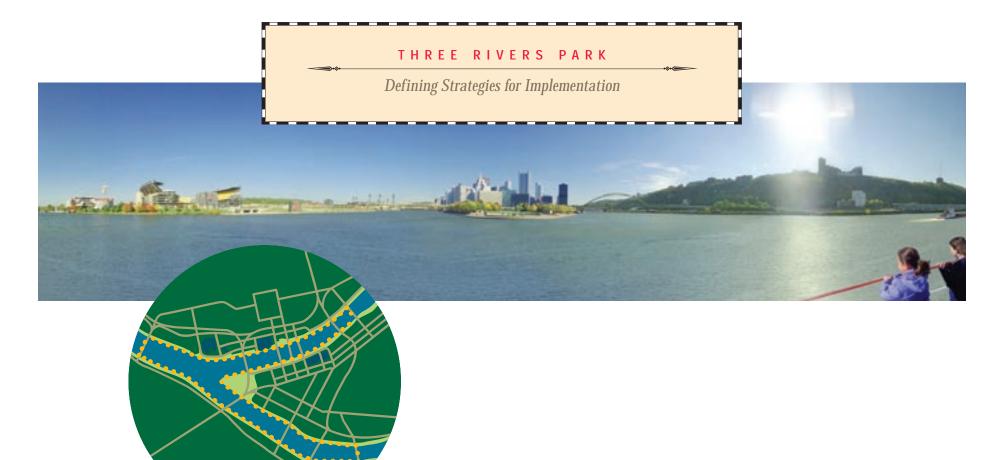
CONNECTING THE LOOP



Presented by the Riverlife Task Force Pittsburgh May 2003

CONNECTING THE LOOP

THREE RIVERS PARK Defining Strategies for Implementation

n 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

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Rendering of Three Rivers Park from Riverlife's Vision Plan

BACKGROUND

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*.

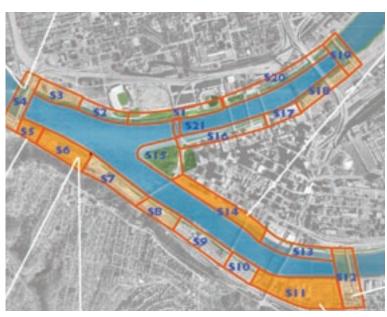
The next step is to connect the system of trails up and down the riverfronts, around and across the confluence and attract activity to the rivers. *Connecting the Loop* presents a range of scenarios for creating high quality infrastructure and attractions. It reflects the views and suggestions not only 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

ELEMENTS OF THE LOOP

TRAIL SEGMENTS

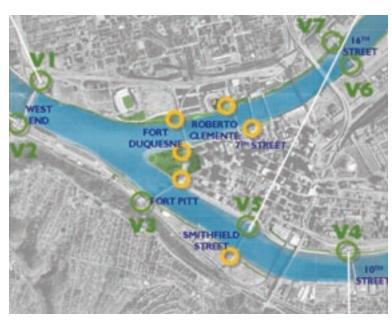
Our goal is to create a system of trails and parks that encircle the confluence in a continuous Loop. We began by exploring the shoreline to determine where the trail connections are complete, where improvements are needed, and where connections do not exist at all. Each stretch of trail provides unique 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.



- ☐ Trail connection is complete
- Trail connection is in place, but improvements are needed
- No trail connection

VERTICAL CONNECTIONS

Pittsburgh's historic bridges—many of which soar over the shoreline—are a unique and characteristic feature of our riverfront landscape. In some locations, the great height of our bridges prevents our riverfront from being fully accessible for pedestrians, cyclists, wheel chairs and baby carriages. To fully connect The Loop, our challenge is to ensure that vertical ramp connections are in place for all the major bridges in Three Rivers Park.



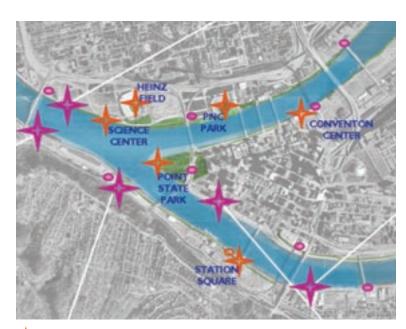
- Existing vertical connections
- O Proposed vertical connections

ACTIVITIES AND ICONS

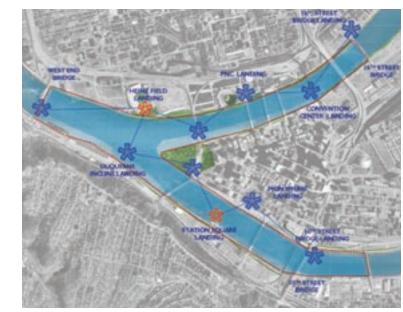
Ultimately, the Three Rivers Park Loop will offer visitors a variety of things to do and see. Our goal is to encourage people to travel from point to point. Unique destinations already exist in some locations: "The Watersteps" in the North Shore Park; Fort Pitt Museum in Point State Park; the Dancing 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.

WATER LANDINGS

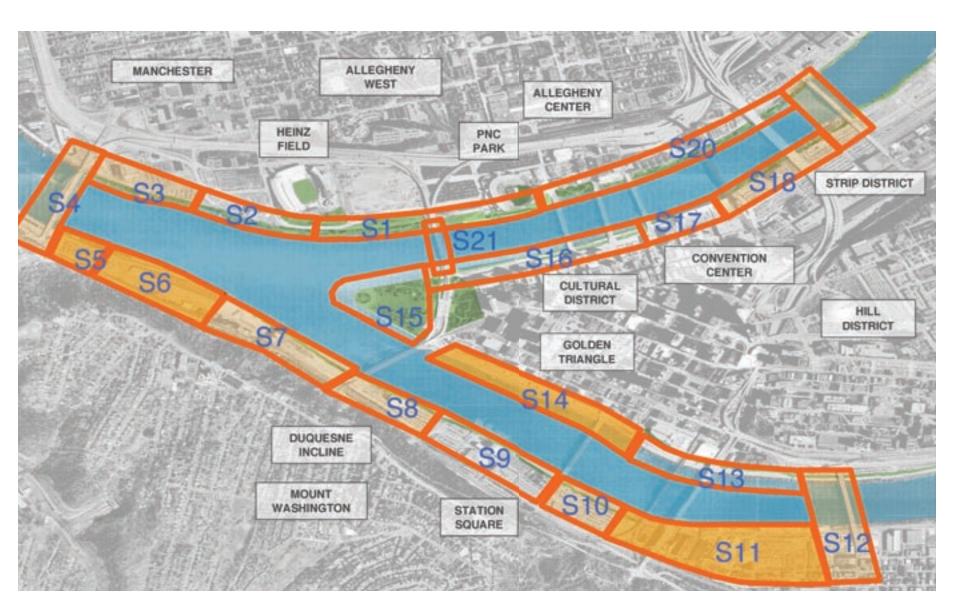
Our goal is for residents and visitors alike to travel across the water to points throughout Three Rivers Park by boat as well as by trail. While several water landings are already in place and several more are underway, we propose adding new landings or water-based amenities at key points throughout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



- **Existing icons/attractions**
- → Proposed icons/attractions



- **Existing** water landings
- Proposed water landings

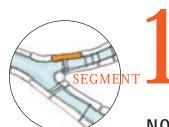


TRAIL SEGMENT ANALYSIS

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.

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NORTH SHORE RIVERFRONT PARK

Within The Loop system, this segment provides park space for heavy pedestrian traffic along the rivers. The large open spaces, including the Great Lawn and Esplanade, are increasingly popular venues for events of all kinds. The concrete walkway 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

OWNERSHIP	Sports & Exhibition Authority, City of Pittsburgh
LANDINGS	Heinz Field/Science Center, 6th St. Bridge
ACCESS	Public parking at various locations, bus, water and pedestrian access
USEABILITY	Excellent
STATUS	Complete trail, final piece of park partially under construction
FRONTAGE	Allegheny River
ICONS	Water Steps War Veterans' Memorials
LANDMARKS	PNC Park Heinz Field

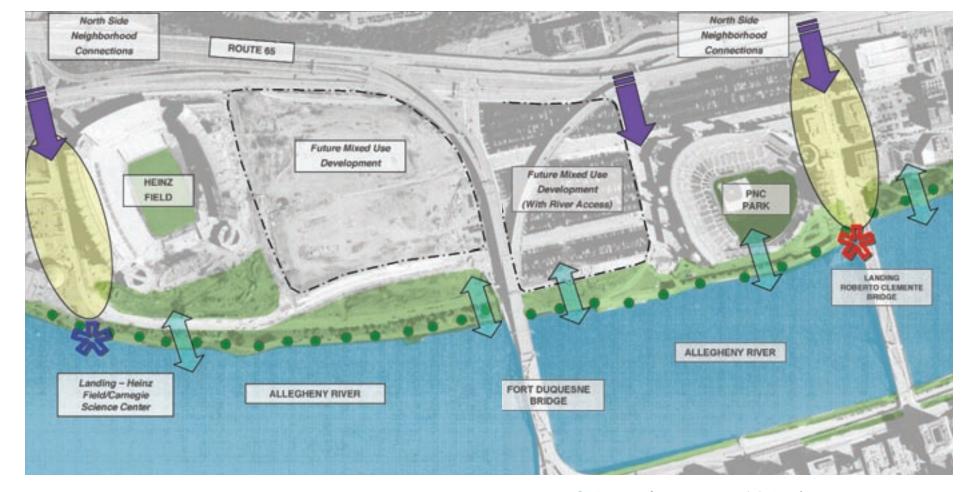
(above) Water Steps at North Shore Riverfront Park

(left) War Memorial

"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."

MIKE HUDEC

Director of Development, Continental Real Estate Companies





Vertical connection

Neighborhood com

Landings



CARNEGIE SCIENCE CENTER

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 of a water landing for canoes and kayaks and a public gathering space at the foot of Allegheny Avenue.





