

# Downtown Mobility Plan

May 2021

## Acknowledgements

The Downtown Mobility Plan was guided by a public-private collaboration that was designed to ensure that regional planning efforts were aligned and priority projects were well positioned for implementation.

### MANAGEMENT TEAM

#### Pittsburgh Downtown Partnership (Project Lead)

Jeremy Waldrup, President and CEO  
Chris Watts, Vice President of Mobility  
Kathryn Schlesinger, Mobility Project Manager  
Lucinda Beattie, Vice President of Transportation (until March 2020)

#### City of Pittsburgh Department of Mobility and Infrastructure

Karina Ricks, Director  
Dara Braitman, Principal Planner

#### City of Pittsburgh Department of City Planning

Andrew Dash, Director  
Derek Dauphin, Senior Planner

#### Port Authority of Allegheny County

David Huffaker, Chief Development Officer  
Amy Silbermann, Director of Planning

#### Southwestern Pennsylvania Commission

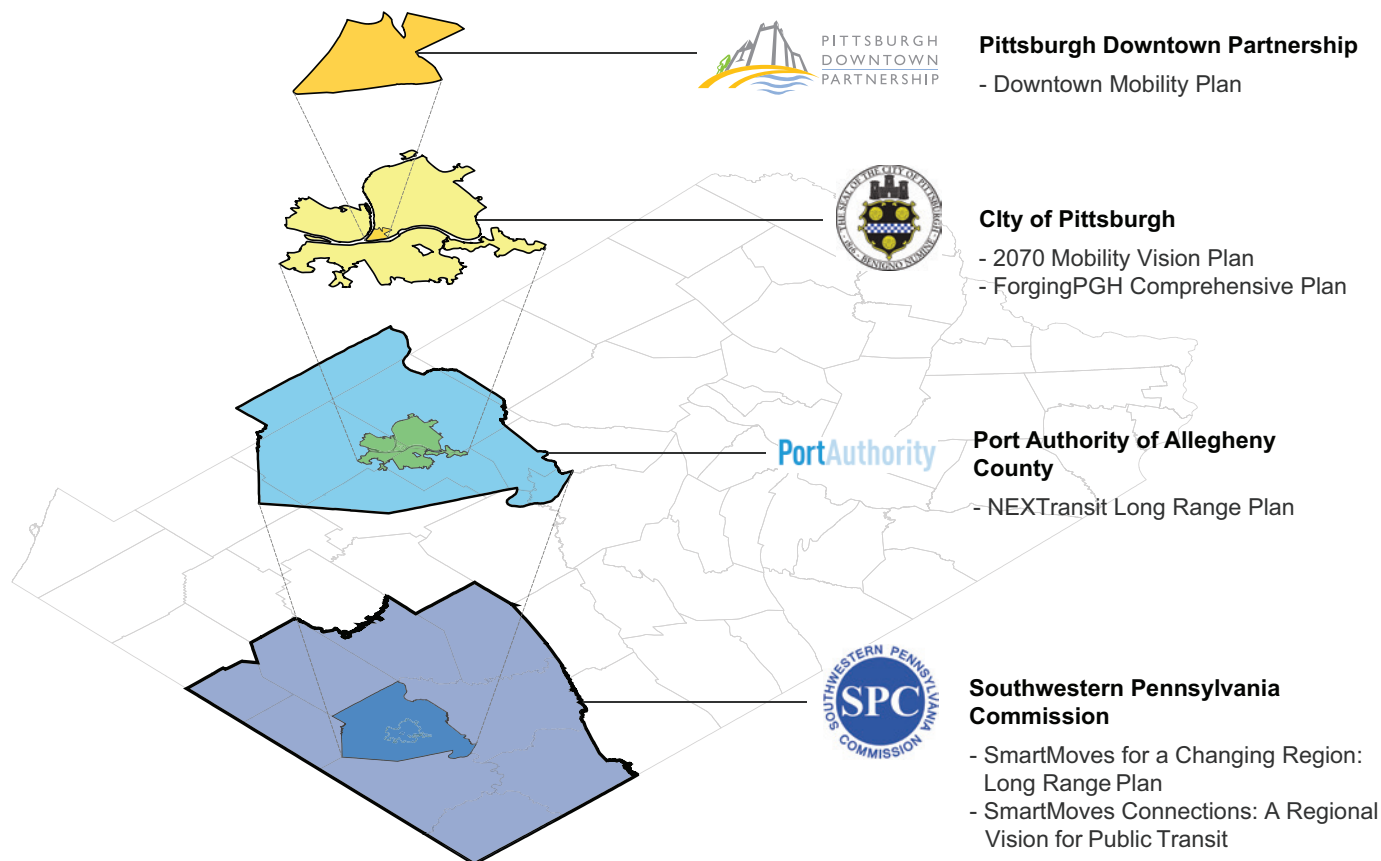
Andy Waple, Director, Transportation Planning  
Tom Klevan, Manager, Multimodal Planning

### CONSULTANT TEAM

Arup  
Utile  
MonWin  
SmithGroup  
Nelson\Nygaard

### HENRY L. HILLMAN FOUNDATION

The Downtown Mobility Plan was generously supported by the Henry L. Hillman Foundation in service to their mission to inspire, invest in, and leverage great ideas and initiatives for outcomes that improve the quality of life in Pittsburgh and southwestern Pennsylvania.



### Planning As A Region

A significant amount of concurrent planning presented an opportunity to integrate priorities and better position projects for funding opportunities.



# **Downtown Mobility Plan**

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



**ARUP**

Utile  
MonWin Consulting  
SmithGroup  
Nelson / Nygaard

**May 2021**





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# Downtown Mobility Plan



## Executive Summary

### Why do we need a Downtown Mobility Plan?

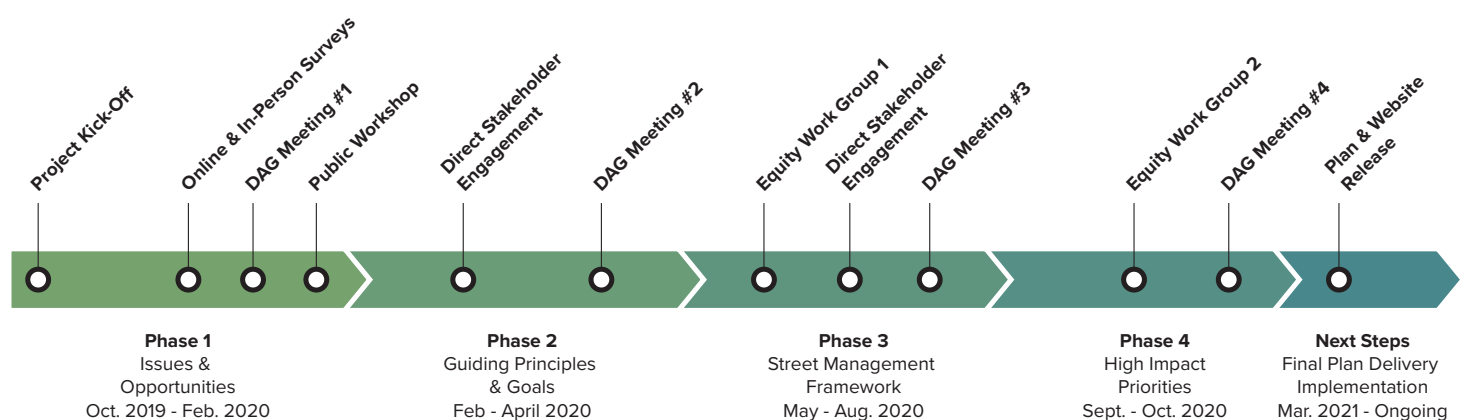
The City of Pittsburgh's Central Business District (CBD) serves as Western Pennsylvania's economic, transportation, and cultural hub for a diverse collection of 110,000 daily pre-pandemic commuters, 19,000 residents, 6,000 students, 13 million annual visitors, and hundreds of businesses. Greater Downtown, which includes the CBD and surrounding neighborhoods, has benefited from over \$8.3 Billion in investments over the last decade which is transforming the relationship between its people, businesses, and infrastructure. Despite its regional and state wide significance, the last neighborhood plan for Downtown was created in 1999 which has left CBD without clear priorities and a decision-making framework for transportation and public realm projects.

The ability to earn community support and secure resources is vital to a successful plan. The City of Pittsburgh, Allegheny County, Port Authority of Allegheny County, Southwestern Pennsylvania Commission, and PennDOT have all been developing their long-term plans that will inform investments to projects in the CBD. It was evident that a new plan for the CBD was essential to ensure priorities and funding strategies were aligned with concurrent planning efforts so Downtown was prepared for future opportunities.

### What Is the Downtown Mobility Plan?

With the goal of determining projects that are well positioned for implementation, the DMP establishes a people-first vision for the CBD that was informed by rigorous research and data analysis and robust public and stakeholder engagement. The Pittsburgh Downtown Partnership led the development of the DMP in collaboration with City of Pittsburgh's Department of Mobility and Infrastructure and Department of City Planning, Port Authority of Allegheny County, and Southwestern Pennsylvania Commission. Additionally, over 90 stakeholder groups were included in the process via the Downtown Advisory Group and Equity Working Group and more than 1400 people from around the region provided feedback through online and in-person surveys and virtual and in-person workshops.

The planning process comprised of four total phases: Issues and Opportunities, Guiding Principles and Goals, Street Management Framework, and High Impact Priorities. The resulting DMP defines specific and actionable guiding principles and goals as well as a decision-making and prioritization framework that ultimately recommends nine high impact priorities that will guide Downtown's transportation and public realm decisions for the next decade and beyond.



# 1

## Issues & Opportunities: Build on What's Working, Focus on What's Not

People love Downtown because it is walkable, interesting, and fun.

Congestion is a pain at intersections, bridges, and tunnels, and during big events.

Sometimes our streets feel chaotic and regulations are not enforced.

Safety can be a concern, particularly at crosswalks and at night.

Thoughtful design, emphasizing quality sidewalks and lighting, can go a long way.

Big ideas are exciting but shouldn't distract us from proven, simple solutions.

Not everyone feels welcome at all times in Downtown, especially people of color.

# 2

## Guiding Principles & Goals: Define the Vision and Values

- **Welcoming & Vibrant** - ensure a high quality of urban life and embrace the racial, cultural, linguistic, and economic diversity of our region.
- **People-First & Transit-Prioritized** - strengthen accessibility and connectivity for people walking, biking, and rolling, as well as provide high-quality transit service and amenities to enhance the bus rider experience.
- **Equitable & Affordable** - advance accessibility, equity, and affordability for all, regardless of one's ethnicity, race, age, class, language, or ability.
- **Intuitive & Responsive** - provide a user-friendly experience for all modes while responding to competing street and curb needs.
- **Sustainable & Healthy** - advance infrastructure investments and policies that enhance the public's health and support the dynamic needs of Downtown.

# 3

## Street Management Framework: Create an Intuitive, Coherent Network

The Street Management Framework (SMF) was created following a scenario planning exercise to explore different land use and transportation patterns Downtown.

It proposes five categories to be used in planning and designing Downtown streets.

The SMF describes how different types of streets fit together in the transportation network and identifies the role for different modes on each type of street.

# 4

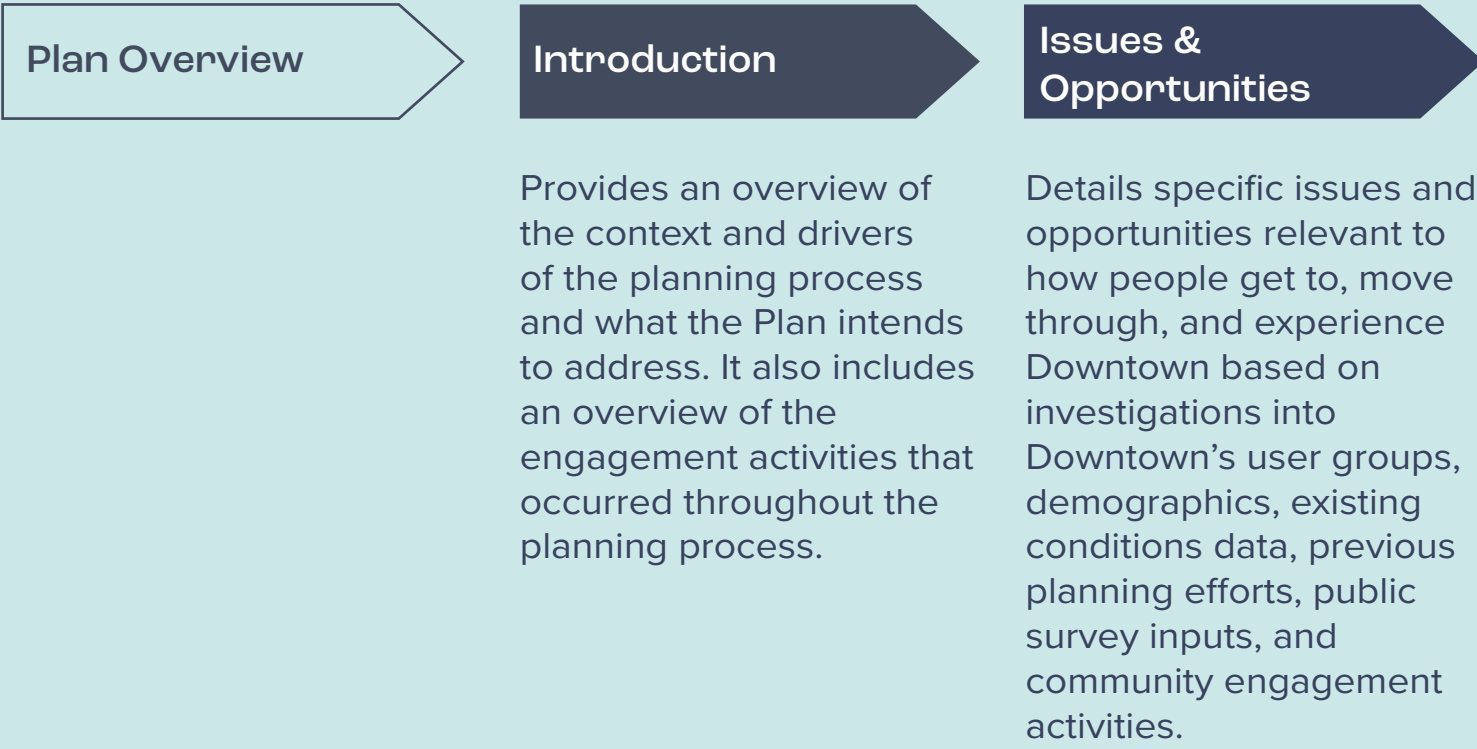
## High Impact Priorities: Identify Projects that are Well-Positioned for Implementation

The High Impact Priorities culminate the planning process. The nine high-level, transformative visions and their short- and mid-term project ideas cut across the Guiding Principles and help the Golden Triangle advance towards the Plan goals

Each High Impact Priority includes details of the potential project components, phasing, and justification for how it advances equity, improves mobility for all, and drives positive economic impact for the Downtown.

# Plan Overview

The Downtown Mobility Plan (DMP) was developed through a four-phase planning process, led by the Pittsburgh Downtown Partnership (PDP) and supported by the public and various stakeholder groups between September 2019 and January 2021. The final plan is comprised of five chapters, to reflect each of the four phases: Issues & Opportunities, Guiding Principles & Goals, Street Management Framework, and High Impact Priorities; and one chapter on Engagement. The graphic below provides a short summary of each phase. A digital version of the Plan is also available on our website.







*Children from a Downtown day care walk along Strawberry Way.*

## Guiding Principles & Goals

Presents the vision for the Downtown Pittsburgh Mobility Plan and a framework to organize priorities, identify projects, and evaluate the Plan's progress through implementation.

## Street Management Framework

Explores future development and mobility network options and proposes a set of street typologies to be used in planning, designing, and implementing mobility projects Downtown, as well as identifying the role of different modes in each street typology.

## High Impact Priorities

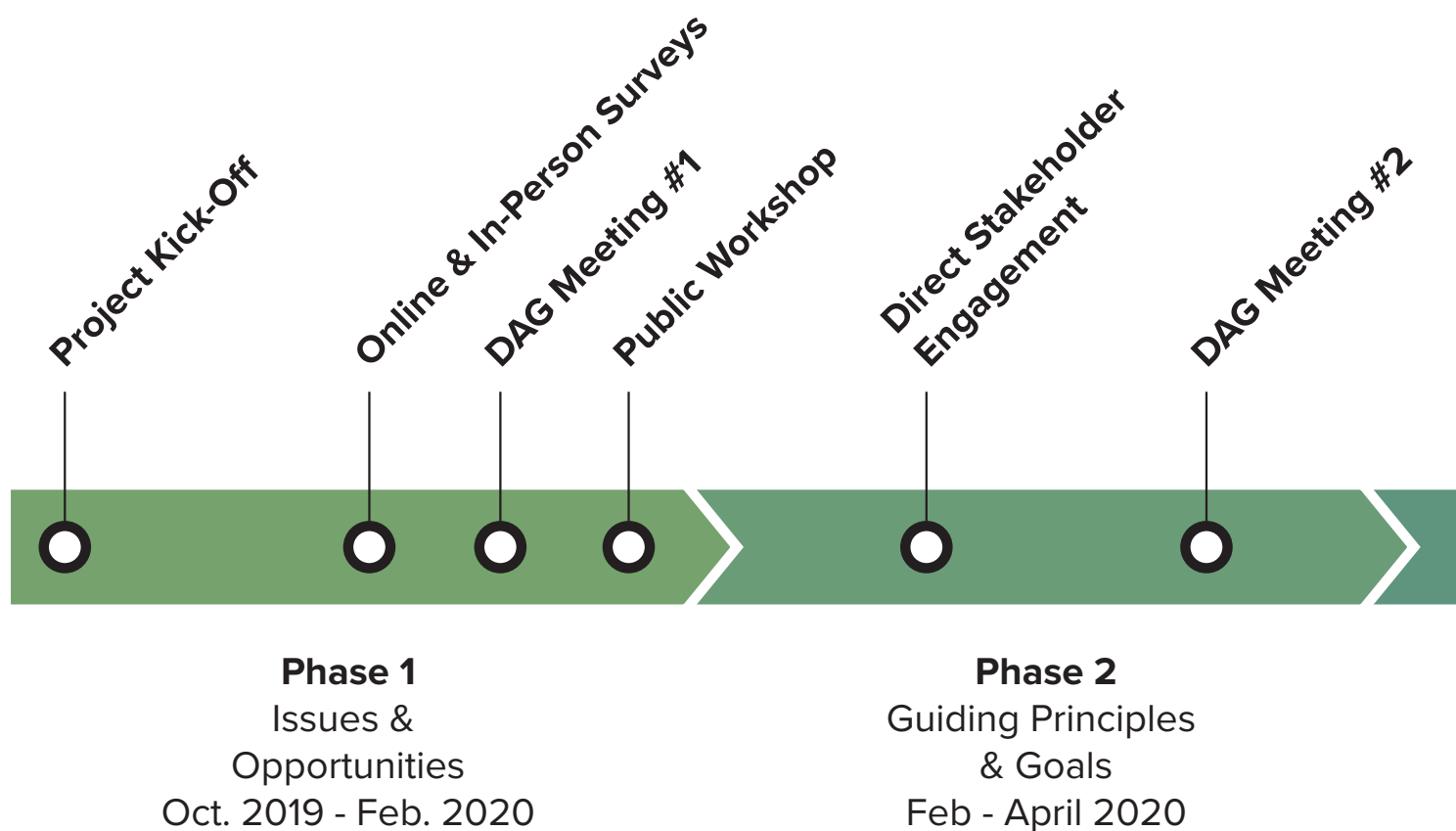
Presents a set of priorities and actions to develop projects and policies that can be implemented now, within the next few years, and beyond. The priorities seek to invigorate Downtown, help aid the post-pandemic recession recovery, and achieve the future vision identified in the Guiding Principles and Goals.

