

A wide-angle photograph of the Pittsburgh skyline. The foreground shows the calm, greenish-brown waters of the Allegheny River. Two prominent yellow steel truss bridges, the Fort and Warren Bridges, span the river. In the background, a dense cluster of skyscrapers rises against a blue sky with scattered white clouds. Notable buildings include the dark blue PPG Place, the red-brick PNC Tower, and the grey, pointed-top PPG Place. The overall scene is bright and clear.

SMITHFIELD CORRIDOR VISION AND PILOT ACTIVATION

SEPTEMBER 22, 2021



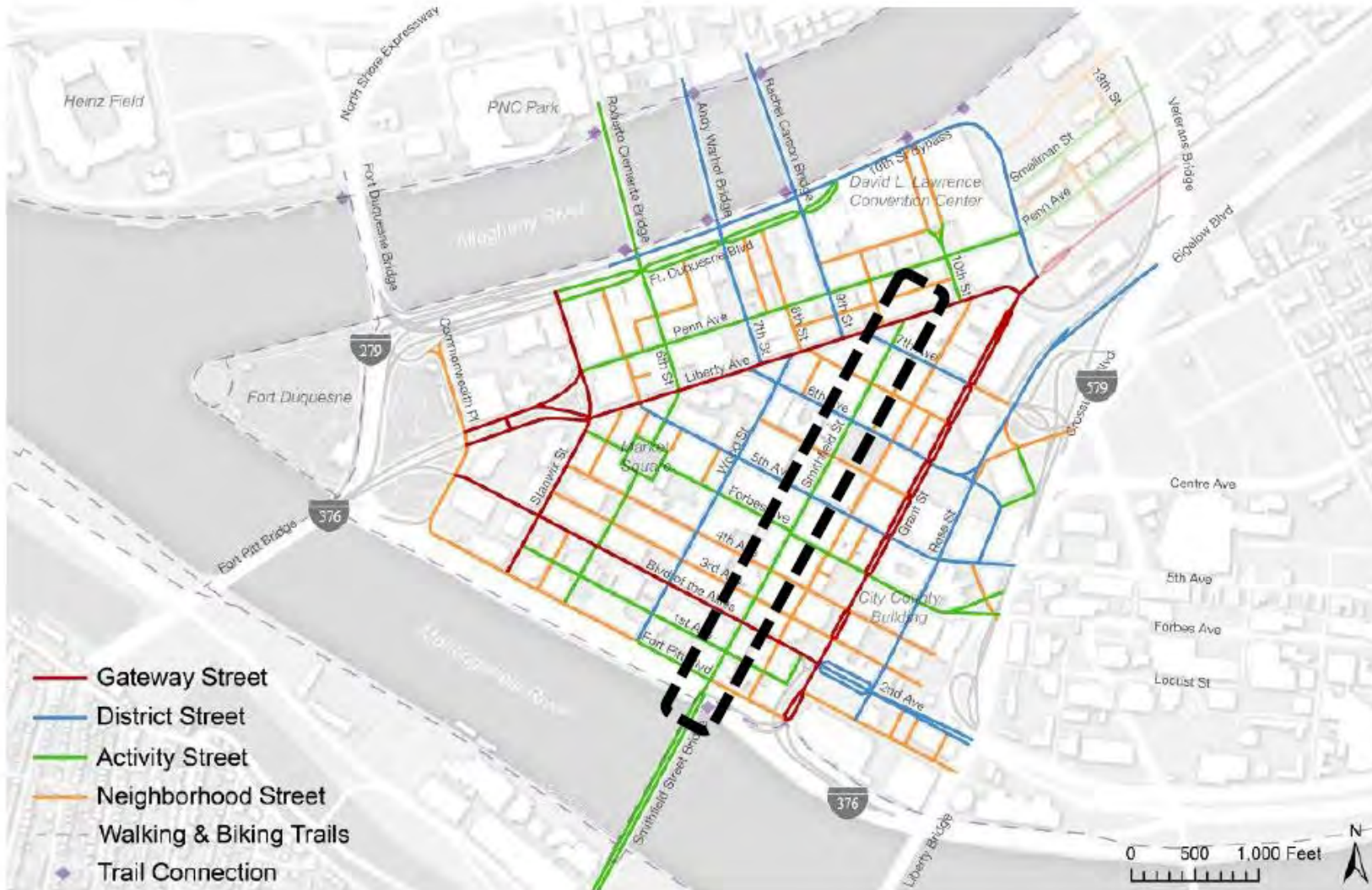
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INTRODUCTION

DOWNTOWN MOBILITY PLAN



A people-first strategy for
the Golden Triangle's future

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



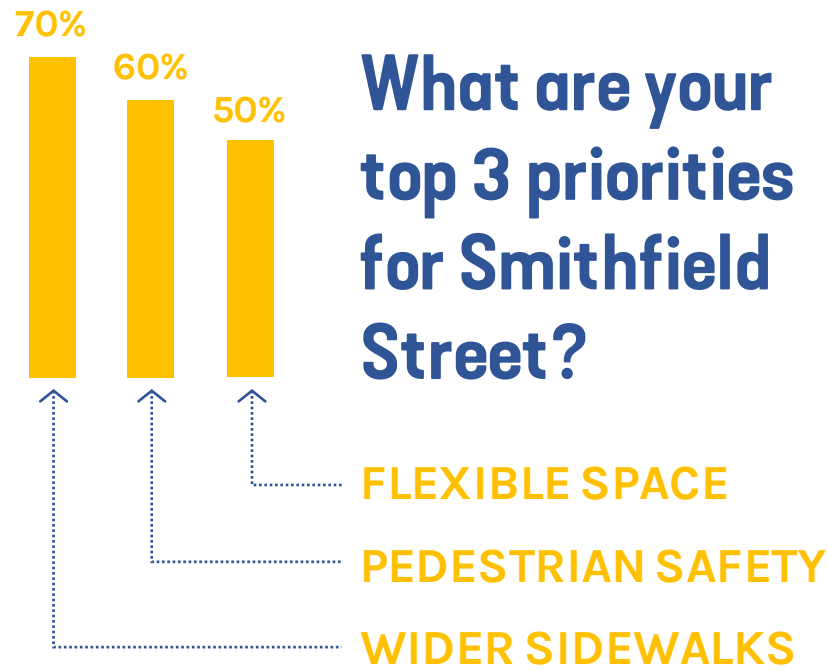
Source: Downtown Mobility Plan (2021), Pittsburgh Downtown Partnership



SUMMARY OF ENGAGEMENT FINDINGS

STAKEHOLDER FEEDBACK/ SURVEY RESULTS

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



Top two opportunities along Smithfield Street:

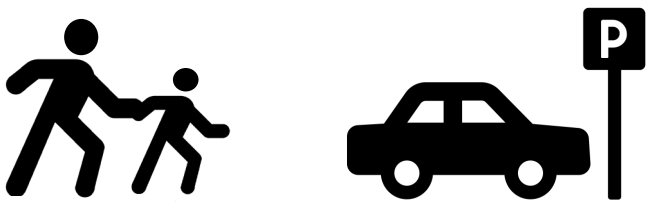
- 1. IMPROVED RETAIL EXPERIENCE
- 2. FLEXIBLE STREET

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

“Prioritize the pedestrian” was second with 36% of the vote

Stakeholders are most concerned about:

- Functionality for loading/valet
- Ease of moving through and around the corridor



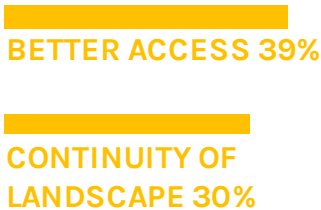
What would best improve the intersections along Smithfield Street?



