agencies**
- Pennsylvania Department of Transportation
- Pennsylvania Department of Environmental Protection
- U.S. Army Corps of Engineers

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VERTICAL CONNECTION

New ramp to trail

RECOMMENDATIONS
Provide a new ramp structure off of the pedestrian walkway of the Fort Pitt Bridge, located to the south of the Station Square access road
Ensure that the ramp is ADA accessible and friendly to cyclists
Include a new stair tower that brings pedestrians directly down to the trail

CHALLENGES
Permitting process
Property acquisition/easement
Anticipation of future development

PERMITTING AGENCIES
Pennsylvania Department of Transportation
RECOMMENDATIONS

Exploit the existing amphitheater as an icon and landmark. Provide access to the amphitheater to a private viewing area along the river and develop access to the trail.

Install shade structures and trees and provide benches and trash receptacles.

As in Segment Seven, this portion of the trail will ultimately be driven by private development. In the short term, modest improvements will increase usability and comfort.

Option: Enhance current trail

CURRENT CONDITIONS

There is little shade in this segment, nor is the opportunity provided to pause and enjoy the view of the river and the city skyline. Access to the amphitheater is only provided through the parking lot.

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Option: Enhance current trail
**Segment 8: I.C. Light Amphitheater**

- **Option:** Enhance current trail

**Recommendations**
- Install shade trees along pathway
- Construct shade structures and amenities to promote the use of the trail (signage, plaques, observation points, etc.)
- Provide benches and trash receptacles

**Challenges**
- Accommodate future private development

**Permitting Agencies**
- None
Recreational and commercial opportunities—and public and private uses—successfully merge along the river in this location. Forest City’s Station Square/Bessemer Court development includes a public plaza that overlooks the railroad tracks and the river. This segment serves as an important “front yard” for various restaurant, retail, and entertainment venues, through which Station Square patrons can become familiar with the city’s burgeoning riverfront park system. At the same time, this destination also provides a respite for trail users in search of amenities.

CURRENT CONDITIONS
The recent additions to Bessemer Court have provided a unique asset along the trail. The existing restaurants and gathering spaces are private ventures which will help enliven the trail.

SEGMENT DATA

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Within The Loop system, this segment serves as a connection for both patrons of Station Square and trail enthusiasts. The riverfront trail in Segment 10 is located between railroad tracks and parking lots. There are critical opportunities in this segment to connect the existing upriver trail system to future trails, as the City acquires property along the Monongahela River. Public use will be greatly enhanced with safe, vertical connections from the Smithfield Street Bridge. While this segment provides connectivity, landscaping, lighting and amenities will add immeasurably to the experience along the trail.

**CURRENT CONDITIONS**
In this segment, the asphalt path continues between the railroad tracks and Station Square surface parking. The existing planting between the parking and the trail provides a good start for the buffer that is desirable along many of the segments of the south shore portions of the trail.

**SEGMENT DATA**

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**RECOMMENDATIONS**
As in Segment 7, modest improvements including improved landscaping, seating, signage, and lighting will increase usability and comfort along this segment.

Option: Enhance current trail.
SEGMENT 10
OPTION
Enhance current trail

RECOMMENDATIONS
Install shade trees and upgrade fence along pathway
Construct shade structures and amenities to promote the use of the trail (signage, plaques, observation points, etc.)
Provide benches and trash receptacles

CHALLENGES
Accommodate future private development

PERMITTING AGENCIES
None
Within The Loop system, this segment offers wonderful, varied opportunities for improved pedestrian connections, increased parkland, mixed-use riverfront development and access to the water. Public access to the river is currently blocked by the railroad tracks, but temporary plans include the possibility of maneuvering through the adjacent streets until property is acquired and construction begins. An existing structure located on the river bridges the railroad tracks and connects to the Terminal Buildings. It could be improved to serve as the infrastructure for a South Side waterfront. Two bridges connect this segment to the downtown core.

**CURRENT CONDITIONS**

Heavy industry and railroad dominate this segment, virtually eliminating pedestrian access to the waterfront.

**SEGMENT DATA**

- **OWNERSHIP**: Railroad, City of Pittsburgh, Terminal Property, Berger Land Co., Allegheny Ford Truck Sales, Equitable Gas, Brookwood Inc.
- **LANDING**: None
- **ACCESS**: None
- **USABILITY**: Poor
- **FRONTAGE**: Monongahela River
- **LANDMARKS**: None
- **ICONS**: None

**RECOMMENDATIONS**

The challenges of developing a trail along the riverfront lead to a satisfactory alternate route through the South Side neighborhood. A convenient result of the neighborhood detour from the riverfront is the ease for entering the 10th Street Bridge at the existing vehicular ramps.

Larger scale opportunities are available to acquire property for a riverfront trail, with a possible railroad crossing at the existing Terminal Building overpass.

**Option**: Establish trail through neighborhood

**Opportunity I**: Terminal bridge

**Opportunity II**: Water landing

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- **LANDING**: None
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- **FRONTAGE**: Monongahela River
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- **LANDMARKS**: None
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**Option**: Establish trail through neighborhood

**Opportunity I**: Terminal bridge

**Opportunity II**: Water landing
PERMITTING AGENCIES
Pennsylvania Department of Transportation
City of Pittsburgh

CHALLENGES
Re-routing traffic
Properly signing street as a bikeway

RECOMMENDATIONS
Route trail through Bingham Street
Eliminate lane of parking and possibly one driving lane (insulating in a one-way street) in order to provide a dedicated trail lane
Provide a buffer island and landscaping as space allows
Eliminates need for a separate trail ramp to 12th Street Bridge

SEGMENT 11
SOUTH SIDE / TERMINAL BUILDINGS

OPTION
Establish trail through neighborhood

OPPORTUNITY I
Terminal bridge •

PERMITTING AGENCIES
Pennsylvania Department of Transportation
City of Pittsburgh

CHALLENGES
Coordination with private development
Property acquisition/easements between the railroad tracks and the Monongahela River

RECOMMENDATIONS
Terminal Building bridge and trail
Utilize the existing crossover/easement of this newly renovated office building as a pedestrian way across the railroad tracks to the river
Upgrade the crossover and install trail with new paving, landscaping and amenities
Segment 11: South Side/Terminal Buildings

