SMITHFIELD STREET
CORRIDOR VISION

JUNE 28, 2021
TODAY’S MEETING
SMITHFIELD STREET REDEVELOPMENT STAKEHOLDER UPDATE

**PURPOSE**: Update stakeholders on status of project and collect feedback on additional design elements.

**Agenda**

- Project Background
- Corridor Vision
- Current Plans
- Additional Opportunities
- Feedback and Questions
SMITHFIELD STREET
COORIDOR OVERVIEW

SOUTH END
• Small scale retail
• Civic services
• Connection to bike network
• Connection to South Pittsburgh & Innovation District

THE CORE
• Large scale retail
• Public spaces/landmarks
• Transit connectivity

NORTH END
• Institutional
• Vacancies
• Major transit station
• Liberty Ave & The Strip District
PROJECT AREA
EXISTING CONDITIONS
PROJECT SCOPE AND TIMELINE
SMITHFIELD STREET REDEVELOPMENT PHASE 1

**SCOPE**: Fully reconstruct the street and sidewalk, from building face to building face, including the following:

- Full depth pavement reconstruction
- Sidewalk and curb replacement
- Sidewalk widening and curb realignment
- Street Lighting upgrades
- Signal updates
- Storm system updates
- Streetscaping
- Vault investigation and repairs
- Trolley track removal
- Pavement markings
- Associated miscellaneous construction

**TIMELINE**

- Preliminary Engineering 2021
  - Summer 2021: 30% designs
  - Summer/Fall: Materials/amenities
  - Fall 2021: 60% designs
- Final Design 2022
- Contract Awarded February 2023
- Construction 2023/2024

**PROJECT FUNDING**
Design - $1,820,000  Construction - $7,280,000
FINDINGS
CURRENT USE AND TRAVEL PATTERNS

CURBSIDE USE
• Loading is a predominant curbside use

TRANSIT
• Future implementation of BRT will impact access to Smithfield

TRAFFIC
• Issues on Smithfield stem from conflicting curbside uses, network functionality, restricted turning movements, and one-way traffic

CRASH DATA
• Crash count is highest at intersections

PED/BIKE COUNTS
• Smithfield Street currently has high pedestrian counts especially north of Forbes but low bicycle counts
FINDINGS
PHASE 1 STAKEHOLDER ENGAGEMENT

1. What are your top 3 priorities for Smithfield Street? (Multiple choice)

1 - Two Way Traffic
2 - Adding Turn Lanes
3 - Intelligent Signals
4 - Wider Sidewalks
5 - Flexible Space
6 - Trees & Landscape
7 - Transit Amenities
8 - Pedestrian Safety
9 - Bike Lanes
PLACEMAKING

- Wider sidewalks for increased amenities, balanced with customized block-by-block curb cuts to allow for specific curbside needs
- Integrate a flexible space within the corridor to allow for a wider range of activities
- Add trees and landscape to create a better buffer between vehicles & pedestrians and better connect Mellon Square to the street

TRAFFIC FLOW

- Improve network connectivity and access by looking at two-way traffic during off-peak times
- Adding turning lanes at high volume locations to improve travel times and access to parking garages
- Utilize intelligent signals & signage to allow for uses to change throughout the day and week

SAFETY & ACCESS

- Improve transit amenities and wayfinding
- Curb extensions and better alignment at intersections to improve pedestrian safety
- Explore options for better accommodating cyclists

Envision Smithfield Street of the future:
Connecting a Vibrant Core: The transit and pedestrian corridor of Smithfield Street serves to connect public open space ‘nodes’ within the downtown core.

Smithfield Street plays an essential roll downtown in connecting the urban fabric and strengthening the downtown core. Like Forbes and Penn Avenue it has the necessary ingredients of a vibrant and active street: ground floor retail, network connectivity, and pedestrian scale, along with supportive transit amenities.

Revitalizing Smithfield with wider sidewalks and amenities while strengthening Mellon Square with an adjacent flexible plaza/street will create a "connected core" supported by unique signature public spaces, including Market Square and Katz Plaza. These streets and public spaces serve as critical destination spaces, and with intentional and coordinated efforts can positively impact downtown and support walkable, transit-oriented development long into the future.
A WALKABLE STREET

Pedestrian Volume

Active Ground Floor

Market Square
- Active
- Retail, dining, entertainment, etc.