(above) Views to the water and city

(left) Icon—Submarine

SEGMENT DATA

OWNERSHIP	Sports & Exhibition Authority City of Pittsburgh
LANDING	Carnegie Science Center (under design), Heinz Field
ACCESS	Public parking, bus route, water, and pedestrian
USEABILITY	Good
STATUS	Partially under design
FRONTAGE	Ohio River
ICON	Submarine
LANDMARK	Carnegie Science Center

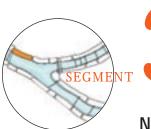
"The Carnegie Science Center has as its mission bringing the experience of science to the public. Carnegie Science Center can think of no better complement to this mission than the improvements in access surrounding our greatest natural resource, the river's edge proposed by Riverlife Task Force. We 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 phenomenon of the natural sciences. Enhancing access to our programs via the riverfront improvements will reinforce our mission."

CRAIG DUNHAM

Owner's Representative, Carnegie Museums of Pittsburgh



Existing trail
 Trail in adjacent segment
 Water landing
 Riverfront connection
 Neighborhood connection
 Landings



NORTH SHORE WEST

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 riverfront.

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.

SEGMENT DATA

WNERSHIP	Connelly, NCP Enterprise Inc., Famous Management, Penstan Supply and City of Pittsburgh easement
ANDING	None
CCESS	Public parking at Science Center, pedestrian
SABILITY	Fair
RONTAGE	Ohio River
ANDMARKS	None
CONS	None

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

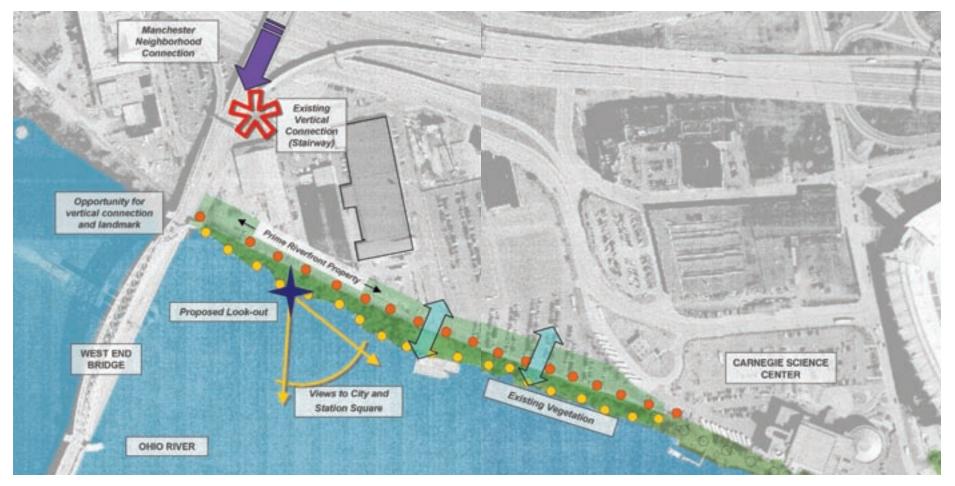
Option II: Add secondary boardwalk trail

Opportunity: Observation deck

"Pittsburgh's coordinated investment in public parks, trail connections and amenities is the catalyst private developers need to realize our riverfront's role as the shared 'front yard' for individual developments throughout the Confluence."

TERRY WIRGINIS

President, Gateway Clipper Fleet



- Option I: Enhance current trail
- Option II: Add secondary boardwalk trail
- Opportunity: Observation deck

Trail in adjacent segment

Vertical connection

Riverfront connection

Neighborhood connection

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





OPTION II

Add secondary boardwalk trail -

RECOMMENDATIONS

Provide secondary trail at rivers 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







RECOMMENDATIONS

Provide railing at perimeter of observation deck

Provide viewfinders and low-level pedestrian lighting

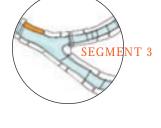
CHALLENGES

Acquire or obtain access to private property

Accommodate future private development

PERMITTING AGENCIES

None









WEST END BRIDGE

Within The Loop system, the West End Bridge will serve as a major attraction, a gateway to the confluence basin and a defining icon within the overall Three Rivers Park landscape. Beautifully designed vertical connections from the trail to the bridge deck would make traveling over this bridge an exciting activity in itself. In the short term, an active connection across the river could be achieved by instituting a ferry service from one shore to the other.

CURRENT CONDITIONS

The existing vertical connections up to the bridge and pedestrian walkway over the West End Bridge do not meet the threshold for public access. Trail users must travel across private property to reach staircases that lead onto the bridge, located several hundred yards off of the trail. The staircases are steep and long, and are covered by chain link fencing. Once on the bridge deck, the views are incredible in both directions, but the sidewalk is very narrow and feels unsafe due to proximity to rapidly moving vehicular traffic.

SEGMENT DATA

None ACCESS Limited public access to trail at switchbacks USABILITY Poor STATUS Undetermined FRONTAGE Ohio River None		
Limited public access to trail at switchbacks USABILITY Poor STATUS Undetermined FRONTAGE Ohio River ICON None	OWNERSHIP	PennDOT
trail at switchbacks USABILITY Poor STATUS Undetermined FRONTAGE Ohio River None	LANDING	None
STATUS Undetermined FRONTAGE Ohio River ICON None	ACCESS	Limited public access to trail at switchbacks
FRONTAGE Ohio River ICON None	USABILITY	Poor
icon None	STATUS	Undetermined
NY	FRONTAGE	Ohio River
landmark None	ICON	None
	LANDMARK	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



Option I: Ferry service

Option II: Pedestrian walkway

→ Opportunity: Vertical access

Neighborhood connection Trail in adjacent segment Water landing

Vertical connection

Active railroad

→ High speed traffic

OPTION I

Ferry service -

RECOMMENDATIONS

Provide Ferry service across the Ohio River as an alternate means of crossing

CHALLENGES

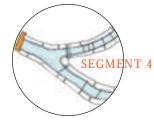
Acquisition of private land for dock installation

Issue of owner and operator of proposed service

PERMITTING AGENCIES

Pennsylvania Department of Environmental Protection

US Army Corps of Engineers







→ 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

CHALLENGES

Permitting process

Structural analysis of existing bridge

Vertical pedestrian access

PERMITTING AGENCIES
Pennsylvania Department
of Transportation





OPTION II

Pedestrian walkway -

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

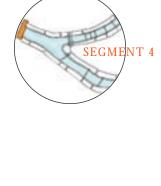
Vertical pedestrian access

PERMITTING AGENCIES
Pennsylvania Department

of Transportation

Pennsylvania Department of Environmental Protection

US Army Corps of Engineers









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 opportune location for a destination or venue at the base of the West End Bridge, such as a museum and café 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	AMO Industries R. Battaglia
LANDING	None
ACCESS	None
USABILITY	Inaccessible
STATUS	Inactive
FRONTAGE	Railroad, Ohio River
CONS	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 rights-of-way.

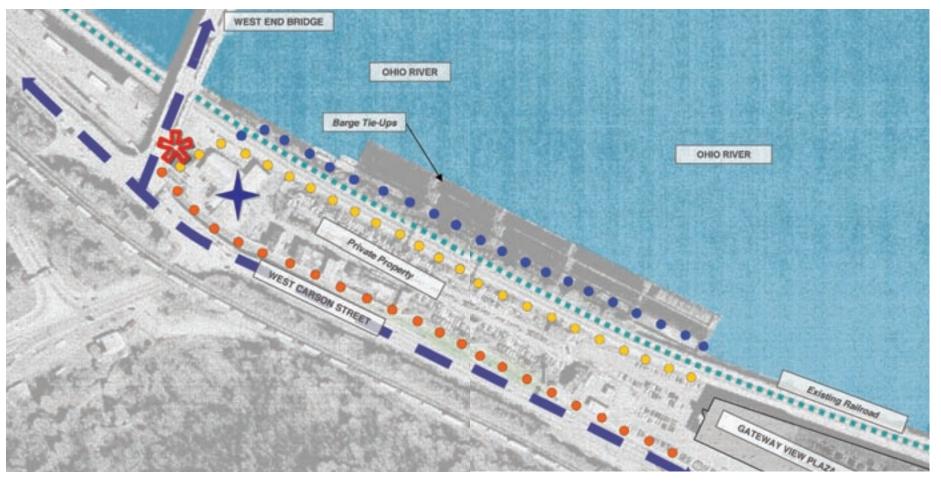
This location also provides the unique opportunity to create a new icon and river landing through the acquisition of the properties within the segment.

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



- 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

○ Trail in adjacent segment■ Active railroad⇒ High speed traffic

OPTION I

Widen Carson Street sidewalk

RECOMMENDATIONS

Follow Carson Street sidewalk

Widen existing sidewalk to safely accommodate a trail and buffer by narrowing one-way west bound traffic lanes

Provide buffer along existing street with tree planting and guide rail

CHALLENGES

Acquisition of public and private rights of way

PERMITTING AGENCIES
Pennsylvania Department of

Transportation





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

Railraod





OPTION III

Construct riverwalk at water's edge •

RECOMMENDATIONS

Construct raised riverwalk between railroad tracks and river

CHALLENGES

Acquisition of public and private rights of way

Vertical access across railroad

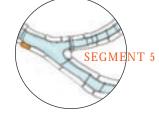
Interference with existing section of working river

PERMITTING AGENCIES

Pennsylvania Department of Transportation

Pennsylvania Department of Environmental Protection

US Army Corps of Engineers







OPPORTUNITY Cultural icon

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

CHALLENGES

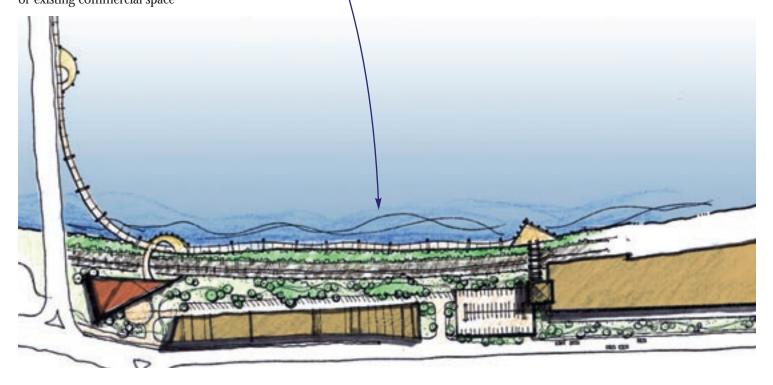
Acquisition of public and private rights of way

PERMITTING AGENCIES

Pennsylvania Department of Transportation

Pennsylvania Department of Environmental Protection

US Army Corps of Engineers





GATEWAY VIEW PLAZA

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

OWNERSHIP	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.

