

43rd to 48th Street

- Need to see more bike trail connections that connect through each scheme all along the riverfront:
 - o Trail needs to be preserved.
 - o Better management of existing trails is needed as part of this vision study; trails need to remain open and connected even during development along the river.
 - o If trails have to be detoured, family-friendly detours should be made.
 - o The path of the trails should not be “cute,” they shouldn’t meander too much. Trails need to be used to get from one place to another, they are connections.
- Water taxis should be bike friendly (bikes can roll onto Taxis)- make INTERMODAL.
- Want to see more connections to the water. Where does this come into play along the entire riverfront?
- A water taxi could provide quick alternative transportation into downtown (5 minutes). Don’t need a lot of space to dock (50’).
- Great potential at the end of 43rd street to get to the river.
- The riverfront should be an active public space.
- Liked the idea of mixed use light industrial in this scheme.
- Want to see more community gardens.
- More open space the better.
- Make sure that buildings that are a hazard to the community are torn down; there should be specific criteria for keeping and renovating older buildings.
- Parking in this section of the neighborhood is an issue.
- Liked that more housing was going in at the river.
- Industry should go from this area and away from the river; it is not the best use of the land near the river.
- Why a 200’ buffer? The buffer should be dynamic to move in and out based on restaurants and docks on the river. It should dip in and out of residential areas, too. Keeping a rigid 200’ buffer will discourage an active riverfront.
- Should have the ability to develop on the riverfront. Needs to be easier to have restaurants and docks.
- Make sure that AVRR commuter lines have the population to support them and that the stops make sense based on market demands.
- Need to connect parking to the AVRR further up the river. Rt. 28 (improvements) could divert people from using it so heavily.
- Do you really think people are going to use 2 forms of transportation? Have there been any studies that indicate people do this now? Will people go from bike to trolley, car to trolley/ AVRR? Would be interesting to study this.
- Children’s Hospital parking lot should be reclaimed and repurposed as part of this plan. Does not do anything for the neighborhood right now except make traffic problems.
- Allegheny Cemetery should be more of an active space; people should be allowed to bike through it as a connection from Lawrenceville to Bloomfield/Garfield. It could be a great space for continual activity.
- Not sure if the amount of housing shown in the plan will work, seems like a lot for the neighborhood to absorb.