**OPPORTUNITY II**

**Water landing**

**RECOMMENDATIONS**
- Terminal Building Water Landing
- Build a new landmark elevator/stair tower connected to the existing structure
- Create a public plaza at the water’s edge
- Provide small boat docking facilities
- Encourage development of a restaurant/entertainment facility in the existing building, overlooking the water

**CHALLENGES**
- Coordination with private development
- Property acquisition/easements between the railroad tracks and the Monongahela River

**PERMITTING AGENCIES**
- None
Within The Loop system, this segment will benefit from ongoing revitalization of the South Side. As revitalization spreads west across 10th Street, development will continue to progress toward the river. The South Shore trail begins at the 9th Street railroad crossing, where trail users can pick up a riverside trail that leads west to the Glenwood Bridge. A new vertical connection directly from the 10th Street Bridge to the South Shore Trail and a switchback ramp connecting to the existing Eliza Furnace Trail could ease the transition from downtown to the South Side. Both improvements would feature the river as the center of the trail system, rather than an obstacle, and serve to highlight the bridge as a gateway to the Golden Triangle and Three Rivers Park.

**CURRENT CONDITIONS**

Pedestrian access across the 10th Street Bridge is adequate, however connections to the river trail at either end could be strengthened. The 10th Street Bridge serves as one of the major passageways necessary to complete The Loop of Three Rivers Park.

**RECOMMENDATIONS**

Connection to the river at the north and south ends of the bridge would strengthen this segment as an important part of The Loop.

Better access to the Eliza Furnace Trail from the 10th Street Bridge would improve the flow of pedestrian and recreational traffic along the Three Rivers Trail.

Vertical Connection: On-grade ramp on northern end of bridge
VERTICAL CONNECTION
On-grade ramp on northern end of bridge

RECOMMENDATIONS
Construct an on-grade ramp on the north-east side of the 10th Street Bridge
Create a dedicated pedestrian path through the existing parking lot connecting the new ramp to the Eliza Furnace Trail.
Use trees and/or a change of pavement material to designate the walkway while maintaining vehicular traffic-flow.

CHALLENGES
Deletion of parking spaces
Property easement
**Within The Loop system, this segment contains Pittsburgh’s best-known rails-to-trails project, which is used by thousands of people each year. The popularity of the trail has attracted new amenities, like bike and blade rental, that make this segment a destination in itself. Future landscaping plans, drinking fountains and public restrooms will complete this very popular urban segment.**

**CURRENT CONDITIONS**
This segment of trail is currently complete and includes wayfinding and interpretive signage and benches. The trail could benefit from additional amenities such as public restrooms and drinking fountains.

**SEGMENT DATA**
- **Ownership**: City of Pittsburgh
- **Landing**: None
- **Access**: Public parking at various locations
- **Usability**: Excellent
- **Status**: Complete
- **Frontage**: Monongahela River
- **Landmarks**: None
- **Icons**: None

**CURRENT CONDITIONS**
This segment of trail is currently complete and includes wayfinding and interpretive signage and benches. The trail could benefit from additional amenities such as public restrooms and drinking fountains.

**SEGMENT DATA**
- **Ownership**: City of Pittsburgh
- **Landing**: None
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**SEGMENT DATA**
- **Ownership**: City of Pittsburgh
- **Landing**: None
- **Access**: Public parking at various locations
- **Usability**: Excellent
- **Status**: Complete
- **Frontage**: Monongahela River
- **Landmarks**: None
- **Icons**: None
Within The Loop system, the Mon Wharf provides a challenging, yet promising environment for a park. The elevated highway along the river presents an obstacle between downtown and the Monongahela River, generates storm water runoff and creates substantial noise. Frequent flooding of the heavily silted Monongahela River presents a maintenance challenge for a public park. Nonetheless, there is an opportunity to convert this area, with its rich history and rare access to the water, into a crucial link in the trail system. Once the Eliza Furnace trail is connected along Mon Wharf to the Point, Point State Park can serve as the trailhead of the Great Allegheny Passage. In addition, some public parking will again be offered at the Wharf to support river use. Current plans call for a new switchback ramp for pedestrians to link the Smithfield Street Bridge to the Eliza Furnace Trail and the Mon Wharf.

**CURRENT CONDITIONS**

The Mon Wharf is currently used for parking, with limited pedestrian access. Plans are underway to limit parking and allow for a 40-foot promenade at the river’s edge. Any development must be able to withstand the challenges of seasonal flooding. Vital connections to Point State Park, the Eliza Furnace Trail and the Smithfield Street Bridge are weak or non-existent.

**RECOMMENDATIONS**

This segment should have an urban character. This will include harder edges, pavement upgrades, benches, and pedestrian lighting.

Option I: Create park space on Mon Wharf
Option II: Connect to Point State Park

Vertical Connection: Provide access to Smithfield Street Bridge

Opportunity: Sculptural landmark

**MON WHARF**

**SEGMENT DATA**

| OWNERSHIP | City of Pittsburgh |
| LANDING | None |
| ACCESS | Public parking |
| USABILITY | Poor |
| STATUS | Undefined |
| FRONTAGE | Monongahela River |
| LANDMARKS | Wabash Bridge Pier |
| ICONS | None |

---

**Option I: Create park space on Mon Wharf**

**Option II: Connect to Point State Park**

**Vertical Connection:** Provide access to Smithfield Street Bridge

Opportunity: Sculptural landmark

---

**CURRENT CONDITIONS**

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Vital connections to Point State Park, the Eliza Furnace Trail and the Smithfield Street Bridge are weak or non-existent.

