



The Furnace 2 Furnace Group

Bicycle/pedestrian improvement opportunities in Schenley Park¹

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At the BikePgh Advocacy meeting on March 19 2026, DOMI indicated that they have RAD funding for improving bike/ped safety and connectivity through Schenley Park. About 50% of the \$2.6m RAD funding for city parks can go into Schenley. DOMI's focus will be on connecting to existing and future bike projects in Oakland and Squirrel Hill and adjacent neighborhoods. This recognizes Schenley Park's role in commuting as well as recreation. This is currently in planning. See <https://www.youtube.com/watch?v=6SCFaCqUpv0> at timestamps 11:48 to 13:10.

In consultation with other bicyclist and pedestrian users of the Schenley Park roads and trails, we offer this menu of opportunities that current park cyclists and pedestrians believe would provide value to park users: safety, improved connectivity, and better access from the neighborhoods. We have discussed this opportunity and shared drafts of this document with Bike Pittsburgh, the Squirrel Hill Urban Coalition Bike/Ped Committee, Complete Streets at Pitt, the Friends of Schenley Park Walk Bike Committee, the Greenfield Community Association, Oakland Planning and Development Corporation, Carnegie Mellon University, Squirrel Hill Historical Society, Councilmember Barbara Warwick, and several other individuals. This version incorporates extensive comments from most of those groups; these will be good groups to include in further discussions. We have found in the past that coordination among neighboring groups leads to more informed discussions and improves consensus, and we have coordinated this list in that spirit. Of course, each group will set its own priorities among these and possibly other projects; no endorsements were requested.

We group the opportunities by apparent degree of cost/complexity. They are keyed to a map of the park in Section G (page 9); the three-character #tags after the project titles are the map keys.

A. The Holy Grail

A.1 Connection from Junction Hollow Trail to Panther Hollow Lake #PHX

No list such as this would be complete without mentioning a safe legal connection between Junction Hollow Trail across/over/under the railroad tracks to Panther Hollow Lake. We realize that this is probably too ambitious for the current DOMI plans, but we hope some effort can be allocated to taking another step in the preliminaries.

This connection has been needed for over a century. The *Pittsburgh Plan* of 1923 called for providing "an underground or overhead crossing ... so that pedestrians may reach Schenley Lake [as it was then called] without hazard." (see p.24 of *Pittsburgh Plan* in Appendix A).

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B. Highly Timely Projects – High Priority

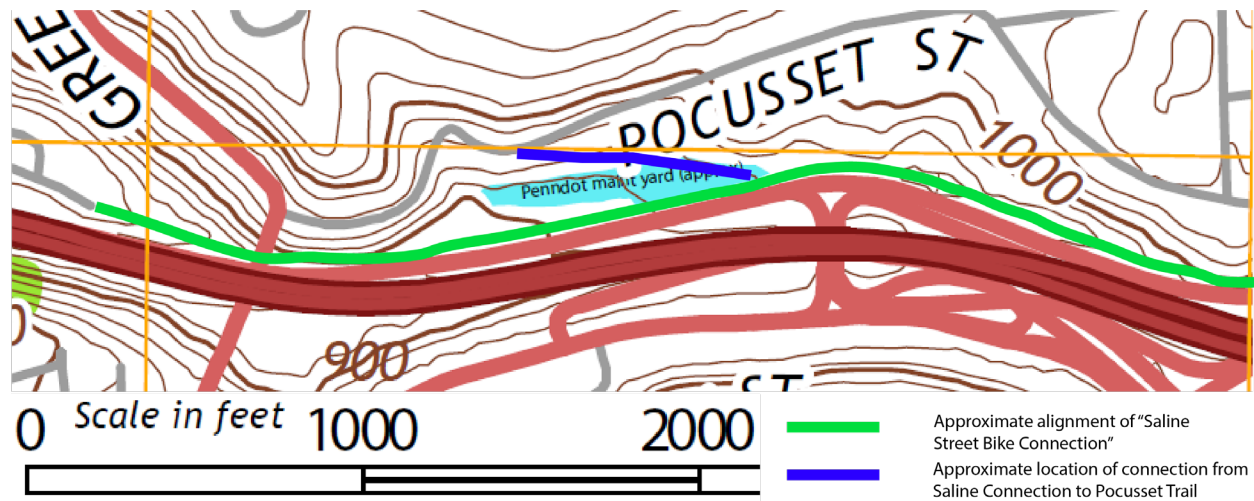
B.1 Plan connection from PennDOT trail along Parkway to Pocusset Trail #PKY

The PennDOT plans for the redesigned Squirrel Hill interchange includes a shared-use path connecting Forward Av to Saline St parallel to the Parkway, designated on PennDOT Alternative F as “Saline Street Bike Connection” (it will be a segment of the Run Forward Trail, see F.2). This trail will pass close to Pocusset Trail near the current maintenance facility, with a modest elevation difference. [I-376 Parkway East – Squirrel Hill Interchange Project | Department of Transportation | Commonwealth of Pennsylvania](#). At a public meeting we asked PennDOT and their consultant to try to add a connection from this trail to Pocusset Trail.

They reported that this connection was feasible, but completing the connection would require work outside the project limit. Specifically, the land between the PennDOT project limit and Pocusset Trail is Pittsburgh City property, so the City would have to construct that segment. We strongly encouraged PennDOT and their consultant to include a branch trail to their project limit so that DOMI would have a place to connect to – and to protect the potential trail alignment from acquiring structures that would preclude this option.

Please make one of the DOMI projects this year a design that coordinates with the PennDOT design to establish this trail-to-trail connection. This is an important connection, and it’s much more likely to happen if both of the agencies involved coordinate their designs.