Lane alignment, decorative pavement, and better sight lines/shorter crossings were all 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?



ENGAGE PGH PAGE AND SURVEY

Reimagining Smithfield

A set of projects that will reimagine and rebuild Downtown's Smithfield Street.

- <https://engage.pittsburghpa.gov/reimagining-smithfield>
- Take the survey

[Home](#) / [Reimagining Smithfield](#)



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](#)



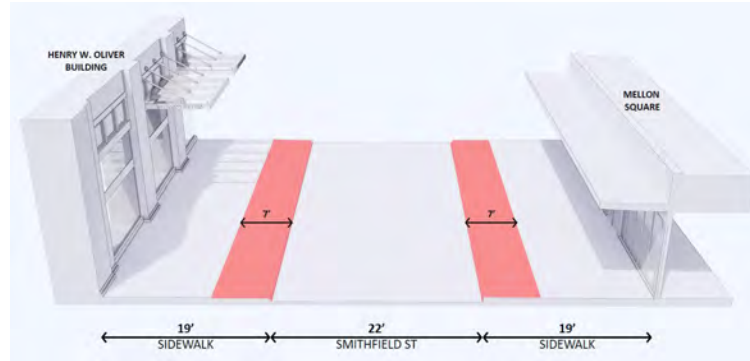
Derek Dauphin



CORRIDOR PLANS

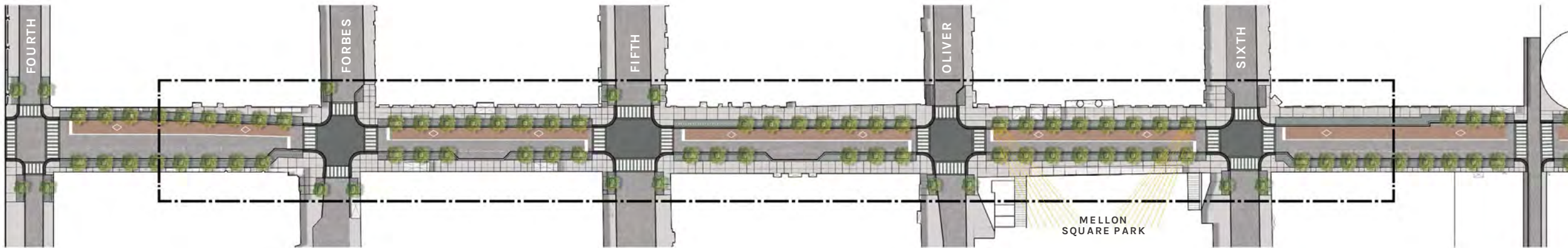
PROPOSED PLAN

FORBES TO SIXTH



IMPROVEMENTS

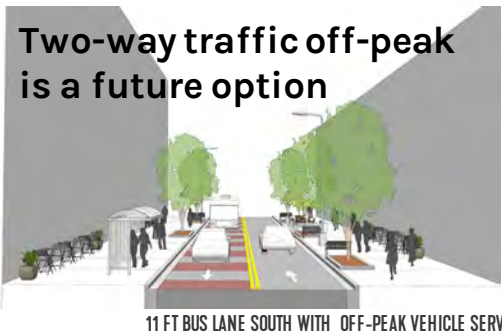
- Enhanced materials
- Specialty paving in the intersection
- Planters
- Seating
- Shortened crosswalks
- Better sightlines
- Better lane alignment
- Improved ADA access
- Specialty border paving



- 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

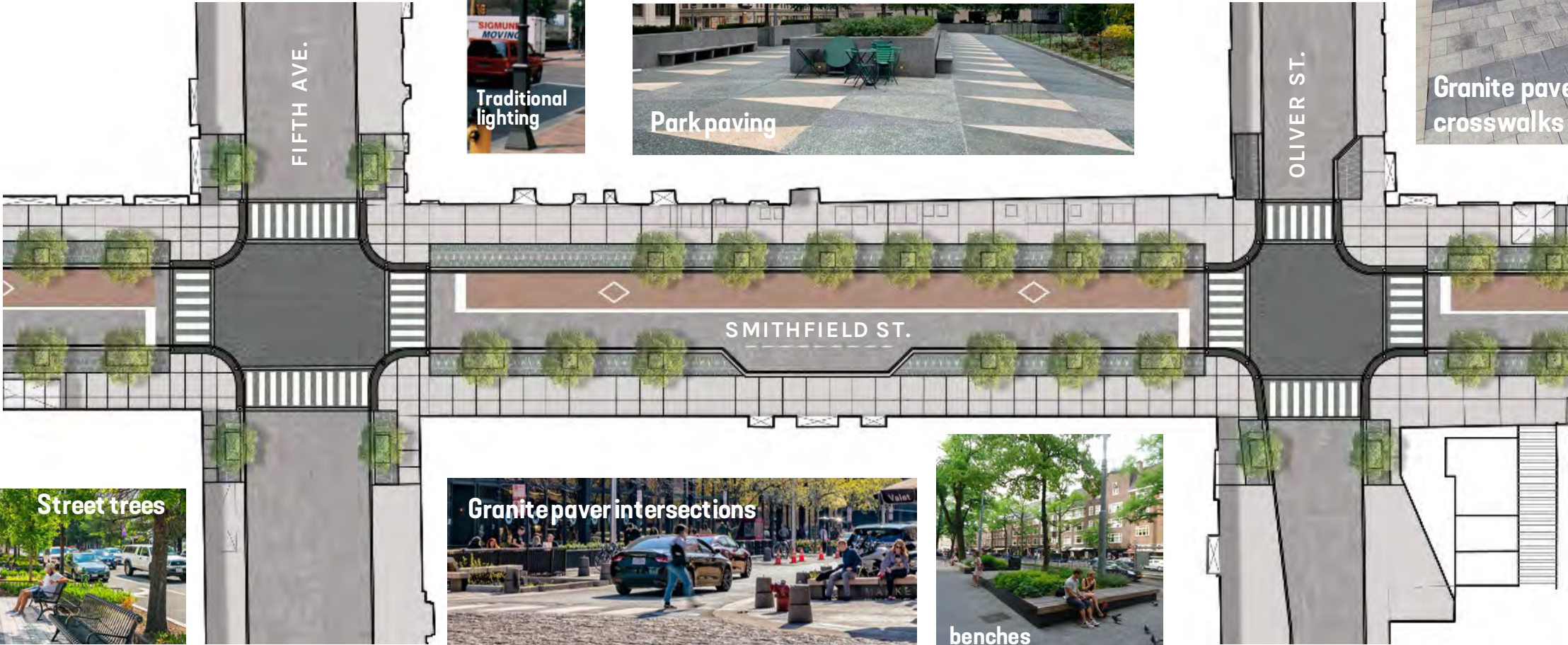
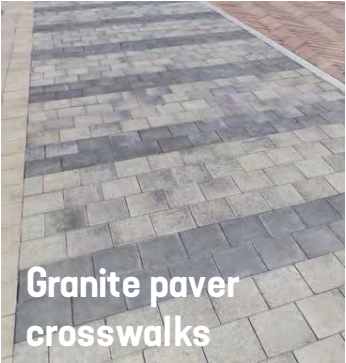
FORBES AND FIFTH