**SEGMENT DATA**

| OWNERSHIP | City of Pittsburgh |
| LANDING | None |
| ACCESS | Public parking |
| USABILITY | Poor |
| STATUS | Undefined |
| FRONTAGE | Monongahela River |
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Vital connections to Point State Park, the Eliza Furnace Trail and the Smithfield Street Bridge are weak or non-existent.
OPTION I
Create park space on Mon Wharf

RECOMMENDATIONS
Upgrade pavement
Provide canoe and kayak racks
Provide pedestrian amenities such as seating, planters, landscaping and lighting

OPTION II
Connect to Point State Park

RECOMMENDATIONS
Provide a pathway to Point State Park by creating a level surface under the overpass
Provide lighting to enhance feeling of security
Consider public art that could enliven the space
**Segment 14: Mon Wharf**

**RECOMMENDATIONS**

Provide a ramp structure at the north side of the Smithfield Street Bridge. The entrance point for this ramp would be best positioned at the Fort Pitt Boulevard. This will provide more direct access to the Eliza Furnace Trail and visually separate the ramp structure from the historically significant Smithfield Street Bridge. The ramp could wind down under the bridge supported on independent piers. This connection will improve access between the Mon Wharf and Station Square development. Design of this structure is currently underway.

**CHALLENGES**

Privately owned pier

**RECOMMENDATIONS**

Use the Bridge pier as a sculptural landmark for the Mon Wharf

**OPPORTUNITY I**

Sculptural landmark

**VERTICAL CONNECTION**

Provide access to Smithfield Street Bridge
Within The Loop system, Point State Park will occupy a critical site at the heart of The Loop. Establishing connections up both the Monongahela and Allegheny Rivers will be key to this continuous trail system.

In 2001, the Allegheny Conference on Community Development and the Riverlife Task Force formed a partnership to create a new master plan for the revitalization and preservation of Point State Park.

CURRENT CONDITIONS
A team of landscape designers and consultants led by Pressley Associates of Boston is currently working with the community and with the Point State Park Planning Committee to create plans that address the challenges of balancing a variety of potential uses with the need to honor the historic aspects of the park.
Within The Loop system, this segment serves as an important element within the Three Rivers Park system. The upper level promenade along the cultural district leads to a trail at the river’s edge designed by Michael Van Valkenberg and Ann Hamilton. This segment serves as the riverfront edge to the Cultural District.

**CURRENT CONDITIONS**
Connectivity in this segment is complete. Largely a passive stretch of trail today, this segment will become far more active when the Convention Center riverfront is complete, providing continuous access from the Strip District all the way to the Point.

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A park trail system along the south shore of the Allegheny River promises to enhance the Convention Center in several important ways. First, it will add an element of natural beauty to a very modern piece of architecture, enriching the overall aesthetic of the building. It will improve pedestrian access to the Convention Center by linking the Strip District trails to Point State Park through Allegheny Riverfront Park. Finally, with the addition of a water landing, the park will serve as an important docking facility for various forms of water transportation that will ferry patrons to and from downtown destinations such as the North Shore and Station Square.

Executive Director, Sports & Exhibition Authority
### CURRENT CONDITIONS

Although a trail currently exists in this area, the connection needs to be made from the Convention Center riverfront beneath the Fort Wayne Bridge to the Strip District. Parts of the existing trail would be well-served by landscaping improvements, wayfinding signage and an improved pedestrian connection to Penn Avenue at the 16th Street Bridge.

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### RECOMMENDATIONS

This portion of the trail will change as private development continues in the Strip District. Modest improvements prior to large-scale development will increase usability and comfort along this segment. The addition of shade trees and amenities such as benches, lighting and trash receptacles will support public use. Strengthening access into the Strip District is encouraged.

**Option: Enhance current trail**
OPTION
Enhance current trail

RECOMMENDATIONS
- Install shade trees along pathway
- Construct amenities to promote the use of the trail (signage, plaques, observation points, etc.)
- Provide benches and trash receptacles

CHALLENGES
- Accommodate future private development

PERMITTING AGENCIES
None
Within The Loop system, the 16th Street Bridge is an historic landmark structure that marks the northeastern edge of Three Rivers Park and can serve as a gateway to the confluence area. With new vertical connections and ample sidewalks, this bridge can serve as a vital connection between the north and south shores of the Allegheny River, linking the Strip District to the North Shore and supporting residential development underway across the river.

**CURRENT CONDITIONS**

The 16th Street Bridge is currently under renovation. The historical elements of the bridge should be restored. Current access points to the bridge ramps are located several blocks inland: at Progress Street on the North Side and Penn Avenue in the Strip District. Vertical connections from the trail to the bridge deck on both shores need to be created.

**RECOMMENDATIONS**

Each end of the bridge has a unique relationship with the surrounding neighborhoods. Access to the North end of the bridge from the trail occurs relatively close to the river. Allowing access to continue at grade and into the neighborhood is recommended. Designating a more obvious landscaped path is encouraged, as well as creating a true green space connecting the bridge to the trail and the North Shore neighborhoods.

The Strip District end of the bridge extends much farther into the neighborhood, making it somewhat more difficult to connect the trail via the neighborhood itself. A new ramp structure located closer to the river would strengthen the trail connection and potentially enhance future development.

Vertical Connection: South Shore ramp

Opportunity: Green space and landing
**Segment 19: 16th Street Bridge**

**CHALLENGES**
- Respect the historic design of the 16th Street Bridge with a sympathetic ramp structure
- Property acquisition or easement for ramp structure
- Coordination of ramp plan with future development of existing site

**RECOMMENDATIONS**
- Provide access to 16th Street Bridge closer to the river
- Include ADA accessible ramp for pedestrians and bicyclists
- Allow cycling on bridge sidewalks or provide access point from new ramp to bridge vehicular lanes with appropriate traffic control signals

**VERTICAL CONNECTION**
- South Shore ramp

**PERMITTING AGENCIES**
- Pennsylvania Department of Transportation
- Allegheny County
- City of Pittsburgh

---

**OPPORTUNITY**
- Green space and landing

**RECOMMENDATIONS**
- Create a new park at the North Side of the 16th Street Bridge to facilitate the connection from trail to bridge, using existing grade
- Extend the new green space beyond Progress Street to strengthen the trail connection into North Side neighborhoods and to serve as one of the new gateways to Three Rivers Park
- Soften an otherwise hard landscape with more green space adjacent to the river and to the Heinz complex

**CHALLENGES**
- Property acquisition/easement
- Relocation/deletion of existing parking spaces
- Coordinate green space with future development plans
The Rubinoff Company has made a significant investment in improving the quality of Pittsburgh’s riverfront in projects such as Washington’s Landing and the new Alcoa Business Services Center. We welcome and support continuing investments that link our projects with the many other wonderful destinations along Pittsburgh’s riverfront. Our projects were designed with this in mind.