This connection from the southeast corner of the park into the park was one of the new connections proposed a century ago by The *Pittsburgh Plan* of 1923 (relevant pages in Appendix A). Building this connection would connect the Forward/Beechwood trail to both Schenley Oval (via the Greenfield Av bike lanes) and to the Prospect Dr area via the Pocusset Dr Trail (see C.3 below).



B.2 Calm traffic on park roads heavily used by pedestrians #SLO

Traffic on some of the park roads goes too fast for conditions. Some of the areas that suffer from this have a lot of pedestrian traffic and poor sidewalks. These areas should receive traffic-calming treatment appropriate to the location. Summer is upon us, so this should be addressed soon. Overlook Drive near Schenley Oval is particularly problematic. So is Schenley Drive, especially near the intersection with Tech and Frew Sts and the westbound S-curve at the edge of the golf course. Circuit Rd has a lot of pedestrian and bicycle use along with excessive speeds throughout its length.

B.3 Post the 15-mph speed limit on Overlook Dr, Schenley Dr, and Circuit Rd #SPD

Post speed limit signs on park roads to remind drivers of the 15-mph Park Speed Limit. Prioritize signing Overlook Dr, Schenley Dr, and Circuit Rd. BikePgh reports that this intervention has made a difference in [Riverview](#) and [Highland](#) Parks.

C. Modest Changes that Do Not Require Capital Improvements

C.1 Improve bicycle connection on Schenley Drive from Circuit Rd through the 3-way corner to the cycle track at Phipps and Visitor Center #VIS

The bicycle connections on Schenley Dr from Circuit Rd to and from the cycle track in front of Phipps are unclear. Heading from Circuit into Oakland there's no good hand signal for "I'm crossing the traffic coming out of Oakland to turn right into the cycle track". Heading out of Oakland toward Circuit, when Panther Hollow Bridge was open it was hard to make the left from the cycle track to head up Schenley Dr toward Circuit, and it was similarly confusing to make the right turn from the cycle track on Panther Hollow bridge onto Schenley Dr headed for Circuit.

Note that a Schenley Drive Protected Bike Facility was among the 2021 planned DOMI projects (#9 on [Councilman O. Connor District 5 2021 MFGPH Projects.pptx - Google Slides](#)), but it did not come to fruition.

C.2 Improve bicycle connection from Schenley Plaza to Junction Hollow #SJH

The bike lanes on Forbes and Bigelow provide good access from Squirrel Hill and parts of Oakland to the Phipps cycle track and Schenley Plaza. From there, though, cyclists who want to connect to The Run, Hazelwood, and the South Side via Junction Hollow Trail must navigate several blocks of traffic to reach the trail. The Neville-Boundary Streetscape project (see F.1) will help, but improvements are also needed to get from Schenley Plaza to Neville/Boundary. The Joncaire steps serve pedestrians, but even with the runnel those stairs are daunting to many cyclists.

The simplest route is via Roberto Clemente Dr, S Bouquet St, and Joncaire St. The Joncaire sidewalk was recently widened to accommodate shared bicycle and pedestrian traffic, and S Bouquet is signed "Bicycles permitted on sidewalk". That part is reasonable. The segment that still needs improvement here is along Roberto Clemente Dr. At the end of the cycle track, Roberto Clemente Dr is signed for westbound cyclists "wrong way --- ride with traffic". Getting from here to Joncaire requires an awkward crossing of this intersection and two left turns onto and off of S Bouquet St to reach the Joncaire sidewalk. Cycling in the opposite direction is not quite as problematic, though it requires a transition from sidewalk to road at a curb cut and a block on Roberto Clemente in traffic (but no full-street crossings).

Another, rather longer, route would follow bike lanes to the intersection of Forbes Av and Craig St, but two blocks of traffic on Craig and Filmore Sts lie between there and Neville/Boundary.

This is not, strictly speaking, inside Schenley Park. However, it establishes a very important connection between two parts of the park

C.3 Finish improving the trail from Prospect Dr to Pocusset Trail #POC

Prospect Dr is a dead-end park road off Hobart St; Pocusset Trail (formerly a section of Pocusset St that became a trail when it became unsustainable as a road) connects Pocusset St to Greenfield Av. An old road (called Pocusset Dr Trail on Google Maps and now closed to cars) connects Prospect Dr to Pocusset to provide a connection from central Squirrel Hill down to the Greenfield Bridge. The alternative is to follow Wightman from Hobart to Pocusset, but that part of Wightman is narrow and uninviting, and northbound bikes must deal with turning traffic as they turn left from Pocusset onto Wightman.

The old road in question (Pocusset Dr Trail) had deteriorated badly, but it has recently been cleaned up and somewhat improved (thank you for that!). Improving the rest would make this an attractive bike connection.

C.4 Re-establish the connection from Lower Panther Hollow trail to Frew St Extension by opening the Phipps back gate #PHG

Lower Panther Hollow Trail once connected seamlessly to Frew St Extension at the point where Panther Hollow Trail changes to cobblestone and starts its 200-meter climb to Schenley Drive at the visitor center. From here it requires two quick left turns across Schenley Drive to get onto the cycle track to continue into Oakland. After DPW moved out of that area, Phipps Conservatory installed a locked gate. Unlocking this gate would allow safe passage for cyclists headed into Oakland. The gate is already unlocked (sort of, you must push a panic bar to exit) for traffic headed from Oakland onto Lower Panther Hollow Trail. This should be a two-way connection, not a one-way route.

C.5 Improve bicycle connections through Anderson Playground #AND

Soon: The cycle track provides a good connection from Schenley Plaza past Phipps to Anderson Playground. This connects to a marked path through the playground, through an underpass below Blvd of the Allies, to Overlook Dr and the Bridle Trail near the swimming pool. This is a useful connection, but it's too narrow, it has blind corners at both ends of the underpass, and it needs to be repaved. Improving this connection would improve the existing route to Greenfield via Overlook, and the improvement would be even more significant in combination with contraflow on Overlook (see C.6).