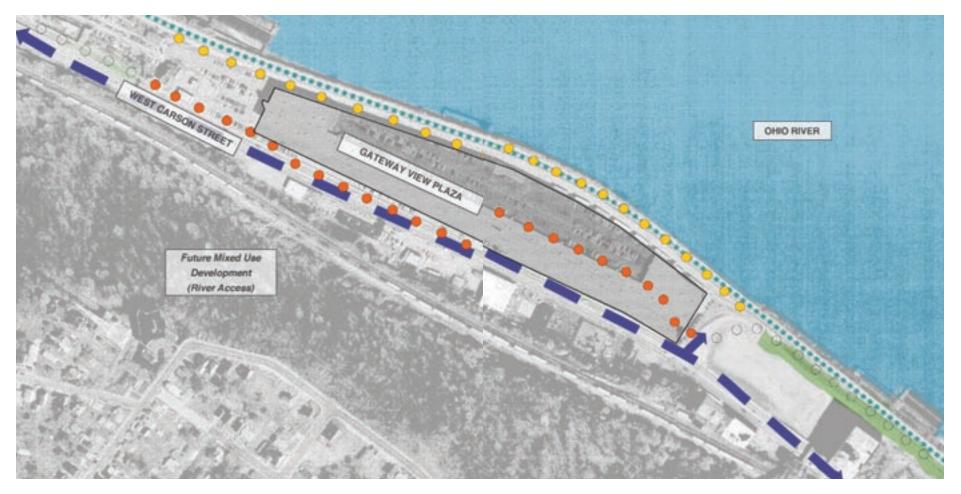
Creating of a park at the south side of the building may present the best opportunity to achieve the desired results.

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/or about our riverfront properties, as we are able to do so. When we develop or redevelop these properties, further improvements and amenities will certainly be an important part of our site planning process."

THOMAS J. BALESTRIERI
President, The Buncher Company



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

Trail in adjacent segment

Active railroad

High speed traffic

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

Provide trees and landscaping

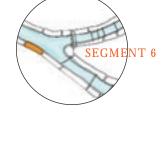
Provide benches and pedestrian lighting

CHALLENGES

Acquire or obtain access to private property

Replace existing parking

PERMITTING AGENCIES
None







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







FOREST CITY WEST

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.

SEGMENT DATA

WNERSHIP	Forest City
ANDING	Duquesne Incline
CCESS	Public parking at various locations
SEABILITY	Good
TATUS	Temporarily complete (future development anticipated)
RONTAGE	Railroad, Monongahela and Ohio Rivers
CON	None
ANDMARK	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

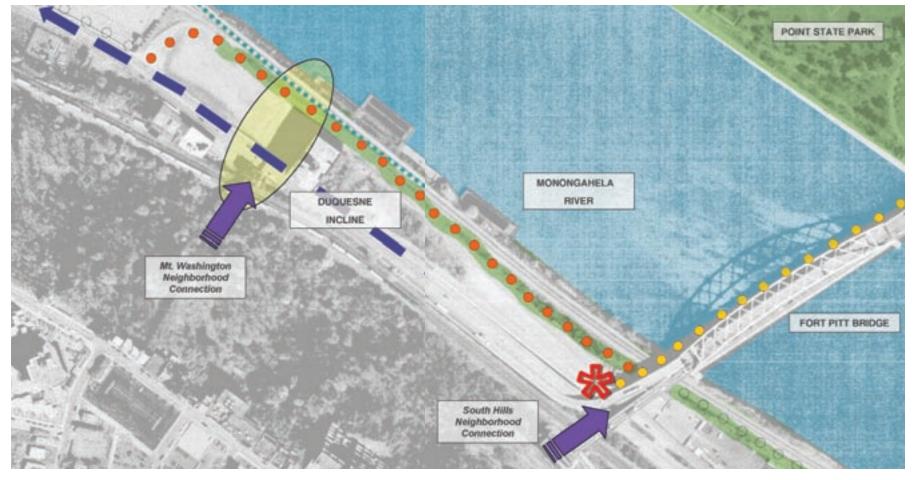
Option II: New Pedestrian walkway/ bike lane on Fort Pitt Bridge

Vertical Connection: New ramp to trail at Fort Pitt Bridge

"Pittsburgh's riverfronts are emerging as one of 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. This safe and functional trail network will encourage traffic between venues and strengthen the critical mass of activities for workers, residents and tourists alike. Finally, The Loop is symbolic of the unity of purpose that Pittsburgh is striving to achieve as it seeks to build a world class city."

WILL VOEGELE

Regional Director of Development, Forest City Commercial Group



- 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

○ Trail in adjacent segment

Neighborhood connection

Neighborhood connection

Landings

Active railroad

High speed traffic

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

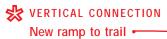
Pennsylvania Department of Transportation

Pennsylvania Department of Environmental Protection

US Army Corps of Engineers







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

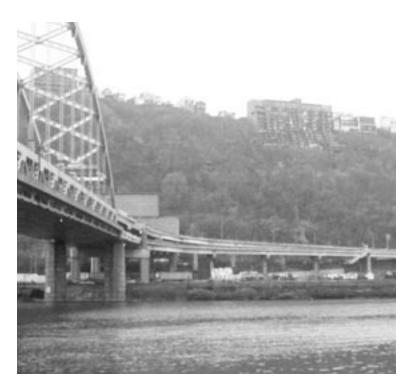
Include a new stair tower that brings pedestrians directly down to the trail

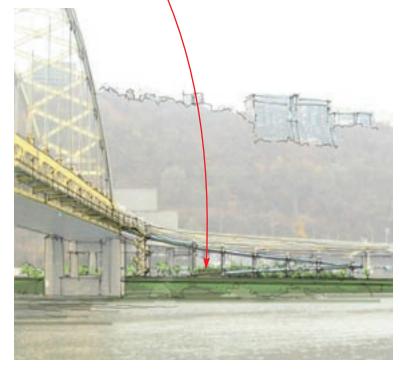
CHALLENGES
Permitting process

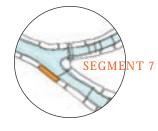
Property acquisition/easement

Anticipation of future development

PERMITTING AGENCIES
Pennsylvania Department
of Transportation









I.C. LIGHT AMPHITHEATER

Within The Loop system, Segment 8 is distinguished by the I.C. Light Amphitheater. An asphalt trail, paved by the City, runs between the tent and the railroad tracks and serves as a connection along the Monongahela River. This segment is currently useable, and offers opportunities for landscaping and lighting to meet the standard set in Riverlife's *Design Guidelines*. It would be well served by amenities and enhancements as the Three Rivers Park system progresses.

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.

SEGMENT DATA

OWNERSHIP	Forest City
LANDING	None
ACCESS	Public parking at various locations
USABILITY	Good
STATUS	Temporarily complete (future development anticipated)
FRONTAGE	Railroad, Monongahela River
ICON	Amphitheater
LANDMARK	Amphitheater, Gateway Clipper Fleet

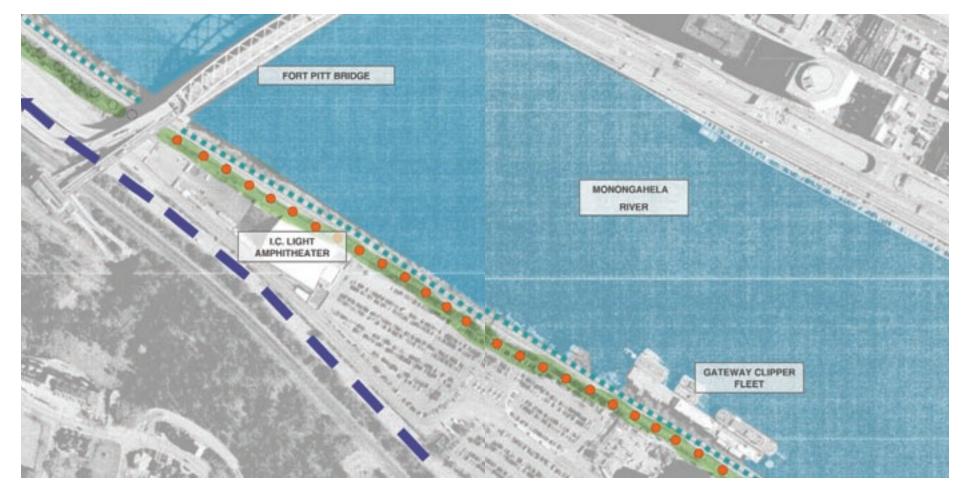
RECOMMENDATIONS

Exploit the existing amphitheater as an icon and landmark. Provide access from 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



Option: Enhance current trail

- Trail in adjacent segment
- Active railroad
- → High speed traffic

OPTION

Enhance current trail <

RECOMMENDATIONS

Install shade trees along pathway

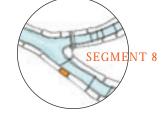
Construct shade structures and amenities to promote the use of the trail (signage, plaques, observation points, etc.)