The Rubinoff Company

Within The Loop system, this segment is a very pleasant stretch of trail that is very popular with walkers, runners and bikers. The eastern end of this segment will be affected by future residential development. This stretch of trail, which is adjacent to the historic Heinz Company factory complex, offers a more natural trail experience than the adjacent promenade leading to the stadiums and North Shore Riverfront Park.

**CURRENT CONDITIONS**
Connectivity in this segment is complete. There is a concrete trail along the river’s edge at the west end of the segment and a soft trail extends upriver to Washington’s Landing. A native plant landscape and heritage signs provided by Friends of the Riverfront enhances the eastern end of this segment. A riverfront residential complex also borders this stretch of trail. In the short term, the area could benefit from increased wayfinding signage, especially in the area of the connection to the 16th Street Bridge.

**SEGMENT DATA**

| OWNERSHIP | City of Pittsburgh |
| DEAD-END | Westerly |
| ROAD | Public, wide |
| QUALITY | Good |
| DESIGN | Complete |
| Frontage | Allegheny River |
| LANDMARKS | 16th Street Bridge |
| ICONS | None |

**SEGMENT 20**

**NORTH SHORE TRAIL**

Existing trail

Vertical connection

Neighborhood connection

---

CONNECTIVITY in this segment is complete.

There is a concrete trail along the river’s edge at the west end of the segment and a soft trail extends upriver to Washington’s Landing. A native plant landscape and heritage signs provided by Friends of the Riverfront enhances the eastern end of this segment. A riverfront residential complex also borders this stretch of trail. In the short term, the area could benefit from increased wayfinding signage, especially in the area of the connection to the 16th Street Bridge.

CURRENT CONDITIONS

Connectivity in this segment is complete.

There is a concrete trail along the river’s edge at the west end of the segment and a soft trail extends upriver to Washington’s Landing. A native plant landscape and heritage signs provided by Friends of the Riverfront enhances the eastern end of this segment. A riverfront residential complex also borders this stretch of trail. In the short term, the area could benefit from increased wayfinding signage, especially in the area of the connection to the 16th Street Bridge.

SEGMENT DATA

| OWNERSHIP | City of Pittsburgh |
| DEAD-END | Westerly |
| ROAD | Public, wide |
| QUALITY | Good |
| DESIGN | Complete |
| Frontage | Allegheny River |
| LANDMARKS | 16th Street Bridge |
| ICONS | None |
Within The Loop system, the Fort Duquesne Bridge provides a pedestrian connection from Point State Park to the North Shore and also accommodates the creation of an “inner loop” for pedestrians around the confluence basin.

CURRENT CONDITIONS
The Fort Duquesne Bridge has an existing pedestrian walkway on the downstream side of the lower deck, connecting Point State Park to the North Shore. A new pedestrian ramp down to the North Shore was completed in spring 2003. On the south shore, planning is underway for a riverfront trail connection beneath the bridge to link Point State Park to the Allegheny Riverfront Park. Current plans call for a riverfront viewing stand for water-based events.

SEGMENT DATA

| Ownership | City of Pittsburgh |
| Landing | Point State Park |
| Access | Point State Park and North Shore public property |
| Usability | Excellent |
| Status | Completed |
| Frontage | Allegheny River |
| Landmarks | Heinz Field, PNC Park, Point State Park |
| Icons | None |
### PROJECT SUMMARY

#### Segment 1
**NORTH SHORE RIVERFRONT PARK**
- **ACTION**: N/A
- **TRAIL TYPE**: Promenade
- **CURRENT USABILITY**: Excellent
- **PROPERTY**: None
- **ACQUISITIONS**: None
- **SCHEDULE**: Complete
- **COST**: N/A

#### Segment 2
**CARNEGIE SCIENCE CENTER RIVERFRONT CONNECTION**
- **ACTION**: N/A
- **TRAIL TYPE**: Promenade and riverfront trail
- **CURRENT USABILITY**: Poor
- **PROPERTY**: None
- **ACQUISITIONS**: None
- **SCHEDULE**: Under design
- **COST**: $3,500,000

#### Segment 3
**NORTH SHORE WEST**
- **ACTION**: Minor modifications to enhance experience and improve safety
- **TRAIL TYPE**: Riverfront trails
- **CURRENT USABILITY**: Fair
- **PROPERTY**: Easements from multiple property owners
- **ACQUISITIONS**: From multiple property owners
- **SCHEDULE**: 1–3 years
- **COST**: $630,000–$750,000

#### Segment 4
**WEST END BRIDGE**
- **ACTION**: Improve pedestrian access through construction of pedestrian-only bridge
- **TRAIL TYPE**: N/A–promenade structure
- **CURRENT USABILITY**: Poor
- **PROPERTY**: PennDOT structure
- **ACQUISITIONS**: N/A
- **SCHEDULE**: 1–5 years
- **COST**: $8,000,000–$12,000,000

#### Segment 5
**WEST CARSON STREET**
- **ACTION**: Converted development along south shore to restore river to the public domain
- **TRAIL TYPE**: Riverfront trail
- **CURRENT USABILITY**: None
- **PROPERTY**: None
- **ACQUISITIONS**: (right of way)
- **SCHEDULE**: 1–3 years
- **COST**: $1,000,000

#### Segment 6
**GATEWAY VIEW PLAZA**
- **ACTION**: Redevelop trail for installation of shade structures and landscaping
- **TRAIL TYPE**: N/A
- **CURRENT USABILITY**: Poor
- **PROPERTY**: None
- **ACQUISITIONS**: None
- **SCHEDULE**: 1–3 years
- **COST**: $500,000

#### Segment 7
**FOREST CITY WEST**
- **ACTION**: Improve trail by installing trees, shade structures, and landscaping
- **TRAIL TYPE**: N/A
- **CURRENT USABILITY**: Fair
- **PROPERTY**: None
- **ACQUISITIONS**: None
- **SCHEDULE**: 1–3 years
- **COST**: $500,000–$650,000