# Engagement Overview

## Designing the Engagement Process

The Project team initially designed an engagement process to ensure that public and stakeholder input would meaningfully inform the development of the Plan's content. The goal was to run an inclusive process that represented many different Downtown users and generated broad support for plan recommendations in order to facilitate implementation. The engagement process was designed to hear about how people get to, from, and around Downtown through a variety of outreach channels.

The Management Team includes various public agencies – the Department of Mobility & Infrastructure (DOMI), City Planning, Port Authority of Allegheny County, and Southwestern Pennsylvania Commission (SPC) – who are integral to project implementation, and represent key-decision makers of the physical infrastructure (i.e., sidewalks, curbs, City or Port Authority owned bus stops, street-level lighting, etc.) and the streets. Throughout the Plan's development, the Management Team ensured consistency with parallel planning efforts underway, including Port Authority's NexTransit Long-Range Plan and DOMI's 2070 Mobility Vision Plan. Initially, the engagement process was organized around the following phases:



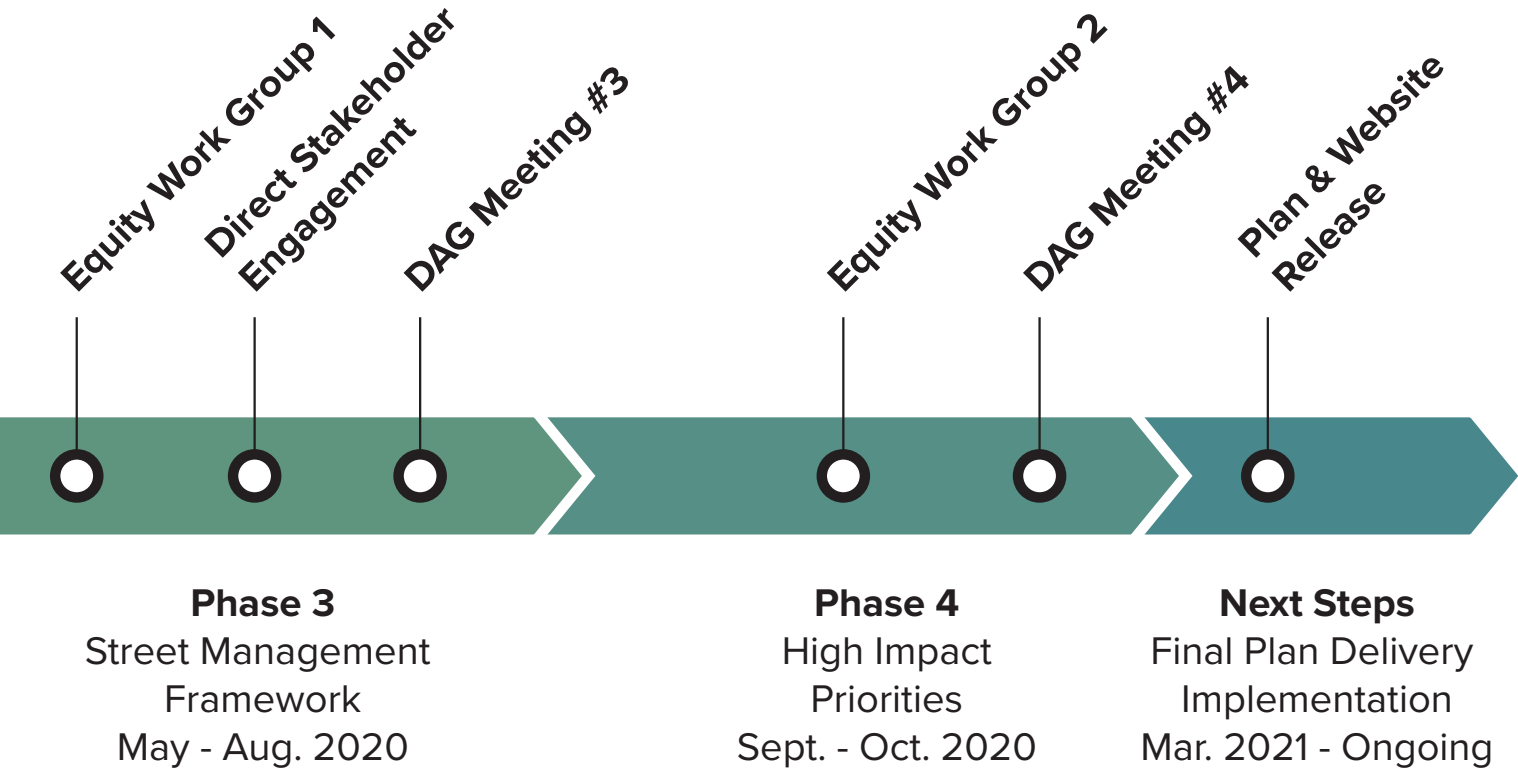
- Phase 1:** Issues & Opportunities (October 2019 - February 2020)
- Phase 2:** Guiding Principles & Goals (February - April 2020)
- Phase 3:** Street Management Framework (May - August 2020)
- Phase 4:** High Impact Priorities (September 2020 - October 2020)
- Next Steps:** Final Plan Delivery Implementation (March 2021 - Ongoing)

For each of these phases, the Team identified specific channels and tactics appropriate to the level of input we were seeking. These included:

- Online and In-Person Surveys
- Public Workshops
- Direct Stakeholder Engagement
- DAG Engagement Meetings
- PDP Website
- High Impact Project Area Website

### Establishing Decision Making

Early in the process, the Management Team recognized the importance of establishing a consistent body of stakeholders to vet ideas and ensure the Plan was responsive to the various Downtown stakeholder’s needs. The Downtown Advisory Group (DAG) was formed to fill that role. We engaged the DAG at each stage to ensure the Plan’s vision and outcomes serve all Downtown users.



## Pivoting for the Pandemic

The Covid-19 pandemic challenged the Team to modify the engagement plan and find alternative ways to connect with participants. While the initial DAG meeting and public workshop were held in person, the Team then pivoted to hosting meetings virtually, and reached out to specific organizations in smaller conversations to gather feedback. The Equity Working Group, which is described in more detail later, is one example of how we adjusted along the way, and were critical to ensure the delivery of a responsive plan designed during an unprecedented time for our city.

## Final Plan Recommendations and Implementation

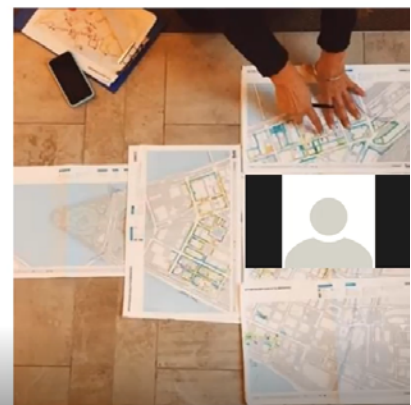
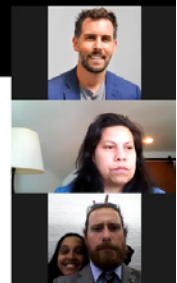
To help oversee the Plan's implementation, the PDP will assemble an implementation committee and invite former DAG members, mobility advocates, and Downtown stakeholders to participate in this group on a quarterly basis. The goal is to have a group of stakeholders, who are representative of Downtown's diverse constituencies, that convenes regularly to discuss mobility issues Downtown and to provide input on priority projects. In addition, beginning May 2021, the public will also have an opportunity to comment and weigh in on the final phase of the Plan, the High Impact Priorities, via an interactive website. The website will provide a platform to share the outcomes of this study, keep the public informed about the current priority projects, and provide a forum for future discussions about efforts to improve mobility Downtown. The hope is to increase awareness and engagement around mobility issues, and encourage participation in the dialogue when projects arise. [DowntownMobilityPlan.org](https://DowntownMobilityPlan.org)

## Overview of Today

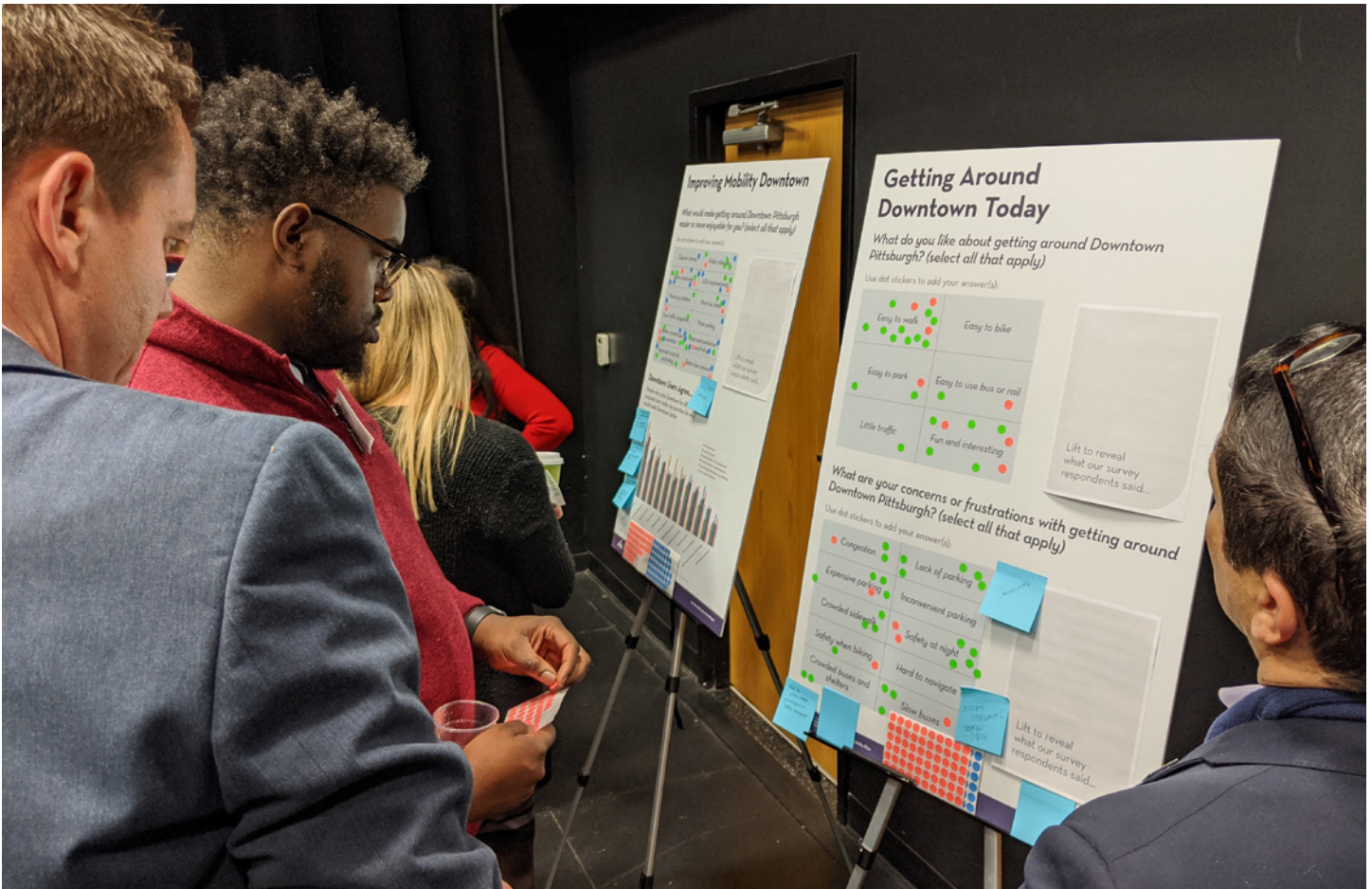
**Purpose:** To provide an update on progress of the Plan, share key themes of the Issues and Opportunities Report, and introduce proposed Guiding Principles and Goals.

### Workshop Outcomes

- A clear understanding of the status and next steps of the Plan
- A forum to share mobility related feedback due to the COVID-19 crisis
- A summary of the key themes found in the "Issues and Opportunities" report
- Background on the proposed "Guiding Principles and Goals" and how they will inform selection of priority projects
- Context on the online survey for you to take and share with your network







Downtown stakeholders provide feedback at the first DAG meeting, Jan 2020.

## Guiding Principles

- **Welcoming & Vibrant** – embrace Downtown’s status as a diverse and interesting place while ensuring everyone feels safe
- **People-first & Transit-prioritized** – strengthen the walkability of Downtown while providing high-quality transit service and amenities
- **Equitable & Accessible** – ensure Downtown is accessible for all, regardless of means or abilities
- **Intuitive & Coherent** – get people where they want to go while balancing street and transit demands, particularly during peak periods
- **Adaptable & Healthy** – build and maintain infrastructure and advance policies that support the dynamic needs of Downtown and improves public health
- **Regionally focused & Nationally competitive** – contribute towards the shared, sustainable economic growth of the region while striving to be a leader amongst peer cities



zoom\_0

# Downtown Advisory Group

The Downtown Advisory Group (DAG) was established at the onset of the planning process in January 2020 and served as a steering committee throughout the development. The DAG includes Downtown stakeholders and property owners, mobility and disability advocates, public agencies and officials, adjacent neighborhood based organizations, corporations, higher education institutions, and K-12 schools.

To identify prospective DAG members, a demographic analysis of the Greater Downtown area was conducted following by a stakeholder mapping exercise to help determine a collection of diverse, inclusive, and representative set of perspectives and voices. In total, over 200 unique organizations were invited to join and participate in the DAG, with over 70 organizations and agencies accepting and becoming DAG members.

The DAG met both in-person and virtually for each of the four major phases of the Plan outlined below.

- Issues & Opportunities: January 2020
- Guiding Principles & Goals: April 2020
- Street Management Framework: July 2020
- High Impact Projects & Implementation: October 2020

Moving forward, the goal is to continue engaging members of the DAG beyond the Plan's completion as the PDP moves into the implementation phase.





## Members of the Downtown Advisory Group

- ACCESS Transportation Systems
- ACTION-Housing, Inc.
- AECOM
- Allegheny Conference on Community Development
- Allegheny County Economic Development
- Allegheny County Transit Council
- Allegheny Regional Asset District
- BikePGH
- BNY Mellon
- BOMA Pittsburgh
- Boutique La Passerelle
- Carnegie Mellon University
- City Council - District 6
- City of Pittsburgh, Department of City Planning
- City of Pittsburgh, Department of Mobility and Infrastructure
- City of Pittsburgh, Gender Equity Commission
- City of Pittsburgh, Nighttime Economy
- City of Pittsburgh, Office of Equity
- City of Pittsburgh, Office of Sustainability and Resilience Community Human Services
- Downtown CDC
- Duquesne Light Company
- Eat'n Park Hospitality Group
- First National Bank
- Flyspace Productions, LLC
- Fragasso Financial Advisors
- Gatesman Agency
- Gateway Towers Condominium Association
- Highmark
- InnovatePGH
- JLL
- love, Pittsburgh
- Lyft
- Mattress Factory
- Maven Machines
- Michael Baker International
- Millcraft
- NAIOP Pittsburgh
- Oakland Transportation Management Association
- Office of Public Art
- Omni William Penn Hotel
- Peoples Gas
- Pfaffmann + Associates/ Benedum Trees Bldg
- Pittsburghers for Public Transit
- Pittsburgh Bike Share (Healthy Ride)
- Pittsburgh CAPA
- Pittsburgh Community Reinvestment Group
- Pittsburgh Cultural Trust
- Pittsburgh Downtown Partnership
- Pittsburgh Parks Conservancy
- Pittsburgh Penguins
- PNC Realty Services
- Point Park University
- Port Authority of Allegheny County
- Public Parking Authority of Pittsburgh
- PUMP
- Richard DeShantz Restaurant Group
- Riverlife
- Rugby Realty Co., Inc.
- Southwestern Pennsylvania Commission
- Sports & Exhibition Authority of Pittsburgh and Allegheny County
- Sprint
- The Office of State Senator Jay Costa
- The Westin
- United Way of Southwestern PA
- UPMC
- Uptown Partners of Pittsburgh
- Urban Redevelopment Authority of Pittsburgh
- VisitPITTSBURGH
- Winthrop Management
- WSP USA Inc.

# Equity Working Group

From the start of the Plan’s development, the PDP strived to create an equitable and inclusive engagement process to reach the wide range of primary and secondary Downtown user groups. Following the unjust murder of George Floyd, and adverse impacts resulting from the Covid-19 pandemic in 2020, the Project Team re-evaluated stakeholder and public engagement to date. After reviewing where public outreach was conducted and where stakeholder feedback had gaps, it was determined that it would be beneficial to gather additional input from organizations and agencies who represent and/or deliver services to Black and Brown, low-income, non-native, and disabled populations – groups who are frequently underrepresented in planning processes. The following steps were taken to solicit feedback from the Equity Working Group and incorporate changes accordingly:

## **Equity Working Group Meetings**

An Equity Working Group was formed that comprised of fifteen unique organizations and agencies who work with and/or serve Black and Brown populations in the study area. They also represent stakeholders from adjacent neighborhoods who have experienced the effects of gentrification and displacement, urban renewal, and institutional, systemic, and structural racism over many decades. Two Equity Working Group meetings were facilitated, and key outcomes included feedback such as; using more explicit language to talk about and acknowledge equity issues and outcomes, and creating a more intentional and welcoming experience for people of all cultures, languages, and income levels.

## **Internal Audit**

An internal audit was conducted of prior deliverables to identify gaps in content, language choice, and framing. Feedback and input from the Equity Working Group meetings were then analyzed and incorporated in the final report.

Over two dozen organizations were invited to join the Equity Working Group, with 14 unique organizations and agencies actively participating.

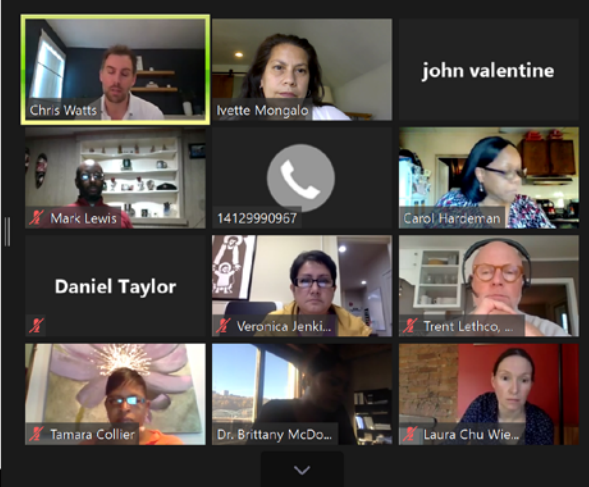


## Members of the Equity Working Group

- African American Chamber of Commerce
- ARYSE Pittsburgh
- Casa San Jose
- Downtown CDC
- Gender Equity Commission
- Hill District Consensus Group
- Manchester Citizens Council
- Office of Public Art
- Pittsburgh CAPA
- Pittsburghers for Public Transit (PPT)
- Pittsburgh Public Schools (PPS)
- POISE Foundation
- Uptown Partners
- US Attorney's Office

### ACTIONS IN CONSIDERATION

- Frame equity as a key part of all Guiding Principles instead of including it as its own Guiding Principle
- Add introductory chapter on equity in the Issues & Opportunities report
- Review every Guiding Principles & Goals text and revise as needed
- Develop equity indicators/measures and use to evaluate projects
- Provide ongoing engagement opportunity in the form of an implementation working group



The Zoom meeting interface displays a grid of participants. The names visible in the grid are: Chris Watts, Ivette Mongalo, john valentine, Mark Lewis, 14129990957, Carol Hardeman, Daniel Taylor, Veronica Jenki..., Trent Lethco..., Tamara Collier, Dr. Brittany McDo..., and Laura Chu Wie... The interface also includes a bottom toolbar with icons for Mute, Stop Video, Participants (17), Chat (1), Share Screen, Record, Reactions, and a red Leave button.



# Issues & Opportunities





## Issues & Opportunities

- People love Downtown because it's walkable, interesting, and fun.
- Congestion is a pain, especially at intersections, bridges, and tunnels, as well as during big events.
- Sometimes our streets feel chaotic and regulations are not enforced.
- Safety can be a concern, particularly at crosswalks and at night.
- Thoughtful design, with an emphasis on quality sidewalks and lighting, can go a long way.
- Big ideas and new technologies are exciting, but they shouldn't distract us from proven, sometimes simple solutions.
- Not everyone feels welcomed at all times in Downtown, especially people of color.