Provide benches and trash receptacles

CHALLENGES

Accommodate future private development

PERMITTING AGENCIES None









BESSEMER COURT/STATION SQUARE

Recreational and commercial opportunities—and public and private uses—successfully merge along the rivers 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.





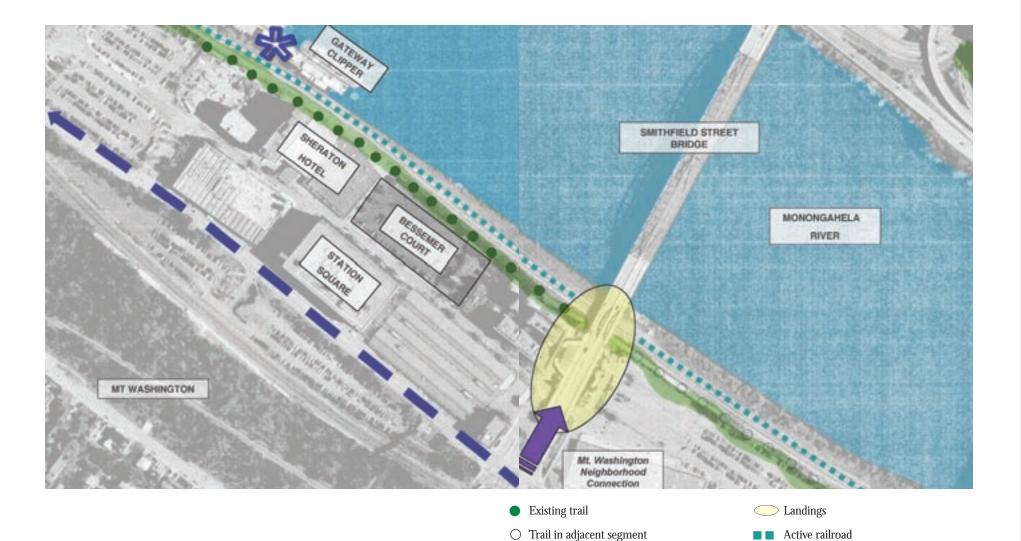
(above) Station Square

(left) Bessemer Court Fountain

LANDMARK

OWNERSHIP Forest City LANDING Station Square Incline ACCESS Public parking at various locations USABILITY Excellent STATUS Complete FRONTAGE Railroad, Monongahela River ICON Bessemer Court Fountain

Station Square



Water landing

Neighborhood connection

→ High speed traffic



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.

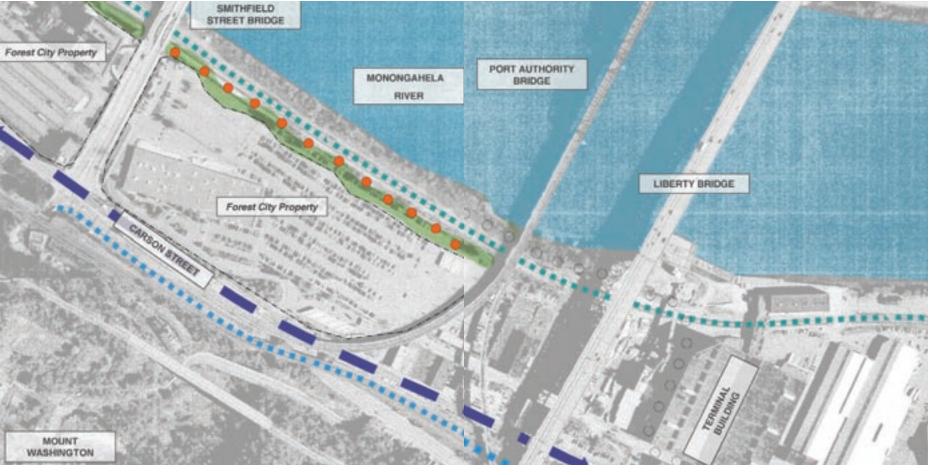
SEGMENT DATA

OWNERSHIP	Forest City
ANDING	Station Square
ACCESS	Public parking at various locations
JSABILITY	Good
RONTAGE	Railroad
ANDMARKS	Station Square
CONS	None

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



Option: Enhance current trail

○ Trail in adjacent segment
 ■ Light rail
 → High speed traffic

OPTION

Enhance current trail <

RECOMMENDATIONS

Install shade trees and upgrade fence along pathway

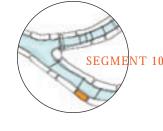
Construct shade structures and amenities to promote the use of the trail (signage, plaques, observation points, etc.)

Provide benches and trash receptacles

CHALLENGES
Accommodate future private

development

PERMITTING AGENCIES
None









SOUTH SIDE / TERMINAL BUILDINGS

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 water landing. Two bridges connect this segment to the downtown core.

CURRENT CONDITIONS

Heavy industry dominates this segment which, combined with the railroad, virtually eliminates pedestrian access to the waterfront.

SEGMENT DATA

OWNERSHIP	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

Railroad, City of Pittsburgh.

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 ramp.

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

Option: Establish trail through neighborhood

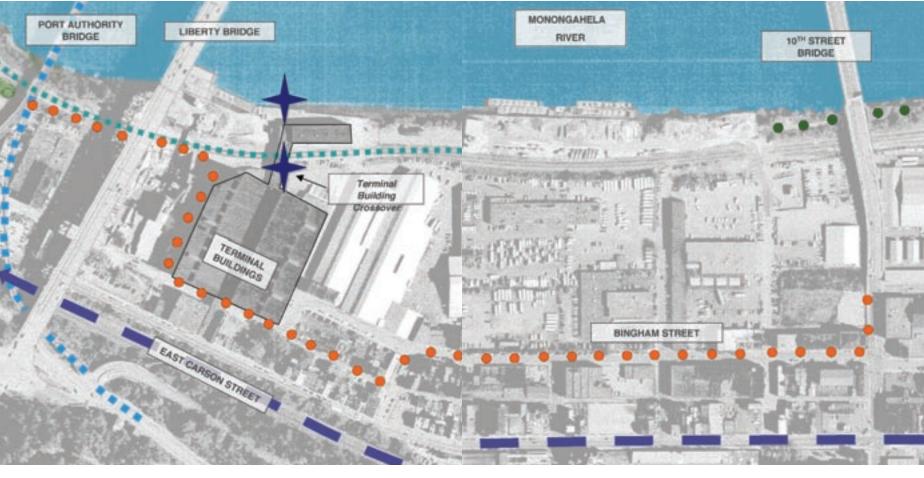
Opportunity I: Terminal bridge
Opportunity II: Water landing

Option: Establish trail through neighborhood
 Opportunity I: Terminal bridge
 Opportunity II: Water landing

"Over the past decade, Friends of the Riverfront has worked to integrate the value and appreciation of our rivers and riverfronts into a regional strategy for sustainable economic development, quality of life, community revitalization and environmental renewal. Riverlife's strategy to connect our riverfront trails into a continuous Loop will provide important energy and support for many of our ongoing trail projects, including our riverfront greenway vision for the South Side which we think will become a vibrant destination within The Loop trail system. We are pleased to be working with Riverlife and others to ensure access to and enjoyment of our rivers, making them once again the centerpiece of our City."

ANDY BAECHLE

Executive Director, Friends of the Riverfront



Existing trail

Active railroad

Light rail

→ High speed traffic

OPTION

Establish trail through neighborhood -

RECOMMENDATIONS

Route trail through Bingham Street

Eliminate lane of parking and possibly one driving lane (resulting 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 10th Street Bridge

CHALLENGES

Re-routing traffic

Properly signing street as a bikeway

PERMITTING AGENCIES

Pennsylvania Department of Transportation

City of Pittsburgh





OPPORTUNITY I Terminal bridge

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

CHALLENGES

Coordination with private development

Property acquisition/easements between the railroad tracks and the Monongahela River

PERMITTING AGENCIES None





♦ 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

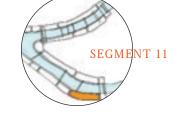
Property acquisition/easements between the railroad tracks and the Monongahela River

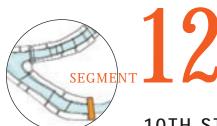
PERMITTING AGENCIES

None









10TH STREET BRIDGE

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 riverfront 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.

SEGMENT DATA

OWNERSHIP	City of Pittsburgh	
LANDING	None	
ACCESS	Public Parking	
USABILITY	Fair	
FRONTAGE	Monongahela River	_
LANDMARKS	10th Street Bridge	
ICONS	None	

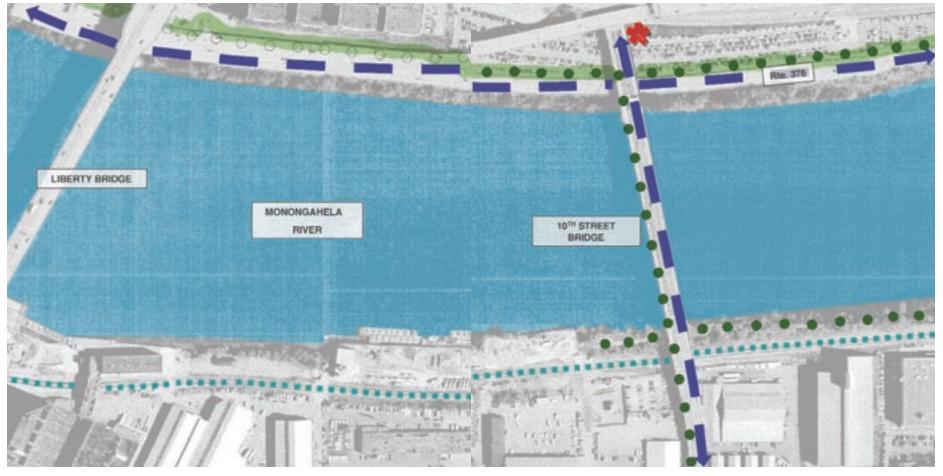
RECOMMENDATIONS

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.