Future: The Anderson Bridge Project <https://engage.pittsburghpa.gov/charles-anderson-bridge> will connect the cycle track on the bridge to a point near the Anderson Playground. The path from the edge of the playground to the underpass is similar to the above, so it should also be improved. In addition, the circle at the end of the playground road needs a curb cut to provide bicycle access to this path; this route is used by cyclists coming from the Panther Hollow Trail. Even though the Anderson Bridge is now not expected to open until 2028, this improvement could be done at the same time as the other side of the park.

C.6 Permit contraflow bike traffic on the one-way section of Overlook Dr #OVR

Overlook Dr provides a paved route from Anderson Playground near the Blvd of the Allies and Panther Hollow Bridge past Schenley Oval to the Greenfield/Bartlett/Blvd/Hobart intersection. This route avoids traffic on Blvd of the Allies. Anderson Playground provides a seamless connection from the current end of the cycle track that crosses Panther Hollow Bridge to Overlook, though the connection through the park could be improved (see C.5). Presumably the repair of the Anderson Bridge will provide a good connection into Anderson Playground from the Oakland side. Travel in this direction is fine.

However, travel in the opposite direction is not at all fine. The west half of Overlook Dr is one-way in the direction from Anderson Playground to Schenley Oval, so cyclists headed into Oakland can't use Overlook. As a result, there's no good paved route from Greenfield to Oakland via Anderson Playground. (Bridle Trail connects those points, but it is not paved, and it is currently rough because much of the surface has been lost (see D.2). Contraflow bicycling was permitted on this segment of Overlook during the construction on Bridle Trail a few years ago, with no problems we're aware of. Re-opening it would restore the connection from Oakland to Greenfield.

The natural location for the contraflow lane would be on the right-hand side of the road descending Overlook. That would present one design challenge, which is getting bike traffic across the uphill (only) vehicle traffic on Overlook to turn left onto the trail near the swimming pool. At this point the traffic is light, so the need is for clear markings so that everyone understands what's going on.

C.7 Be sure bike/ped infrastructure connects with new PRT and POGOH plans #BUS

PRT is refreshing its routes (and hence its stops), the planned BRT extension will pass Schenley Park, and POGOH is planning new stations in and near the park. Be sure the bike/ped infrastructure in the park matches up with these sources of users.

C.8 Calm traffic at the intersection of Serpentine Dr and Circuit Rd #SER

We appreciate DOMI's repairs to Serpentine Rd and decision to reopen the road "for bike and pedestrian access **only**, restricting all motor vehicle access at both ends", [Serpentine Drive | EngagePgh](#).

At the top end of Serpentine, at the intersection with Circuit Rd, there's much more pavement than cars need, though the space may be needed for the Vintage Grand Prix. Tire tracks of vehicles doing donuts are sometimes visible. Concrete barriers could be used to calm traffic on Circuit Rd by reducing the road width to two lanes on the north side of the road. That would also provide a sizeable paved area on the south side of the barriers at the top of Serpentine available for play, with a picnic table nearby. This would not have to be an official playground; just position jersey barriers to narrow Circuit for traffic calming and let local residents use the excess pavement (and maybe allow them to beautify the concrete barriers). This would have no significant cost beyond choosing exact locations for the concrete barriers and placing them there.

Recently some neighbors petitioned City Council to reopen Serpentine to cars. Council decided not to revisit the DOMI decision to keep the road car-free. If this question comes up again, please continue to keep cars off of Serpentine.

C.9 Lay out children’s bicycle practice area at Prospect Circle #KID

A traffic garden (also known as a bicycle playground) is a fun, play-focused miniature streetscape consisting of a simplified, scaled-down model street system with realistic markings so children can learn traffic safety and bike handling skills while they play. These have been successful in other cities; Seattle installed one in a park 10 years ago and has since added 7 at elementary schools with six more in the work [Traffic Gardens | Cascade Bicycle Club](#) . Utrecht built a much more elaborate one decades earlier that is part of their school curriculum [Streetfilms for Kids! - Self-Reliance Grows in the Utrecht Traffic Garden on Vimeo](#) . A basic layout requires only an adequate area, planning, and paint.

The loop at the end of Prospect Drive has enough space for such an installation, which could serve as a model for others in the city. The concept could also be implemented in other locations.

C.10 Make the Schenley Drive shoulders official multiuse paths #SCH

These shoulders are already used by both cyclists and pedestrians – except when people ignore the No Parking signs and use them for parking. Why not make them official?

Both sides of Schenley Dr have a wide (8’?) shoulder from Circuit Rd to Darlington Rd. There may be enough width between Darlington Rd and Forbes Av to add a lane there, which would connect to the east end of the Forbes Ave bike lane.

Additionally, bikes eastbound on Forbes that are turning right onto Schenley Dr must contend with what appears to drivers making the same turn like a climbing slip ramp. This intersection could be redesigned for better bike connectivity, though it may be outside the Schenley project boundary.

C.11 Improve bicycle connection from Squirrel Hill to Junction Hollow Trail #SQH

For Squirrel Hill cyclists entering Schenley Park via Schenley Dr or Circuit Rd, the connection can be established by improving Schenley Dr from Circuit Rd to the visitor center (see C.1) and improving the connection to Junction Hollow Trail via Roberto Clemente Dr or Craig and Filmore Sts (see C.2).

D. Maintenance in the Park

D.1 Repair Panther Hollow Bridge #PHB

This project is expected to be complete in August 2026. The bridge remains open to pedestrian and bicycle traffic during construction. [Panther Hollow Bridge | EngagePgh](#). We all look forward to the reopening.