---

The following pages show one proposed project for each segment of The Loop, along with some basic relevant data and estimated cost. For those segments already complete, data is given for current conditions and no cost is indicated. This summary is intended to offer a quick summary of projects Riverlife would like to see implemented in order to complete The Loop.
<table>
<thead>
<tr>
<th>Segment</th>
<th>Location</th>
<th>Action</th>
<th>Trail Type</th>
<th>Current Usability</th>
<th>Property Acquisitions</th>
<th>Schedule</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>I.C. Light Amphitheater</td>
<td>Improve trail by installing trees, shrubs, benches, and landscaping</td>
<td>Riverfront promenade</td>
<td>Fair</td>
<td>None</td>
<td>6 months–1 year</td>
<td>$250,000–$260,000</td>
</tr>
<tr>
<td>9</td>
<td>Bessemer Court/Station Square</td>
<td>Construct ramp system to connect Fort Duquesne Bridge to South Side</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>10</td>
<td>Forest City East</td>
<td>Improve trail by installing trees, shrubs, benches, and landscaping</td>
<td>Riverfront promenade</td>
<td>Excellent</td>
<td>None</td>
<td>6 months–1 year</td>
<td>$240,000–$250,000</td>
</tr>
<tr>
<td>11</td>
<td>South Side/Terminal Buildings</td>
<td>Construct bike lane and pedestrian way by converting street to one-way traffic; install safety barrier and landscaping</td>
<td>Riverfront road</td>
<td>None</td>
<td>Car right of way</td>
<td>1–3 years</td>
<td>$1,500,000–$1,700,000</td>
</tr>
<tr>
<td>12</td>
<td>Terminal Building Bridge Connection and Water Landing</td>
<td>Redevelop existing structures to promote mixed-use development; utilize bridge to gain waterfront access</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>2–3 years</td>
<td>$1,750,000–$2,000,000</td>
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<tr>
<td>13</td>
<td>10th Street Bridge</td>
<td>Construct ramp system to connect Eliza Furnace Trail to 10th Street Bridge</td>
<td>Good</td>
<td>N/A</td>
<td>N/A</td>
<td>1–2 years</td>
<td>$350,000–$625,000</td>
</tr>
<tr>
<td>14</td>
<td>Monongahela Quay</td>
<td>Redevelop parking to allow for construction of Riverfront promenade</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>1–5 years</td>
<td>$7,075,000</td>
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<tr>
<td>15</td>
<td>Smithfield Street Bridge Vertical Connection</td>
<td>Redevelop pedestrian connection to link the South Side to Eliza Furnace Trail and the future Monongahela Waterfront Promenade</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>1–3 years</td>
<td>$2,000,000–$3,000,000</td>
</tr>
</tbody>
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### Appendix I

#### PROJECT SUMMARY

<table>
<thead>
<tr>
<th>Segment 15</th>
<th>POINT STATE PARK</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>N/A</td>
</tr>
<tr>
<td>QUALITY</td>
<td>None</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>Currently in Master Plan phase</td>
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<tr>
<td>COST</td>
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<table>
<thead>
<tr>
<th>Segment 16</th>
<th>ALLEGHENY RIVERFRONT PARK</th>
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</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>Riverfront promenade</td>
</tr>
<tr>
<td>CURRENT</td>
<td>Good</td>
</tr>
<tr>
<td>USABILITY</td>
<td>N/A</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>None</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>Complete</td>
</tr>
<tr>
<td>COST</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Segment 17</th>
<th>CONVENTION CENTER RIVERFRONT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>Riverfront promenade</td>
</tr>
<tr>
<td>CURRENT</td>
<td>Excellent</td>
</tr>
<tr>
<td>USABILITY</td>
<td>None</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>None</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>Complete</td>
</tr>
<tr>
<td>COST</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Segment 18</th>
<th>STRIP DISTRICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>Riverfront promenade</td>
</tr>
<tr>
<td>CURRENT</td>
<td>Excellent</td>
</tr>
<tr>
<td>USABILITY</td>
<td>None</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>None</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>In final design</td>
</tr>
<tr>
<td>COST</td>
<td>$450,000 - $225,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Segment 19</th>
<th>16TH STREET BRIDGE / HEINZ PARK</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>Construct new park at north end of 30th Street Bridge</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>Riverfront trail</td>
</tr>
<tr>
<td>CURRENT</td>
<td>Fair</td>
</tr>
<tr>
<td>USABILITY</td>
<td>Fair</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>Heinz right of way</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>of way</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>1–3 years</td>
</tr>
<tr>
<td>COST</td>
<td>$3,600,000 – $4,150,000</td>
</tr>
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<table>
<thead>
<tr>
<th>Segment 20</th>
<th>NORTH SHORE TRAIL</th>
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</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>Riverfront trail</td>
</tr>
<tr>
<td>CURRENT</td>
<td>Excellent</td>
</tr>
<tr>
<td>USABILITY</td>
<td>None</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>N/A</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>Complete</td>
</tr>
<tr>
<td>COST</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Segment 21</th>
<th>FORT DOUCELINE BRIDGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
<td>N/A</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
<td>N/A</td>
</tr>
<tr>
<td>CURRENT</td>
<td>N/A</td>
</tr>
<tr>
<td>USABILITY</td>
<td>N/A</td>
</tr>
<tr>
<td>PROPERTY</td>
<td>N/A</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
<td>N/A</td>
</tr>
<tr>
<td>SCHEDULE</td>
<td>N/A</td>
</tr>
<tr>
<td>COST</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ART IN THE LANDSCAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION</td>
</tr>
<tr>
<td>TRAIL TYPE</td>
</tr>
<tr>
<td>CURRENT</td>
</tr>
<tr>
<td>USABILITY</td>
</tr>
<tr>
<td>PROPERTY</td>
</tr>
<tr>
<td>ACQUISITIONS</td>
</tr>
<tr>
<td>SCHEDULE</td>
</tr>
<tr>
<td>COST</td>
</tr>
</tbody>
</table>

**16TH STREET BRIDGE VERTICAL CONNECTION**

**CONVENTION CENTER RIVERFRONT**

**STRIP DISTRICT**

**16TH STREET BRIDGE / HEINZ PARK**

**FORT DOUCLELINE BRIDGE**

**ART IN THE LANDSCAPE**
ANTICIPATED PROBABLE COSTS

One of the things that will make The Loop such a wonderful feature for our city is the diversity of terrain, character and ownership along the riverfronts. This variety will make traveling through the park an experience that is truly unique to Pittsburgh. Consider, for instance, the transitions along the northern shore of the Ohio River; from the formal bulkhead of the new North Shore Riverfront Park, to the future “soft” water landing at the base of Allegheny Avenue, to the natural terrain and thick vegetation along the riverbank that leads to the West End Bridge.