# Introduction

Build on what's working, focus on what's not. The Point. Market Square. The Cultural District. The Three Sister Bridges. The lobby of the Omni William Penn. Downtown Pittsburgh has so many places that have special meaning to each of us. A lot has changed since Colonel John Campbell first laid out four blocks of Downtown in the 1760s, but the unique grid system at the confluence of the three rivers continues to present an array of opportunities, even within its well-defined constraints.

More recently, Downtown and the surrounding neighborhoods have seen new construction, restaurants, residents, and things to do, but we also know that it's not perfect. From congestion and safety to buses and bike lanes, there are many perspectives on what can be done to improve the experience in the Golden Triangle. In order to make progress, it is critical that we identify priorities and acknowledge trade-offs to ensure Downtown will remain a thriving, vibrant place long into the future.

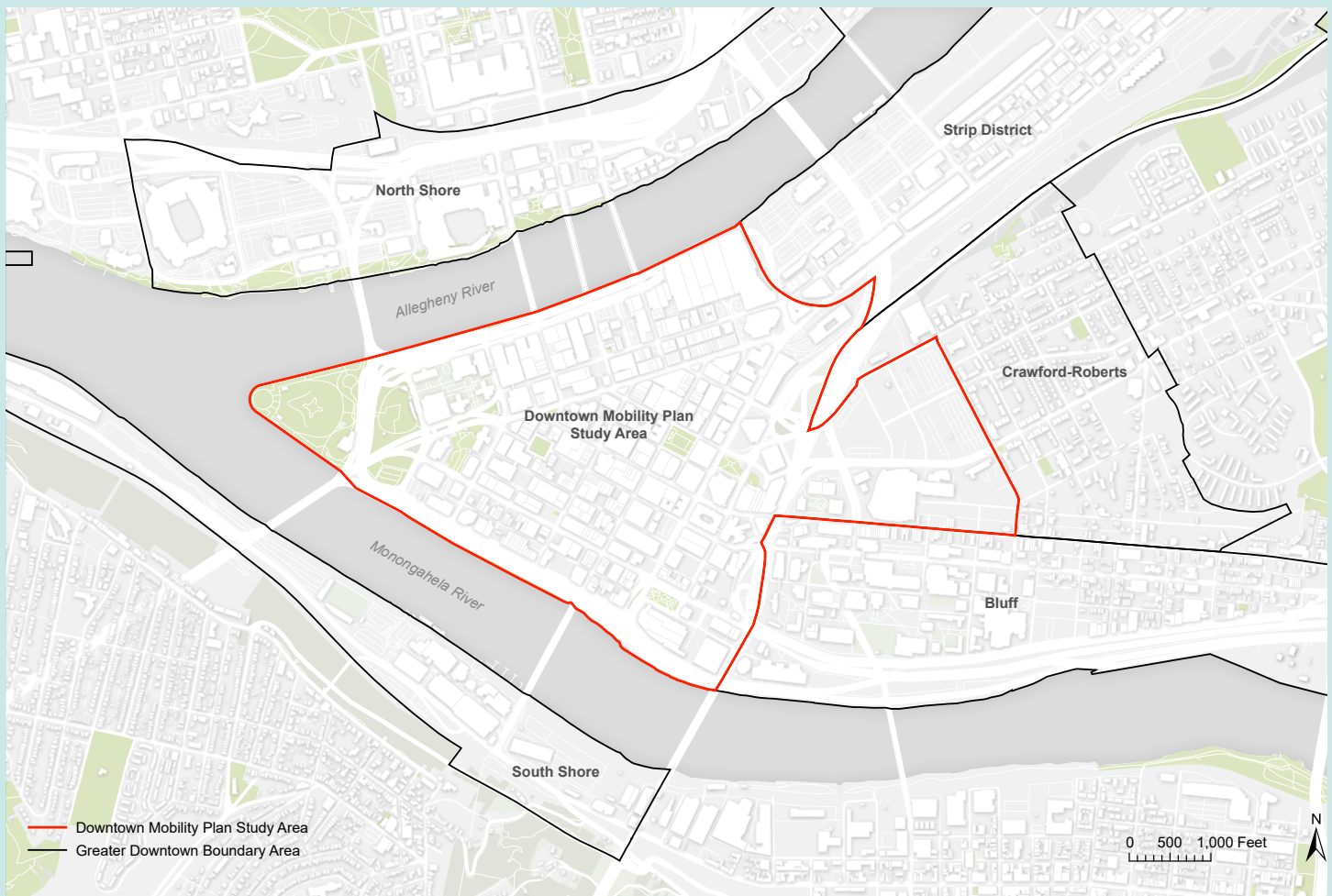
That is why the Pittsburgh Downtown Partnership is leading the development of the Downtown Pittsburgh Mobility Plan. The Plan is intended to move Downtown closer to its potential, while balancing the many needs of this dynamic neighborhood. After almost six months of reviewing data and soliciting feedback from those who live, work, and visit Downtown, several clear themes have emerged. Ultimately, this section details specific issues and opportunities relevant to how people get to, around, and have meaningful experiences Downtown, and these themes will continue to be refined as the Plan transitions to implementation. We are excited to share our latest findings and welcome additional feedback on projects, programs, and policies that can move Downtown forward.

# Study Area

The focus of the Plan is to ensure that the Central Business District is prepared to meet the needs of a changing neighborhood, city, county, and region. We recognize that many people throughout the region call Downtown theirs, but for the purpose of this report the following definitions will be used to provide clarity on the study area's boundaries:

**Central Business District (CBD):** The City of Pittsburgh defined neighborhood boundary of the Central Business District (CBD) which is also referred to as the Golden Triangle or Downtown. The most detailed analysis and recommendations from this Plan will be focused on what is going to most directly impact the CBD.

**Greater Downtown:** Includes the full neighborhood boundaries of the CBD, South Shore, North Shore, Strip District, Crawford-Roberts (Lower Hill), and Bluff (Uptown). Greater Downtown is primarily used when exploring the impact of current and future residential, developments, and destinations on the CBD.



# Who Uses Downtown?

## A Downtown for Everyone

Greater Downtown has four primary groups that make up the most frequent users: residents, employees, students, and visitors. Greater Downtown has seen changes in both residential population and commercial developments over the past ten years that has impacted how people get around and experience the CBD. Several planned and proposed developments are expected to support this trend of continued growth and bring life to currently underutilized (or underdeveloped) portions of Greater Downtown, particularly in the North Shore, Strip District, and the Lower Hill.

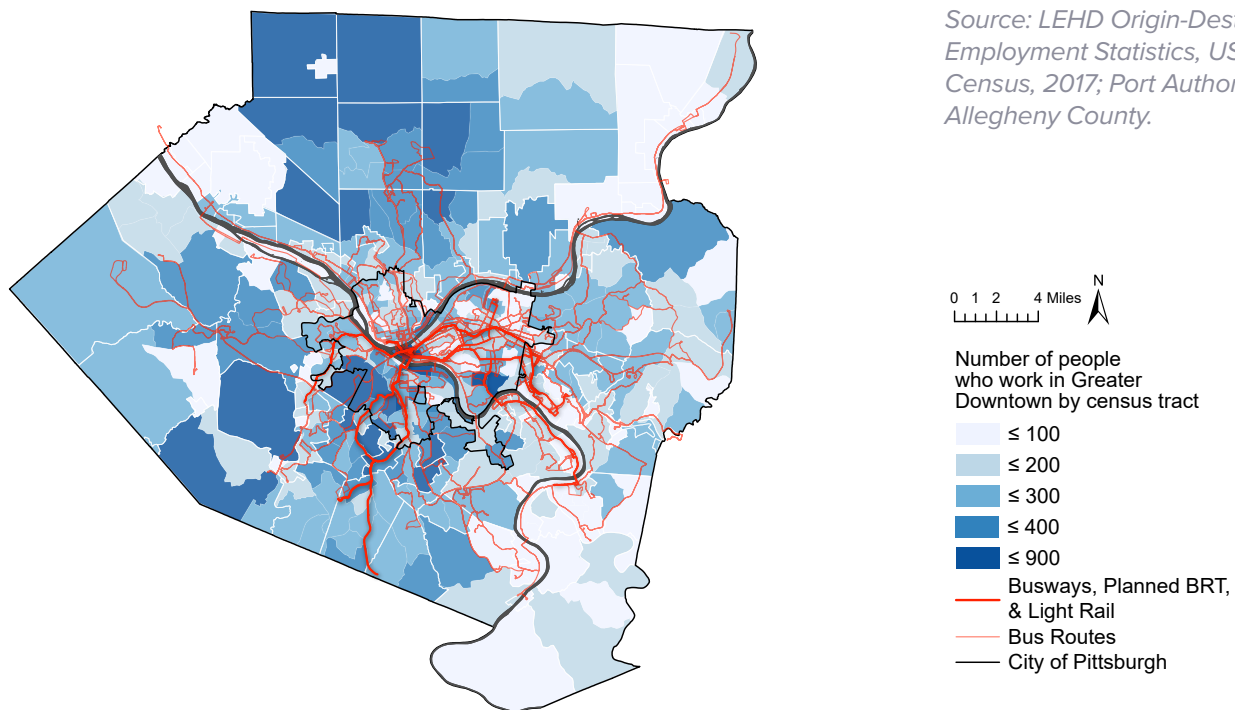
## Residents<sup>1</sup>

- A total of 15,270 people live in Greater Downtown, or 5.0% of Pittsburgh's total population (305,012 people). These residents are primarily concentrated in the CBD and Bluff; together, these neighborhoods account for 74% of all residents in Greater Downtown.
- Overall, residents are primarily young and White, with a median household income of \$56,669. The median household income in Greater Downtown is almost \$10,000 higher than the median household income of the City of Pittsburgh (\$48,070) but is roughly \$5,000 less than the median household income of Allegheny County (\$61,179).
- Black and Hispanic/Latino residents are concentrated in Crawford-Roberts and Bluff. These neighborhoods also have Greater Downtown residents that demonstrate greater income disparity than the nation, with more residents likely to be in very high or very low earning brackets than in the middle.<sup>2</sup>
- 51% of residents in the CBD, Bluff, North Shore, and Strip District reported that walking was their primary mode of transportation to work or school, followed by using a personal vehicle.

# Employees<sup>3</sup>

- The CBD accounts for 16% of all jobs in Allegheny County.<sup>4</sup>
- More than 110,000 daily weekday commuters come to the CBD, with only 1.4% of these employees both living and working in Greater Downtown. Overall, 24.0% (25,572) of the employees who work in Greater Downtown live in the City of Pittsburgh, while the remaining 76.0% (80,999) of the employees commute from outside city limits in Allegheny County and adjacent counties.
- 45.0% of employees commuting to Greater Downtown regularly use public transit (includes bus and light rail) while only 41.0% of employees drive alone.<sup>5</sup>
- As some employees commute from outside Allegheny County, approximately 2,700 people commute to Downtown via non-Port Authority transit agencies daily, including Beaver County Transit Authority, Mid-Mon Valley Transit Authority, and Westmoreland County Transit Authority.
- PNC, UPMC, Highmark, and BNY Mellon are the four largest employers with each having over 5,000 employees located in the CBD.

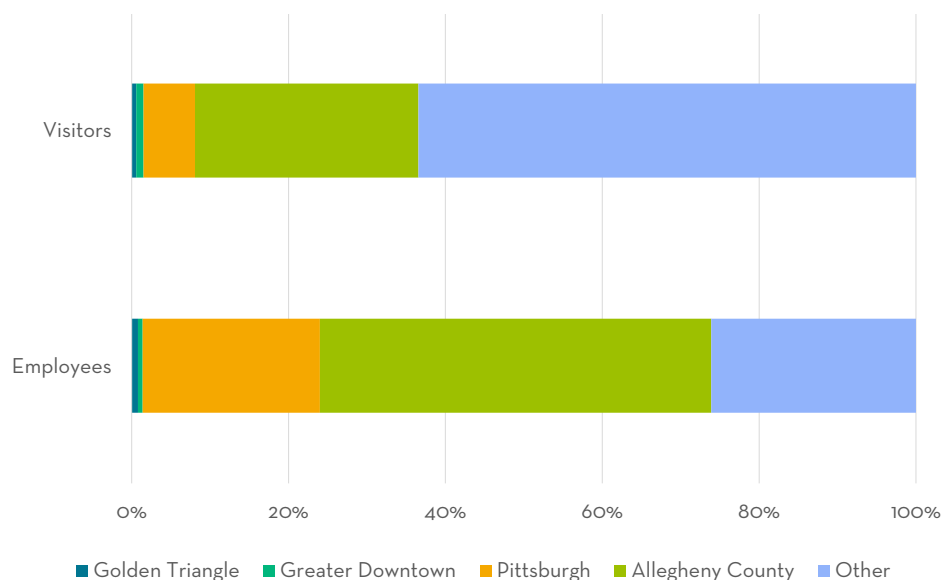
## Downtown Employees and Transit Network



# Visitors

- There were over 13.2 million visitors to Greater Downtown in 2018. Of those, 9.2 million were attending an entertainment or sports venue.<sup>6</sup>
- Over the course of a year, Greater Downtown sees significantly more unique visitors than it does unique residents, employees, and students combined.<sup>7</sup>
- Many visitors are accessing important human and social services, including the courts and Public Welfare offices, while others are seeking out performing arts (21.0%), museums (20.0%), and other events (16.0%).<sup>8</sup>
- Visitors who identified their reason for being Downtown as “pleasure” were most likely to use public transit, either bus or light rail, to get Downtown. However, this is more conducive for daytime visitors than night-time visitors since many people, particularly those living in suburban areas, have more limited availability of transit options and infrequent service at night.
- There were 940K visitors to the David L. Lawrence Convention Center in 2018, with 1.5 million occupied room nights in greater downtown in 2018.<sup>8</sup>

## Home location of Downtown employees and visitors (PPG Arena Ticket Holders)



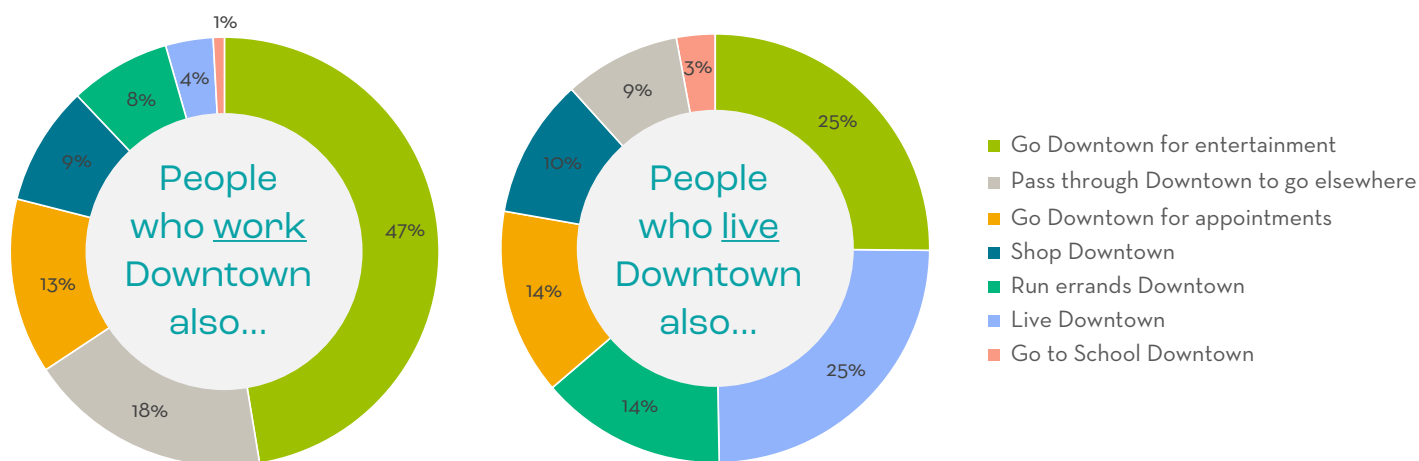
Source: PPG Arena, US Census



# Students

- There are four public/charter schools in Greater Downtown (City Charter High School, Pittsburgh CAPA, Urban Pathways, and Passport Academy Charter School) with a total of 2,233 students enrolled in the 2017-2018 school year.
- Many K-12 Pittsburgh Public School students outside of Greater Downtown rely on public transportation to get to and from school, and many commutes require a transfer in the CBD, bringing thousands of students into the CBD every day during the school year.<sup>9</sup>
- Three universities are in Greater Downtown (Community College of Allegheny County, Duquesne University, and Point Park University) with a combined enrollment of approximately 40,443 students during the 2017-2018 school year.<sup>10</sup>
- Point Park University is located in the CBD, with an approximate enrollment of over 4,000 students.
- The 2016 Downtown Pittsburgh Pedestrian Traffic Study found that walking was the largest means of transportation for students, accounting for 37% of all trips. Public transit was identified as the second most popular means of transportation for students, accounting for 31% of all trips. Only 13% of students drove or carpooled to get to the CBD.<sup>11</sup>

**Residents and workers also rely on Downtown for retail, entertainment, education, and connecting.**



Source: PDP Mobility Plan survey, 2019-2020

# Additional User Groups

There are additional population groups that should be considered when understanding how people use Downtown, but there was insufficient public data available to develop a full profile. These groups includes, but are not limited to, people whose final destination is not in Downtown but require a transit transfer in the CBD, residents who do not regularly come Downtown, and people experiencing homelessness.

## Endnotes

1. American Community Survey 5-Year Estimates, 2017
2. <https://www.statista.com/statistics/203183/percentage-distribution-of-household-income-in-the-us/>
3. Much of the employee data available represents traditional 9 AM-5 PM commuters and isn't representative of off-shift workers or late-night shifts
4. State of Downtown Pittsburgh Report, Pittsburgh Downtown Partnership, 2019
5. <https://downtownpittsburgh.com/employment-trends/>
6. Make My Trip Count Survey Data, Green Building Alliance, 2018
7. State of Downtown Pittsburgh Report, 2019
8. State of Downtown Pittsburgh Report, 2019
9. <https://nces.ed.gov/>
10. State of Downtown Pittsburgh Report, 2019
11. Downtown Pittsburgh Pedestrian Study, Pittsburgh Downtown Partnership, 2016

# Survey Findings

## Background, Purpose & Process

In December 2019, the PDP released an online Issues & Opportunities survey, that was open to the public, to gain a deeper understanding of mobility gaps and the various needs amongst Downtown users. To reach residents across the southwestern Pennsylvania region, the survey was distributed through a variety of methods including direct outreach to targeted stakeholder groups by email, direct mail, social media, television and print media. In total, the Issues & Opportunities survey received over 1,400 responses from almost every neighborhood and municipality across Allegheny County. The survey responses shown below offer some perspective on how people currently get around Downtown, their challenges, why they come, and what they hope to see in the future.

## Key Findings

Survey respondents widely agree that their priority is for general improvements to the pedestrian experience, though Downtown resident respondents expressed the strongest interest in enhancing the public realm and infrastructure by adding streetscape amenities, implementing safer crosswalks, and widening sidewalks. Many respondents also voiced a desire for greater parking availability and reduced traffic congestion; however, it's important to note that these priorities were higher among survey respondents who indicated they are employees or visitors rather than residents or Downtown students.

Overall, entertainment and employment are two major drivers that bring people to Downtown. Survey respondents also shared that expensive parking, inadequate lighting, and feeling unsafe at night were their primary concerns or frustrations with getting around the Golden Triangle.