D.2 Resurface the limestone multi-use trails #SFC

We noticed in March that the trail surface on Panther Hollow Trail, Lower Panther Hollow Trail, & Bridle Trail has noticeably deteriorated. It’s not yet to the point of dangerous ruts and loose gravel, but it’s getting very rough. We have reports that the trail that connects Lower Panther Hollow to the lake (a segment of Hollow Run Trail) is similarly in need of attention.

The Steve Falloon trail is not finished as a limestone multiuse trail, but it is used by cyclists. It shows signs of relatively recent repairs to mitigate water running across the trail, but these have not been completely successful. The steep downhill section of this trail is seriously eroded.

D.3 Repair the Hollow Run (mostly walking) Trail #HOL

Hollow Run Trail has three segments. It begins as a walking trail near the Westinghouse Fountain on Circuit Rd, descends steeply to Phipps Run, and follows that creek to Panther Hollow Lake. From Panther Hollow Lake it climbs as a multiuse trail to lower Panther Hollow Trail. There it branches off, again as a walking trail along Panther Hollow Run, climbs that creek crossing the numerous small WPA bridges and emerges on Bartlett St near Circuit Rd. This trail crosses under both tufa bridges. The first segment still has the stairs that start down from Westinghouse fountain; we haven’t walked this trail in several years, but looking down from the top it appears to be disused. The second segment is mentioned in D.2. The third segment has at least one stretch where the walker must sidehill around a slip. The Pittsburgh Parks Conservancy map <https://pittsburghparks.org/wp-content/uploads/2025/02/Schenley-Entrances.pdf> shows only the second and third segments; Google maps also shows the trail going up Phipps Run to Westinghouse Fountain.

D.4 Make storm drains safe #DRN

Many of the storm drains along roads heavily used by cyclists and pedestrians are crumbling in ways that create hazards. One is at the corner of Darlington and Circuit Roads. Two more are on the south side of Schenley Drive, along the last chain-link fence before Schenley Drive leaves the golf course. We reported these three to 311 (service # 26-00045010; 311 referred them to PWSA). There are others, so someone should do an inventory and start repairs.



E. Major Construction in the Park

E.1 Create connection from Anderson Bridge to Beacon St bike lanes #BLV

The Anderson Bridge Project <https://engage.pittsburghpa.gov/charles-anderson-bridge> will connect the cycle track on the bridge to a point near the Anderson Playground (see F.3). According to the FAQ, DOMI is evaluating the expansion into South Oakland and deeper into Schenley Park.

There is currently no good connection from the east end of Anderson Bridge to the traffic light at Bartlett/Hobart/Greenfield/Blvd of Allies and onward up Hobart and Beacon to connect with the bike lanes on Beacon. Overlook is partly one-way (but see C.6 about allowing contraflow bike traffic) and a long way around; Panther Hollow Trail is not paved and sometimes (including now) rough; neither of these addresses the Hobart St segment anyhow. Please plan a connection from Anderson Bridge at least to the traffic light at Bartlett, which would provide a route to the Bartlett Neighborway. For the connection to the Beacon St bike lanes at the east edge of the park, consider improving and hardening the existing path through Schenley Meadow (perhaps with pervious pavement) to make it suitable for bikes in all weather instead of putting bikes directly on Hobart and Beacon.

Note that the Schenley Meadow Trail was among the 2021 planned DOMI projects in Squirrel Hill (<https://engage.pittsburghpa.gov/moveforwardpgh/shadyside-squirrel-hill-network> and #10 on [Councilman O Connor District 5 2021 MFPGH Projects.pptx - Google Slides](#)), but it did not come to fruition.

E.2 Re-establish trail connecting Proctor's Garage in The Run to Bridle Trail #ZIG

This trail was established in the 1990s but was not sustainable. It's now mapped as the ZigZag Trail.

This project would restore, on a more sustainable alignment, the trail that was built in the 1990's but fell into disrepair. It would be entirely in Schenley Park, beginning at the south end of Junction Hollow on Boundary St just north of the last private parcel before the railroad trestle (former Proctor's Garage). It would climb north or northeast up the western side of the hill and end on the Bridle Trail.

This trail once connected to the Bridle Trail, but it was not maintained and is now difficult to traverse. With a functioning ZigZag Trail, the Bridle Trail establishes connections from The Run south to Greenfield Av and the Greenfield Bridge and north to the Oakland cycle track. This is also a segment of the northern alignment of the Run Forward Trail connecting The Run with Squirrel Hill (see F.2).

A discussion of this project and its merits is in one of the Furnace2Furnace reports for the SPC 2nd Av study (see Sec F) at [Bicycling Improvements at the Second/Irvine/Greenfield/Saline Intersection](#), pp 16-17.

This connection from The Run was one of the new connections proposed a century ago by The *Pittsburgh Plan* of 1923 (relevant pages in Appendix A).

E.3 Investigate a trail from The Run to near Overlook Dr and Greenfield Rd #ROG

There has been speculation about a possible trail route following a gradual ascent from Naylor St in The Run to Greenfield Rd just south of where the Bridle Trail and Overlook Dr meet Greenfield Rd. On Naylor St there is a large gap between houses at 735 Naylor St where this would connect to Naylor St. A hint of this route is visible in the 1939 map at [PGH Historic Maps and Imagery](#)

E.4 Repair Juno St Steps #JNO

The Juno St Steps connect the Blvd of the Allies at the west end of Anderson Bridge with Panther Hollow. The repair and restoration of the Juno Street steps was recommended in 2022, given the key connection the steps provide between Schenley Park/Panther Hollow and the entrance to the Charles Anderson Bridge at Boulevard of the Allies, thereby enabling additional pedestrian and bicycle connectivity between Oakland and nearby neighborhoods such as Greenfield. <https://engage.pittsburghpa.gov/oakland/strategy-reimagine-blvd-allies>

F. Connections to Locations outside Schenley Park

We realize that these may be out of scope. However, knowing the plans and possibilities at the perimeter of Schenley Park should shape what happens inside the park, especially by allowing for connections with future projects.