11 FT BUS LANE SOUTH WITH OFF-PEAK VEHICLE SERVICE

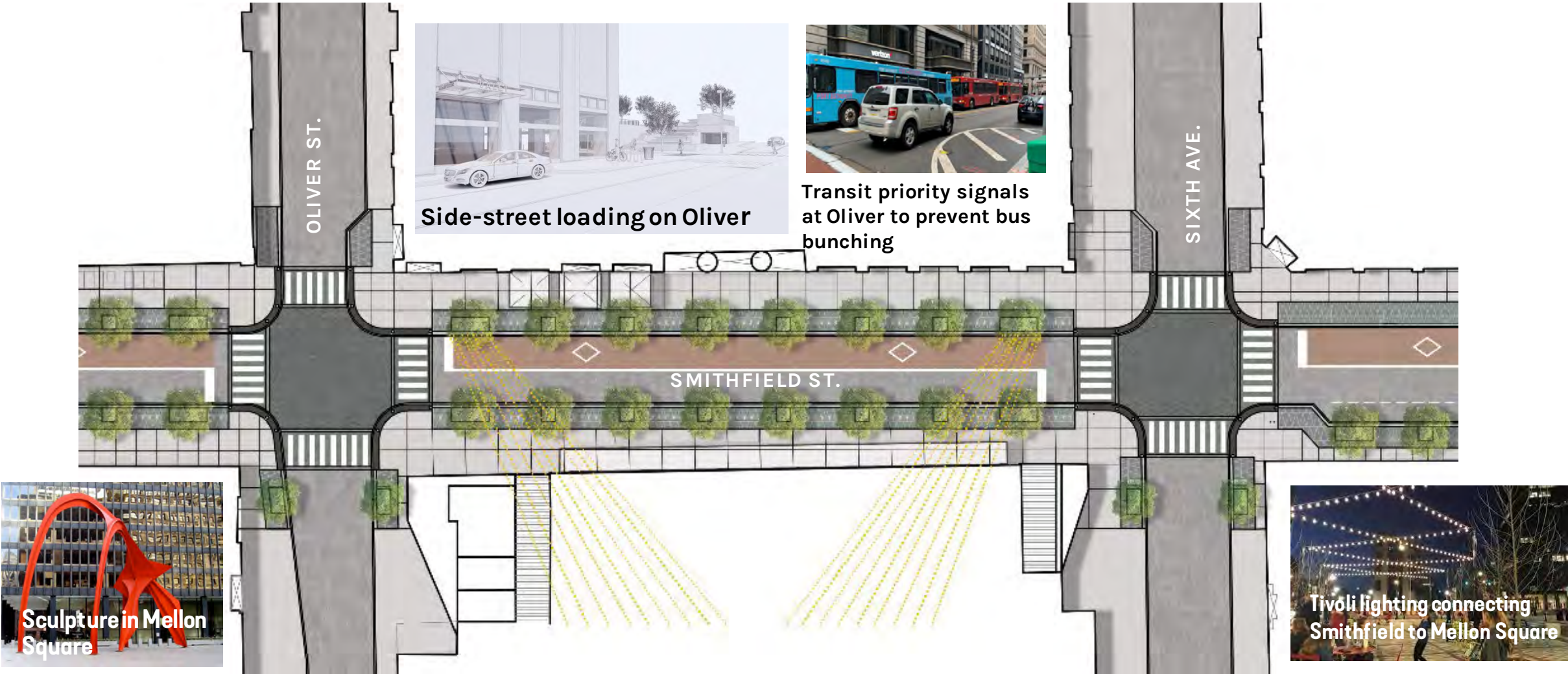
PROPOSED PLAN

FIFTH AND OLIVER



PROPOSED PLAN

OLIVER AND SIXTH



SMITHFIELD ST CORRIDOR

IMPROVED FLEXIBILITY AND PEDESTRIAN EXPERIENCE





PILOT ACTIVATION

SMITHGROUP

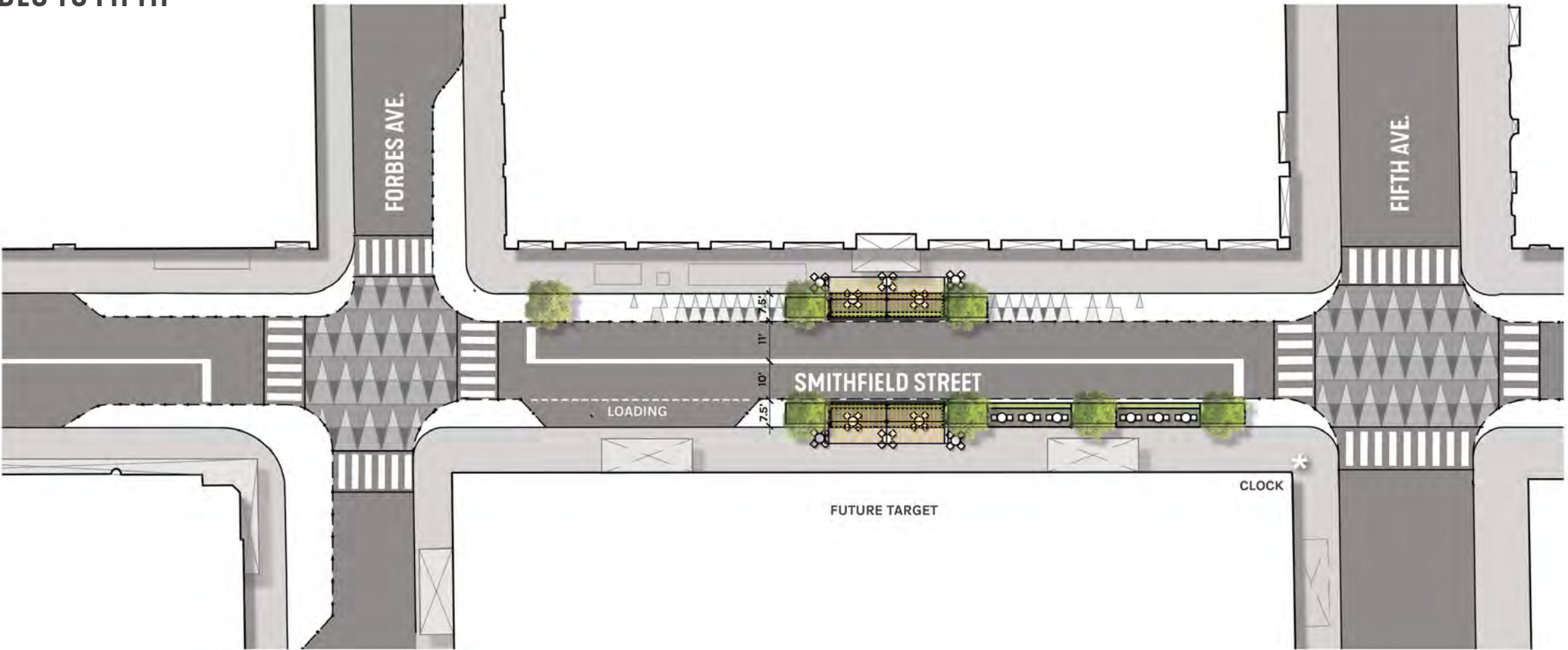