TRAIL TYPES AND COST ESTIMATION

While the diversity of trail conditions is one of the assets to build upon in realizing the character of our riverfront trails, this variety also presents a difficult challenge in preparing cost estimations. As individual projects move forward, each portion of the trail will provide unique opportunities and construction requirements, and there is truly no linear foot of the trail that is the same as the next. Therefore, the costs associated with developing or improving the trail also change with each step taken.

In order to understand the costs associated with the development of The Loop, it was necessary to establish a set of standards. The design guidelines in the Three Rivers Park Handbook, prepared by the Riverlife Task Force and accepted by Pittsburgh’s City Planning Commission, define four major trail types for the park:

Type 1: Riverfront Trail
The Trail should move in and out of the tree canopy, opening to provide views to the rivers and closing again to provide a sense of intimacy and enclosure.

Type 2: Parallel Trail
Parallel trails offer a choice of trail experiences. They occur where a second trail diverges from the main path often allowing immediate proximity to the river.

Type 3: Promenade
Promenades occur at the intersection of different riverfront activities. They provide opportunities to experience the river from a different vantage point.

Type 4: Riverfront Road
Riverfront Roads will provide new addresses along the rivers and ensure public access to the water’s edge. They will be low-scale and oriented to the pedestrian.

Estimated probable costs were established for each of the four trail types. In addition, unit costs were estimated for individual upgrades and improvements that may be added to the base trail as needed or as funding becomes available.

COST METHODOLOGY

The following process was applied to The Loop to derive costs:

Step 1: Identify general characteristics and existing conditions of each segment.
Step 2: Propose options for safe access around The Loop and identify opportunities for exciting new icons or attractions.
Step 3: Estimate site preparation and construction costs for each segment based on its existing conditions and proposed improvements.

SAMPLE COST ESTIMATION

As an example of how the cost estimation process works, we examine the costs of continuing and upgrading a riverfront trail along the north shore. The following two tables list the materials and costs for the North Shore West, which is Segment 3.

<table>
<thead>
<tr>
<th>Cost Analysis for a Riverfront Trail</th>
<th>UNIT</th>
<th>QUANTITY</th>
<th>UNIT COST</th>
<th>SUBTOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site clearing</td>
<td>sq. ft.</td>
<td>850</td>
<td>$10.00</td>
<td>$8,500.00</td>
</tr>
<tr>
<td>(75’ horizontal sections)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trail buffer to adjacent land use:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trees (30’ o.c.)</td>
<td>each</td>
<td>3.3</td>
<td>$790.00</td>
<td>$2,631.00</td>
</tr>
<tr>
<td>Hedge (3’ o.c.)</td>
<td>each</td>
<td>33.3</td>
<td>$74.00</td>
<td>$2,464.00</td>
</tr>
<tr>
<td>Groundcover</td>
<td>each</td>
<td>100</td>
<td>$14.00</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Slope beautification:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree/brush removal (views)</td>
<td>sq. yd.</td>
<td>556</td>
<td>$12.00</td>
<td>$6,672.00</td>
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<tr>
<td>Slope stabilization (mulch)</td>
<td>cu. yd.</td>
<td>45</td>
<td>$30.00</td>
<td>$1,350.00</td>
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<tr>
<td>Grading allowance</td>
<td>cu. yd.</td>
<td>275</td>
<td>$30.00</td>
<td>$8,250.00</td>
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<tr>
<td>(assume 3’ earthwork)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bituminous pathway</td>
<td>sq. yd.</td>
<td>134</td>
<td>$22.00</td>
<td>$2,948.00</td>
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<tr>
<td>(12’ wide, block edging)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Import topsoil and spread</td>
<td>cu. yd.</td>
<td>26</td>
<td>$35.00</td>
<td>$940.00</td>
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<tr>
<td>Lawn seeding</td>
<td>sq. ft.</td>
<td>1,500</td>
<td>$0.45</td>
<td>$675.00</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>$45,311.00</td>
<td></td>
</tr>
</tbody>
</table>

TOTAL COST PER LINEAL FOOT $453.11

We know through additional field investigation and planning that we will not re-seed disturbed areas. We also have determined that this area will require some parking lot pavement demolition and the installation of pedestrian lighting and emergency telephones.

Additional Deletions and Expenses

| Less lawn seeding                  |       | 675.00  |
| Demolition of asphalt pavement     | sq. yd.| 322    | $2.00    | $644.00  |
| Pedestrian lighting (SR c.e.)      | each | 3.33    | $5.00    | $16.65  |
| Emergency telephone (every half mile) |      | 2.50    | $5.00    | $100.00 |

NET ADDITIONAL COST $16,346.00

TOTAL COST FOR SEGMENT 3 $56,657.00

*Total cost for trail only. Does not include all water, furniture and other amenities.

Appendix II

ANTICIPATED PROBABLE COSTS
MAJOR TRAIL TYPES FOR THREE RIVERS PARK

CONNECTIONS ALONG THE RIVERS

Connections will serve many different users and development sites. They provide the linkage of public access and views along the rivers and along private development, re-engaging the rivers as part of the Public Realm. There are four major types of connections envisioned for Three Rivers Park, each of which addresses a key issue of access along our rivers: Riverfront Trails, Promenades, Roads and Scenic Roadways.

Riverfront Trails

Trails are Riverfront Connections that place emphasis on moving along the river for longer distances as a pedestrian, runner, cyclist or rollerblader. Trails place emphasis on Riverfront Connections for recreational uses, and as such should be designed with those users in mind.