At the time of the SPC Second Ave study we sketched some other opportunities and connections. For these opportunities we refer to details in our input to the Second Avenue study The reports referenced here (F.2, F.5) and in E.2 are online at <https://furnace2furnace.org/reports/>

F.1 Neville-Boundary Streetscape #NVB

DOMI's Boundary/Neville Streetscape Enhancement <https://engage.pittsburghpa.gov/boundary-st-s-neville-st-streetscape-enhancement-plan> will connect to Junction Hollow Trail in the Park. Hurrah!

In the longer term, there is a hope to provide a direct trail connection along the railroad all the way from the RR crossing to Junction Hollow Trail.

F.2 Run Forward Trail #RFT

The Squirrel Hill Urban Coalition is advocating for the "Run Forward" trail that will connect the neighborhoods of Greenfield, Hazelwood, and Squirrel Hill. This trail begins in Greenfield near Beechwood and Monitor, follows Forward Av to a trail alongside the reconfigured Parkway East, passes through The Run, and connects to the Eliza Furnace trailhead, thereby providing a connection to the Three Rivers Heritage Trail and the Great Allegheny Passage for those neighborhoods. The alignment very roughly follows the route of Saline St before it was chopped up to construct the Parkway.

The segment along the parkway is included in PennDOT's plans for reconstructing the Squirrel Hill interchange. The project team found that it's feasible to connect this segment with Pocusset Trail; a spur to the project boundary could be part of the interchange project and that spur would connect with a short segment in Schenley Park (see B.1).

The Run Forward Trail can connect to the two new trails proposed a century ago by The *Pittsburgh Plan* of 1923 (relevant pages in Appendix A) (see B.1 and E.2).

See extended analysis in Furnace2Furnace report [Bicycling Improvements at the Second/Irvine/Greenfield/Saline Intersection](#), p. 18.

F.3 Connection to Oakland via the Charles Anderson Bridge #OAK

Rehabilitation of the Anderson Bridge is well underway, [Charles Anderson Bridge Rehabilitation Project | EngagePgh](#). Project plans call for the cycle track on the bridge to connect with the existing cycle track near the Anderson Playground. In addition, DOMI is evaluating the expansion into South Oakland and deeper into Schenley Park.

The connection deeper into Schenley Park and the connection through Anderson Park to the swimming pool and overlook driver are discussed in E.1.

F.4 Carnegie Mellon connection to Flagstaff Hill #CMU

The Carnegie Mellon Master Plan [nov-2022-cmu-institutional-master-plan.pdf](#) (sec 6.2-6.3) calls for a transportation modal hierarchy that prioritizes walking and biking over motor vehicles and in particular improving the mode share for bicycling. It proposes improved access at the Frew St edge of the park and improvements in the intersection of Frew St, Tech St, and Schenley Dr.

F.5 Connection from the south end of Junction Hollow Trail to the Swinburne trailhead of Eliza Furnace Trail and Sylvan Ave Greenway #SWN

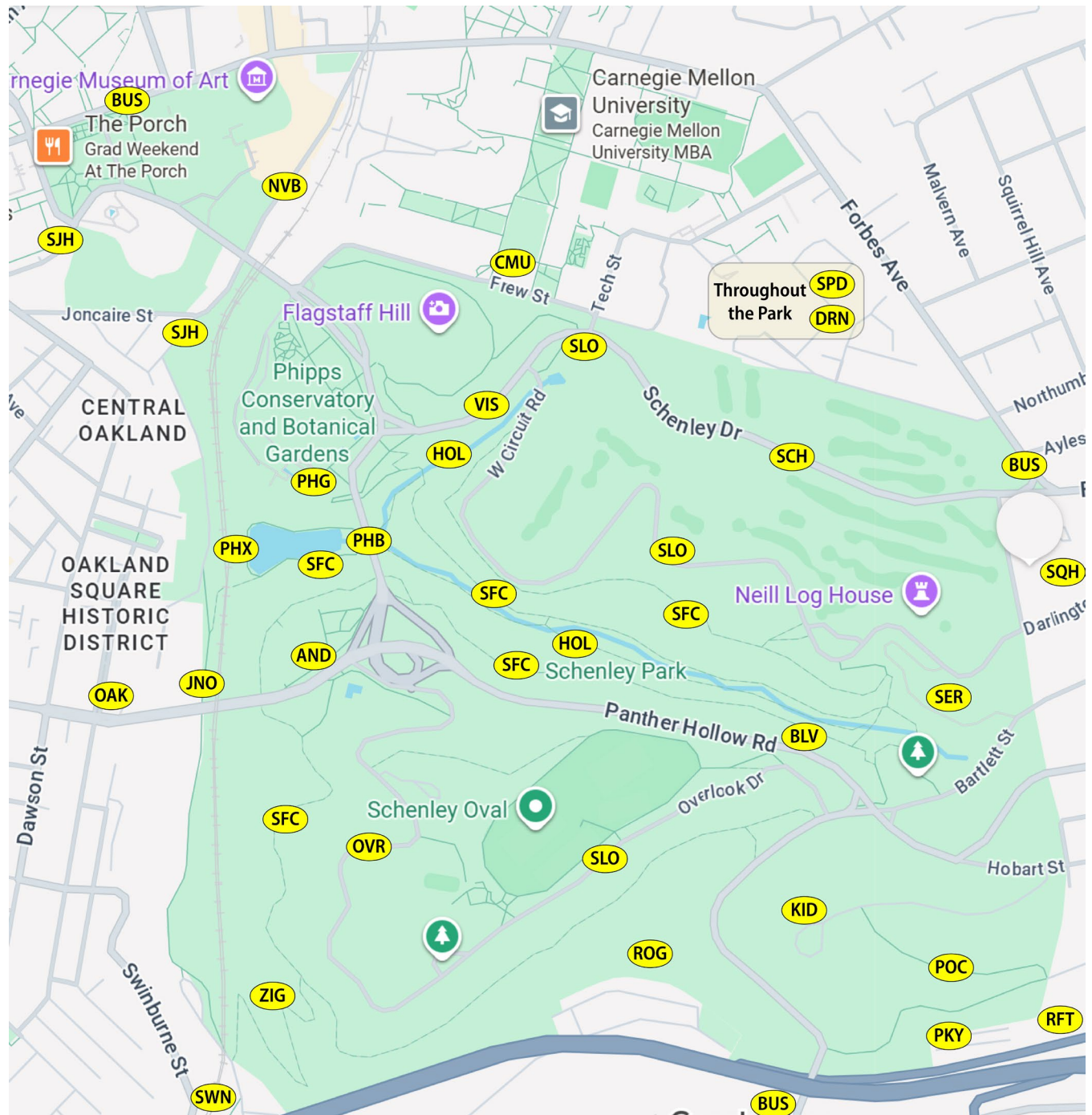
This interacts with the planned replacement of the Swinburne Bridge. Preliminary engineering is in progress [Swinburne Bridge | EngagePgh](#). The connection conceived here should be accommodated in the design of the new bridge.

