SMITHFIELD CORRIDOR VISION AND PILOT ACTIVATION

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INTRODUCTION
GUIDING PRINCIPLES

- Welcoming & Vibrant
- People-First & Transit-Prioritized
- Equitable & Affordable
- Intuitive & Responsive
- Sustainable & Healthy
SMITHFIELD CORRIDOR VISION

• Smithfield Street plays an essential role in Downtown’s network connecting the urban fabric and strengthening the core

• Activation of street-level commercial spaces, including the Target opening in spring 2022 and Smith & Fifth rehabilitation and mixed-use project

• Ground floor retail, network connectivity, pedestrian scale, and supportive transit amenities are all necessary components of a vibrant and active street

• Adjacent public spaces, including Mellon Square, serve as critical destination spaces and have potential to be strengthened into a “connected core” with the proper management and maintenance strategy

• Intentional and coordinated efforts in the short- and long-term, will support walkable, transit-oriented development

Source: Smithfield Street Stakeholder Presentation (June 2021), SmithGroup
PILOT ACTIVATION BACKGROUND

• Two active and relevant Smithfield projects:
  — Smithfield Reconstruction Project Phase I (Department of Mobility & Infrastructure)
  — Long Range Plan Corridor Vision (Department of City Planning/Pittsburgh Downtown Partnership)

• Long Range Plan Corridor Vision intended to improve beautification and welcoming for Downtown users

• The Smithfield pilot concept serves to demonstrate a range of the final components to be used in the project, including seating, lighting, enhanced bus stops, protected loading, sidewalk extensions, and public art

Source: Downtown Mobility Plan (2021), Pittsburgh Downtown Partnership
STAKEHOLDER FEEDBACK / SURVEY RESULTS

*SURVEY RESULTS FROM DEC 2020 AND JUNE 2021 STAKEHOLDER ENGAGEMENT MEETINGS*

What are your top 3 priorities for Smithfield Street?

- 70% WIDER SIDEWALKS
- 60% PEDESTRIAN SAFETY
- 50% FLEXIBLE SPACE

Top two opportunities along Smithfield Street:
1. IMPROVED RETAIL EXPERIENCE
2. FLEXIBLE STREET

45% of stakeholders believe “no curb/wider sidewalks” would provide the best flexibility along Smithfield Street.

Stakeholders are most concerned about:
• Functionality for loading/valet
• Ease of moving through and around the corridor

What would best improve the intersections along Smithfield Street?

- 33% RAISED INTERSECTIONS

Lane alignment, decorative pavement, and better sight lines/shorter crossings were second with 22% of the vote each.

Stakeholders feel that specialty pavements would best improve the retail experience along Smithfield Street.

What would provide the best connection between Smithfield Street and Mellon Square?

- BETTER ACCESS 39%
- CONTINUITY OF LANDSCAPE 30%
ENGAGE PGH PAGE AND SURVEY

Welcome!
This is the online engagement page for a group of parallel projects that will reimagine and rebuild Downtown Pittsburgh's Smithfield Street in alignment with the recently completed Downtown Mobility Plan. These projects are being completed by a unique partnership between the business improvement district for Downtown, the Pittsburgh Downtown Partnership (PDP), and the City of Pittsburgh's Departments of Mobility and Infrastructure (DOMI), and City Planning (DCP).

Overview
The first stage in this process was the creation of the Downtown Mobility Plan, a unified mobility and placemaking plan for Downtown Pittsburgh's streets. Over 18 months from fall 2019 through spring 2021, thousands of stakeholders and members of the public provided input on how downtown streets can

Who's Listening?

Chris Watts
Pittsburgh Downtown Partnership
Co-Project Manager (Long-Range Plan)
Email

Derek Dauphin
Smithfield Street Corridor Vision and Pilot Activation

https://engage.pittsburghpa.gov/reimagining-smithfield

Take the survey
PROPOSED PLAN

FORBES TO SIXTH

IMPROVEMENTS

• Enhanced materials
• Specialty paving in the intersection
• Planers
• Seating
• Shortened crosswalks
• Better sightlines
• Better lane alignment
• Improved ADA access
• Specialty border paving

• Continuous bus lane southbound
• Single lane northbound
• Explore off-peak vehicular access in the bus lane
• Widen sidewalks from 12' to 19'
• Limited curb cuts for parking and loading on Smithfield
• Improved bus stop amenities and signal priority due to reduced bunching
PROPOSED PLAN
FORBES AND FIFTH

Enhanced bus stops with wayfinding

Better sight lines/shorter crossings

Two-way traffic off-peak is a future option

11 Ft Bus Lane South with Off-Peak Vehicle Service
PROPOSED PLAN

FIFTH AND OLIVER

- Traditional lighting
- Park paving
- Street trees
- Granite paver intersections
- Benches
- Granite paver crosswalks
PROPOSED PLAN

OLIVER AND SIXTH

- Side-street loading on Oliver
- Transit priority signals at Oliver to prevent bus bunching
- Tivoli lighting connecting Smithfield to Mellon Square
- Sculpture in Mellon Square
SMITHFIELD ST CORRIDOR
IMPROVED FLEXIBILITY AND PEDESTRIAN EXPERIENCE
SIDEWALK PODS

- Purpose is to beautify the street and introduce the recommended long-term configuration

- Designed with modular elements to be customized based on locations and interests

- Each pod can be “adopted” by a business/partner for custom activation and programming or serve as a low-maintenance self-sustaining sidewalk extension

- Safety, cleanliness, and enhanced lighting are all top priorities, and an active management and maintenance strategy will be essential
Under future BRT conditions, analysis to be completed to determine if turn lane is required at 5th.
ENLARGED PLAN

SIDEWALK POD

SMITHFIELD STREET

OVERHEAD STRUCTURE WITH LIGHTS OR CANOPY

DECK

PLANTER WITH POTTED PLANTS

EDGE PLANTER

PAVEMENT PAINT

BOLLARDS

VARIES

BUILDING
SIDEWALK PODS – KIT OF PARTS
2 PLANTERS + BENCH SEATING

MULTI-STEM SERVICEBERRY TREE

ORNAMENTAL GRASSES - POTTED
SIDEWALK PODS – KIT OF PARTS
3 PLANTERS + BENCH SEATING

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SIDEWALK PODS – KIT OF PARTS
PERGOLA STRUCTURE

LIGHTING

ART INSTALLATION

PREFAB TRELLIS STRUCTURE

12’
SIDEWALK PODS – KIT OF PARTS
SUSPENDED CANOPY

LIGHTING

ART INSTALLATION
SIDEWALK PODS – KIT OF PARTS

SIGNAGE
SIDEWALK PODS

SIDEWALK POD

STRING LIGHTS

STOREFRONT ACTIVATION

LOADING

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SIDEWALK PODS - FEEDBACK QUESTIONS

• Should we pursue a pilot activation? When is the right time?

• Are you interested in partnering/sponsoring or have any specific activation ideas?
NEXT STEPS
Next Steps

- Finalize pilot details and deploy this fall/winter
- Next phase is determining the materials/amenities
- Public survey to open up soon for additional feedback
- City to hold public meeting this fall to share 60% plans
- City to begin engaging specific property owners on loading needs
- Visit engage.pittsburghpa.gov/reimagining-smithfield for project updates