Nearby parking at the north end of the bridge would make this an important landing and trail access point.

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



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

- Existing trail
- Active railroad
- Trail in adjacent segment → High speed traffic



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.

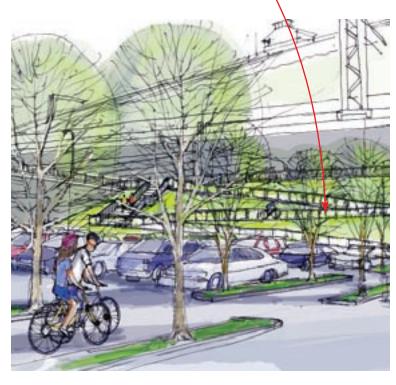
Use trees and/or a change of pavement material to designate the walkway while maintaining vehicular traffic-flow.

CHALLENGES

Deletion of parking spaces

Property easement









ELIZA FURNACE TRAIL

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.





Bicyclists on Eliza Furnace Trail

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

"The new Loop trail allows people to get up close and personal with the rivers, to touch the water, to get out and experience the city in entirely new ways. The value of creating such a sense of place in such a fun way cannot be understated. Expect to see WPFI activities on The Loop often."

MIKE SCHILLER

Executive Director, Western Pennsylvania Field Institute



- Existing trail
- ■■ Light rail
- → High speed traffic

SEGMENT 14 MON WHARF

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.

SEGMENT DATA

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

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

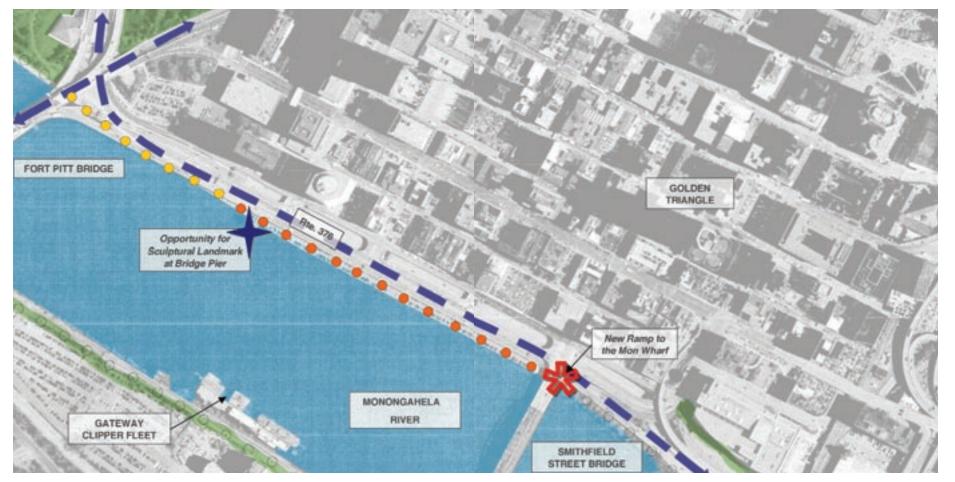
Vertical Connection: Provide access to Smithfield Street Bridge

Opportunity: Sculptural landmark

"Three Rivers Rowing Association recognizes the fun and enjoyment that is possible for Pittsburgh's greater community through recreation on our waterways. TRRA's community-based mission seeks to promote and provide access and opportunity to Pittsburgh's rivers. As people in the region begin to turn towards the water, The Loop will greatly enhance the recognition of and appeal for water based recreation and will encourage development and design of public access points in the greater confluence.

DONALD WEBBER-PLANK

Director of Rowing Development, Three Rivers Rowing Association US Rowing Association Club of the Year, 2002



- 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

Trail in adjacent segment

→ High speed traffic

OPTION I

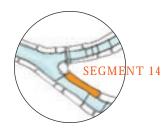
Create park space on Mon Wharf

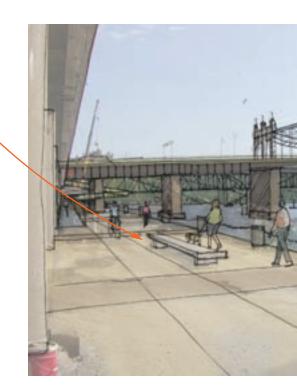
RECOMMENDATIONS

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





X VERTICAL CONNECTION

Provide access to Smithfield Street Bridge -

RECOMMENDATIONS

Provide a ramp structure at the north side of the Smithfield Street Bridge.

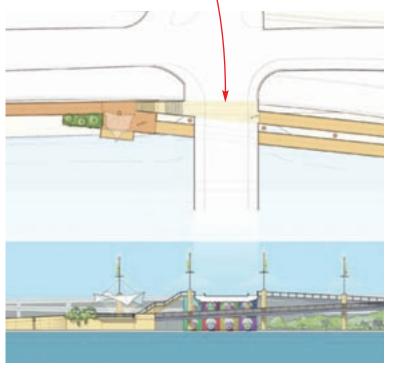
The entrance point for this ramp would be best positioned at the Fort Pitt Boulevard. This will provide more direct access to the Eliza Furnace Trail and visually separate the ramp structure from the historically significant Smithfield Street Bridge. The

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.





♦ OPPORTUNITY I

Sculptural landmark <

RECOMMENDATIONS

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

CHALLENGES
Privately owned pier







POINT STATE PARK

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.



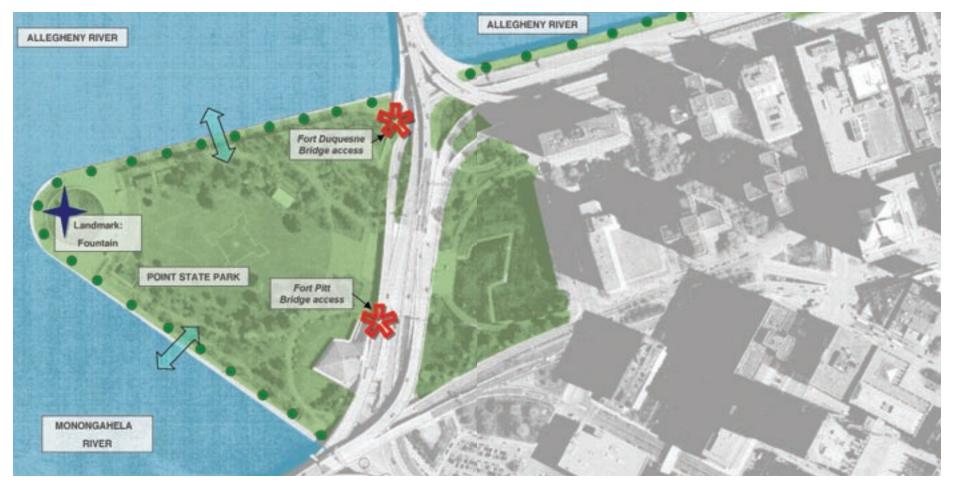


SEGMENT DATA

OWNERSHIP	City of Pittsburgh
LANDING	Park
ACCESS	Public parking at various locations, boat access
USABILITY	Excellent
FRONTAGE	Monongahela, Ohio and Allegheny Rivers
LANDMARKS	Fountain

"Point State Park is the quintessential public open space in our region. As such, the Allegheny Conference and Riverlife have joined together to oversee the public process for rehabilitating this important space. Several philanthropic organizations have recognized the Point's importance to our quality of life and have committed appropriate funds to support Marion Pressley Associates' new master plan and vision. Pressley's work will be completed in the late summer of 2003. This master planning initiative recognizes Point State Park as both the heart of the Three Rivers Park 'Loop,' and as an international icon representing Pittsburgh to the world. As we develop and invest in a critical mass of public amenities, Point State Park and the surrounding Loop will no doubt become the catalyst for regional revitalization around and beyond our riverfronts." JAMES BROADHURST

Chair, Point State Park Planning Committee



Existing trail

Landmark

Trail in adjacent segment

Riverfront connection

Wertical connection



ALLEGHENY RIVERFRONT 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.





Bicyclists on Riverfront Trail and pedestrian ramp to trail.

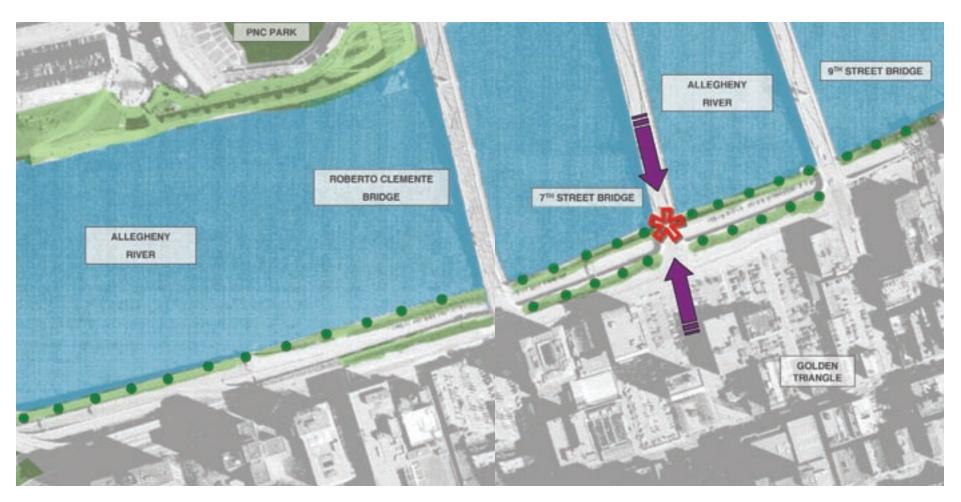
SEGMENT DATA

OWNERSHIP	City of Pittsburgh
LANDING	None
ACCESS	Public parking at various locations
USABILITY	Good
FRONTAGE	Allegheny River
LANDMARKS	None
ICONS	None

"Allegheny Riverfront Park's unique marriage of landscape design and public art offers visitors an aesthetic experience as well as a place to relax and enjoy the outdoors. The Riverlife Task Force encourages high quality landscape design and the inclusion public art throughout The Loop that will not only please and engage visitors, but will serve to celebrate Pittsburgh's rich cultural heritage."