See individual items in Furnace2Furnace report [Overview of Bicycle Infrastructure Opportunities in the 2nd Av Corridor](#), pp. 8-9.

See extended analysis in Furnace2Furnace report [Bicycling Improvements at the Second/Irvine/Greenfield/Saline Intersection](#), pp. 1-8.

See further discussion and details in Furnace2Furnace report [Supplement on Brady St, Frazier Bridge, Ramp at 2nd & Greenfield](#), pp.3-6.

G. Locations of Projects



Map key: Tags from project titles mark locations on the map

| | | |
|-----|--|---|
| A. | The Holy Grail | 1 |
| A.1 | Connection from Junction Hollow Trail to Panther Hollow Lake #PHX..... | 1 |
| B. | Highly Timely Projects – High Priority | 2 |
| B.1 | Plan connection from PennDOT trail along Parkway to Pocusset Trail #PKY | 2 |
| B.2 | Calm traffic on park roads heavily used by pedestrians #SLO | 2 |
| B.3 | Post the 15-mph speed limit on Overlook Dr, Schenley Dr, and Circuit Rd #SPD | 2 |

| | | |
|------|--|---|
| C. | Modest Changes that Do Not Require Capital Improvements | 3 |
| C.1 | Improve bicycle connection on Schenley Drive from Circuit Rd through the 3-way corner to the cycle track at Phipps and Visitor Center #VIS | 3 |
| C.2 | Improve bicycle connection from Schenley Plaza to Junction Hollow #SJH | 3 |
| C.3 | Finish improving the trail from Prospect Dr to Pocusset Trail #POC | 3 |
| C.4 | Re-establish the connection from Lower Panther Hollow trail to Frew St Extension by opening the Phipps back gate #PHG | 3 |
| C.5 | Improve bicycle connections through Anderson Playground #AND | 4 |
| C.6 | Permit contraflow bike traffic on the one-way section of Overlook Dr #OVR | 4 |
| C.7 | Be sure bike/ped infrastructure connects with new PRT and POGOH plans #BUS | 4 |
| C.8 | Calm traffic at the intersection of Serpentine Dr and Circuit Rd #SER | 4 |
| C.9 | Lay out children’s bicycle practice area at Prospect Circle #KID | 5 |
| C.10 | Make the Schenley Drive shoulders official multiuse paths #SCH | 5 |
| C.11 | Improve bicycle connection from Squirrel Hill to Junction Hollow Trail #SQH | 5 |
| D. | Maintenance in the Park | 5 |
| D.1 | Repair Panther Hollow Bridge #PHB | 5 |
| D.2 | Resurface the limestone multi-use trails #SFC | 5 |
| D.3 | Repair the Hollow Run (mostly walking) Trail #HOL | 5 |
| D.4 | Make storm drains safe #DRN | 6 |
| E. | Major Construction in the Park | 6 |
| E.1 | Create connection from Anderson Bridge to Beacon St bike lanes #BLV | 6 |
| E.2 | Re-establish trail connecting Proctor’s Garage in The Run to Bridle Trail #ZIG | 6 |
| E.3 | Investigate a trail from The Run to near Overlook Dr and Greenfield Rd #ROG | 7 |
| E.4 | Repair Juno St Steps #JNO | 7 |
| F. | Connections to Locations outside Schenley Park | 7 |
| F.1 | Neville-Boundary Streetscape #NVB | 7 |
| F.2 | Run Forward Trail #RFT | 7 |
| F.3 | Connection to Oakland via the Charles Anderson Bridge #OAK | 7 |
| F.4 | Carnegie Mellon connection to Flagstaff Hill #CMU | 8 |
| F.5 | Connection from the south end of Junction Hollow Trail to the Swinburne trailhead of Eliza Furnace Trail and Sylvan Ave Greenway #SWN | 8 |
| G. | Locations of Projects | 9 |

Appendix A: Schenley Park section of the 1920 *Pittsburgh Plan*

In 1920-23 the Citizens Committee on City Plan of Pittsburgh prepared a series of reports on plans for the city. Report #4, issued in 1923, was on Parks. A copy (missing folded inserts) is at <https://drive.google.com/file/d/1Ye67n3gejNFX19E7vxjZtm9III LA7RjPQ/view?usp=sharing> (publications this old are now in the public domain, it's ok to share). I now own a physical copy with the folded inserts.