- In general, contain the trail within a canopy of deciduous trees, providing shade in the summers and allowing sunlight to penetrate in cooler months. The Trail should move in and out of the tree canopy, opening to provide views to the rivers and closing again to provide a sense of intimacy and enclosure.
- Plant dense trees and other tall landscaping materials continuously along the inboard side of the Trail, creating a background of green that engages the Trail within Three Rivers Park. Green slopes with naturalized plantings to create a sense of enclosure within the Park are an acceptable alternative where tree planting is not possible or desired.
- On the river side of the Trail, design the tree canopy to open and close, creating new views both to and from the Trail. Create views of the Golden Triangle.
- Avoid planting trees in even rhythms such as those typically used in street tree plantings. Plant them in groups with varying densities.

Promenades occur at the intersection of different riverfront activities. They provide opportunities to experience the river from a different vantage point.

- Avoid railings along Trails wherever possible. Where they are provided for safety, railings should be designed with colors and finishes that relate to the earth-bound palette of materials identified for Three Rivers Park.
- Locate light fixtures, trash cans, signage and other necessities discretely in the landscape of the Trails. Provide drinking fountains, mileage markers, maps and informational signage, integrating them with the landscape. Locate emergency call boxes at frequent intervals to provide additional safety and security.
- Wherever possible, provide a dual-surface Trail. Provide a crushed limestone surface for pedestrians and runners and a hard surface for bikes and rollerblades.
- Provide a consistent finished edge along the Trail.
- Design Trails to have light-colored and non-glare surfaces, such as limestone, concrete or white asphalt.
- Creative trail design, such as the development of low-impact boardwalks and walkways, are encouraged in appropriate locations. Recommended applications include locations where such designs will minimize the disturbance of habitats.
- Consider alternatives to asphalt as a surfacing material for Connections in and to Three Rivers Park. Where the use of asphalt is dictated by the construction of temporary Connections or budgetary constraints, use an asphalt material that will provide a light-colored surface, such as through the addition of limestone to the aggregate. Provide a finished edge along the Connection in order to provide a clean, high-quality boundary to the surface.

Riverfront Promenades

Riverfront Promenades, which open up the views of the rivers and integrate the urban character of the City with the pastoral nature of the Park, can occur where Landings intersect Connections along Three Rivers Park, and where urban Districts are adjacent to the riverfront. Promenades are generally more pedestrian in character, rather than recreational. Promenades are places to see and to be seen.
Appendix III: Major Trail Types for Three Rivers Park

Promenade Surfaces
- Consider the color for Promenade surfaces. Warm-colored paving will seem warmer in the gray winters, while cool colors will seem cooler in the summers. Use light-colored, but non-glare, walking surfaces at Landings or other points of interest where more focus is intended.

Riverfront Roads
- Riverfront Roads have the potential to be an exciting and different experience of Three Rivers Park, and to create new opportunities for development adjacent to them. They can create access to areas of the Park that would otherwise be difficult for persons with limited mobility to reach. At the same time, care must be taken in designing and locating Riverfront Roads to ensure that access to the Riverfront is not restricted by the presence of vehicular streets, and with pedestrians as a primary consideration. Riverfront Roads should be perceived as an extension of Three Rivers Park.

Appendix III: Major Trail Types for Three Rivers Park

Riverfront Roads
- Riverfront Roads will provide new addresses along the rivers and ensure public access to the water’s edge. They will be low-scale and oriented to the pedestrian.

- Use higher quality materials, such as stone paving, for Promenades. Promenades occur at the intersection of different riverfront activities. They provide opportunities to experience the river from a different vantage point.

- Where the introduction of surfacing materials along a Promenade may interrupt the established path of Riverfront Trails and discourage rollerbladers and cyclists, consider alternative routes for these users. Alternatives include the provision of a “high” Promenade paved with stone, where pedestrians and shoppers might stroll, in conjunction with a “low” Trail along the river, surfaced with concrete or crushed stone. Other recommendations include providing clear routing along adjacent streets, marking access points that will rejoin the Riverfront Trail.

- Promenades along Three Rivers Park are considered to be located within the Park. Plant trees within 15’ of the river edge of the Promenade.

- Where required, provide railings along Promenades with colors and finishes that relate to the earth-bound palette of materials identified for Three Rivers Park.

- Plant dense landscaping below the front edge of Promenades in order to frame views and give the user the sense of vantage point that comes from sitting above the trees.

- For buildings located along Promenades, provide ground floor uses that are public in nature, including civic, cultural, retail, entertainment, restaurants and public lobbies.

- Consider the issue of color for Promenade surfaces. Warm-colored paving will seem warmer in the gray winters, while cool colors will seem cooler in the summers. Use light-colored, but non-glare, walking surfaces at Landings or other points of interest where more focus is intended.

Scenic Roadways
- Scenic Roadways include Grandview Avenue, Bigelow Boulevard, Boulevard of the Allies, Ohio River Boulevard/Route 28 and West Carson Street.

- Limit Riverfront Road width to no more than two lanes of traffic and one lane of on-street parking. The minimum width for Riverfront Roads is 34’, including two lanes of traffic and one lane of on-street parking on the land side of the Road. The preferred width is 30’.

- The 50’ minimum for the riverfront setback and Trail applies along all Riverfront Roads.

- Provide 12’ for sidewalk with street trees on the river side of the Riverfront Road. Where space is limited, the Trail may substitute for the river side sidewalk.

- Provide 8’ minimum to 12’ maximum for an inboard sidewalk with street trees on the land side of the Riverfront Road.

- Orient Riverfront Roads to pedestrians and light traffic. Truck and delivery traffic are not appropriate on Riverfront Roads.

- Post maximum speeds of 25 miles per hour on Riverfront Roads, with traffic calming measures integrated in pedestrian districts at intervals no more than 400’-600’.

- Provide pedestrian crossings not less than 600’ apart. Prove a change of street paving at pedestrian crossings that provides a variation in texture and color.

- Plant Riverfront Roads with dense tree canopies and views to the rivers provided below the canopies.

- Locate primary addresses and entrances to buildings on the Riverfront Road.

- Encourage residential uses along Riverfront Roads.

Scenic Roadways
- Scenic Roadways are those roads and highways located away from the rivers, which, due to topographical conditions, provide scenic views into Three Rivers Park and the river valleys of Pittsburgh. Many of the premier views of the City and its rivers are seen from roadways and it is important to continue to preserve and enhance these views as part of Three Rivers Park. Scenic Roadways for Three Rivers Park include Grandview Avenue, Bigelow Boulevard, Boulevard of the Allies, Ohio River Boulevard/Route 28 and West Carson Street.