## Downtown Pittsburgh Mobility Study

### 1. How do you travel to Downtown Pittsburgh? (select all that apply)

	Never	Once a week	A few times a week	Daily
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Light Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uber/Lyft	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify): \_\_\_\_\_

### 2. What typically brings you to Downtown Pittsburgh? (select all that apply)

- ☐ I live Downtown
- ☐ I work Downtown
- ☐ I go to school Downtown
- ☐ I come Downtown for entertainment (theaters, stadiums, nightlife, museums)
- ☐ I come Downtown to run errands
- ☐ Other (please specify): \_\_\_\_\_
- ☐ I come Downtown for shopping
- ☐ I come Downtown for appointments
- ☐ I pass through Downtown on my way going somewhere else
- ☐ I rarely come Downtown
- ☐ I never come Downtown

### 3. What do you like about getting around Downtown Pittsburgh? (select all that apply)

- ☐ It's easy to walk
- ☐ It's easy to bike
- ☐ It's easy to find parking
- ☐ It's easy to get around by bus or light rail
- ☐ Other (please specify): \_\_\_\_\_
- ☐ There isn't much traffic
- ☐ It's a fun, interesting experience (historic buildings, vibrant street life, open spaces, etc.)
- ☐ None of the above

### 4. What are your concerns or frustrations with getting around Downtown? (select all that apply)

- ☐ Too much traffic congestion
- ☐ Parking is insufficient
- ☐ Parking is expensive
- ☐ Parking is inconvenient
- ☐ I feel crowded on the sidewalk
- ☐ I feel unsafe, particularly at night
- ☐ Other (please specify): \_\_\_\_\_
- ☐ I feel unsafe as a cyclist
- ☐ It's hard to find my way around
- ☐ Bus stops are too crowded and don't have shelters
- ☐ Bus service is too slow
- ☐ None of the above

### 5. What would help make getting around Downtown easier or more enjoyable for you? (select all that apply)

- ☐ Cleaner streets
- ☐ Wider sidewalks
- ☐ Safer crosswalks
- ☐ ADA improvements
- ☐ More bus shelters
- ☐ More dedicated bus lanes
- ☐ Less traffic congestion
- ☐ More parking availability
- ☐ Other (please specify): \_\_\_\_\_
- ☐ Better streetscape amenities (planters, lighting, outdoor cafes, etc.)
- ☐ Improved wayfinding for pedestrians
- ☐ Improved wayfinding for motorists
- ☐ Safer, more connected bike network
- ☐ None of the above

### 6. What is your home zip code? \_\_\_\_\_

### 7. What is your gender? ☐ Male ☐ Female ☐ Other

### 8. In what year were you born? \_\_\_\_\_

### 9. What is your race/ethnicity? (select all that apply)

- ☐ White or Caucasian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ East Asian, South Asian, or Pacific Islander
- ☐ Native American or Alaska Native
- ☐ Middle Eastern or North African
- ☐ Other (please specify): \_\_\_\_\_

### 10. What is the highest degree or level of school you have completed? (if currently enrolled, please select the highest degree received)

- ☐ High school graduate or GED
- ☐ Some college
- ☐ Associate degree
- ☐ Bachelor's degree
- ☐ Master's degree
- ☐ Professional degree
- ☐ Doctorate degree

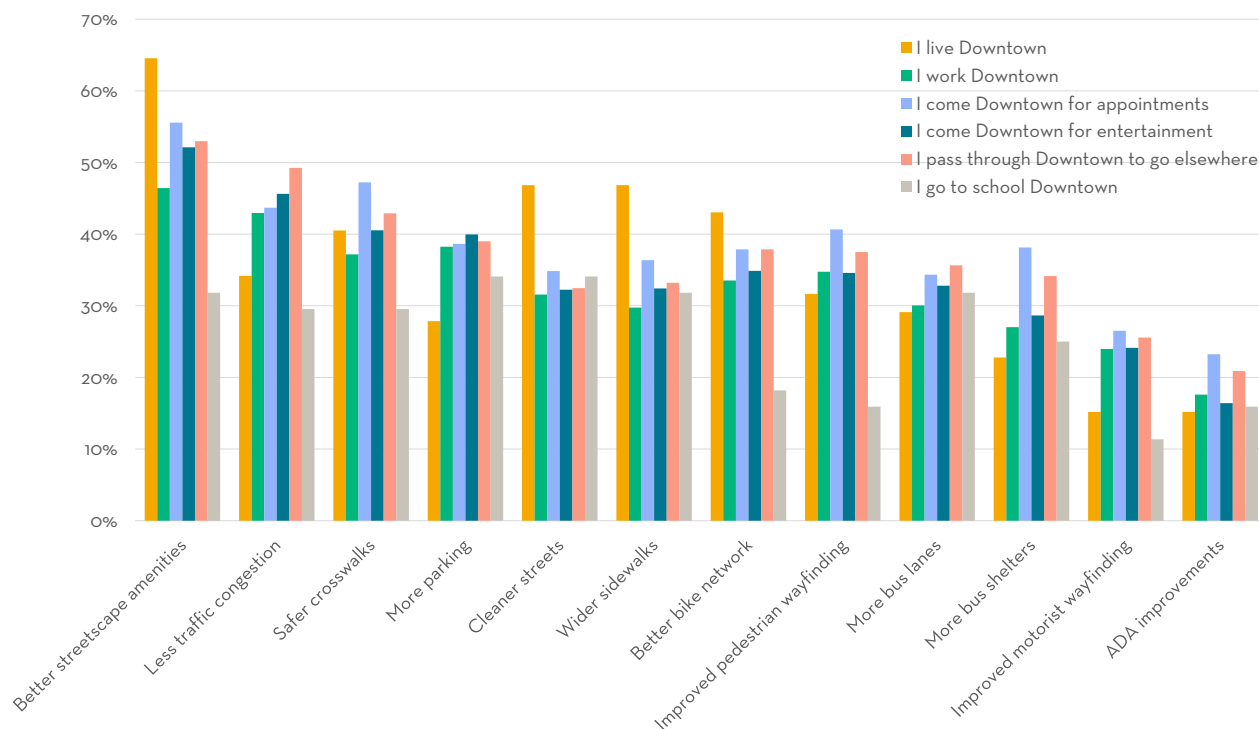
### 11. Would you like to hear about future opportunities to get involved in to help improve mobility in Downtown Pittsburgh? If so, please leave your email address.

Email Address: \_\_\_\_\_



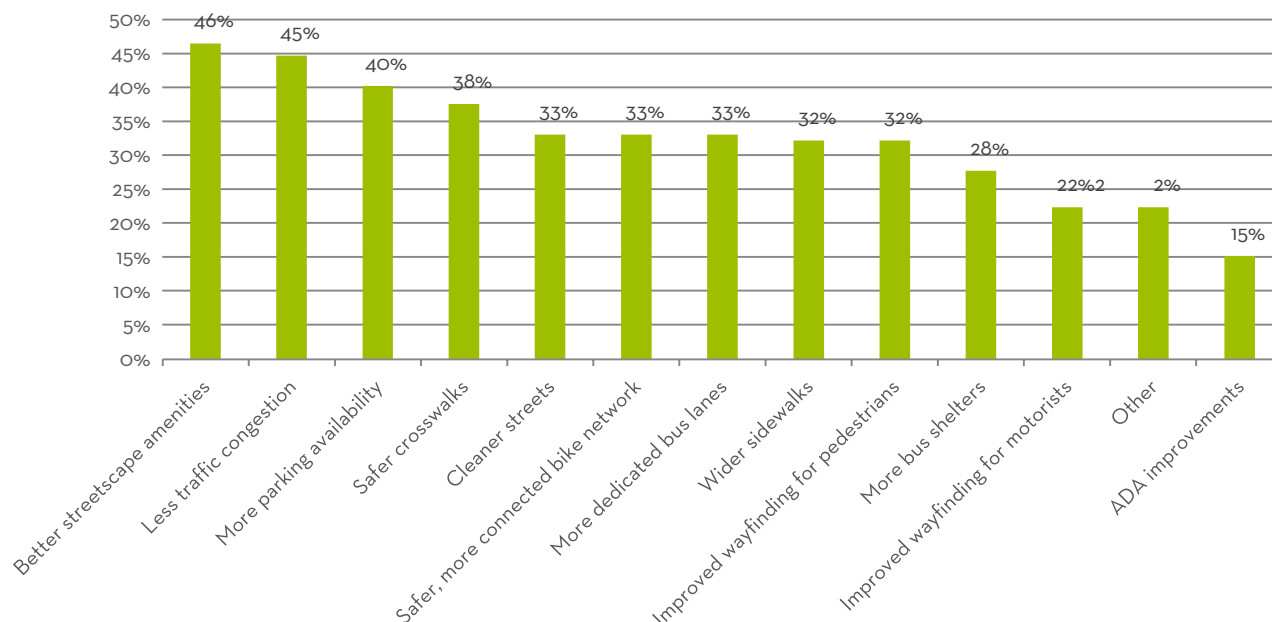
# Downtown Users Agree...

People who come Downtown for different purposes have similar top priorities for what would make Downtown better.



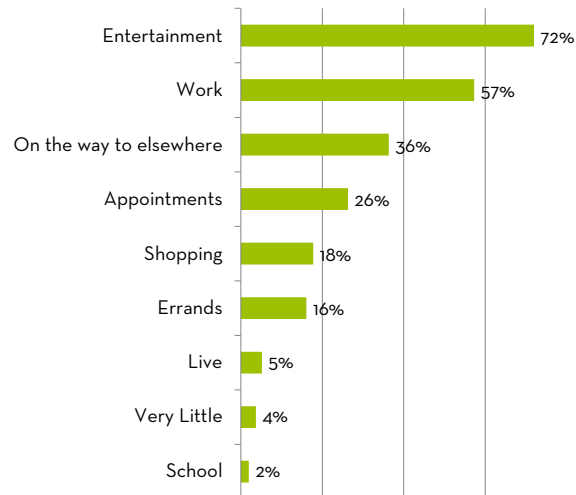
## Improving Mobility Downtown

**What would make getting around Downtown Pittsburgh easier or more enjoyable for you?**

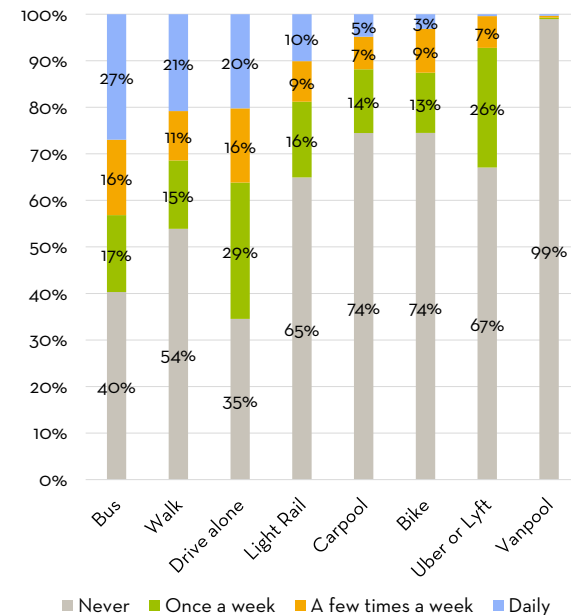


# How & Why People Come Downtown

## What typically brings you to Downtown Pittsburgh?

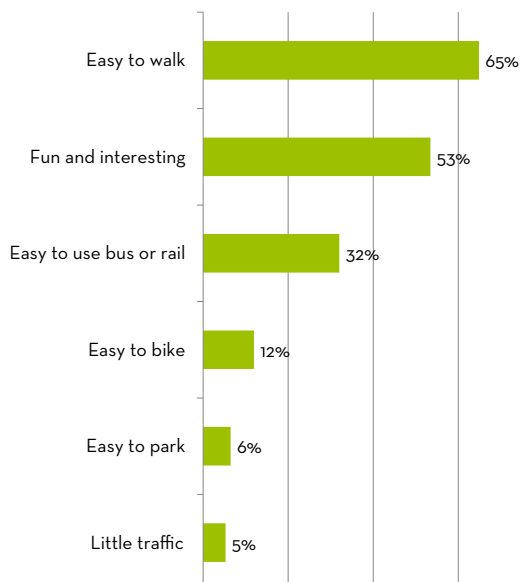


## How do you travel to Downtown Pittsburgh?

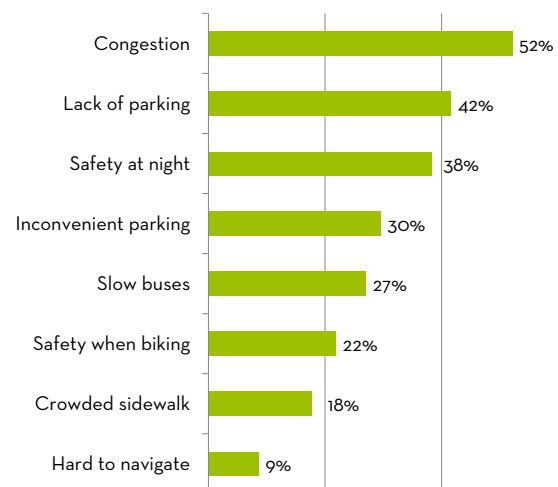


# Getting Around Downtown Today

## What do you like about getting around Downtown Pittsburgh?



## What are your concerns or frustrations with getting around Downtown Pittsburgh?



# Public Realm

Downtown Pittsburgh benefits from its compact size, gentle topography, and walkable street grid, making most destinations accessible on-foot and within a comfortable walking distance. Downtown's legacy of cultural and sporting venues translates to vibrant street life in many areas of Greater Downtown. An increasing number of restaurants and small businesses, coupled with effective public space programming, are activating new areas and extending activity into nighttime hours. A comprehensive planter and hanging basket program, and public art installations in Market Square, Strawberry Way, and throughout the Cultural District, are a few examples of how Downtown's public realm is currently activated and enlivened for pedestrians. Through the PDP's Paris to Pittsburgh Program, there has been an emergence of façade improvements and sidewalk cafés, with over \$2 million committed to 101 projects over the past 12 years, encouraging and supporting the private sector's investment in public realm enhancements. Downtown's unique positioning also offers accessible river crossings to the North Shore, and quality waterfront trails wrapping most of Downtown.

## Issues

- Pedestrian activity typically drops off after 6:00 PM leaving some Downtown streets feeling largely empty.
- Downtown is dark in many areas and often feels unsafe at night.
- Some corridors have blank walls, empty storefronts, and surface parking lots causing these spaces to be underutilized. A 2016 facade activity map (opposite page) demonstrates room for improvement.
- Downtown can feel disconnected from surrounding neighborhoods and waterfront areas due to highways, surface parking, and bridges.
- The narrow street grid reduces opportunities for greening, amenities, and sidewalk expansion.

## Opportunities

- Activate public spaces at night and implement designated 'night zones' with lighting and programming to improve perceptions of safety.
- Identify corridors to prioritize for pedestrian activity which have a high concentration of existing ground-floor activity and activation potential.
- Implement a pedestrian wayfinding system to improve navigability for residents and visitors.
- Explore ways to expand access to the waterfront, potentially by removing or reallocating redundant highway infrastructure.
- Build on the success of Market Square by continuing to activate open space with programming while ensuring long-term maintenance, with the I-579 Cap Park being an immediate opportunity.

**A majority of survey respondents said that getting around Downtown is “a fun, interesting experience.”**



Source: PDP

## **“Better streetscape amenities”**

was the top response to the survey question, “What would help make getting around Downtown easier or more enjoyable for you?”

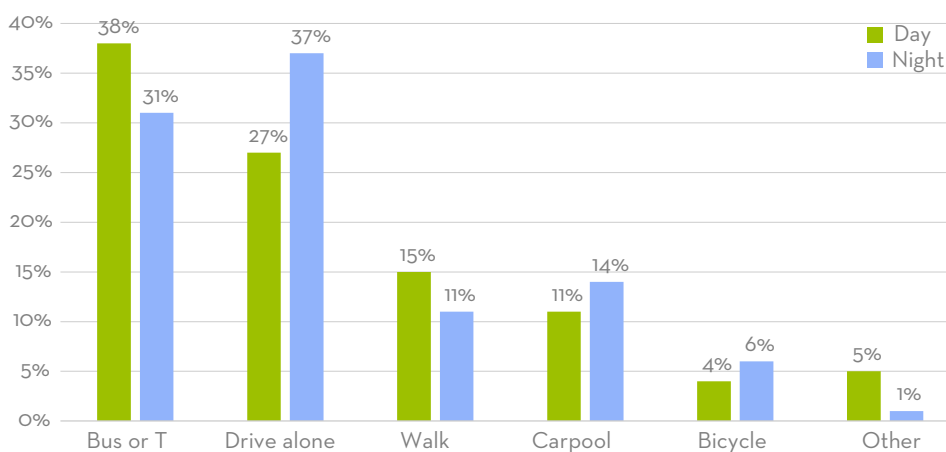
**“More destinations; more street activities (art, vendors/food carts, musicians/buskers, etc.).”**



### Facade Activity (2016)

Source: Gehl, *Public Realm Action Plan*, 2016. This analysis indicated that there were many opportunities to activate facades across Downtown.

### Mode Choice by Time of Day



Source: 2016 Pedestrian Study, PDP

Almost 40% of survey respondents selected the option, “I feel unsafe, particularly at night.” Of those who selected that option, 55% were women.

**“Some streets are really dark. My bus stop on Stanwix and Fourth is really dark, sometimes I feel unsafe.”**



# Walking

Downtown is a highly walkable place, taking up only 0.64 square miles with a human scale street grid and limited grade change. New residential growth will enable more people to live within walking distance of employment opportunities, with more than 10% of people already walking to work in the City. Many commuters park in the fringe parking lots, located on the North Shore, Strip District, and Uptown, and walk or take public transit into the CBD to reach their destination. Overall, the majority of Downtown is within a 5-minute walk of a bus stop or T Station. Downtown Pittsburgh has a relatively low rate of reported serious pedestrian crashes, despite some challenging pedestrian crossings. More recently, the City has been working to install new audible crossing signals and pedestrian countdown timers to help maintain and expand a safe walking environment for all users.

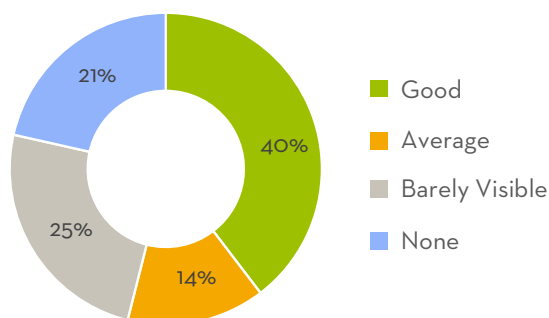
## Issues

- An inconsistent sidewalk network, with a patchwork of sidewalk materials at varying levels of quality, negatively impacts the pedestrian experience. A 2016 sidewalk quality map (opposite page) demonstrates room for improvement.
- Many crosswalks lack curb cuts or are not ADA compliant, causing accessibility challenges for those with mobility limitations.
- The current wayfinding signs are oriented towards drivers rather than pedestrians.
- There is limited signage to help people, particularly visitors unfamiliar with Downtown, find access to the waterfront.
- The lack of pedestrian lighting at night limits the paths people will take to walk to their destination.

## Opportunities

- Explore corridors that would benefit from a pedestrian-only experience, including Market Square or Strawberry Way.
- Deploy interventions to improve pedestrian crossings at larger intersections, such as high visibility graphic crosswalks.
- Use shared streets, where appropriate, as a tactical solution for improving the street life experience in areas that have low traffic demand but require vehicular access for limited uses such as deliveries.
- For streets with high pedestrian volumes, vehicle speeds can be reduced to improve safety for all road users, particularly pedestrians and cyclists.