CAROL BROWN

Former President, Pittsburgh Cultural Trust



Existing trail

Vertical connection

Neighborhood connection



CONVENTION CENTER RIVERFRONT

Within The Loop system, the Convention
Center riverfront is likely to be one of the
most active in Three Rivers Park: the site of
a key water landing with tie ups for passenger
boats. The Convention Center itself, as one
of the architectural icons of the city, will
attract visitors and residents alike, making
signage and wayfinding systems key.

CURRENT CONDITIONS Segment 17 comprises the riverfront adjacent to the new David L. Lawrence Convention Center. The construction of the riverfront plan will complete Allegheny

Riverfront Park and provide a link from the Strip District to the Point.



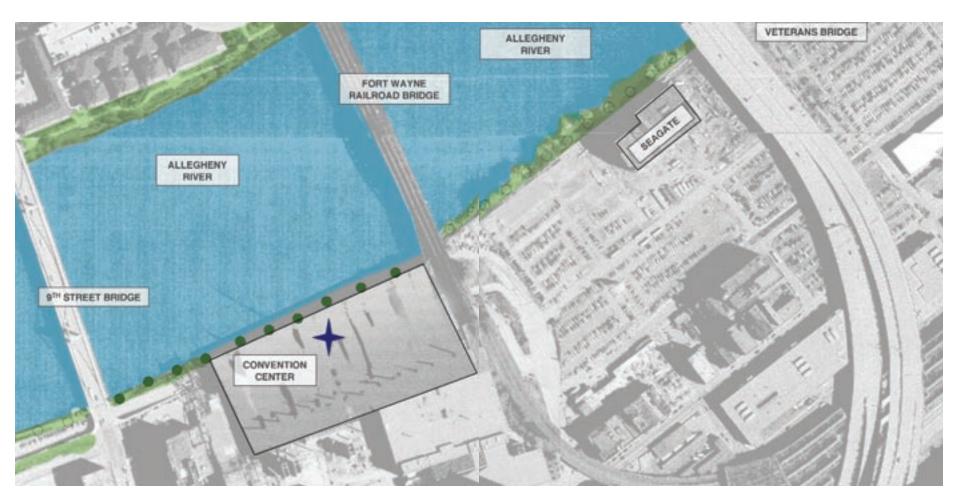
SEGMENT DATA

OWNERSHIP	Greater Pittsburgh Convention & Visitors Bureau, Sports & Exhibition Authority
LANDING	Convention Center
ACCESS	Convention Center Parking, Public Streets
USABILITY	N/A
STATUS	Under Design
FRONTAGE	Allegheny River
LANDMARKS	Convention Center
ICONS	None

"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."

STEPHEN G. LEEPER

Executive Director, Sports & Exhibition Authority



- Existing trail
- Trail in adjacent segment
- → Landmark



Within The Loop system, this segment connects the Strip District to the Convention Center. More perpendicular connections into the community will integrate the recently completed trail system into this very dynamic urban district.

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.

SEGMENT DATA

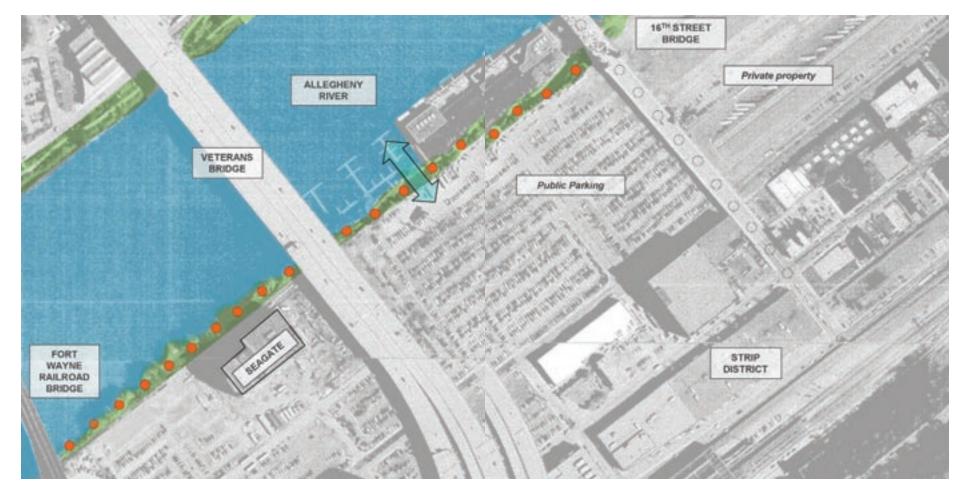
WNERSHIP	City of Pittsburgh
ANDING	None
CCESS	Public streets and parking lots
SABILITY	Good
TATUS	Completed
RONTAGE	Allegheny River
ANDMARKS	16th Street Bridge
CONS	Heinz History Center

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

Trail in adjacent segment

Riverfront connection

OPTION

Enhance current trail <

RECOMMENDATIONS

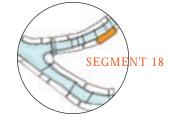
Install shade trees along pathway

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







SEGMENT 19

16TH STREET BRIDGE

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.

SEGMENT DATA

OWNERSHIP	City of Pittsburgh Allegheny County
ANDING	None
ACCESS	Public streets
JSABILITY	Fair
STATUS	Completed
RONTAGE	Allegheny River
ANDMARKS	16th Street Bridge
CONS	None

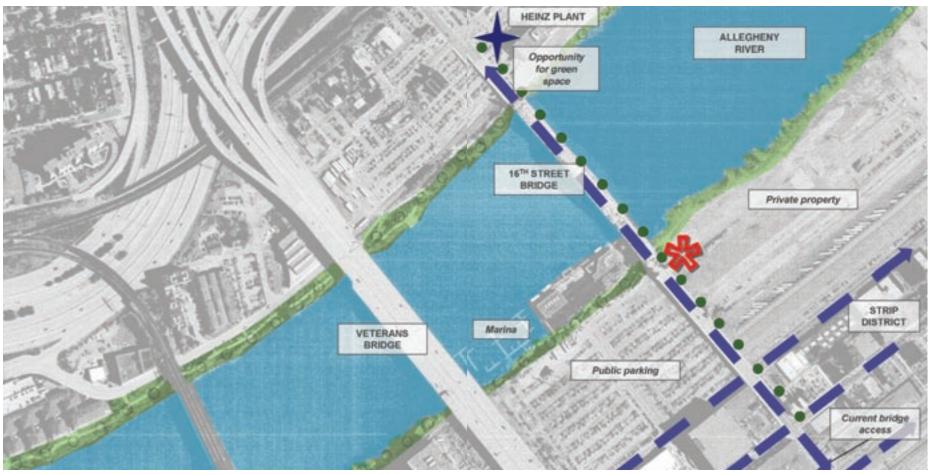
RECOMMENDATIONS

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



- Vertical Connection: South Shore ramp
- → Opportunity: Green space and landing

- Existing trail
- Trail in adjacent segment
- High speed traffic

★ VERTICAL CONNECTION South Shore ramp ←

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

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

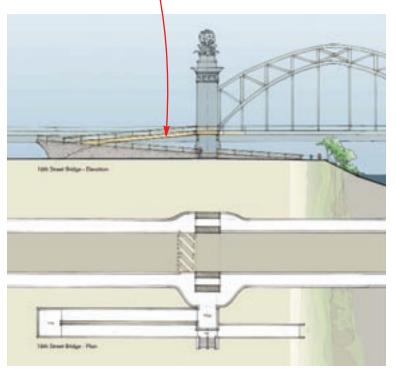
PERMITTING AGENCIES

Pennsylvania Department of Transportation

Allegheny County

City of Pittsburgh





Green space and landing

→ OPPORTUNITY

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







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

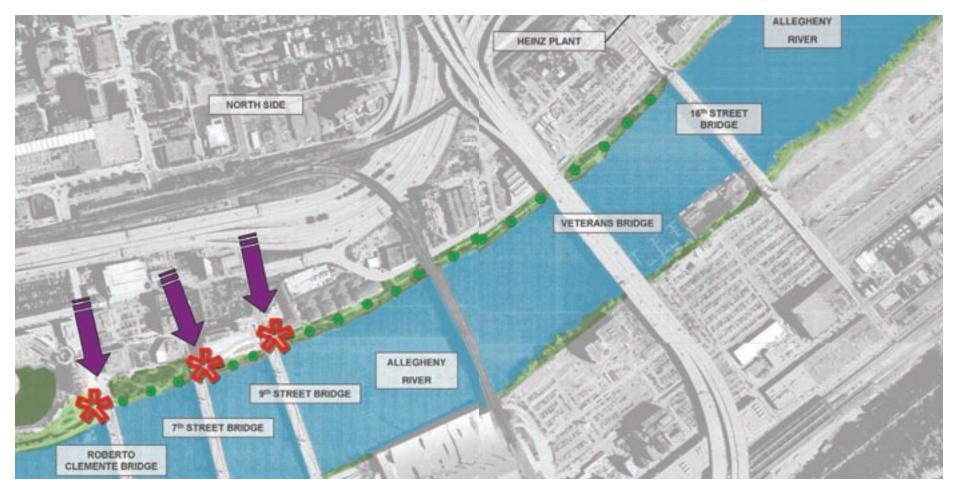
WNERSHIP	City of Pittsburgh
ANDING	None
CCESS	Public streets
SABILITY	Good
TATUS	Completed
RONTAGE	Allegheny River
ANDMARKS	16th Street Bridge
CONS	None





"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." CARYN RUBINOFF

The Rubinoff Company



Existing trail

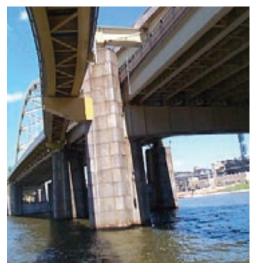
Vertical connection

Neighborhood connection



FORT DUQUESNE BRIDGE

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.