SIDEWALK PODS

- 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



ENLARGED PLAN

FORBES TO FIFTH

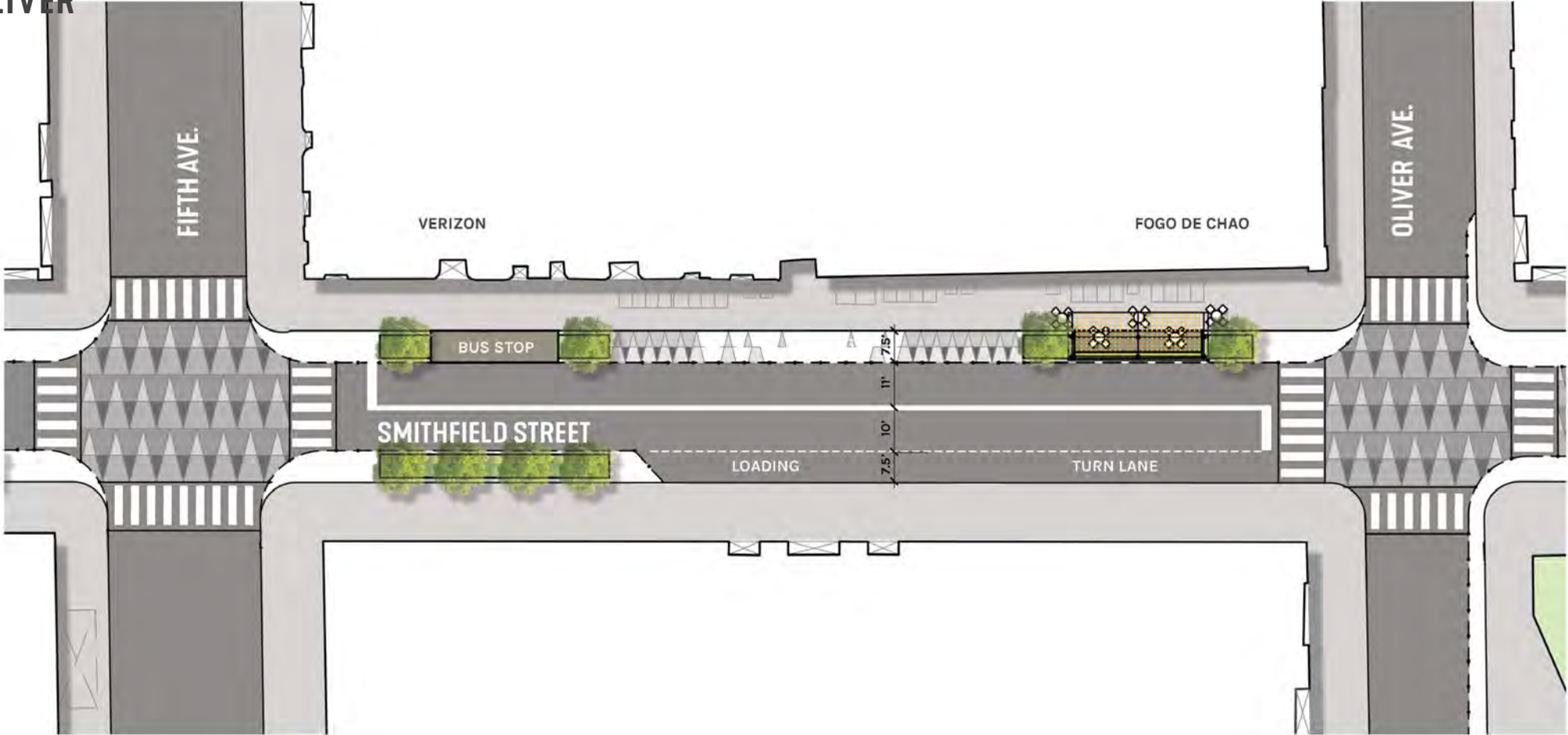


**Under future BRT conditions, analysis to be completed to determine if turn lane is required at 5th*



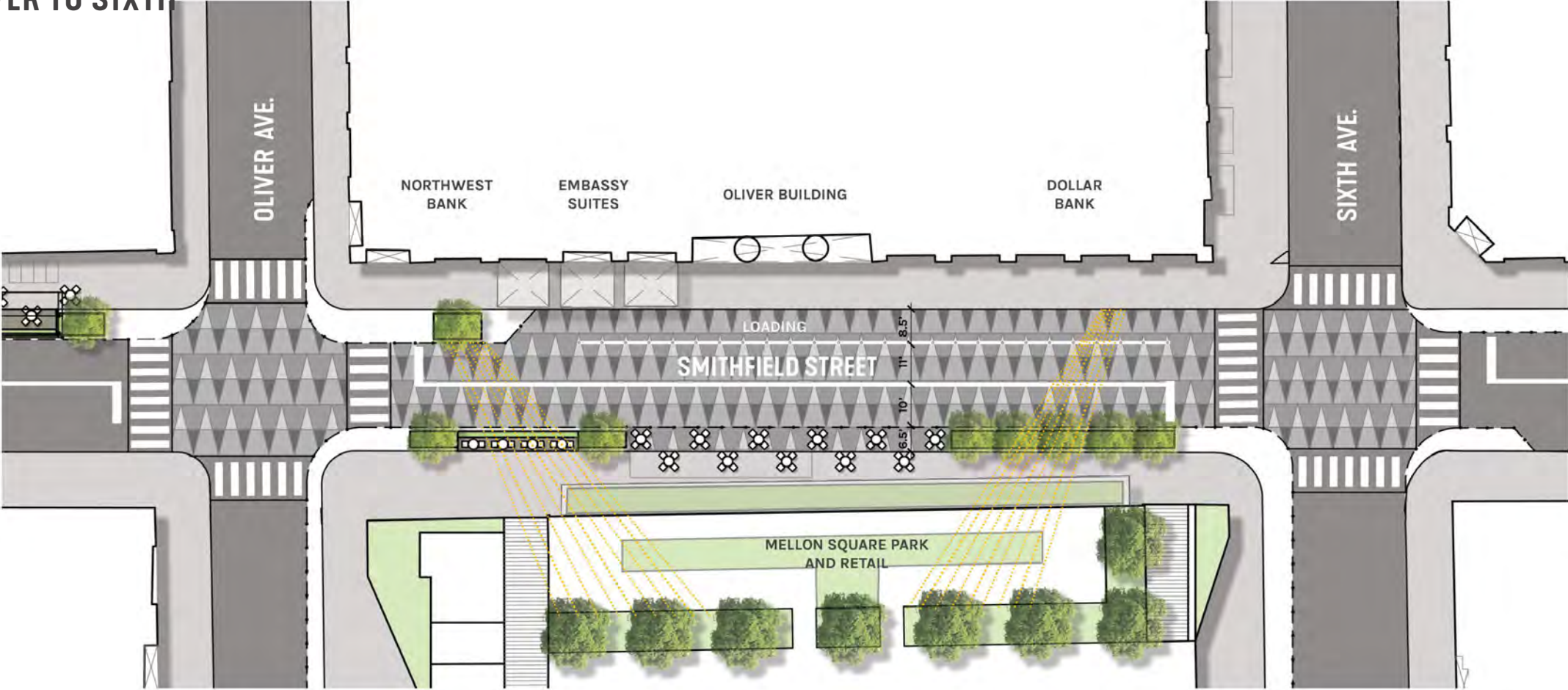
ENLARGED PLAN