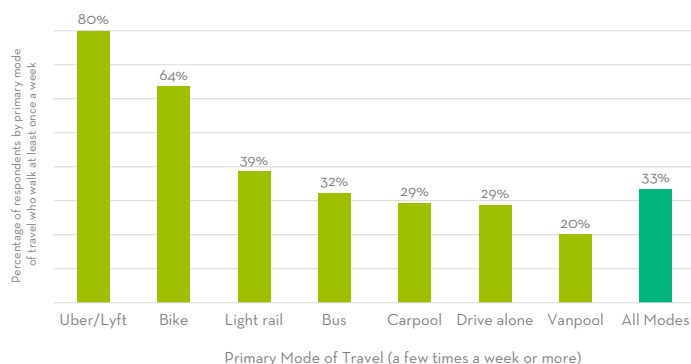
## Crosswalk Quality (2015)



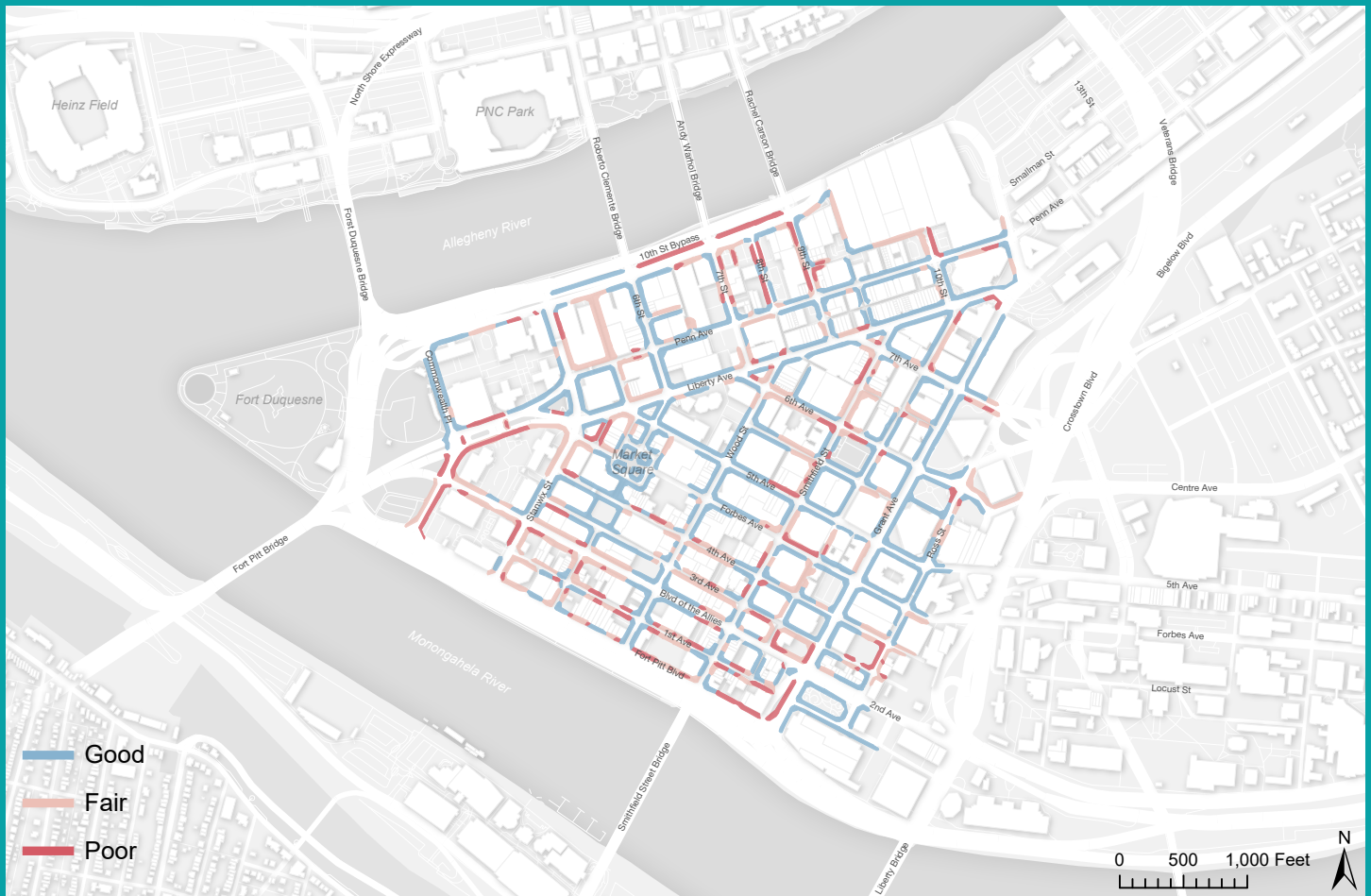
Source: *Envision Downtown, 2015*. Many crosswalks have been improved since this data was collected in 2015.

Less than 50% of crosswalks in Downtown either have no crosswalk or barely visible crosswalk.

## Primary Mode of Travel



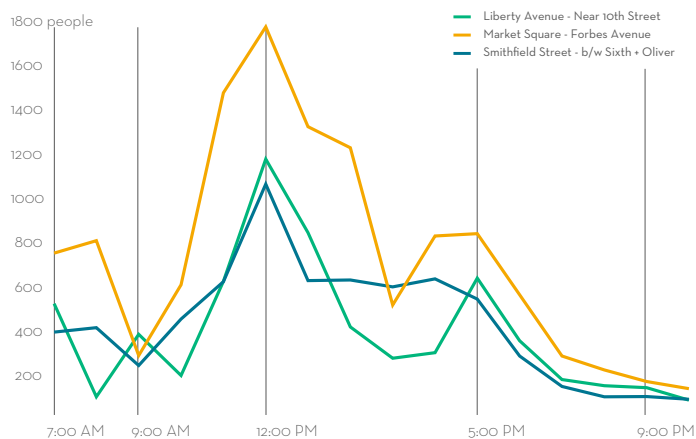
Source: *Issues & Opportunities Survey, 2019-2020*



## Sidewalk Quality (2016)

Source: Gehl, *Public Realm Action Plan*, 2016

## Pedestrian Volumes on Select Streets



Source: 2016 Pedestrian Study, PDP

Many of the survey respondents who primarily travel by car, bus, bike, or other modes still walk at least once a week.

**“Walking is the easiest. Driving can be easy if it’s not during rush hour.”**

# Transit

Over 45% of daily commuters choose to use public transit to get to Downtown, contributing to Pittsburgh’s growing bus ridership. The Central Business District is well served by existing transit, with 84% of all PAAC buses passing through the Golden Triangle. Downtown’s existing transit network includes several examples of transit priority infrastructure that can be built upon, including four major busways and the light rail system. These assets offer congestion-free trips to and from Downtown, reduce the total number of vehicles on the road, and further incentivize transit use. Regional transit agencies offer options to commuters outside of Allegheny County to travel to Downtown Pittsburgh, but service and routes are limited, especially after peak hours and on the weekends.

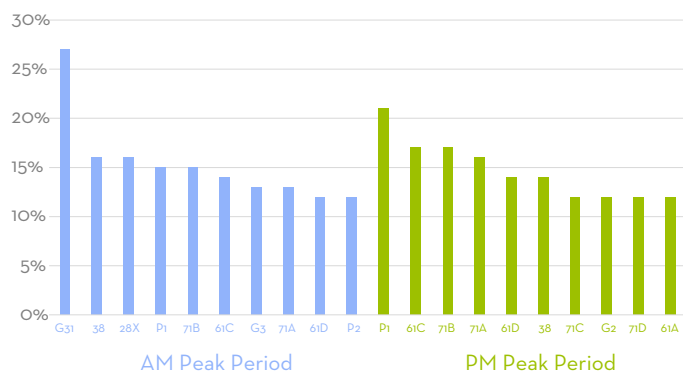
## Issues

- Current transit service does not meet the total demand, especially in suburban communities with a high number of Downtown employees and neighborhoods with a high percentage of residents who rely on public transit as their primary transportation option.
- Buses looping through Downtown are often overcrowded and stuck in congestion, especially during AM and PM rush, and they lack a dedicated hub for layover needs.
- The majority of transit stops Downtown do not offer a shelter and lack basic amenities such as lighting, seating, and real-time information.
- The transit system is not easy to understand or navigate for new or inexperienced riders.
- Passenger rail options are very limited and offer riders a poor station experience.

## Opportunities

- Offering free transfers, mobile payment, and 24-hour transit service are examples of strategies which can help to improve service and expand access to new riders.
- Expand rapid transit options to key regional corridors, such as the North Hills, and communities along the Monongahela, Ohio, and Allegheny Rivers.
- Improve the quality of Downtown transit experience by including priority routes and increased amenities at all bus stops.
- Identify a dedicated route to extend transit priority for the West Busway into Downtown and East Busway routes throughout the CBD.
- Leverage the planned Bus Rapid Transit (BRT) between Downtown and Oakland to prioritize Downtown transit corridors and expand pedestrian and transit amenities.

## Overcrowded Peak Hour Trips by Route

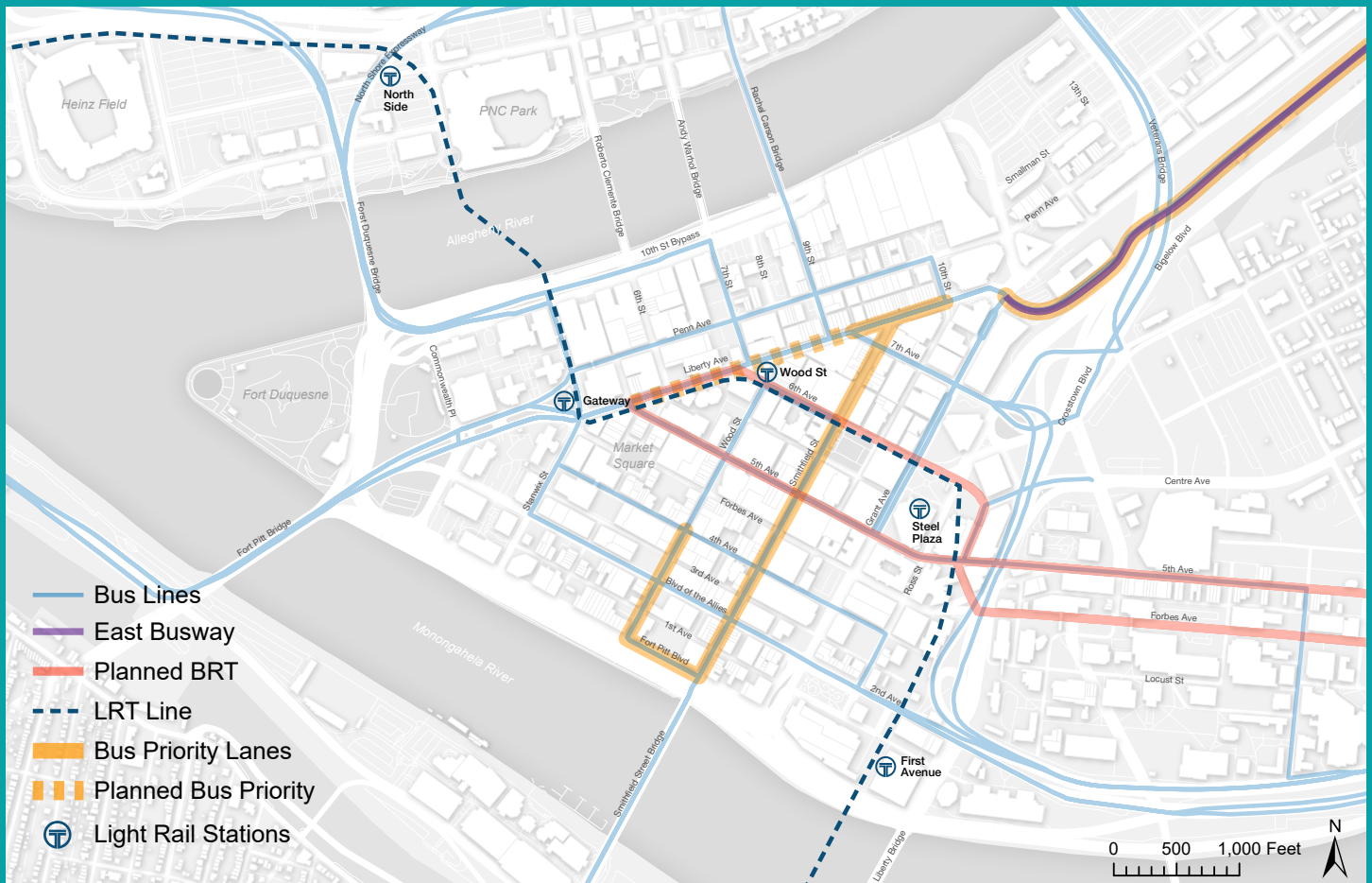


Source: Port Authority of Allegheny County, Annual Service Report, 2018

17 of the Port Authority’s 20 most crowded routes serve Downtown. 15% of all trips on the P1/P2 were overcrowded in 2018.

The quality and reliability of bus service suffers due to traffic congestion and vehicles blocking bus stops; a third of survey respondents said that more dedicated bus lanes would make it easier to get around:

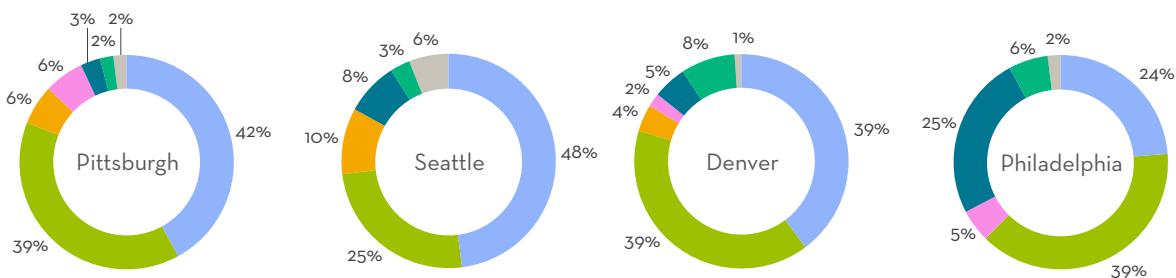
**“Bus service gets caught in rush hour congestion causing significant delays.”**



## Existing and Planned Bus Improvements

Source: Port Authority of Allegheny County, Current and Future Transit Infrastructure, 2020

## Transit Priority by Peer City



Source: PDP, State of Downtown Report, 2019

Public Transit Drive Carpool/Vanpool Work from Home Walk Bike Other

Downtown Pittsburgh has a very high public transit mode share compared to its peer cities, largely due to the continued increase in bus ridership.

Survey respondents also expressed that they would take transit if better service were available from their home location.

**“More priority bus lanes.”**



# Private Vehicles & Parking

Pittsburgh's road network provides direct access to Downtown via major arterials and highways. With seven bridges directly serving Downtown, private vehicles have access from all directions, but can experience congested conditions in the event of a roadway disruption. Downtown streets are laid out in a unique grid format, resulting in a confusing network of cross-streets and intersections. Like most Downtowns, congestion is an issue during the morning and evening commutes and is even more challenging during special events. Of the daily commuters coming to Downtown in 2018, approximately 40% of trips were made by single-occupancy vehicles which took advantage of the 40,000 plus parking spaces found across Greater Downtown. The ParkPGH app and website provides an easy and intuitive resource on available parking. Carpooling and services like the Southwestern Pennsylvania Commission's CommuteInfo Program can provide an alternative to driving alone, but currently serve less than 5% of daily commuters.

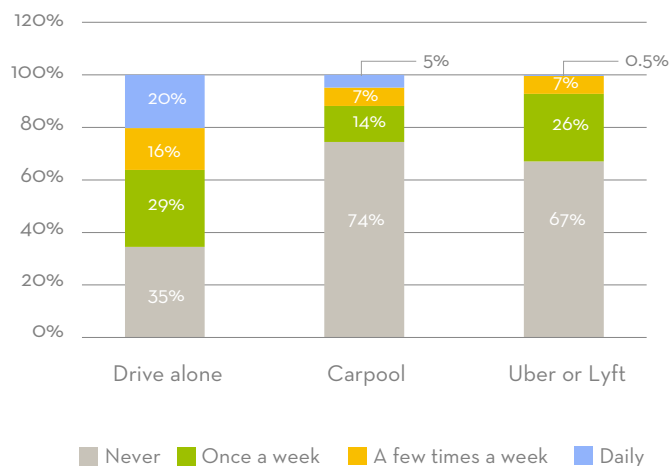
## Issues

- Downtown access points, including the bridges and tunnels, are the primary cause of congestion during peak travel periods.
- Special events can cause additional congestion and add stress to the parking system, especially when there are overlapping or weekday events in Greater Downtown.
- The narrow street width and lack of enforcement of loading zones limit curb access for drop-offs/pick-ups and loading/unloading activities.
- Awareness of the current parking availability is often a major concern for visitors.
- Poor adherence and enforcement during peak travel times, including blocking intersections and loading/unloading activities, often causes frustration, confusion for motorists, and congestion.

## Opportunities

- During peak travel times, prioritize the curbside space for traffic flow, not parking and loading activities.
- Pursue a curb management strategy and explore the implementation of ride-share zones near key destinations, information on real-time parking availability, flexible curb uses, and a reduction of on-street parking.
- Incentivize major businesses and event venues to promote the use of public transit, carpool, biking, telework, and non-peak hour travel options to reduce single-occupancy vehicle demand, particularly on high demand days.
- Pursue more regional park and ride options and free shuttles to periphery parking during special events.
- Explore corridors that may benefit from the introduction of autonomous vehicle (AV) pilots.

## "How do you typically travel to Downtown Pittsburgh?"



Just under 40% of Downtown commutes in 2018 were made by driving alone in a car.

Only 36% of survey respondents said they drive alone to Downtown a few times a week or more, but almost as many said they drive once a week, and another quarter of respondents said they take an Uber or Lyft once a week.

Source: PDP, Issues & Opportunities Survey, 2019-2020



## PM Peak Highway Congestion and Intersection Performance

Source: Google Maps and 2018 DOMI Traffic Study

The average speed in Downtown Pittsburgh is 13 mph, but most intersections function well.

**“Traffic is more congested getting in and out of the city (in my opinion) rather than in the city itself.”**

**“Terrible congestion during rush hour.”**

Over 40,000 parking spots exist in Greater Downtown, but visitors are often preoccupied with concerns about parking availability.

**“Parking is typically easy if you’re willing to use a garage; the ParkPGH app is very helpful if the garages are full.”**

**“There are plenty of garages but they are expensive so I only bus Downtown. I wish parking was cheaper.”**

# Biking

Downtown Pittsburgh's smaller footprint and level terrain provide excellent opportunities for cycling, whether you're commuting to and from work, enjoying a leisurely bike ride, or accessing commercial destinations. Both the protected multipurpose path along the Three Rivers and the Penn Avenue cycle track offer a safe and comfortable experience, but accessing them can be a difficult and often unsafe experience. Most bridges offer some level of bike accommodations and are more accessible as a result of their low profile and limited grade change. Over the past few years, cycling levels have increased in Downtown, but have recently plateaued due to the lack of dedicated connections to surrounding communities, unclear routes, and limited accommodations to reach major destinations. The Healthy Ride Bike Share program doubled their stations in Downtown, reaching a total of 19 in 2019, and over the next few years will be rolling out pedal assist e-bikes. In Fall 2017, Healthy Ride announced a partnership with the Port Authority to provide Connect Card holding riders with free, unlimited 15-minute rides as a way to begin addressing first and last mile commuting challenges. Downtown remains a popular destination for Healthy Ride users, with a 13% increase in trips between 2018 and 2019. In February 2020, the Department of Mobility and Infrastructure released the draft Bike(+) Plan which outlines a road map for improving bike infrastructure and policies throughout the City of Pittsburgh.

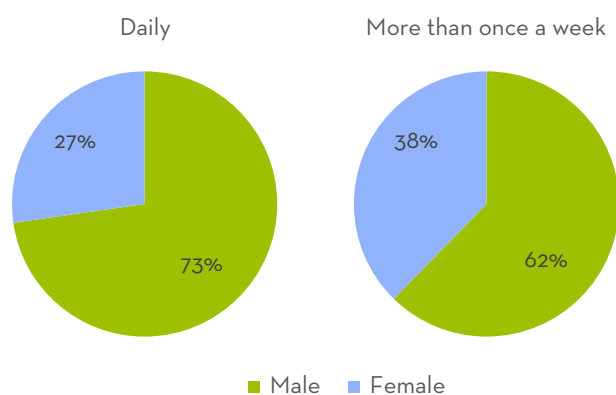
## Issues

- The lack of protected infrastructure in and around Downtown makes the biking experience feel less safe and excludes less experienced or less confident riders.
- Making connections to Downtown from surrounding communities is often limited to sharing a lane with cars (sharrows) or is non-existent.
- The bike network is currently disjointed and incomplete, making it difficult to provide easy or direct access to major destinations.
- Downtown has no bicycle wayfinding and an inadequate amount of secure bike parking.