Agnes R. Katz Plaza
- Passive
- Art/culture

Mellon Square Park
- Passive
- Capable of hosting large events

smithgroup.com

Smithfield Street Corridor Vision Project
GUIDING PRINCIPLES

• Welcoming & Vibrant
• People-First & Transit-Prioritized
• Equitable & Affordable
• Intuitive & Responsive
• Sustainable & Healthy
• Function as destinations with active ground floor uses, recreational activities, and programming

• Enable high-quality walking experiences with limited speeds and curb cuts and active sidewalks

• May provide transit access/priority

• May provide street parking with limited access during peak periods

• Provide non-obstructive loading zones during non-peak periods and encourage off-hour deliveries

• Emphasize greening and amenities
Safer pedestrian crossings
Widened sidewalks with streetscape amenities
Connect Mellon Square to the street
Safer pedestrian crossings
Flexible curbs that allow for buses and loading
CITY’S 30% PROPOSED PLAN
13 FT WALK AND AMENITY ZONE
13 FT DEDICATED BUS LANE SOUTH
11 FT VEHICULAR LANE NORTH
8 FT PARKING LANE
13 FT WALK AND AMENITY ZONE

Smithfield Avenue Dimensions

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building to Building Distance</td>
<td>59 feet</td>
</tr>
<tr>
<td>Curb to Curb Distance</td>
<td>33 feet</td>
</tr>
<tr>
<td>Sidewalk Widths</td>
<td>13 feet</td>
</tr>
</tbody>
</table>
LEGEND

1. Widened sidewalks allow for increased pedestrian comfort, café dining and other uses

2. ‘Amenity Zone’ utilized for plantings, bus stops, seating and other elements

3. Dedicated loading zone curb cut for short term loading/deliveries

Transit network: Smithfield’s primary role within downtown is as a transit and pedestrian corridor.

PHASE 1 - DESIGN CONCEPTS

OPTION 1A - WIDER SIDEWALKS W/CURB CUTS

12.5 FT CLEAR WALK / 6 FT AMENITY ZONE

12 FT DEDICATED BUS LANE

11 FT VEHICULAR LANE NORTH

7 FT LOADING/PARKING ZONE / 11.5 FT WALK
PHASE 1 - DESIGN CONCEPTS
OPTION 1B – WIDER SIDEWALKS (FLEX STREET)

- Widened sidewalks allow for increased pedestrian comfort, café dining and other uses
- ‘Amenity Zone’ utilized for plantings, bus stops, seating and other elements
- Curbless streets allow for special events & activities
- Unique materials & amenities slow traffic
- Enhanced landscape and flush streetscape provide connection to Mellon Park

LEGEND

1. Widened sidewalks allow for increased pedestrian comfort, café dining and other uses
2. ‘Amenity Zone’ utilized for plantings, bus stops, seating and other elements
3. Curbless streets allow for special events & activities
4. Unique materials & amenities slow traffic
5. Enhanced landscape and flush streetscape provide connection to Mellon Park

12.5 FT CLEAR WALK / 6 FT AMENITY ZONE
12 FT DEDICATED BUS LANE
11 FT VEHICULAR LANE NORTH
6 FT AMENITY ZONE / 12.5 FT CLEAR WALK
DESIGN CONCEPTS

POLL 2: VOTE ON YOUR PREFERRED CROSS SECTION

**PREFERRED**

**OPTION 1**
WIDER SIDEWALKS

**OPTION 1A**
WIDER SIDEWALKS

**OPTION 1B**
CURBLESS STREET

**OPTION 1C**
TWO-WAY VEHICULAR OFF-PEAK

**EXPLORE**

**OPTION 2A**
BIKE LANES – SIDEWALK LEVEL

**OPTION 2B**
BIKE LANES – STREET LEVEL
• Continuous bus lane southbound
• Single lane northbound

• Widen sidewalks from 12’ to 18.5’
• Curb cuts for parking and loading
OPPORTUNITIES

1.) IMPROVED VEHICLE ACCESS
2.) IMPROVED INTERSECTIONS
3.) BETTER TRANSIT AMENITIES
4.) IMPROVED RETAIL EXPERIENCE
5.) FLEXIBLE STREET
6.) CONNECTION TO MELLON SQUARE PARK
OPPORTUNITIES

IMPROVED VEHICLE ACCESS

SIDE STREET LOADING

TRANSIT PRIORITY SIGNALS
IMPROVED VEHICLE ACCESS

TWO-WAY TRAFFIC OFF-PEAK

12.5 FT CLEAR WALK / 6 FT AMENITY ZONE
12 FT BUS LANE SOUTH WITH OFF-PEAK VEHICLE SERVICE
11 FT VEHICULAR LANE NORTH
12.5 FT CLEAR WALK / 6 FT AMENITY ZONE

TWO-WAY ACCESS ON SIDE STREETS

OPPORTUNITIES
IMPROVED VEHICLE ACCESS

- What improvement represents what you feel would best enhance traffic flow along Smithfield Street?