- Scenic Roadways trace the contours of the river valleys, providing exciting views up and along the rivers. They are also highly visible from the rivers.

- Orientation of Scenic Roadways is to pedestrian and light traffic. Street trees are to be oriented to the pedestrian side of the road.

- Where required, provide railings along Scenic Roadways with colors and finishes that relate to the earth-bound palette of materials identified for Three Rivers Park.

- Plant dense landscaping below the Scenic Roadways in order to frame views and give the user the sense of vantage point that a person sitting above the trees should experience.
• Maintain views from Scenic Roadways into Three Rivers Park and the river valleys through the careful selection of structural elements including barriers, during road design and construction.

• Provide landscaping and street trees for Scenic Roadways in order to enhance the roads as green boulevards through the City.

• Utilize high-quality materials for the reconstruction of Scenic Roadways, including concrete sidewalks.

• Maintain landscaping on and adjacent to Scenic Roadways in accordance with the maintenance for Three Rivers Park.

• Consider the impact of reconstruction on views to and from the Scenic Roadways. Considerations include the use of appropriately-designed barriers, the selection of streetlights, location of billboards and the design of retaining walls and other structural elements.

Perpendicular Connections to the Rivers

Perpendicular Connections are generally pedestrian connections to Three Rivers Park that extend the City to the rivers. They provide the transition from the urban scale of Districts and neighborhoods to the intimate scale of Three Rivers Park. Perpendicular Connections are public streets and easements across development sites.

Major Perpendicular Connections

Major Perpendicular Connections are those that provide connection between the City and Landings. They are public streets, providing both pedestrian and vehicular access to the Park. They provide connections to public transit, major attractions and other publicly-oriented uses. One of the key considerations for buildings located along Major Perpendicular Connections is the perception of the street as a continuous place, from building face to building face. The design of the building wall and landscaping along the Connection will have a great impact on the character of the street.

• Locate publicly-oriented uses in ground floors along Major Perpendicular Connections, including retail shops and restaurants.

• Maintain established build-to lines along Major Perpendicular Connections. Where retail and restaurant uses will be located, provide for sidewalk café seating and arcaded ground floors where appropriate.

Appendix III

Major Trail Types for Three Rivers Park

The view down Allegheny Avenue illustrates the potential of the road to be developed as a passageway to Three Rivers Park.

Appendix III

Major Trail Types for Three Rivers Park
Perpendicular Connections located along public-oriented uses can become public spaces, occupied by sidewalk cafes, seating, and vendors, providing new street life.

• Provide storefront glazing, extending from the ground to a minimum height of 12'. Wrap the storefront glazing around the corners of the buildings, providing visual connections to the publicly-oriented uses from all approaches.

Appendix III

MAJOR TRAIL TYPES FOR THREE RIVERS PARK

Perpendicular Connections along publicly-oriented uses can become public spaces, occupied by sidewalk cafes, seating, and vendors, providing new street life.

• Provide a finished edge to the Connection.
• Design the surface of the Connection to be consistent with the materials of the Trail or Promenade to which it connects. At minimum, provide a crushed limestone surface.

• Provide pedestrian-scaled lights in keeping with the Three Rivers Park lighting standards.

• Design the pattern of street lights and trees along the road that is intersected by a Perpendicular Connection to relate to the Connection. Maintain views down the Connection towards the rivers from the opposite side of road and keep them uninterrupted by street trees and lights.

Perpendicular Connections Across and Down to the Rivers

Connections across and down to the rivers are provided primarily at the bridges that span over and touch the banks of the three rivers. Bridges provide one of the most characteristically “Pittsburgh” experiences of Three Rivers Park and also provide many of the key views of the City and Park. It is critical to the success of Three Rivers Park that easily navigable pedestrian connections be made from the ends of the bridges to the Riverfront Trails, Promenades and Roadways. Such access will be made through the development of Vertical Connections, including stairs, ramps and elevators.

• Locate public entrances to ground floor uses along the Perpendicular Connection. Sidewalk cafes are encouraged as uses along the Perpendicular Connection.

• Where the Perpendicular Connection intersects a street, maintain wide pedestrian crossings that are on axis with the Connection.

• Provide curb cuts at these crossings to accommodate people of all levels of mobility, but install removable bollards to control vehicular access.

• Design the pattern of street lights and trees along the road that is intersected by a Perpendicular Connection to relate to the Connection. Maintain views down the Connection towards the rivers from the opposite side of road and keep them uninterrupted by street trees and lights.

• Provide pedestrian crosswalks where Perpendicular Connections meet a street.

• If provided, locate public amenities, such as seating, maps, etc., at the ends of the Connection, rather than on the Connection. Such amenities can be used to create a focal point, drawing attention to the intersection of the Perpendicular Connection with the Trail. This can encourage users to move along the Connection, rather than occupying the Connection for long periods, which might create conflicts between private owners on sites immediately adjacent to the Connection. Select amenities that are consistent with the earth-bound palette of materials for Three Rivers Park.

• Provide pedestrian-scaled lights in keeping with the Three Rivers Park lighting standards.

• Provide pedestrian crosswalks where Perpendicular Connections meet a street.

• Provide a finished edge to the Connection.
• Design the surface of the Connection to be consistent with the materials of the Trail or Promenade to which it connects. At minimum, provide a crushed limestone surface.

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• Provide storefront glazing, extending from the ground to a minimum height of 12'. Wrap the storefront glazing around the corners of the buildings, providing visual connections to the publicly-oriented uses from all approaches.
FUNDING SOURCES
Riverlife Task Force is supported by the dedication of hundreds of volunteers whose commitment and energy sustain the vitality of this timely opportunity for the people of Pittsburgh. Our work is made possible through the support of:

Beckwith Machinery/ Beckwith Family Foundation
Continental Pursuits LLC
Dollar Bank
Eden Hall Foundation
Forest City Enterprises
Grable Foundation
The Heinz Endowments
The Hillman Foundation
McKenna Foundation
Mellon Financial Corporation Foundation
Richard King Mellon Foundation
The Pittsburgh Foundation
PNC Foundation
Rob Roy Industries
UPMC Health Systems
Woodmere Foundation

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