FIFTH TO OLIVER



ENLARGED PLAN

OLIVER TO SIXTH

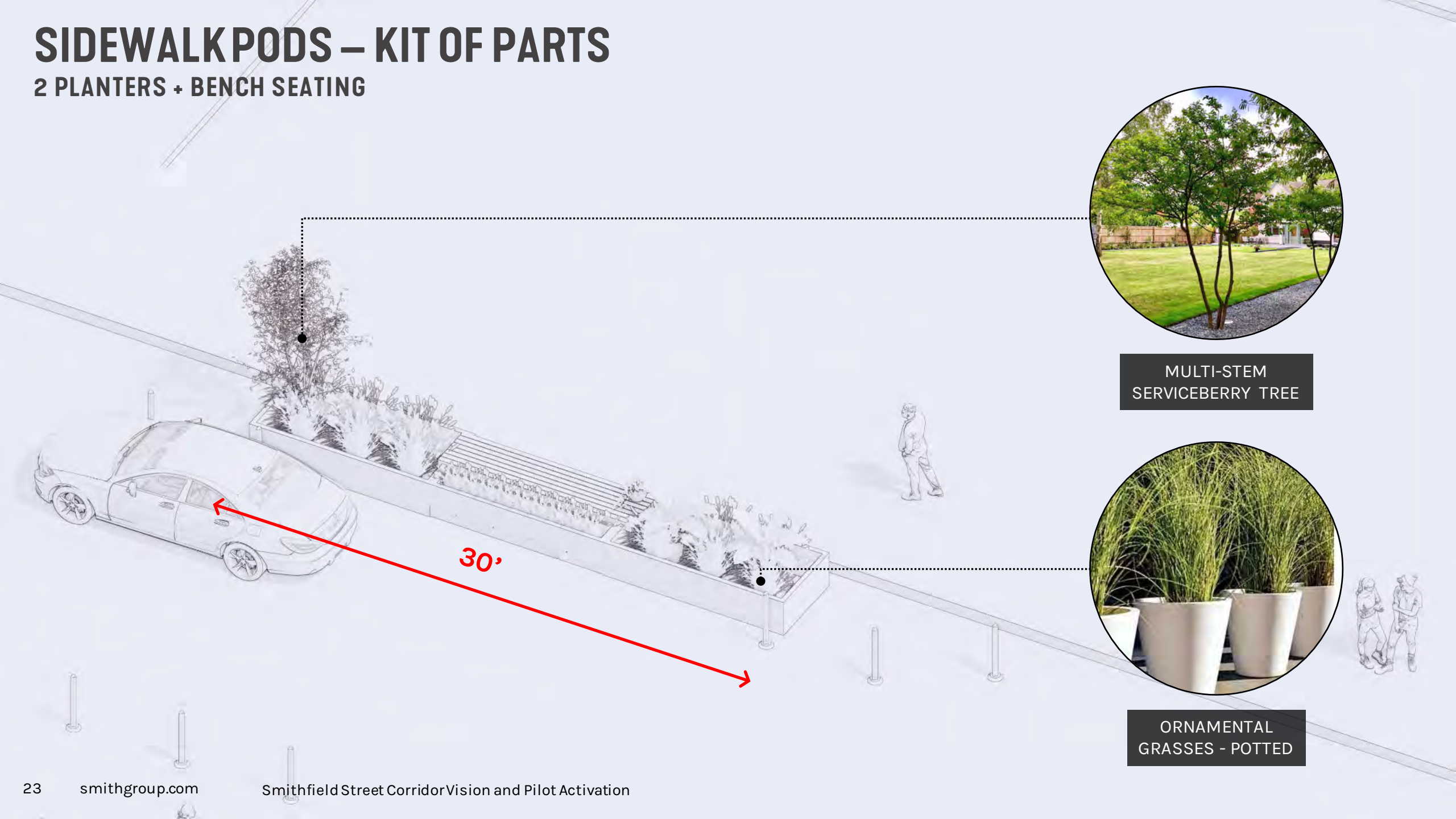


SIDEWALK POD



SIDEWALK PODS – KIT OF PARTS

2 PLANTERS + BENCH SEATING



MULTI-STEM
SERVICEBERRY TREE



ORNAMENTAL
GRASSES - POTTED

SIDEWALK PODS – KIT OF PARTS

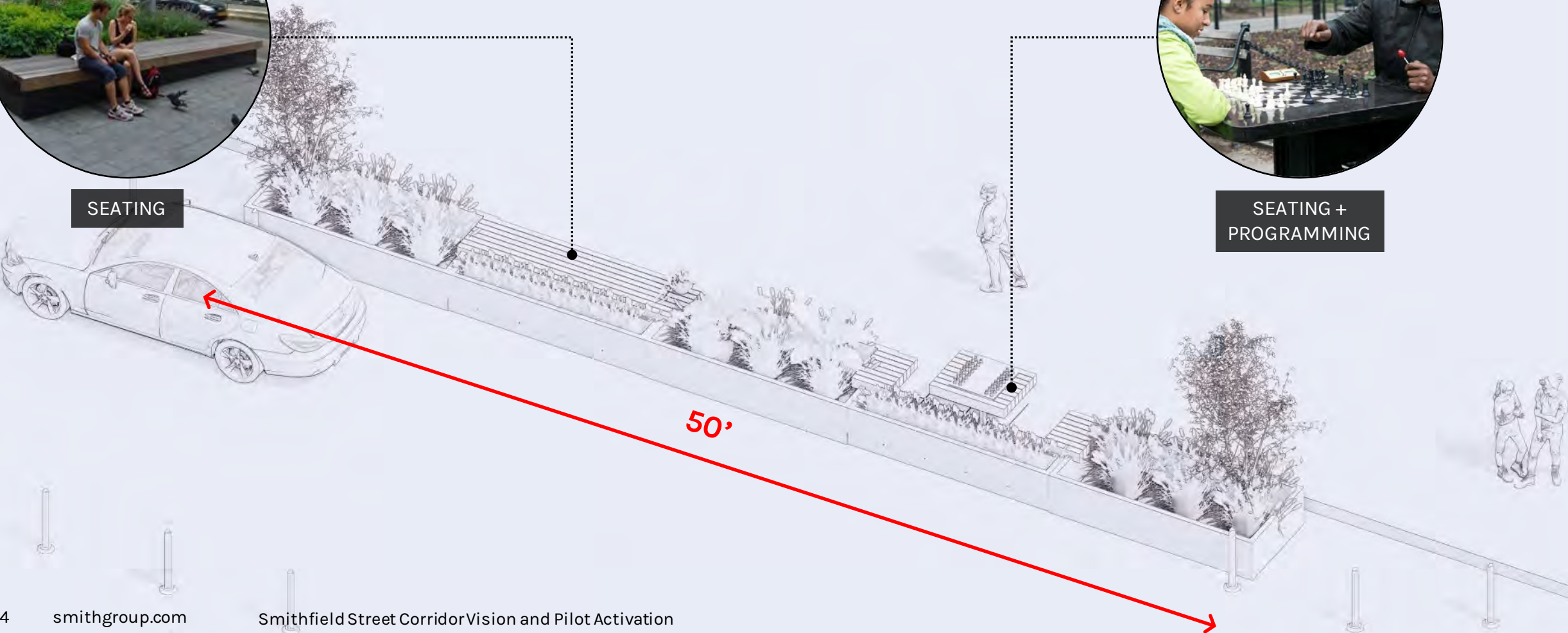