1. Improvements and their corresponding votes:
   - Two-Way Traffic Off-Peak: 32%, 7 votes
   - Two-Way Access on Side Streets: 27%, 6 votes
   - Side Street Loading: 23%, 5 votes
   - Transit Priority Signals: 18%, 4 votes

Smithfield Street Corridor Vision Project

POLL 1

smithgroup.com
OPPORTUNITIES

IMPROVED INTERSECTIONS: FORBES

- Shortened crosswalks
- Better sightlines
- Better lane alignment
- Improved ADA access
- Specialty border paving
OPPORTUNITIES

IMPROVED INTERSECTIONS: FIFTH

- Enhanced materials
- Specialty paving in the intersection
- Planters
- Seating
OPPORTUNITIES

IMPROVED INTERSECTIONS - OLIVER

- Raised intersection
- Specialty paving in the intersection
- High visibility crosswalks
OPPORTUNITY POLL

IMPROVED INTERSECTIONS

• Which image represents what you feel would best improve the intersections along Smithfield Street?

2. Which image represents what you feel would best improve the intersections along Smithfield Street?

33%, Raised Intersections, 6

22%, Lane Alignment, 4

22%, Decorative Pavement, 4

22%, Better Sight Lines / Shorter Crossings, 4
OPPORTUNITY - IMPROVED TRANSIT AMENITIES

- Improved Shelters
- Better signage
- Enhanced wayfinding
CREATING MORE SPACE FOR TRANSIT

TRANSIT AMENITIES

- Improved Shelters
- Street Trees & Grates
- Café Seating
OPPORTUNITY POLL

TRANSIT AMENITIES

- Which image represents what you feel would provide the best transit amenities along Smithfield Street?

3. Which image represents what you feel would provide the best transit amenities along Smithfield Street?

- 33%, Wider Sidewalks for Clear Pedestrian Flow, 9
- 26%, Better Amenities, 7
- 22%, Fewer Higher Quality Stops, 6
- 15%, Raised Bus Boarding, 4
- 4%, Reduced Bus Speed, 1

FEWER HIGHER QUALITY STOPS

WIDER SIDEWALKS FOR CLEAR PEDESTRIAN FLOW

BETTER AMENITIES

REDUCED BUS SPEED

RAISED BUS BOARDING
OPPORTUNITIES

IMPROVED RETAIL EXPERIENCE – WIDER SIDEWALK

HENRY W. OLIVER BUILDING

MELLON SQUARE

18.5’ SIDEWALK

23’ SMITHFIELD ST

18.5’ SIDEWALK

6.5’

IMPROVED RETAIL EXPERIENCE – WIDER SIDEWALK

HENRY W. OLIVER BUILDING

MELLON SQUARE

18.5’ SIDEWALK

23’ SMITHFIELD ST

18.5’ SIDEWALK

6.5’

IMPROVED RETAIL EXPERIENCE – WIDER SIDEWALK

HENRY W. OLIVER BUILDING

MELLON SQUARE

18.5’ SIDEWALK

23’ SMITHFIELD ST

18.5’ SIDEWALK

6.5’
OPPORTUNITIES
IMPROVED RETAIL EXPERIENCE - AMENITIES
SMITHFIELD STREET

MATERIAL PALETTE

STREET TREES

GREEN INFRASTRUCTURE

CURBED PLANTERS

PAVERS IN AMENITY ZONE

DECORATIVE CROSSWALKS

BENCHES

TRADITIONAL LIGHTING
SMITHFIELD ST (LOOKING SOUTHEAST)
EXISTING STAIR/FOUNTAIN
SMITHFIELD STREET
IMPROVED RETAIL EXPERIENCE – DECORATIVE PAVEMENTS

- Banded Unit Pavers
- Henry W. Oliver Building Bollard
- ADA Paving Band
- Flush Gutter
- Retail Canopy
- Park Lighting / Tivoli Light Stanchion
- Existing Sidewalk Vaults
- Tree Grate with Street Tree
- Ramp to Raised Crosswalks
- Raised Intersections
SMITHFIELD STREET
MATERIAL PALETTE

UNIT PAVERS/PATTERN CARRIES THROUGH STREET
UNIT PAVERS ACROSS THE FULL SIDEWALK
SLAB BENCHES
MODERN PED LIGHT
BOLLARD LIGHT
TREES IN TREE GRATES
SMITHFIELD STREET
MATERIAL PALETTE ENHANCEMENTS

TIVOLI LIGHTING
PUBLIC ART
LIGHT COLUMN PED LIGHT
TERRAZZO
PARK PAVING
GRANITE PAVER INTERSECTIONS
OUTDOOR CAFES
Which image represents what you feel would best improve the retail experience along Smithfield Street?