## Opportunities

- Complete and enhance the existing trail network to provide safer connections to and from the Golden Triangle.
- Define a preferred route for cyclists traveling through Downtown by creating a fully protected and connected network.
- Identify where on-street or shared lanes can be used for safe routes to final destinations.
- Deploy bike specific wayfinding signage to direct cyclists to bike routes and key destinations.
- Encourage employers to invest in amenities such as showers, protected bicycle storage, and repair stations to help incentivize cycling as a regular commuting mode.

## "How do you typically travel to Downtown Pittsburgh?"



Bike commuting is more common among men, which is typical of cities without a connected network of protected bike infrastructure.

Recent investments have been made in bike infrastructure in Downtown, but the network is not yet complete and it has challenging connections to other neighborhoods.

Source: *Issues & Opportunities Survey, 2019-2020*



### Downtown Bike Network

Source: PDP, *Bike Infrastructure in Downtown Pittsburgh, 2019*

Healthy Ride trips grew by 7% between 2017 and 2018, with a total of 75,871 trips in 2018.

**“The footprint of Downtown makes it potentially ideal for walking, biking and transit, but I wouldn’t say any of those modes are particularly easy. Or maybe it should be said, all of those modes could be greatly enhanced with investment and planning.”**

Eight percent of survey respondents said they bike to Downtown one or more times per week, but 32% of all respondents said they would like a safer, more connected bike network.

**“It would be awesome if there was a Park & Bike lot that you could rent a bike for the final few miles.”**



# Deliveries & Freight

Delivery vehicles benefit from the well-connected regional highway network and multiple options to enter the Golden Triangle via the many bridges. Throughout Downtown, there are specific streets designated as truck routes that bear the vast majority of the freight traffic. Downtown's street network also includes several alleys which offer some buildings the ability to manage deliveries without disruption to key corridors and throughways. Unclear and outdated loading restrictions and limited enforcement present additional challenges to Downtown's street management. Transportation Network Companies (TNCs), including Uber and Lyft, put additional strain on the curb for pick-ups and drop-offs, particularly during PM rush and special events. Downtown is also adjacent to a wholesale distribution center in the Strip District where the three major streets, Smallman St., Penn Ave., and Liberty Ave., are all designated as truck routes. In addition, freight vehicles also contribute to Downtown's poor air quality.

## Issues

- A shortage of freight staging areas pushes loading and unloading activities to the curb where competition is most intense.
- Stacking and movement operations performed by delivery representatives often take place on the sidewalks which impedes pedestrian mobility.
- The significant volume of truck deliveries negatively impacts air quality and noise pollution.
- Limited coordination, poor quality alleyways, and insufficient enforcement constrain the opportunity to use alleys for consistent loading and unloading activities.
- Downtown lacks a coordinated delivery management strategy to address the rise in e-commerce, retail, and grocery deliveries due to new residents.

## Opportunities

- Incentivize off-peak and overnight deliveries to alleviate conflicting demand for curb space.
- Facilitate discussions between the delivery providers and property managers for using shared loading docks, delivery facilities, and parcel lockers.
- Create "green loading zones" to give electric trucks or cargo bikes priority loading and unloading locations.
- Work with public agencies to develop a flexible curb management program that responds to changing demand for curbs based on time, day, and season.
- Explore the potential for mobile consolidation centers near highway exits or fringe parking lots to reduce large trucks coming into Downtown; advocate for more last-mile deliveries to be completed using greener modes.
- Advocate for the enforcement of idling laws in place throughout Downtown at key loading/unloading areas.

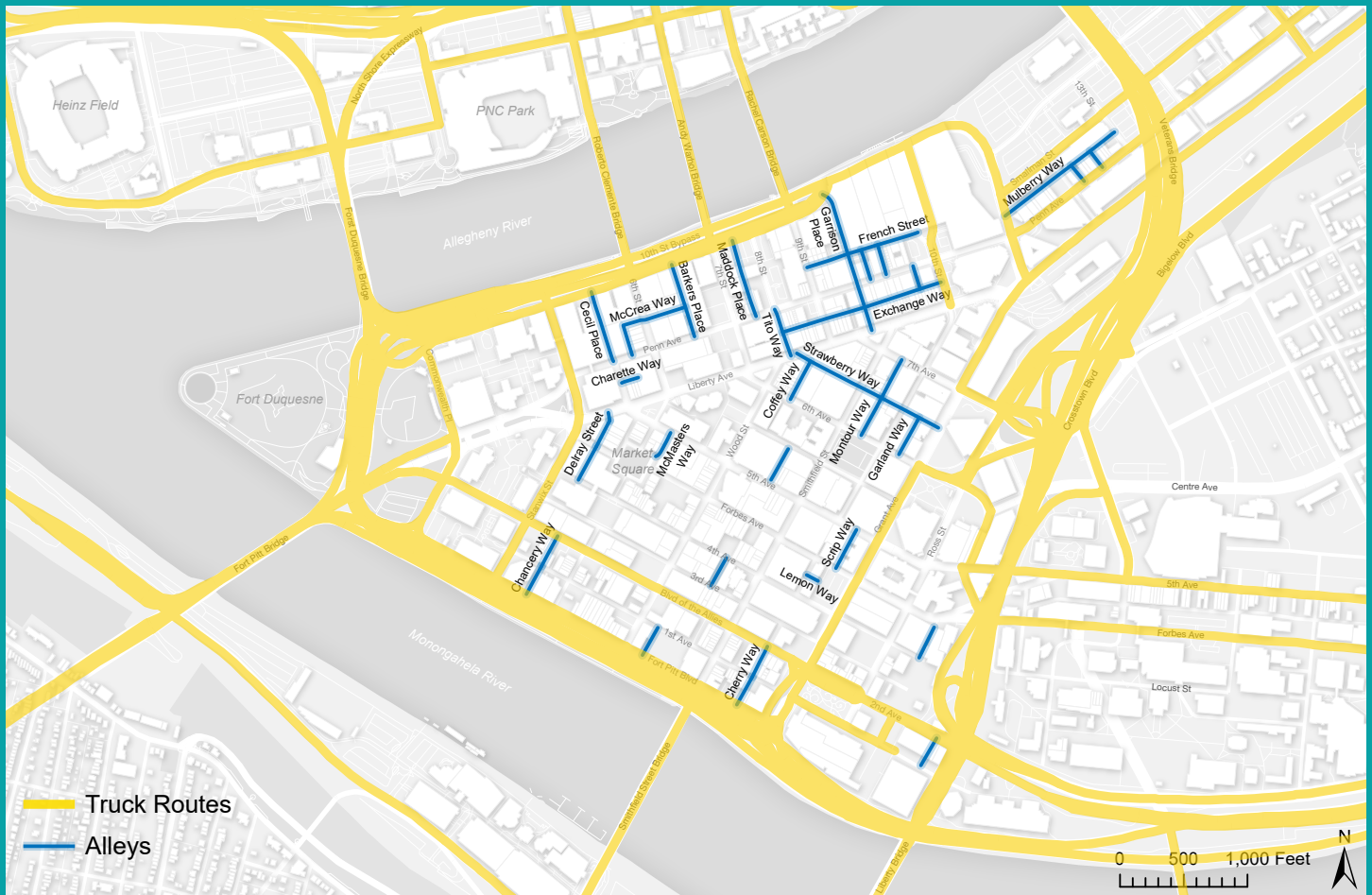
**Across the country, the popularity of online shopping and delivery services has contributed to a surge of delivery vehicles competing for space on city streets.**



Delivery vehicles can contribute to poor air quality and roadway congestion. More flexible strategies for curb management, as well as smaller delivery vehicles and e-cargo bikes, can help address this issue even as deliveries rise.

Source: PDP





### Downtown Bike Network

Source: PDP, Southwestern Pennsylvania Commission, Downtown Alleys and Truck Routes, 2020

**The presence of alleys can enable separation of delivery/building service activity from pedestrians and traffic circulation.**

However, not all alleys may be easily used for freight and service activities due to space constraints and poor conditions.

**“Delivery trucks should make the majority of their deliveries prior to the AM rush hour and should use the loading docks or areas of the building.”**

# Environment & Infrastructure

Pittsburgh's strategic location at the confluence of the three rivers was chosen both for its natural beauty and industrial growth. The picturesque Point State Park, waterfront paths, and urban parks helped keep Downtown users connected to open space. The City of Pittsburgh has prioritized addressing climate change and inequality directly through a variety of initiatives and programs currently underway, such as the p4 Principles, Climate Action Plan, OnePGH, and the 2030 District. As a legacy city with many buildings, roadways, and utility infrastructure assets more than a century old, Downtown is subject to the risks of significant disruptions due to infrastructure failures. Most recently, the sinkhole on 10th Street demonstrates the need for developing a process to regularly review and prioritize state-of-good-repairs for all physical infrastructure in Downtown.

## Issues

- The American Lung Association ranks the City of Pittsburgh 7th from the bottom in terms of year-round air quality, with Downtown at the epicenter of this issue.
- Extreme weather events and other climate change-related hazards have a significant impact on vital Downtown infrastructure, such as flooding on the 10th Street bypass, 376 "bathtub," and the Mon-Wharf.
- Unforeseen environmental hazards that impact roadways and utilities have immediate impacts on the reliability of the mobility system and economic continuity.

## Opportunities

- Activate the existing open space by providing year-round programming options at primary locations such as Point State Park and Allegheny Riverfront Park.
- Build a campaign that focuses on reducing transportation-related emissions by shifting trips to transit, walking, biking, and electric vehicles to improve local air quality.
- Invest in Pittsburgh's wealth of natural infrastructure, such as the large parks, rivers, and streams to improve air quality, reduce stormwater flows, and minimize urban heat island effects.
- Develop stormwater management and green infrastructure criteria to be used when deploying any new hardscaped project.
- 'Right-size' infrastructure, such as highway ramps and bridges, to support walking, biking, and transit, and improve Downtown's resilience to flooding.

## Infrastructure resilience is becoming an increasingly high priority.

Downtown Pittsburgh benefits from a range of open space, including a number of trails, parks, and plazas, but access, maintenance, and programming is inconsistent.



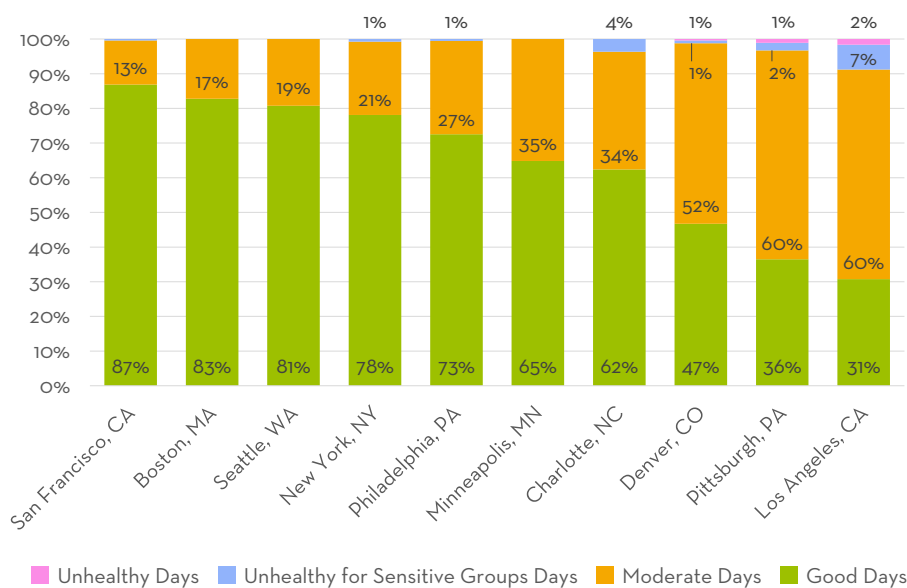
Source: Pittsburgh Post-Gazette, A Bus Fell Into A Sinkhole Downtown, and the Internet Rejoiced, October 29, 2019



## Open Space and Trails

Source: City of Pittsburgh, Open Street Map, 2020

## Air Quality in Peer Cities



**“Not enough green space by the rivers. It’d be great if we could turn the lower roadway along the Allegheny into a park with cafés or food trucks.”**

Source: Environmental Protection Agency, 2019



# Residential & Commercial Development

Over the past 10 years, Greater Downtown has seen over \$10 billion in total investments through various types of developments, including office, retail, residential, hotel, entertainment, parks and trails, transportation, education, and civic projects. Between 2000 and 2018, Greater Downtown's population increased by 50%, with an additional 5,000 new residential units currently underway. The expansion of residential development has provided more street level activity outside of traditional business hours contributing to a more vibrant and safe living environment. The abundance of restaurants and cultural opportunities within a short distance offer both new and current residents a high quality of life. The Central Business District has seen some significant development projects over the last few years, including the Tower at PNC and the JLL Center at Tower Two Sixty, but the Strip District, Lower Hill, and North Shore are seeing and will continue to see a large number of future development projects. These new, often lower density mixed-used projects emerging in these areas are displacing surface parking lots, while also bringing new residents and office workers into Greater Downtown. Ultimately, these land use changes will bring new travel demand challenges in the next five to ten years.

## Issues

- Downtown does not have a grocery store, which limits residents' access to fresh produce and high-quality food.
- New residential development attracts more local truck trips from e-commerce deliveries and waste services, leading to more competition at the curb.
- Residential growth often excludes larger households and lower incomes.
- Some residents feel that Downtown amenities don't accommodate new residential needs, like dog parks.
- New development projects on the fringe of the CBD are planning for structured parking to accommodate tenant demands in areas that are not accustomed to increased volume of traffic.
- The lack of nighttime and weekend transit service makes it challenging for residents to forgo car-ownership.

## Opportunities

- Advocate for building affordable housing, with a Transit-Oriented Development (TOD) framework built in, to support high-quality living for lower income families who work Downtown in service jobs and within the expanding retail and entertainment sectors.
- Develop a marketing and communication strategy to promote Downtown's high transit accessibility and amenity-rich, walkable neighborhoods and promote more car-free living.
- Encourage new TOD along dedicated transit routes into Downtown, such as the light rail, East Busway, or future BRT.

## Rising real estate values reflect growing demand for commercial space in Downtown.



Source: Elkus Manfredi Architects, Union Trust Building, 2019

The average asking price, per square foot, of Class A office space in the CDB increased by 28% between Q1 2010 and Q4 2019.





# Key Takeaways

This report identifies initial findings and concepts that were explored throughout the planning process and beyond. The PDP is continuing to collaborate with various planning efforts being led by the City, Port Authority, and Southwestern Pennsylvania Commission. Most importantly, the subsequent phases rely heavily on engagement with the public and Downtown stakeholders, with a particular focus on traditionally underrepresented populations and neighborhoods.

The steps outlined in this section include:

- Developing **Guiding Principles & Goals** through community input to steer the plan development phase.
- Conducting a **Scenario Planning** analysis to understand how Downtown will grow and change in the coming years, and what the mobility system will require to continue to support users efficiently.
- Creating a **Street Management Framework** to identify priority users and modes on Downtown corridors throughout the day.
- Identifying a list of **High Impact Priorities** to more efficiently respond to immediate issues on near-term projects and programs while charting a path for larger, more challenging projects to be implemented through the partnership of our public agencies.
- Releasing the final Plan and starting to implement projects previously identified by Downtown stakeholders and the general public.



# Phase 1 Engagement (October - February 2020)

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## Goal

The public engagement process started in January 2020. The goal of the first phase was to publicly kick-off the planning process and receive broad-based input on the issues and challenges associated with getting to, from, and around Downtown and to explore opportunities to enhance people's experience in Downtown, while improving core physical infrastructure.

## Process

### Stakeholder Project Mapping Exercise

A stakeholder mapping exercise was facilitated with the Management Team, and community advocates, to ensure that the process was inclusive of all Downtown users. Based on the outcomes of the stakeholder mapping analysis, the team identified several mechanisms to engage participants.

### Downtown Advisory Group Workshop #1, January 2020

The PDP convened the first in-person Downtown Advisory Group (DAG) workshop to share the scope of the Downtown Mobility Plan, the proposed timeline and process, and findings from the initial work on Phase I, Issues & Opportunities, including the online survey results. The Project Team also gathered input on key aspects of mobility such as transit, the public realm, freight, and private vehicles through a series of interactive stations.

### Online Survey

For the Issues & Opportunities online survey, both an English and an English/Spanish bilingual online survey were simultaneously released to target feedback from Spanish speaking households. In total, the Issues & Opportunities online survey had over 1,400 total respondents from the Pittsburgh region. However, while the online survey had a large sample size, it did not capture a racially diverse demographic and predominantly captured feedback from respondents who live outside the City limits, are white, and more affluent.



## Intercept Surveys

To complement the online survey and ensure the Project Team heard from a diverse range of audiences, intercept surveys were completed at key locations throughout Downtown, including at high ridership bus stops and Market Square's afternoon and evening events. Overall, a total of 115 respondents completed the intercept survey and an additional 91 students also completed the survey. Unlike the demographics of the online survey, nearly 85% of respondents were African American.

## Public Workshop #1, January 2020

At the public workshop meeting, the Project Team presented similar information shared during the first DAG on timeline, planning process and expectations, and initial results from the Issues & Opportunities online survey.

## Communications

To get the word out about these opportunities, the PDP issued a press release and used social media, a newsletter, and targeted emails to promote the online survey and inform the community about the public workshop.

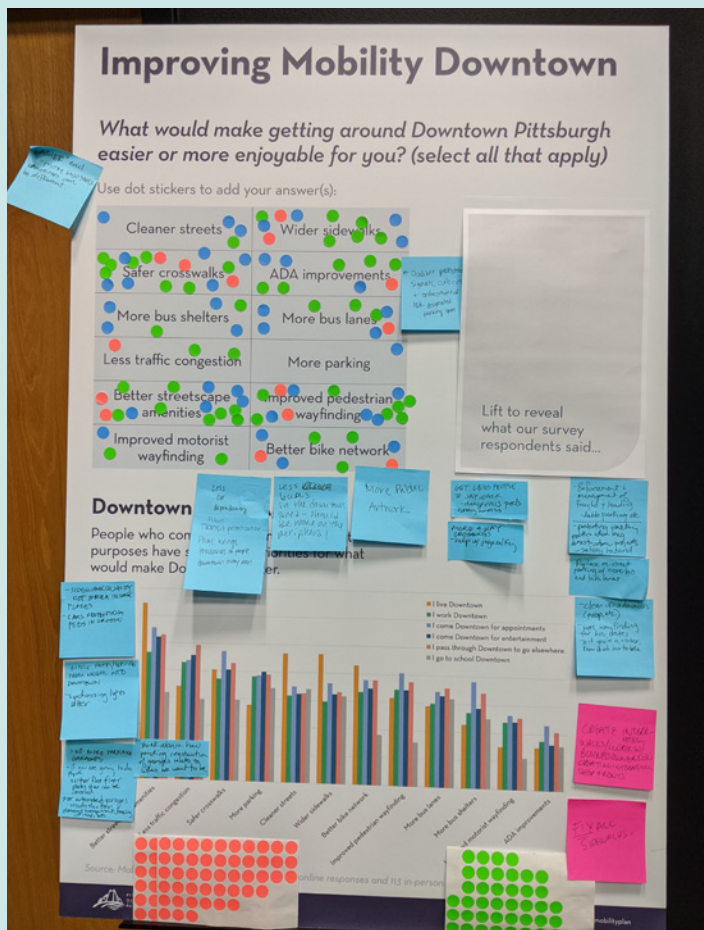
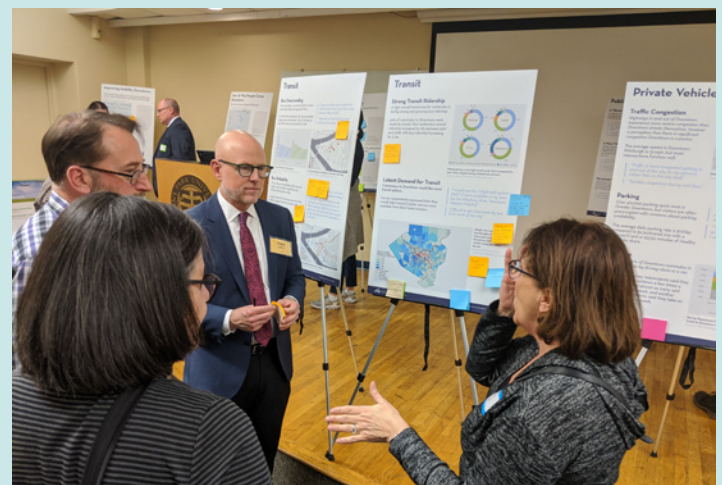


Photo of a presentation board from DAG Workshop #1



Public Workshop #1



DAG Workshop #1 Mapping Exercise





# Guiding Principles & Goals

ST



## Guiding Principles & Goals

1. Welcoming and Vibrant
2. People-first & Transit-Prioritized
3. Equitable & Affordable
4. Intuitive & Responsive
5. Sustainable & Healthy



# Overview

The Guiding Principles serve as the vision and values of the Downtown Pittsburgh Mobility Plan (Plan), and provide a framework to organize priorities and identify projects. Through our review of the Issues & Opportunities Report, feedback from the Downtown Advisory Group (DAG), and survey results from residents living across southwestern Pennsylvania, there was a strong consensus that the proposed **Guiding Principles** represent the values and aspirations for the future of mobility in Downtown Pittsburgh.