3 PLANTERS + BENCH SEATING



SEATING

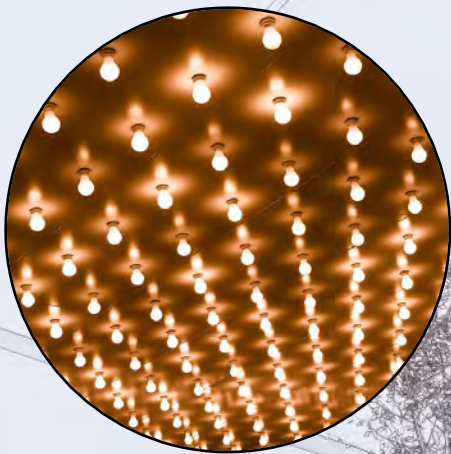


SEATING +
PROGRAMMING



SIDEWALK PODS – KIT OF PARTS

PERGOLA STRUCTURE



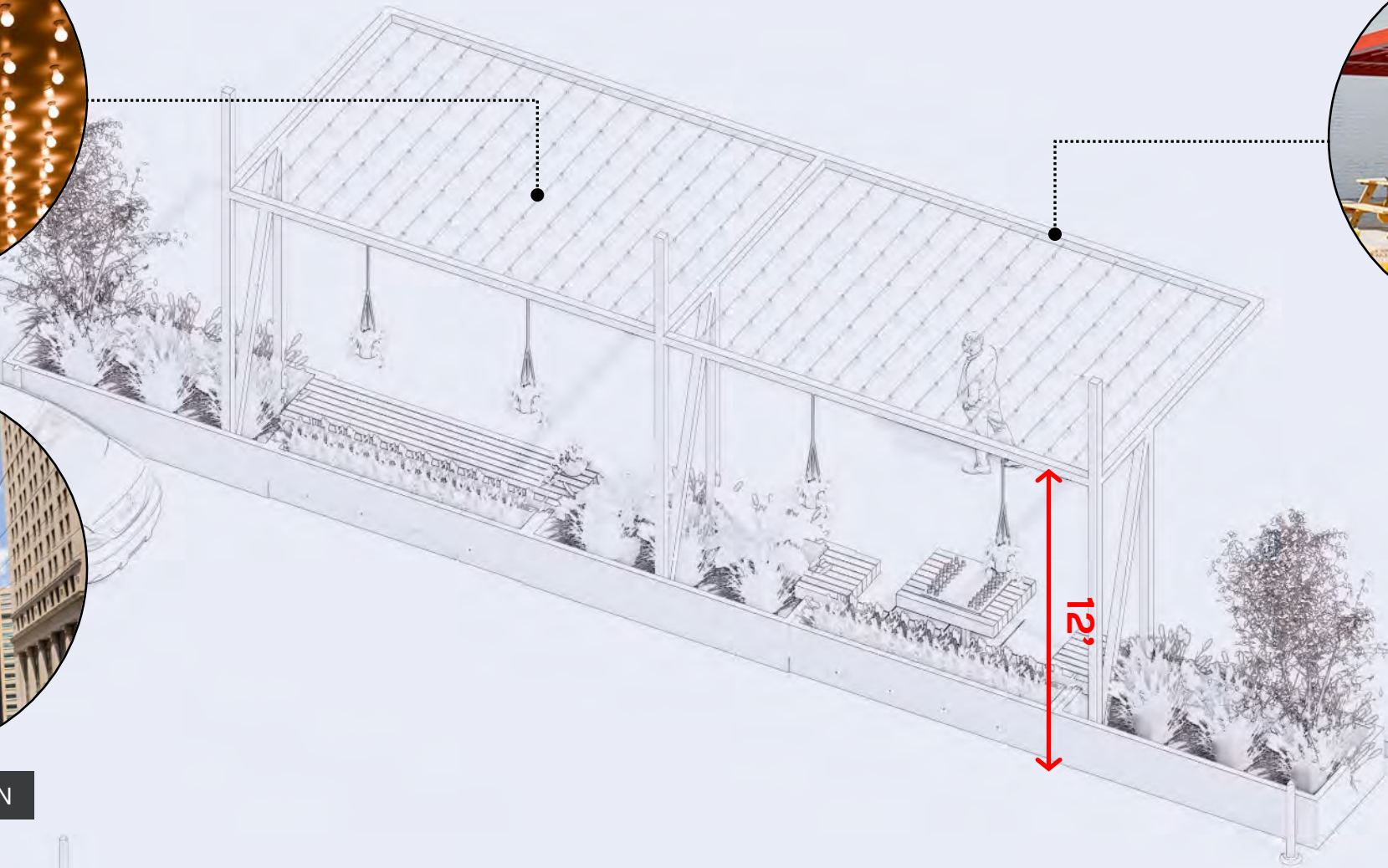
LIGHTING



PREFAB TRELLIS
STRUCTURE

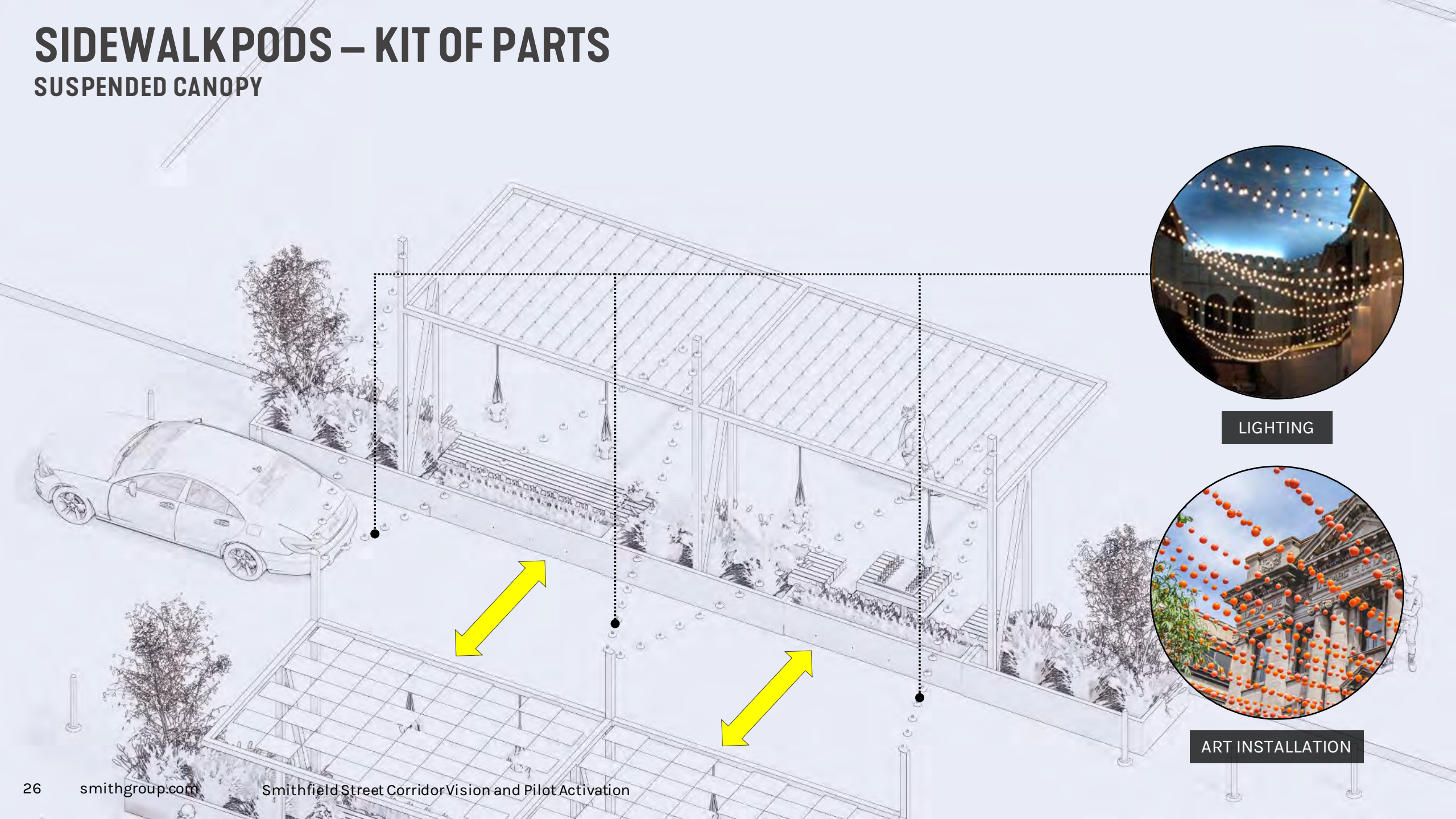


ART INSTALLATION



SIDEWALK PODS – KIT OF PARTS