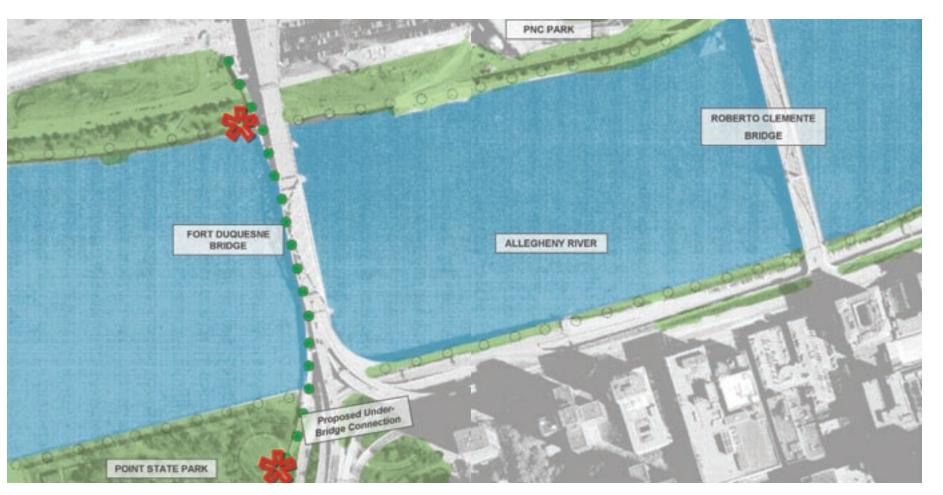
Pedestrian walkway at Fort Duquesne Bridge

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



- Existing trail
- Trail in adjacent segment
- Wertical connection

APPENDIX

ppendix I	PROJECT SUMMARY	88
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PROJECT SUMMARY

Segment 1 NORTH SHORE

RIVERFRONT PARK	
ACTION	N/A
TRAIL TYPE	Promenade
CURRENT	Excellent
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	Complete
COST	N/A

Segment 2 CARNEGIE SCIENCE CENTER RIVERFRONT CONNECTION TRA CUR USA

RIVERFRONT	ONNECTION
ACTION	N/A
TRAIL TYPE	Promenade and riverfront trail
CURRENT	Fair
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	Under design
COST	\$3,500,000
COST	\$3,500,000

	NORTH SHORE	WEST
_	ACTION	Minor modif to enh experi impro
_	TRAIL TYPE	River
	CURRENT USABILITY	Fair
_	PROPERTY ACQUISITIONS	Easen from prope
	SCHEDULE	1-3 y

Segment 3

ACTION	Minor modifications to enhance experience and improve safety
TRAIL TYPE	Riverfront trails
CURRENT USABILITY	Fair

JSABILITY	
PROPERTY ACQUISITIONS	Easements from multiple property owners
SCHEDULE	1–3 years

\$630,000-

\$750,000

NORTH SHORE OBSERVATION DECK

Riverlife would like to see implemented in order to complete The Loop.

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

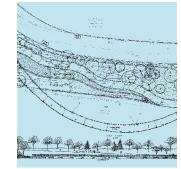
TION	Exploit existing structures in the rivers to create observa- tion posts or commercial development
HEDULE	8 months – 1 year
ST	\$300,000 – \$500,000

Segment 4

WEST END BRIDGE

ACTION	Improve pedestrian access through construction of pedestrian- only bridge
CURRENT	Poor
USABILITY	
PROPERTY	N/A (PennDOT
ACQUISITIONS	Structure
SCHEDULE	1-5 years
COST	\$8,000,000-
	\$12,000,000











WEST END BRIDGE VERTICAL CONNECTION

ACTION	Create landmark vertical element to promote linkage of north and south shore
SCHEDULE	2-3 years

OST	\$4,000,000-
	\$6,000,000
	\$6,000,000

Segment 5

SCHEDULE

WEST CARSON STREET

ACTION	Widen sidewalk and install safety barrier and buffer
TRAIL TYPE	Riverfront road
CURRENT	Poor
USABILITY	
PROPERTY	City of
ACQUISITIONS	Pittsburgh

(Carson Street

right of way)

1-3 years

\$500,000-

\$650,000

SOUTH SHORE PROMENADE

ACTION	Continued development along south shore to restore river to the public domain
SCHEDULE	3–5 years
COST	\$10,000,000 – \$15,000,000

Segment 6 GATEWAY VIEW PLAZA

COST

Reconfigure ACTION parking to allow

	for construction of linear park
TRAIL TYPE	Riverfront trail
CURRENT	None
USABILITY	
PROPERTY	Buncher Corp.
ACQUISITIONS	(right of way)
SCHEDULE	1-3 years

Segment 7

FOREST CITY WEST

ACTION	Improve trail by installing trees, shade structures and landscaping
TRAIL TYPE	Riverfront trail
CURRENT	Fair
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	1-3 years
COST	\$300,000 – \$360,000









\$900,000-

\$1,000,000



Appendix I PROJECT SUMMARY

Appendix I PROJECT SUMMARY

FORT PITT BRIDGE VERTICAL CONNECTION (SOUTH END)

CONNECTION	(SOUTH END)
ACTION	Construct
	ramp system to
	connect Fort Duquesne Bridge to South Side
SCHEDULE	2-3 years

COST \$4,500,000-\$5,500,000

Segment 8

COST

I.C. LIGHT AMPHITHEATER

ACTION	Improve trail by installing trees, shade structures and landscaping
TRAIL TYPE	Riverfront trail
CURRENT	Fair
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	6 months – 1 year

\$225,000-\$250,000

Segment 9

BESSEMER COURT/ STATION SQUARE

ACTION	N/A
TRAIL TYPE	Riverfront promenade
CURRENT	Excellent
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	Complete
COST	N/A

Segment 10

FOREST CITY EAST

ACTION	Improve trail by installing trees, benches and landscaping
TRAIL TYPE	Riverfront trail
CURRENT	Fair
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	6 months – 1 year

\$225,000 -\$250,000

Segment 11

COST

SOUTH SIDE/ TERMINAL BUILDINGS

ACTION	Construct bike lane and pedes- trian way by converting street to one-way traffic; install safety barrier and landscaping
TRAIL TYPE	Riverfront road
CURRENT USABILITY	None
PROPERTY ACQUISITIONS	City of Pittsburgh (Carson Street right of way)
SCHEDULE	1–3 years

TERMINAL BUILDING BRIDGE CONNECTION AND WATER LANDING

TION	Redevelop
	existing structures
	to promote
	mixed-use
	development;
	utilize bridge
	to gain water-
	front access
	0 0

SCHEDULE	2–3 years
COST	\$1,775,000-

\$2,025,000

Segment 12 10TH STREET BRIDGE

ACTION	Construct ramp system to connect Eliza Furnace trail to 10th Street Bridge
CURRENT	Fair
USABII ITY	

PROPERTY	None	
ACQUISITIONS		

SCHEDULE	1-2 years
	0750 000

	•
COST	\$750,000-
	\$825,000

Segment 13 ELIZA FURNACE TRAIL

ACTION	N/A
TRAIL TYPE	Riverfront trail
CURRENT	Good
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	N/A
COST	N/A

Segment 14

ACTION	Reconfigure parking to allow for construction of Riverfront promenade
TRAIL TYPE	Riverfront promenade

PROPERTY	N/A
ACQUISITIONS	
SCHEDULE	1-5

COST	\$5,050,000
	\$7.075.000

MONONGAHELA WHARF

ACTION	Reconfigure parking to allow for construction of Riverfront promenade
TRAIL TYPE	Riverfront
	promenade
CURRENT	Poor
JSABILITY	
PROPERTY	N/A
ACQUISITIONS	

connection to link the South

SMITHFIELD STREET BRIDGE

VERTICAL CONNECTION

ACTION

	Side to Eliza Furnace Trail and the future Monongahela Wharf promenade
SCHEDULE	1-3 years

Develop

pedestrian





COST



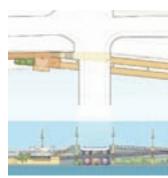
\$1,500,000-\$1,700,000













Segment 15 POINT STATE PARK

ACTION	N/A
TRAIL TYPE	Riverfront trail/ promenade
CURRENT	Good
USABILITY	
PROPERTY	None
ACQUISITIONS	
SCHEDULE	Currently in
	Master Plan
	phase
	N/A

Segment 16 ALLEGHENY RIVERFRONT PARK

ACTION	N/A
TRAIL TYPE	Riverfront promenade
CURRENT USABILITY	Excellent
PROPERTY ACQUISITIONS	N/A
SCHEDULE	Complete
COST	N/A

Segment 17 CONVENTION CENTER

RIVERFRONT	
ACTION	N/A
TRAIL TYPE	Riverfront promenade
CURRENT USABILITY	None
PROPERTY ACQUISITIONS	N/A
SCHEDULE	In final design
COST	N/A

