

THE HAZELWOOD-OAKLAND SHUTTLE

FREQUENTLY ASKED QUESTIONS

Introduction

The foundations comprising Almono, LP, which owns Hazelwood Green, have discussed with community leaders, transit experts, local government agencies and others a plan for a small shuttle that would offer **direct, reliable, and free service between Hazelwood and Oakland.**

Following these discussions and extensive technical analysis, Almono is pleased to be able to share its proposal for how the Hazelwood-Oakland Shuttle would look and operate, including details on vehicle options, routing, and a service plan that addresses some of the current transit service gaps connecting Hazelwood with the economic hub of Oakland. Almono believes a small shuttle is just one step in better connecting Hazelwood and Mon Valley neighborhoods with Oakland and Downtown. Almono continues to study and support additional measures for better transit and improved connectivity.

Vehicle Operations and Route

Who is paying for this Shuttle?

- **Almono is committed to paying for Shuttle operations.** Public money would not be used to fund the operations of the Shuttle.

Will this be an autonomous shuttle?

- The vehicles would be **human operated**, not autonomous.

Will there be a cost to riding the Shuttle? Would it be subsidized for university employees?

- The **Shuttle would be free for all passengers** to ride. The Shuttle would be **open to the public.**

Are you going to hire union labor as drivers and operators? Would you hire locally?

- Almono is committed to paying **prevailing wage** for vehicle operators and working with the third-party operator – as yet unidentified – to hire Shuttle staff from surrounding neighborhoods.

Almono is a group of foundations, not a transit service. Who would actually oversee this?

- Almono intends to create a non-profit with an **advisory committee of agency and community stakeholders** to oversee operations to provide accountability and transparency. The non-profit would contract with a local third-party operator – as yet unidentified – to operate the Shuttle.

What is the route for the Shuttle?

- The proposed route is a **6-mile loop** through South Oakland, Schenley Park, Hazelwood, Hazelwood Green, and back. The time spent on the Shuttle between the South Neville Street stop and Hazelwood Avenue and Sylvan Avenue stop would be 13 minutes.
- The current proposal includes **six stops**: two in South Oakland (South Neville Street and Boundary Street at Diulus Way), two in Hazelwood (Hazelwood Avenue at Sylvan Avenue and Tecumseh Street at Second Avenue), and two in Hazelwood Green (Mill 19 and Roundhouse). An additional loop through Oakland that

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would add a seventh stop at Schenley Plaza is also being considered. The operating plan proposes fixed service running every 10 minutes during peak hours, and every 15 minutes during off-peak hours. Additional information can be found at <https://www.hazelwoodgreen.com/hazelwood-oakland-shuttle>.

Would this actually save time for passengers over established Port Authority routes?

- Nationally respected transit professionals applied rigorous, industry-accepted methodologies to study passenger patterns, bus routes, and wait times at specific origin-destination pairs and found that the **Hazelwood-Oakland Shuttle would provide more direct, reliable, and faster service compared to existing Port Authority bus routes**. Our results have also been independently verified.
 - A Hazelwood resident who lives near the Carnegie Library could board the Shuttle at Second Avenue and Tecumseh and reach Fifth Avenue and Craig Street in Oakland within 25 minutes during the weekday morning rush hour (including walking and waiting time), at no cost. This is a **time savings of up to 20 minutes compared to the bus**, where that same resident would board the 56 or 57 in Hazelwood and then need to transfer to the 71 or 61 at Fifth Avenue and Moultrie Street in order to get to Fifth Avenue and Craig Street.
 - Riders moving between Hazelwood and Oakland on weekends would also save up to 15 minutes and have more reliable and direct service than existing bus routes.

Why are you providing a Shuttle to connect Hazelwood to Oakland?

- There is no single, right answer for providing enhanced, equitable connectivity between Hazelwood and Oakland. **Almono views the Shuttle as one part of a suite of enhanced transit options in Hazelwood including additional bus service and last-mile mobility solutions**. Hazelwood community leaders and residents have told Almono they are interested in more service to Oakland provided that it is equitable and accessible. Reliable, direct access from Hazelwood to Oakland – Pennsylvania’s third-largest area of economic activity and a hub for industry, health sciences, and culture – is critical. **In addition, an independent economic study of the Shuttle concluded that it would catalyze development at Hazelwood Green, leading to the creation of 10,000 temporary construction jobs and 6,200 permanent jobs**. Local hiring is a key goal for Almono and it is committed to finding partnership opportunities to **support the training and hiring of community residents to fill temporary and permanent jobs**.

The City’s Construction Project Budget

There has been confusion over the City’s \$20M capital budget for the Mon-Oakland Mobility Project and the specific costs of constructing a “Mobility Trail.” The City is coordinating its construction with PWSA, which is going to make a significant capital investment in infrastructure to reduce stormwater runoff and overland flooding in the Four Mile Run area. The City and PWSA are planning their construction in tandem, and some of the City’s plans include replacing and upgrading trails that will be disrupted by PWSA’s construction. Likewise, some of PWSA’s construction is predicated on the City’s progress.

How much will the Mobility Trail in Schenley Park actually cost?

- Construction of the new **Mobility Trail in the Junction Hollow portion of Schenley Park will cost \$450,000**. This segment of trail will be 0.4 miles long and designed for travel by foot, pedal cycles, electric assist

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bicycles, e-scooters, and small low-speed micro-transit shuttles. Buses and private automobiles will be prohibited.

What is the rest of the \$20 million being spent on?

- **\$3.1 million to realign and reconstruct Boundary Street** to provide safe and accessible pedestrian and bicycle accommodations to Schenley Park
- **\$250,000 to restore the Three Rivers Heritage Trail through Junction Hollow**, which will be disrupted by PWSA during its stormwater construction process
- **\$2 million in park and trail features in Schenley Park** including landscaping, lighting, public art, parking and gateway improvements, and other investments
- **\$3.7 million to connect Junction Hollow to Panther Hollow Lake** by way of a new **pedestrian and bicycle tunnel** beneath the rail tracks
- **\$5.7 million alternative to “The Chute”** providing a more direct connection to the Eliza Furnace Trail and alleviating current conflicts among transit riders, pedestrians, vehicles and bicycles
- **\$1.7 million to stabilize and reopen Sylvan Avenue right-of-way as a trail connection**. This 0.6-mile-long section of Sylvan will be a mobility trail, meaning it will be open to pedestrians, pedal cycles, electric assist bicycles, e-scooters, and small low-speed micro-transit shuttles, but not buses or private automobiles.
- **\$950,000 in landscaping and lighting improvements for the Sylvan Trail**
- **\$2.2 million to upgrade the existing Sylvan Street** with improved sidewalks, lighting, stormwater management and other features