SUSPENDED CANOPY



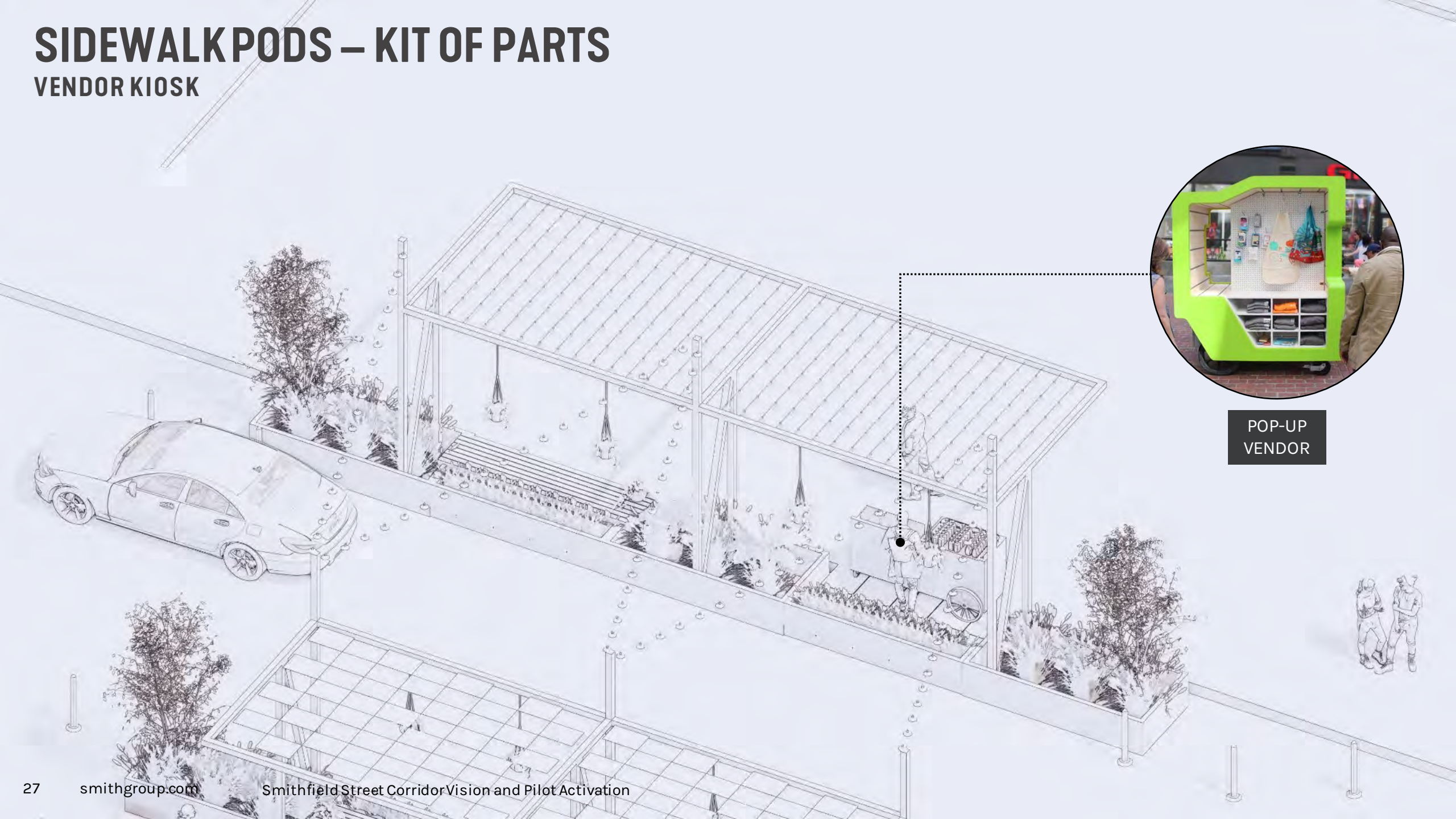
LIGHTING



ART INSTALLATION

SIDEWALK PODS – KIT OF PARTS

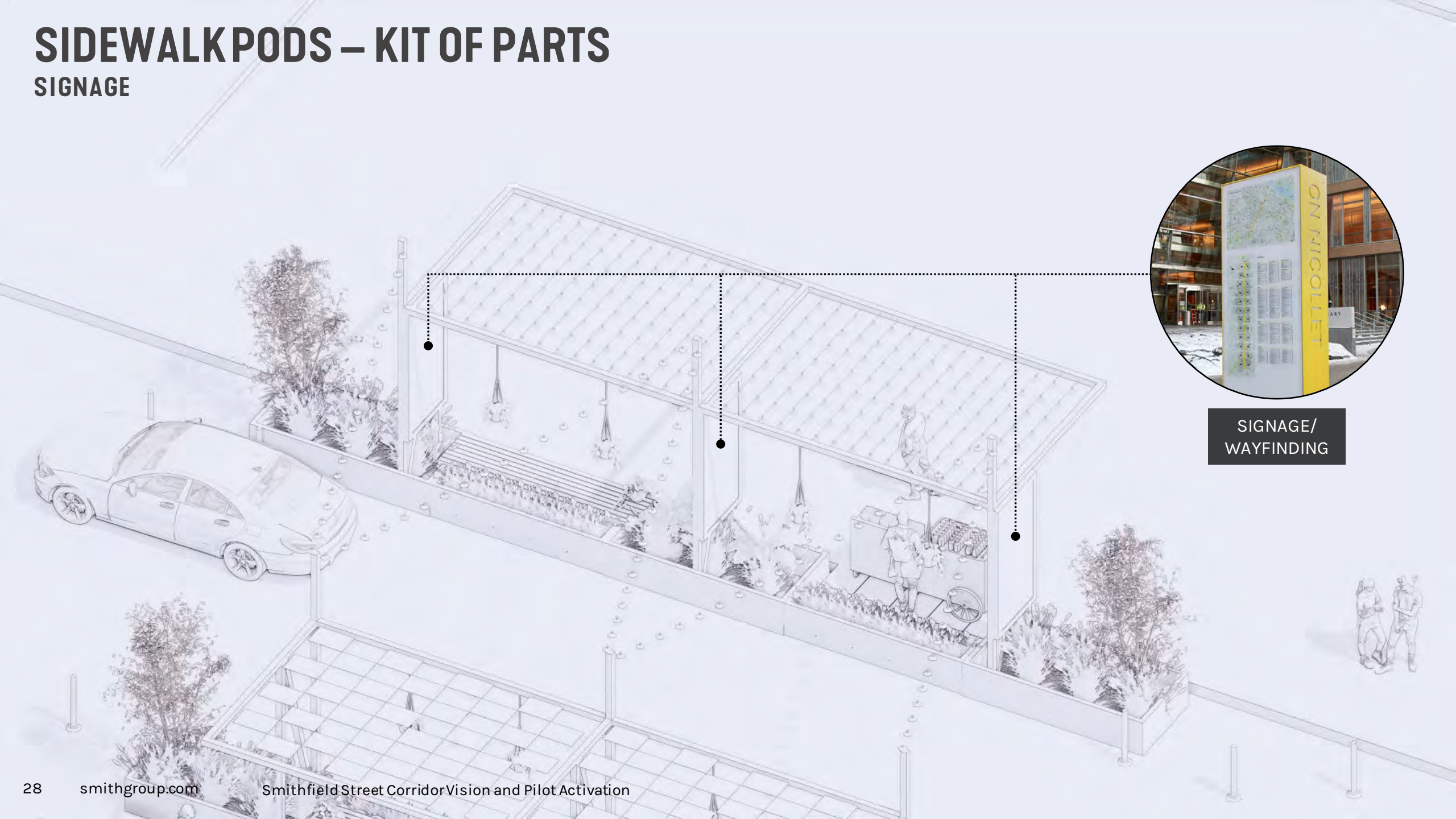
VENDOR KIOSK



POP-UP
VENDOR

SIDEWALK PODS – KIT OF PARTS

SIGNAGE



SIGNAGE/
WAYFINDING

SIDEWALK PODS



STOREFRONT
ACTIVATION



STRING LIGHTS



LOADING

SIDEWALK POD

SIDEWALK PODS

SHADING



STOREFRONT
ACTIVATION



SHADING



COLOR/IDENTITY



SURFACE PAINT

SIDEWALK PODS

LIGHTING



LIGHTING



STOREFRONT
ACTIVATION

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

- 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