Segment 18 STRIP DISTRICT

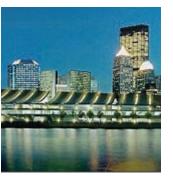
ACTION	Improve trail by installing trees, benches and landscaping				
TRAIL TYPE	Riverfront trail				
CURRENT	Good				
USABILITY					
PROPERTY	None				
ACQUISITIONS					
SCHEDULE	6 months – 1 year				
COST	\$200,000-				
	\$225,000				

Segment 19

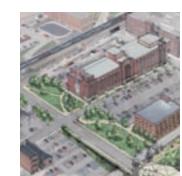
ACTION	Construct new park at north end of 16th Street Bridge
TRAIL TYPE	Riverfront trail
CURRENT	Fair
USABILITY	
PROPERTY	Heinz right
ACQUISITIONS	of way
SCHEDULE	1-3 years
COST	\$3,600,000-
	\$4,150,000











16TH STREET BRIDGE VERTICAL CONNECTION

VERTIONE OF	311112 3 1 1 3 11
ACTION	Construct ramp system to connect 16th Street Bridge to the Strip District
SCHEDULE	1–3 years
COST	\$1,500,000 – \$2,250,000

Segment 20

NORTH SHORE TRAIL

ACTION	N/A
TRAIL TYPE	Riverfront trail
CURRENT	Excellent
USABILITY	
PROPERTY	N/A
ACQUISITIONS	
SCHEDULE	Complete

N/A

Segment 21

ACTION	N/A
CURRENT	Excellent
USABILITY	
PROPERTY	N/A
ACQUISITIONS	
SCHEDULE	Complete
COST	N/A

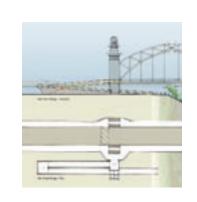
FORT DUQUESNE BRIDGE

ART IN THE LANDSCAPE

ACTION	Create oppor- tunities for public art to be incorporated into the experience of the trail				
SCHEDULE	2 months – 1 year				
COST	1% of hard costs (approximately \$780,000)				













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 riverfronts 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 every 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

Anticipated project costs include the following:

- 1. Property acquisition and easement costs
- 2. Utility relocation
- 3. Underground obstructions
- 4. Design, engineering costs
- 5. Signage

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:

Cost Analysis for a Riverfront Trail

			UNIT	
	QUANTITY	UNIT	COST	SUBTOTAL
Site clearing	850	sq.ft.	\$ 10.00	\$ 8,500.00
(75' horizontal sections)				
Trail buffer to adjacent land use:				
Trees (30' o.c.)	3.3	each	790.00	2,631.00
Hedge (3' o.c.)	33.3	each	74.00	2,464.00
Groundcover	100	each	14.00	1,400.00
Slope beautification:				
Tree/brush removal (views)	556	sq.yd.	12.00	6,672.00
Slope stabilization (mulch)	45	cu.yd.	30.00	1,350.00
Grading allowance	275	cu.yd.	5.00	1,375.00
(assume 3' earthwork)				
Bituminous pathway	134	sq.yd.	22.00	2,948.00
(12' wide, block edging)				
Import topsoil and spread	28	cu.yd.	35.00	980.0
Lawn seeding	1,500	sq.ft.	0.45	675.0
TOTAL				\$45,311.00
TOTAL COST PER LINEAL FOOT				\$ 453.1

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

				UNIT		
(QUANTITY	UNIT		COST	S	UBTOTAL
Less lawn seeding						-675.00
Demolition of asphalt pavement	112	sq.yd.	\$	3.00	\$	366.00
Pedestrian lighting (30' o.c.)	3.33	each	3,	500.00	1	1,655.00
Emergency telephone (every half mile)	2.00	each	2,	500.00		5,000.00
NET ADDITIONAL COSTS					\$1	6,346.00
ADDITIONAL COST PER LINEAL FOOT					\$	163.16
TOTAL COST FOR SEGMENT 3					\$5	6,657.00

*Total cost for trail only. Does not include cost of restrooms, furniture and other amenities.

MAJOR TRAIL TYPES FOR THREE RIVERS PARK

CONNECTIONS ALONG THE RIVERS

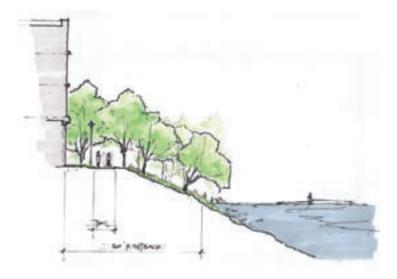
Connections will serve many different users and development sites. They provide the linkage of public access and views along the rivers and along private development, re-engaging the rivers as part of the Public Realm. There are four major types of connections envisioned for Three Rivers Park, each of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

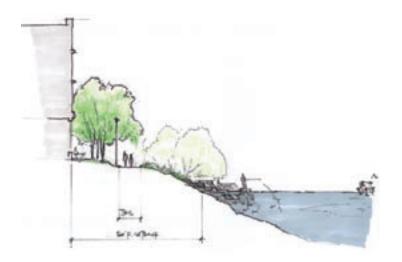
Riverfront Trails

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.

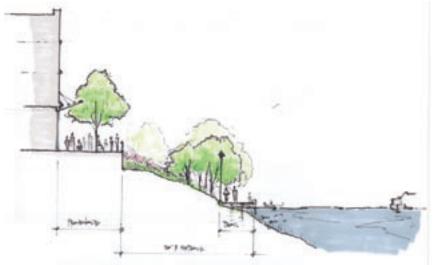
The Trail should move in and out of the tree canopy, opening to provide views to the rivers and closing again to provide a sense of intimacy and enclosure.





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.



Promenades occur at the intersection of

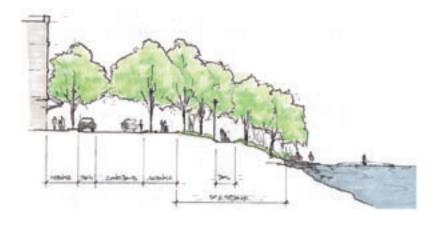
· Black asphalt is highly discouraged as a trail surface material. Lightcolored asphalt surfaces can be achieved through the use of limestone aggregates or colored sealants and hot mixes. Concrete paving is encouraged for hard-surface Trails in the vicinity of Downtown.

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.

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.

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.

- Limit Riverfront Road width to no more than two lanes of traffic and one lane of on-street parking. The maximum 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.

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

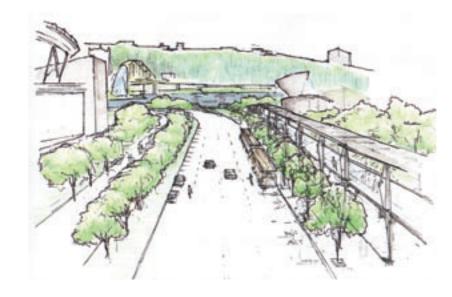
- Maintain views from Scenic Roadways into Three Rivers Park and the river valleys through the careful selection of structural elements including barriers, during road design and construction.
- Provide landscaping and street trees for Scenic Roadways in order to enhance the roads as green boulevards 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 publiclyoriented 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.

 Maintain a ground floor height of 18' minimum along Major Perpendicular Connections, in order to accommodate retail, restaurant and other public uses.

- Minimize curb-cuts along Major Perpendicular Connections. Do not locate service entrances along major Perpendicular Connections.
- At a minimum, meet the City's standards for street trees, lighting, sidewalks and curbs for Downtown Pittsburgh along Major Perpendicular Connections.
- Major Perpendicular Connections will have sidewalks that are wider than those on secondary streets with the added intent to create opportunities for special spaces.

Perpendicular Connections Along Private Uses
In many cases, Connections to Three Rivers Park will be provided
along the edges or through private development that is not generally
open to the public, such as residential and private office development.
In these cases, it is important to clearly define the Connection as a
public space. In addition, it is important to stress that the Connection
does not "belong" to the development but is a part of Three Rivers Park.

- Provide a minimum walkway width of 12' for Perpendicular Connections to be maintained as an easement or public right-of-way.
- Provide a minimum setback for all structures, including fences, of 10' on either side of the Connection. Landscape the setback in accordance with the Three Rivers Park Landscaping Standards (forthcoming).

Perpendicular Connections that are located along private uses ensure public access to the riverfront, while providing buffers to private property.



- Provide a dense tree canopy to define the edges of the passageway, while focusing attention to the view to the rivers. The Three Rivers Park Landscaping standards will provide additional recommendations on tree selection and spacing.
- Fences along private spaces that border Connections should have a maximum opacity of 50% and a maximum height of 48". Additional screening and enclosure is to be achieved through the use of land-scaping materials and changes in elevation.

Appendix III MAJOR TRAIL TYPES FOR THREE RIVERS PARK

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

- In general, for private uses located along Connections, elevate the first level of the building several feet above grade through the use of terraces and porches. This will provide some visual privacy between the private use and the Public Realm, as well as create new opportunities for "semi-public" spaces where the occupants of the building may enjoy living or working adjacent to Three Rivers Park.
- 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.
- 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.



Perpendicular Connections Along Public Uses

In places where Perpendicular Connections cross development that includes public uses, such as retail, restaurant and entertainment occupancies, the Connections provide opportunities to enhance the development, create additional public open-space and engage those adjacent uses. Perpendicular Connections along public uses can be designed to serve as public plazas and gateways to the riverfront. They are encouraged to be inhabited spaces, providing amenities to both users and business owners. Ground floor uses should be oriented to the Connection and seek to engage the public.

 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.

- 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.

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.

 Preserve the architectural character and details of bridges in renovations.

- New bridges should respect views, site lines and form.
- Light bridges and Vertical Connections according to the standards developed as part of the Lighting Plan for Three Rivers Park.
- Accommodate users of different mobility levels on Vertical Connections, including pedestrians, rollerbladers, cyclists and persons with limited mobility in accordance with ADA requirements.
- Clearly mark access points to Vertical Connections from Trails and Promenades.

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