This paragraph, on p.20 of the Parks volume, applies to all the parks but is especially relevant to Serpentine Dr (see C.1)

Modernization of Parks

An important special point should be emphasized here. The Committee concurs in the widely held belief that the arrangement and alignment of park roadways, originally intended for the use of equestrians and horse-drawn vehicles, is often unsuitable for motor vehicles. Straighter roads and fewer and less abrupt turns are desirable if the use of the automobile in the park is desired. There is now upon these roads many times the number of vehicles they originally carried, and the automobiles move much more rapidly than did the horse-drawn vehicles. In this situation there is inconvenience and danger for the pedestrian. The automobile driver can easily reach open country outside the city; the pedestrian cannot do so. Some automobile pleasure drives, and even some traffic routes (unfortunately), may be necessary or desirable through the parks. A modernization of some of the larger parks, eliminating some of the roads, rearranging others, imposing special traffic regulations, might prove beneficial. A very careful study and adjustment would have to be made in each such case. No general rule applies, but the Committee would give (and has given in this report) special consideration to those who go afoot.

The following three pages are the section on Schenley Park.

Note in particular recommendation (1), which calls for a path approximately where the ZigZag path is now (see E.2). Also, recommendation (2), which predated the construction of the Parkway, could be satisfied by a connection from the Pocusset St Trail to the bike/ped path that is scheduled to be constructed with the Parkway construction and will be part of the Run Forward Trail (see B.1, F.2). Also note that even then they were suggesting a better connection to Panther Hollow [then Schenley] Lake (see A.1)

SCHENLEY PARK

Area

Schenley Park is the largest in the city. It contains 437.8 acres. Much of the acreage is hillside, available only for the tree growth and other planting which contributes to the beauty of the park.

Boundary and Entrances

Private property adjoins 76% of the park boundary line, the remaining 24% being street frontage. There are now 10 vehicular entrances to the park and 6 additional entrances for pedestrians only.

Service

28,500 people live within a fifteen minute walk of existing park entrances. Of these, approximately 200 persons live within a like distance of Herron Hill Park, and 400 persons are similarly located with respect to Frick Park.

The service area can be extended so as to bring approximately 1700 more persons within a fifteen minute walk, if two new entrance footpaths of easy grade are made at the southern boundary.