Based on feedback we received on the draft **Goals**, which define the specific intentions for accomplishing the Plan's Guiding Principles, it is clear there are varying perspectives on how to advance transportation and public realm within the Golden Triangle. During the Guiding Principles & Goals phase, we strived to translate the sometimes conflicting perspectives of many users into a comprehensive, and cohesive, set of Goals. These Goals help drive urgency, quantify progress, and also acknowledge that trade-offs and project specific decisions will need to be made beyond the development of the Plan. While we believe these Goals reflect the voice of the community, effects of the pandemic on Pittsburgh, and most other cities in 2020, serve as a reminder that planning and placemaking are constantly evolving to support our changing needs. As the Plan begins to be implemented, it will be essential to keep the dialogue open with our stakeholders and the general public, provide opportunities for continued engagement and feedback, and continue to revise these Goals.



# 1

## Welcoming and Vibrant

**Downtown Pittsburgh's mobility system should ensure a high quality of urban life and embrace the racial, cultural, linguistic, and economic diversity of our region.**

- Ensure sidewalks and all streetscape components are clean, well-maintained, and sufficiently illuminated at night
- Improve access to the waterfront, parks, and trails; and develop programming for all ages
- Provide an inclusive environment for youth in Downtown by encouraging participation in decision-making, fostering a sense of ownership and responsibility, and understanding and responding to their mobility needs
- Increase foot traffic by encouraging the activation of sidewalks, facades, and ground floors while ensuring continuous accessibility
- Integrate public art that represents Downtown's wide range of users, with a particular emphasis on alleyways and "gateways" between adjacent neighborhoods
- Define a minimum standard for housing affordability Downtown to support high-quality living for lower income families
- Create more public plazas and spaces for people to enjoy Downtown and participate in non-consumptive activities



# 2

## People-First & Transit-Prioritized

**Downtown Pittsburgh's mobility system should strengthen accessibility and connectivity for people walking, biking, and rolling, as well as provide high-quality transit service and amenities to enhance the bus rider experience.**

- Maintain a state of good repair for all sidewalks, curb cuts, and crosswalks and ensure appropriate clear space and a comfortable journey for all users, particularly youth, elderly, and those with limited personal mobility
- Strive to provide all residents living within a five-mile radius of Downtown with access to affordable, convenient, and safe mobility options – including public transit, cycling, rolling, and walking - to travel to, from, and around Downtown
- Increase the quality and availability of bus shelters and enhance transit rider amenities at the highest volume bus stops across the Central Business District (CBD)
- Improve efficiency and reliability of bus service by ensuring priority street and curb access to pedestrians, transit riders, and cyclists on key corridors
- Complete the protected bicycle network and increase the availability of bicycle infrastructure, facilities, and amenities to ensure biking and rolling are safe and comfortable options for all of Downtown's users





# 3

## Equitable & Affordable

**Downtown Pittsburgh's mobility system must be accessible, equitable, and affordable for all, regardless of one's ethnicity, race, age, class, language, or ability.**

- Ensure public transit is a viable option for workers and visitors during off-peak hours, including at night and on the weekend
- Advocate for free transfers on public transit, for both LRT and bus riders, when entering or exiting Downtown, regardless of the rider's payment method
- Ensure that public transit and paratransit operations have reliable curb access for people with limited personal mobility
- Advocate for an education and awareness-first approach to traffic safety and parking enforcement, minimizing the use of police and eliminating racial profiling
- Pursue the inclusion of unarmed "streets ambassadors", rather than relying on armed police, to enforce fare policy regulations, provide wayfinding support, and assistance to bus riders and pedestrians
- Conduct a transparent and inclusive process when designing mobility projects, programming, and policies, with an emphasis on engaging people of color, K-12 and college students, older adults, people with disabilities, non-English speakers, and low-income populations



# 4

## Intuitive & Responsive

**Downtown Pittsburgh's mobility system must provide a user-friendly experience for all modes while responding to competing street and curb needs.**

- Develop language-agnostic wayfinding to instinctively direct pedestrians, motorists, transit riders, and cyclists to key destinations, adjacent neighborhoods, and transit/bike/parking hubs
- Improve mobility for youth in Downtown by understanding and responding to their movement patterns and modal choices
- Implement projects and technology to reduce congestion and parking uncertainty during peak travel periods, large events, and roadway disruptions
- Optimize the roadway and curb usage for transit and private vehicle movement during AM and PM peak travel periods
- Support a coordinated freight and delivery system to minimize conflict at the curb and reduce noise and air pollution from unnecessary idling
- Ensure parking options and availability are effectively communicated to the general public and Downtown stakeholders during peak travel periods, large events, and roadway disruptions





# 5 Sustainable & Healthy

**Downtown Pittsburgh's mobility system should advance infrastructure investments and policies that enhance the public's health and support the dynamic needs of Downtown.**

- Ensure vulnerable and aging infrastructure is prepared to sustain for the long-term
- Reduce emissions that contribute to climate change and diminished public health, for both personal transportation and freight/deliveries
- Integrate green infrastructure, stormwater solutions, and sustainable materials into street reconstruction projects and new development projects
- Ensure new infrastructure is flexible for various uses, including for special events, parades, social distancing measures, and protests
- Ensure Downtown is a 'complete neighborhood' offering access to affordable restaurants, healthy groceries, fresh produce, specialty services, and places for kids to play





# Phase 2 Engagement (February - April 2020)

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## Goal

Ratify the Issues & Opportunities identified in Phase I and develop and affirm the Plan's Guiding Principles & Goals. Following the work on Issues & Opportunities, the Project Team moved to the second phase, Guiding Principles & Goals. During this phase, a few key themes emerged from the Issues & Opportunities findings and were used to develop a set of proposed Guiding Principles & Goals to serve as the high-level vision and help guide the prioritization of High Impact Priorities identified in phase 4 of the Plan.

## Process

### **Downtown Advisory Group Workshop #2, April 2020**

The Project Team shared a draft of Guiding Principles & Goals and solicited feedback from the Downtown Advisory Group (DAG) members to determine if there were any gaps, missed opportunities, or recommendations.

### **Online Survey**

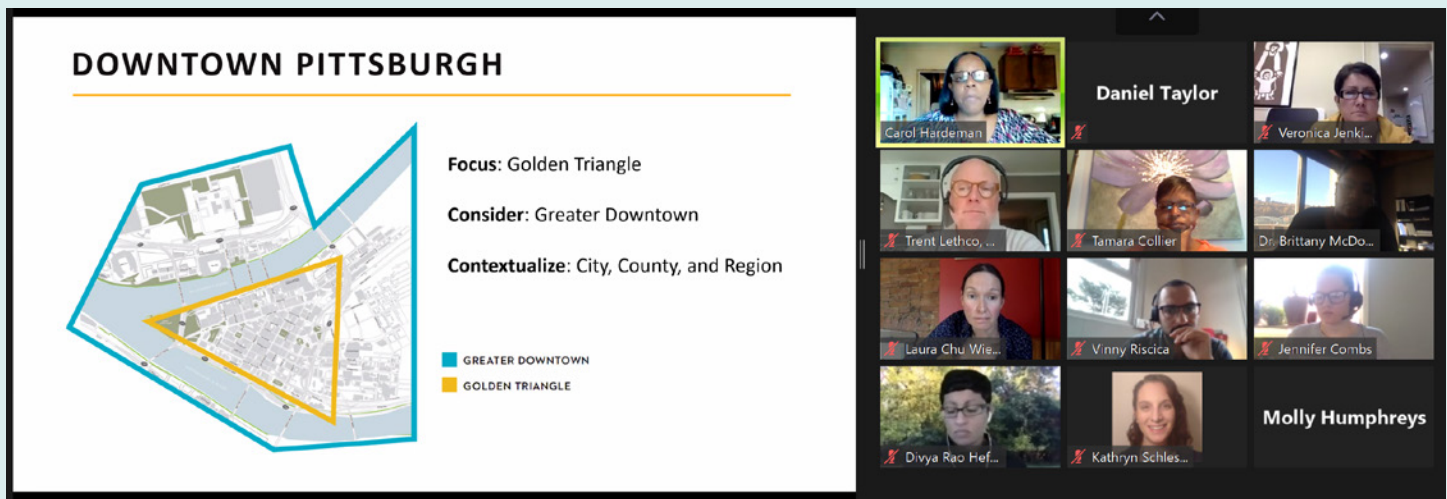
The Project Team launched a survey as a follow-up to the Issues & Opportunities survey launched in Phase 1. In this follow-up survey, the team shared a draft of the Guiding Principles & Goals and gathered feedback and comments. The survey received 385 responses and over 1,100 individual comments.

### **Targeted Outreach**

Based on a demographic analysis of the online survey participants, the Project Team identified gaps in outreach. As a result, the Team conducted targeted outreach to several organizations, particularly those that serve people of color in the Downtown area. The team facilitated a few one-on-one phone calls to solicit feedback on the Guiding Goals & Principles as well as other input on the plan process. Participants in these calls included the African American Chamber of Commerce and Partner4Work.

### **Equity Working Group Meeting #1:**





Screenshot of Equity Working Group Meeting #1

## Plan Overview & Guiding Principles, October 2020

- Plan Overview & Issues and Opportunities: How should the history of racial injustice be included in the introduction of the Plan? What are the primary issues/opportunities that are on your mind?
- Guiding Principles & Goals: Do these Guiding Principles and Goals resonate? What is missing? What adjustments should be made? What goals should be emphasized?

## Takeaways and Outcomes

- Use more explicit language to talk about and acknowledge equity issues/outcomes
- Utilize public art to tell the story of Downtown's history as it relates to race
- Create a more intentional and welcoming experience for all cultures/languages
- Treat students as part of the Downtown community
- Integrate housing affordability and transit access into the Plan

## Public Engagement

While the Project Team originally had many touch points with the public planned for the duration of the project, the Covid-19 pandemic led us to transitioning engagement efforts to transition to a virtual format beginning in April 2020 and continuing through the duration of the Plan's development.



# Street Management Framework



## What is Scenario Planning?

- Describes a set of plausible futures, instead of defining a single preferred future (visioning), or planning to accommodate the most likely future (forecasting).
- Explores driving forces and their interactions, with a focus on factors that are uncertain and likely to have a major impact.
- Prepares stakeholders to make informed judgements when aspects of scenarios become realities, rather than make quantifiable forecasts about the future.

## What is A Street Management Framework?

- Defines a role in meeting the mobility and public realm needs of all users.
- Creates an intuitive, coherent network that balances street and curb demands, certain modes will be prioritized on certain streets.
- Ensures that even with this prioritization, walking will be the primary mode for the Downtown network and pedestrians should be welcome on all streets.





# Overview

Outreach efforts in developing the Guiding Principles indicated strong support for improving transit, biking, and walking while incorporating public realm improvements Downtown. However, we also acknowledge that some Principles could cause challenges for private vehicles. The **Street Management Framework (SMF)** explores trade-offs between all street users while adhering to the Guiding Principles. The SMF consists of two parts:

1. A **scenario planning** exercise to explore how the guiding principles and goals may affect development patterns, transportation needs, and mobility network impacts.
2. Defining **street typologies** that reflect existing and future needs and help guide future mobility network decisions, including street reconstruction, curb use, transit planning and public space improvements.

The SMF assists PDP and others in developing projects that are consistent with the Plan's Guiding Principles and also explores potential trade-offs. It is governed by four key principles:

1. **Movement:** Support the movement of people by all modes.
2. **Place:** Reaffirms PDP's commitment to making Downtown a unique and exciting place to live, work, study, play, and visit.
3. **Priority:** Achieving a more balanced network means accepting that some streets may need to function better for certain modes. Establishing priority networks will improve the overall functionality of the network.
4. **Flexibility:** Ensuring that we continuously monitor and respond to disruptions and changes, be they: short-term and planned, such as sporting events; unplanned, such as peaceful protests for social justice; or inconceivable, such as a pandemic that changes the way we move for more than a year.



# 1

## Scenario Planning

- Assess the impacts of potential future local growth scenarios on the Downtown Pittsburgh mobility network
- Determine the existing street and rail network's capacity to handle future multimodal demand based on projected future growth
- Evaluate potential upgrades to the network's transportation infrastructure to safely and efficiently accommodate motorized and nonmotorized transport demand
- Provides context to inform the identification of high impact priorities

### Market Absorption Analysis

- Based on a forecast for estimated growth at the Pittsburgh Metropolitan level, the market analysis estimated future potential Downtown demand for office, residential, retail, and hotel space based on current trends, assumptions about future market share, and potential growth to reflect the different scenarios.

### Urban Footprint Scenario Modeling

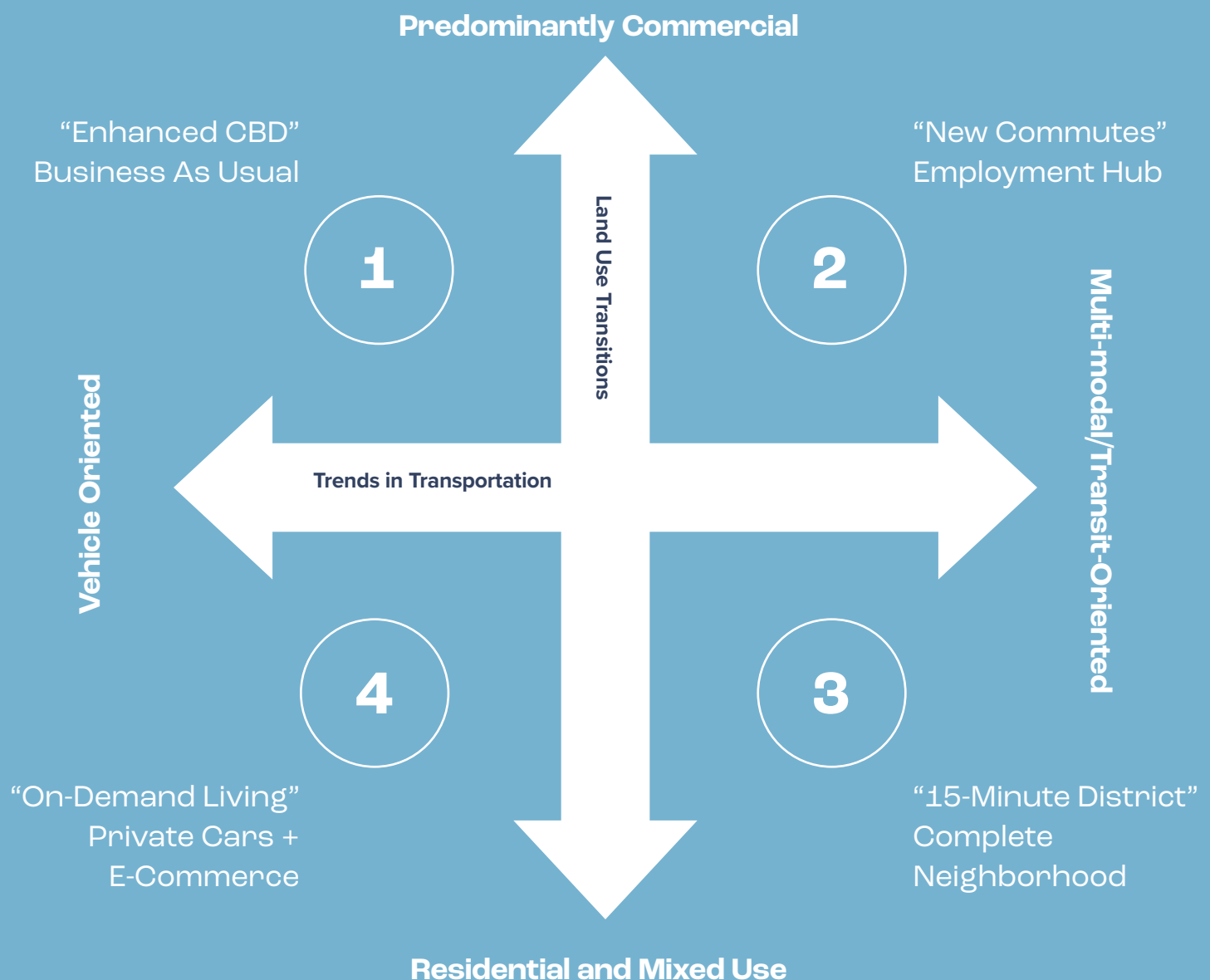
- Market absorption analysis provided the inputs for modeling in the Downtown core.
- A soft site analysis identified sites in the CBD and adjacent neighborhoods that might be susceptible to future development, defining potential locations for the forecasted development.
- Scenarios illustrated possibilities for the location and character of that growth within the study area and surrounding neighborhoods.

### Transportation Impact Analysis

- Transportation assessment process was based on the land use inputs determined during the market absorption phase.
- Transportation impact was assessed by key corridor (generally, major routes crossing in/out of downtown, connecting routes, and highways).

# Defining the Scenarios

Two major drivers (Transportation Trends and Land Use Transitions) were used to envision four potential scenarios based on the possible combination of trends. This two-by-two matrix enabled an exploration of the full spectrum of drivers of mobility network planning and use. The scenarios were further explored through narrative qualitative descriptions. Three of the four possible scenarios were selected for deeper analysis, with scenario 4 “On-Demand Living” not selected for further study.