- Public Art
- Raised Planters
- Specialty Lighting
- Specialty Pavements

Poll Results:
- Specialty Pavers, 32% (8 votes)
- Specialty Lighting, 28% (7 votes)
- Raised Planters, 20% (5 votes)
- Public Art, 20% (5 votes)
OPPORTUNITIES – SHARED STREET

CASE STUDIES
OPPORTUNITIES
PEDESTRIAN FIRST PLACEMAKING
OPPORTUNITIES
CELEBRATING CULTURAL ASSETS
CREATING A UNIQUE PLACE
FLEXIBLE STREET

- Exposed aggregate triangular patterned paving to match park
- Overhead lighting to tie plaza to park
- Light bollard
- ADA paving band
- Flush gutter
- Ramp to raised crosswalks
- Raised intersections with subtle triangular pattern
- Retail canopy
- Sky well
- Park lighting / Tivoli light stanchion
- Existing sidewalk vaults
- Flush planter with street tree
- Flexible street creating a unique place
Which image represents what you feel would provide the best flexibility along Smithfield Street?

- NO CURB / WIDE SIDEWALK
- ADDITIONAL PROGRAMMING
- PRIORITIZING THE PEDESTRIAN
- UNIFIED WITH THE PARK

5. Which image represents what you feel would provide the best flexibility along Smithfield Street?
- 45%, No Curb / Wider Sidewalk, 10
- 36%, Prioritizing the Pedestrian, 8
- 14%, Additional Programming, 3
- 5%, Unified with the Park, 1
OPPORTUNITIES

CONNECTION TO MELLON SQUARE PARK

Mellon Square Park
35,000 SF

Circulation Zone
10,800 SF

Smithfield Street
11,550 SF
OPPORTUNITIES

CONNECTION TO MELLON SQUARE PARK - LIGHTING
OPPORTUNITIES

CASE STUDIES
OPPORTUNITIES – EXISTING STREET

CONNECTION TO MELLON SQUARE PARK
OPPORTUNITIES – WIDER SIDEWALKS

CONNECTION TO MELLON SQUARE PARK
OPPORTUNITIES – FLEX STREET (CURBLESS)

CONNECTION TO MELLON SQUARE PARK
OPPORTUNITIES – PARK IMPROVEMENTS

CONNECTION TO MELLON SQUARE PARK
OPPORTUNITIES
CONNECTION TO MELLON SQUARE PARK

Skylights/Seating
Glass Elevator
Art/Sculpture
Water Feature
OPPORTUNITY POLL

CONNECTION TO MELLON SQUARE PARK

• Which image represents what you feel would provide the best connection between Mellon Square Park and Smithfield Street?

6. Which image represents what you feel would provide the best connection between Mellon Square Park and Smithfield Street?

- Improved Sight Lines / Safety, 9%
- Better Access, 30%
- Continuity of Landscape, 22%
- Shared Programming, 9%

IMPROVED SIGHT LINES / SAFETY
BETTER ACCESS
CONTINUITY OF LANDSCAPE
SUPPORTS SHARED PROGRAMMING
OPPORTUNITY POLL

PRIORITIZATION

• Prioritize your top two opportunities along Smithfield Street

1.) IMPROVED VEHICLE ACCESS
2.) IMPROVED INTERSECTIONS
3.) BETTER TRANSIT AMENITIES
4.) IMPROVED RETAIL EXPERIENCE
5.) FLEXIBLE STREET
6.) CONNECTION TO MELLON SQUARE PARK
CASE STUDIES
QUEEN'S QUAY, TORONTO
OPPORTUNITIES
CONNECTION TO MELLON SQUARE PARK

Market Square
50,000 SF

Mellon Square Park
35,000 SF

Agnes R. Katz Plaza
11,000 SF
OPPORTUNITIES

CONNECTION TO MELLON SQUARE PARK

18'
155'
34'
12'
8'
9'
18'
34'
12'
9'
8'
155'
horizontal datum
OPPORTUNITIES

CONNECTION TO MELLON SQUARE PARK