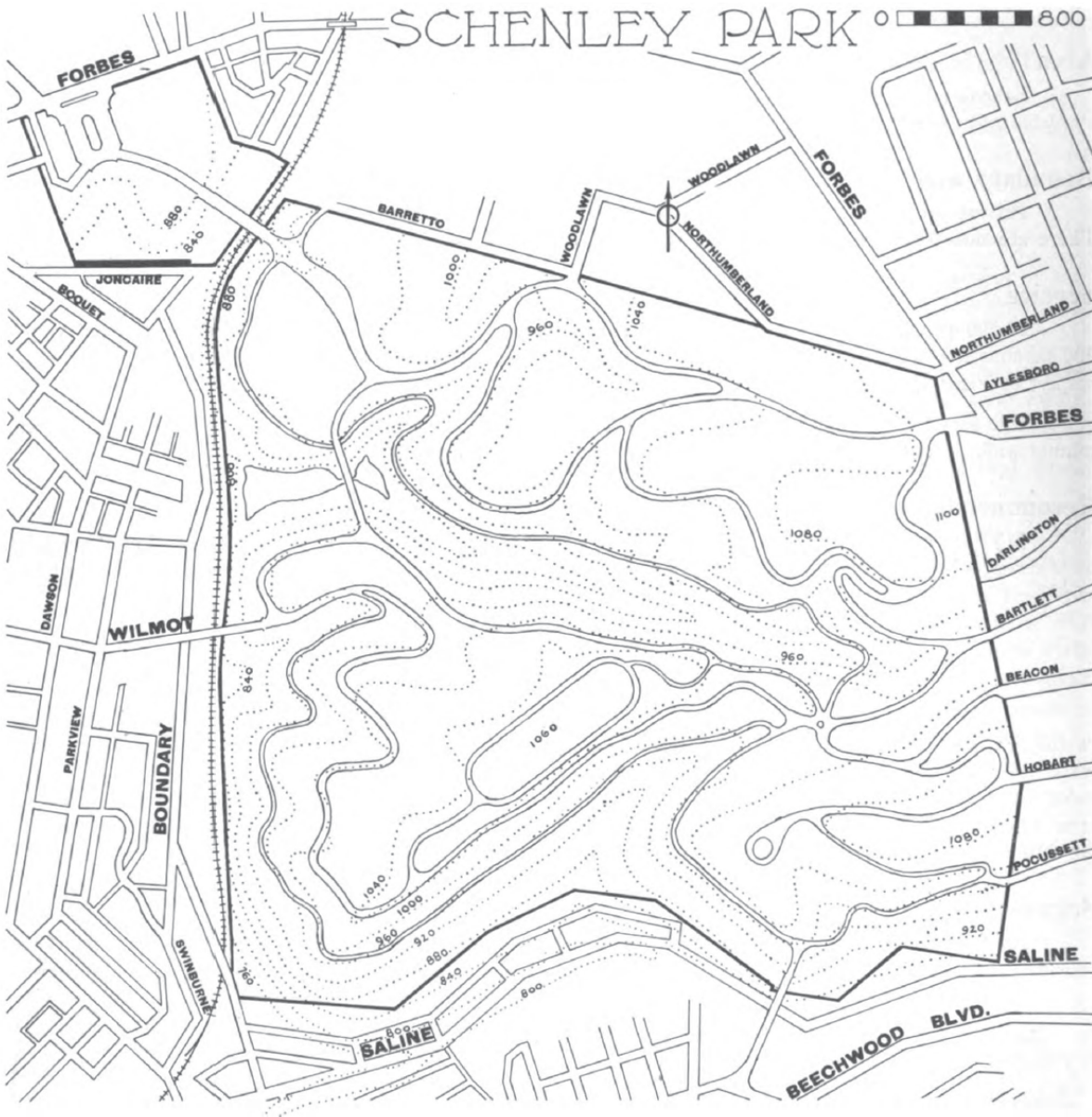
Recommendations

(1) A permanent hillside path, of as easy a gradient as possible, should be constructed at the south-west corner of the park. This should lead to the upper levels of the park from the present rather isolated settlement at and near the junction of Saline Avenue ravine and Junction Hollow. This path should be carefully studied so as to be properly adjusted to the future development of this whole section of the park. An effort should be made to devise an underground or overhead crossing where such path crosses any main traffic way such as that indicated below.

(2) A similar path should be constructed to the upper park levels, leading from the Saline Avenue ravine near the south-east corner of the park. The City proposes connections between Saline Avenue, Forward Avenue, and Beechwood Boulevard immediately west of the Murray Avenue bridge. This improvement together with the proposed footpath will bring an additional area within a fifteen minute walk—an area where the population is increasing. The people in this area must now make a considerable detour, via Murray Avenue and Pocussett Street, to reach the park.

Suggestions

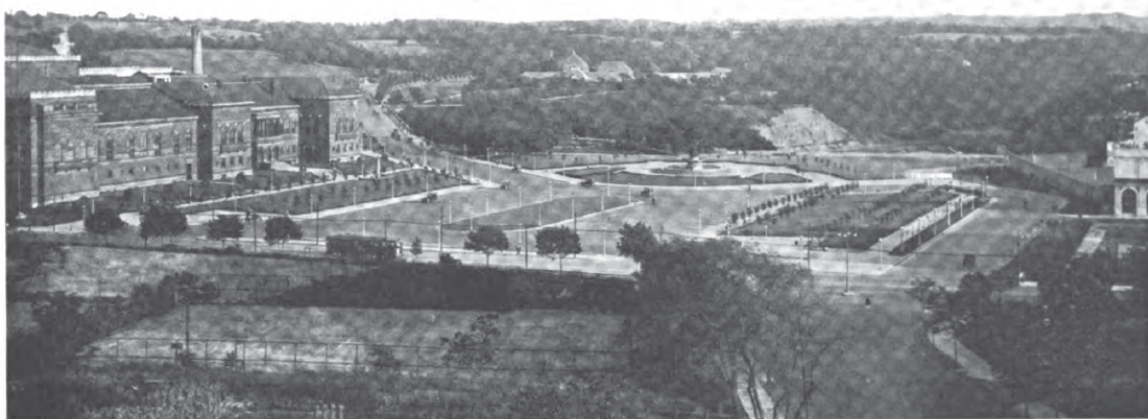
As a matter of convenience, but not to extend the park service area, it is suggested that the City consider an exchange of location between the Pittsburgh Junction Railroad (B. & O.) and Boundary Street,



in Junction Hollow,* so that the street may be between the railroad and the park and adjacent to the latter. This would make it possible for those who approach Schenley Lake (at the lower end of Panther Hollow) to have access thereto without crossing the railroad at grade. It would also afford opportunity for any additional feasible hillside paths that may be necessary to lead from this street to the upper park levels. If the change in Boundary Street is not made, an underground or overhead crossing may be required so that pedestrians may reach Schenley Lake without hazard.

An important problem arises as the result of the development of the Boulevard of the Allies. Traffic from this thoroughfare reaches the park via the Wilmot Street bridge. This traffic will bring increased danger to the crowds of people who congregate at the band stand and swimming pool near the park end of

*See Railroad Report for recommended track and yard improvements here.



THE BEGINNING OF THE SCHENLEY PLAZA DEVELOPMENT

Designed by Sellers and Register, Architects

This view anticipates a luxuriant tree growth in ten to fifteen years. Planting scheme developed by James L. Greenleaf, Landscape Architect, engaged for the purpose by the Garden Club of Allegheny County.

this bridge. Consideration should be given, in any re-study for modernizing the park (See Section III), to the diverting of this traffic around the edge of the park, along a special roadway replacing the present bridle path. If such a development were made, emerging from the park at Pocussett Street, it would be a connecting link in an important thoroughfare leading out of the city, eastward, via Pocussett Street, Forward Avenue, and Forward Avenue relocated across Nine Mile Run valley to Braddock Avenue. It might even be extended, up the ravine through the Borough of Edgewood, crossing the ridge beyond that Borough and connecting into the Ardmore Boulevard.

In any study for modification of Schenley Park roads, consideration should be given to the elimination of the road connecting the ends of the Panther Hollow bridge and the Wilmot Street bridge and lying between the band stand and Panther Hollow. The use of this road particularly, and the use of the road between the band stand and the swimming pool (the latter presenting a condition which probably cannot be remedied), menace the safety of the people who congregate at these recreation and amusement facilities.

In preparing plans for readjustment of recreation facilities or development of new facilities, note should be made of the recommendations of the Playground Report that there be provided adequate and accessible athletic facilities.

Enlargement

It is not essential that Schenley Park be enlarged. There is hillside land to the south, between the park boundary and Saline Avenue, which appears to be economically non-usable, but its acquisition is not recommended beyond such amount as may be necessary to provide for the new entrance paths above recommended.