# Scenario 1: Enhanced CBD

## Business as Usual

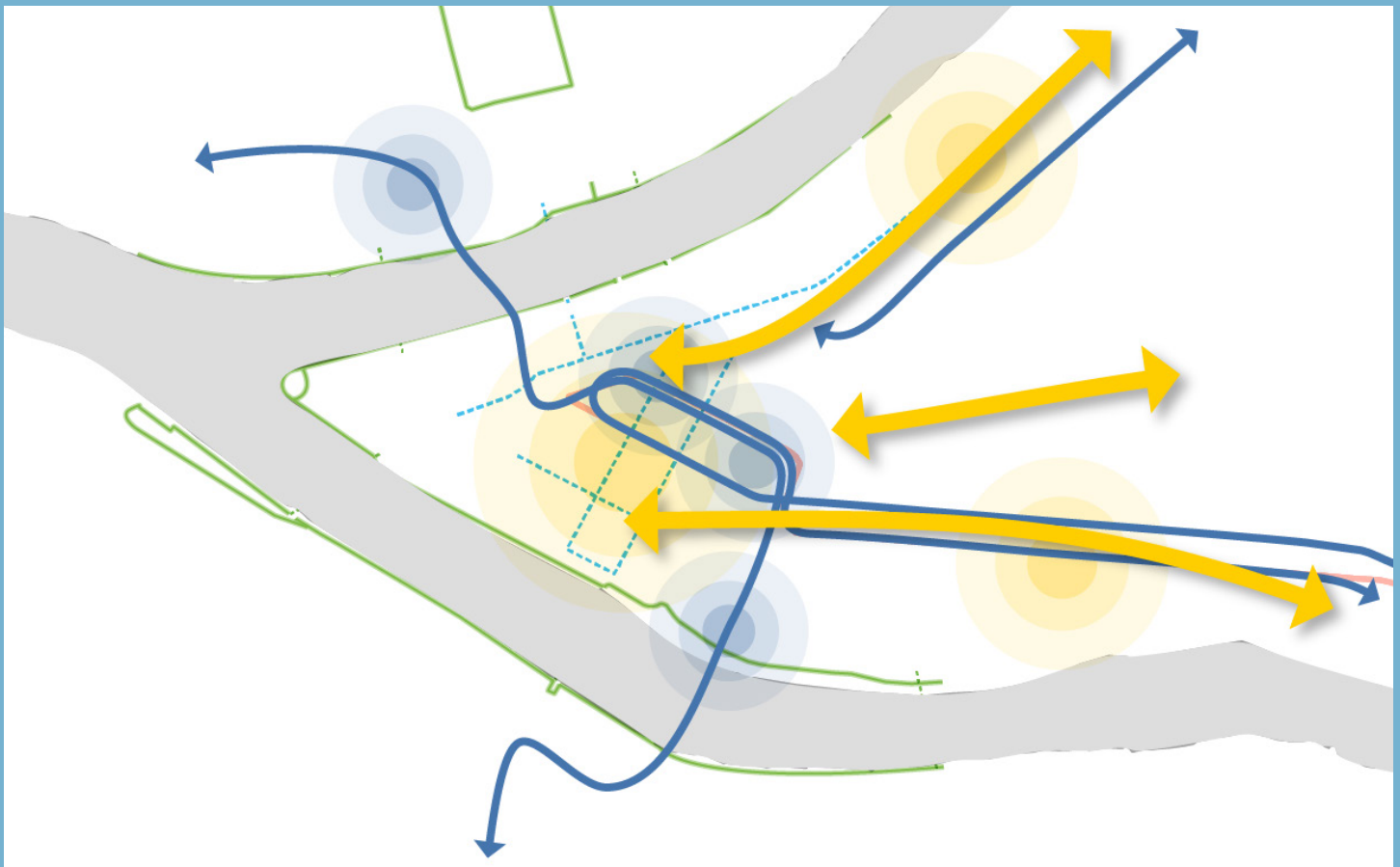
- The dominant land use category remains commercial and office, with a minor increase in residential development in the district.
- With a focus on culture and entertainment, the CBD is seen as a destination for activities, and the night time economy continues to grow.
- The number of people traveling by vehicle remains high.
- Vehicle use is on the rise due to continued growth of commuters with limited access to transit and availability of alternative options (Transportation Network Companies (TNCs), Autonomous Vehicles (AVs), etc).



# Scenario 2: New Commutes

## Employment Hub

- Downtown Pittsburgh is a major employment hub characterized by commercial, office, institutional and civic uses, with a minor increase in residential in the district.
- High-quality parks and cultural institutions draw people to the district.
- With the growth of major health and university anchor institutions comes an influx of new types of employees—students, academic researchers, and tech workers.
- New demographics are more likely to bike, walk or commute by transit, and major anchor institutions have developed TDM programs with more commuter options.
- The Downtown-Uptown-Oakland BRT and improved walkability between communities has created a strong axis of growth, and Downtown is at the crossroads between Oakland and surrounding neighborhoods in Uptown, The Hill District, and Strip District.

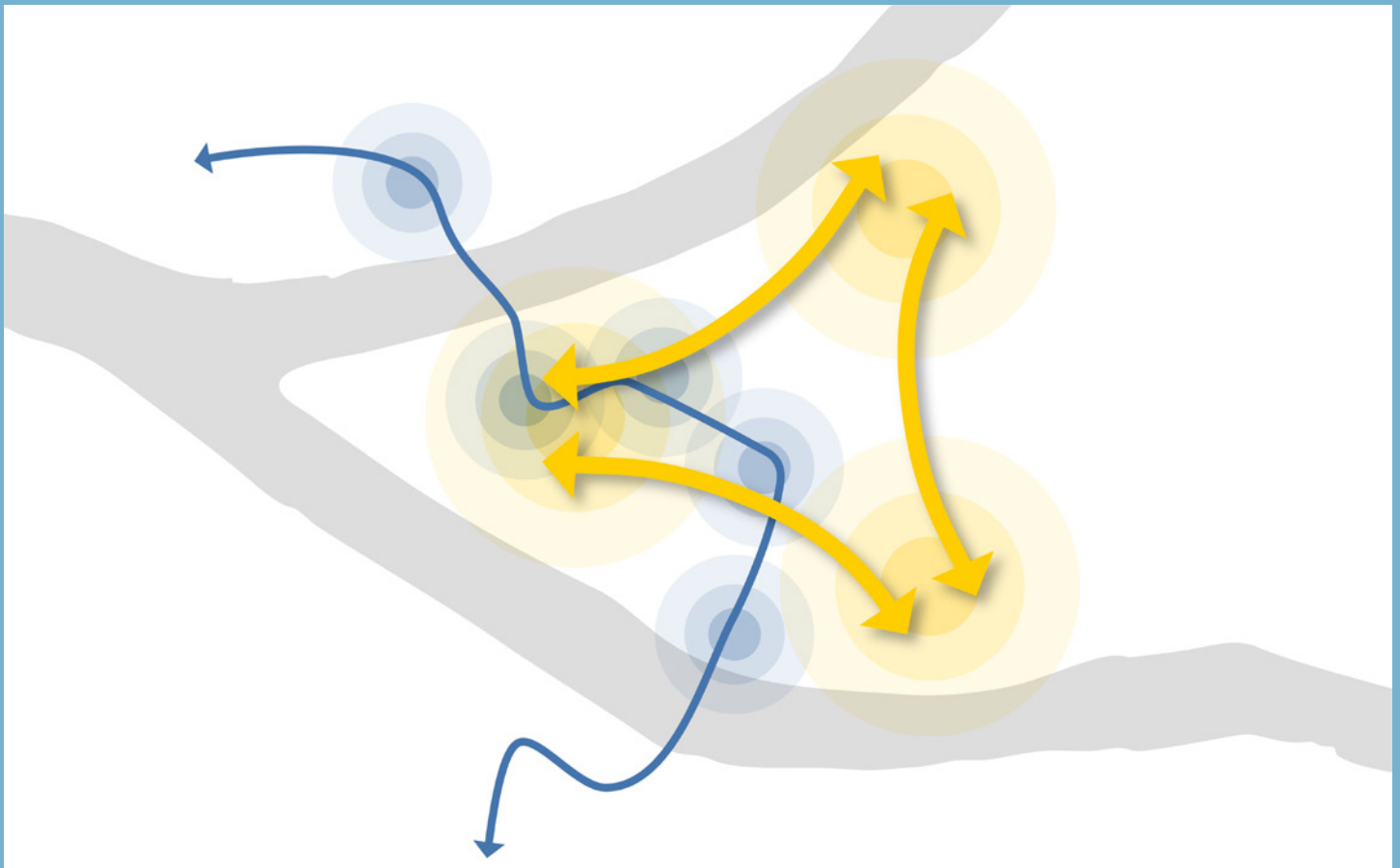




# Scenario 3: 15 Minute District

## The Complete Neighborhood

- Residential development transforms Downtown into a mixed-use, mixed-income, 24/7 neighborhood. Development is concentrated around transit nodes.
- Many live and work Downtown, while others live Downtown to enjoy the center city lifestyle, but commute to neighboring employment hubs for work.
- With amenities and employment in close proximity, walking and biking are popular transportation options, with robust transit use as well.
- Private vehicle ownership has decreased and new development in Downtown does not pursue additional parking.
- Downtown living causes an increase in delivery traffic due to the growing volume of deliveries to residents and new retail establishments.



# Soft Site Analysis



Soft sites throughout Greater Downtown were evaluated to understand development potential and future travel demands. We recognize growth may vary based on alternative scenarios and post-pandemic recovery. However, the analysis demonstrates likely increased travel demand in the future, primarily relating to anticipated changes in the Strip District, The Lower Hill, and Uptown. Key aspects of this analysis include:

- Mapping of soft sites susceptible to development
- Not all soft sites will be developed and allocation will differ by scenario
- Soft sites do not represent proposed or recommended development – the purpose is to envision a plausible spatial distribution of future development in order to estimate the mobility impacts of possible growth.

Soft site analysis is most effective as a qualitative visual assessment supplemented by quantitative datasets. Criteria included:

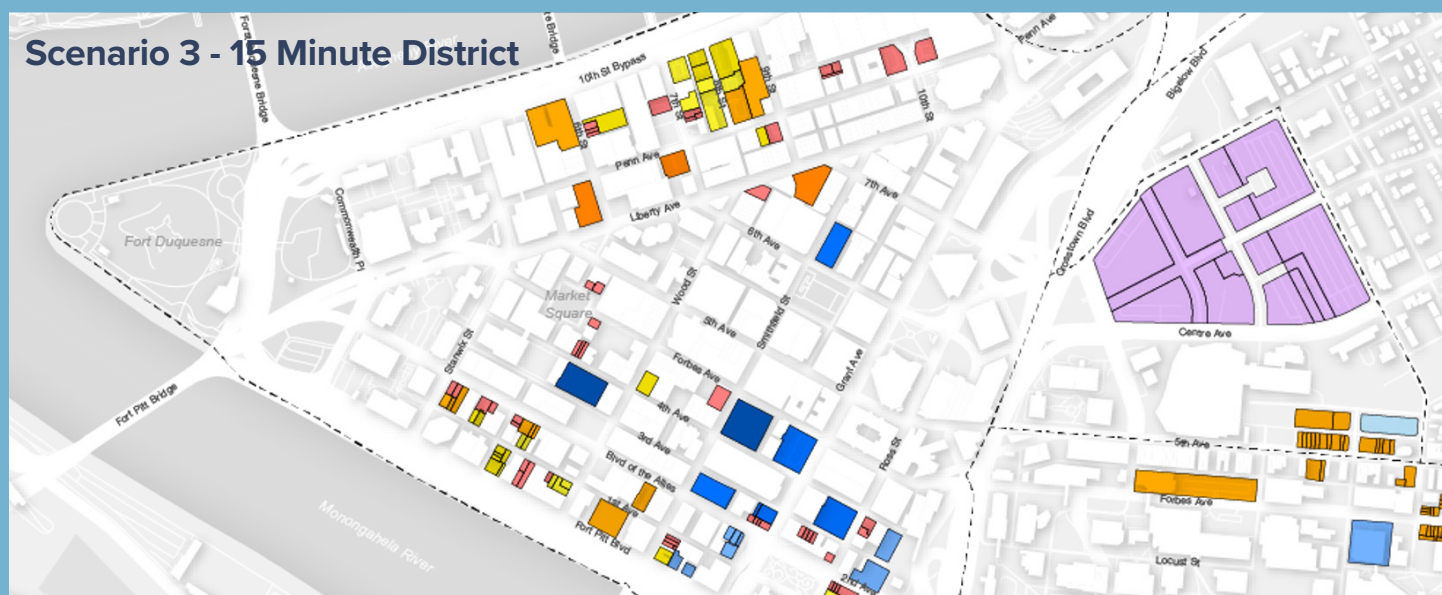
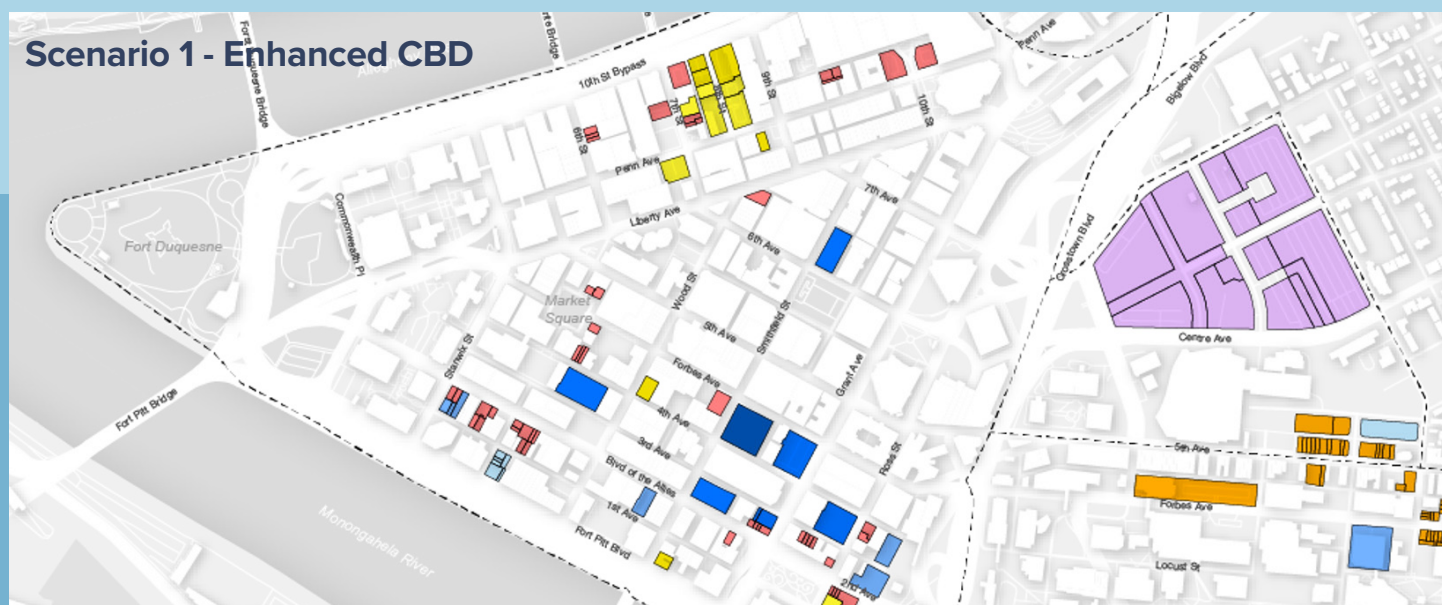
- Vacant or surface parking lots
- Underbuilt parcels out of scale with surrounding development
- Aging or already vacant townhome / attached buildings
- Isolated older buildings within high-value site assembly opportunities

## Scenario 1 - Enhanced CBD

- Residential land use in the Cultural District is concentrated in a relatively limited area
- Firstside area sees mostly smaller-scale office and commercial development
- Large parcels in Downtown core / Grant St. area bring new office development

## Scenario 3 - 15 Minute District

- Greater influx of residential transforms the Cultural District into a heavily mixed-use area with greater density
- Larger office towers bring increased square footage to meet additional demand
- Residential demand creates a residential/mixed-use sub-district in the Firstside area
- TOD focus encourages mixed-use density near light rail stations

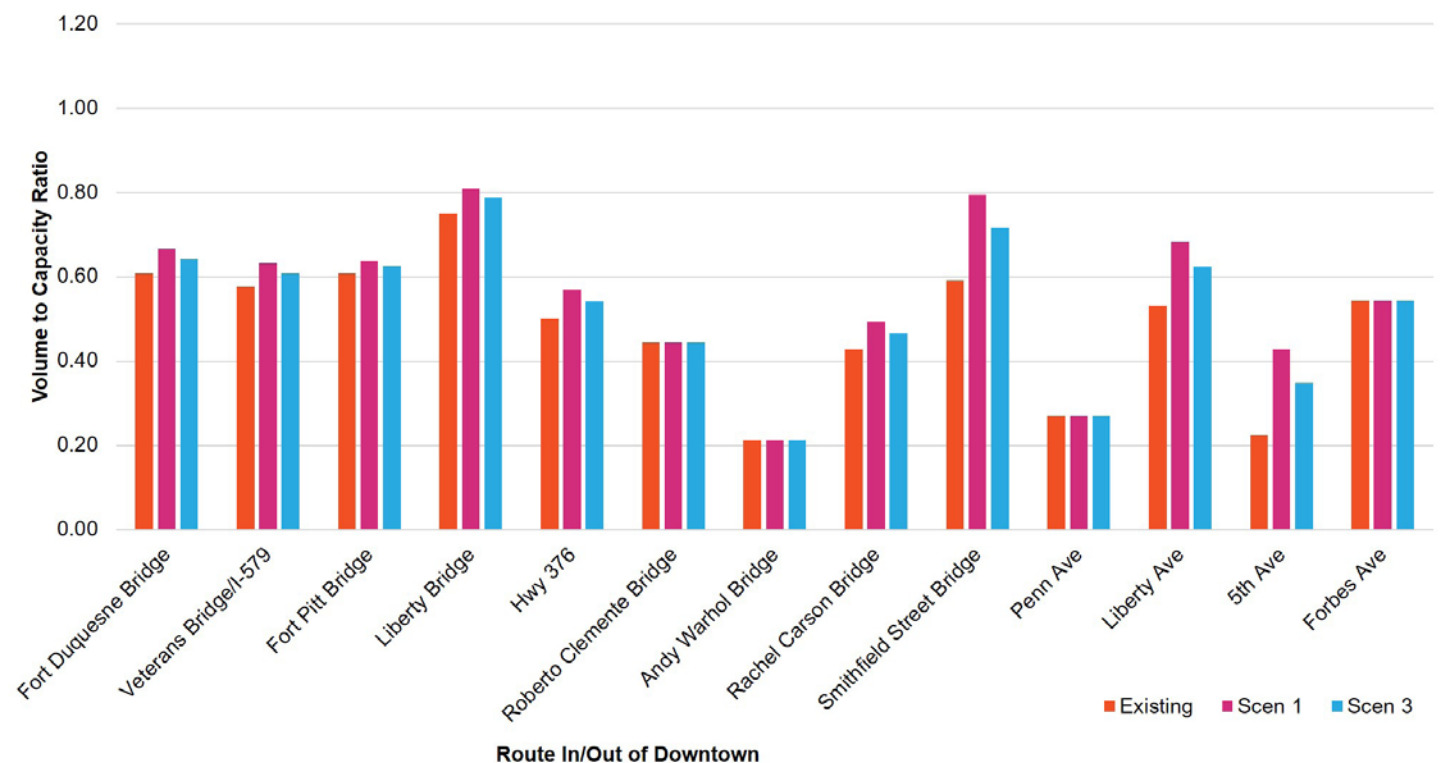


# Future Transportation System Capacity

Reflecting the highest likelihood and feasibility of accounting for travel behavior changes for scenarios 1 and 3, future system capacity was analyzed for existing conditions along with these scenarios at specific corridors and crossings that currently face the highest volume of activity.

## Capacity Summary

- All crossings are still under capacity in Scenario 1 and Scenario 3
- Most crossings are around 60% of capacity
- Indicates that there is capacity to/from Downtown
- Transit system is under capacity to/from the north, south and west
- The east is close to full capacity



Sources: AECOM, Central Business District Traffic Signal Optimization and South Hills Bus Loop Reversal, City of Pittsburgh, 2018. PennDOT Traffic Information Repository website. Date accessed: July 8, 2020.





*Cyclists using the Three Rivers Heritage Trail – an example of active transportation.*



*Smart parking technology can help encourage more efficient trips.*

# Key Takeaways

Scenario planning was a useful exercise in exploring the tensions and trade-offs through different future growth scenarios and corresponding transportation network changes in Downtown Pittsburgh and the Greater Downtown area. The scenarios developed helped explore possible futures with a more traditional and auto-oriented development pattern (Scenario 1) as well as a complete neighborhood concept centered on transit and non-motorized transportation (Scenario 3). While both scenarios add stress to Downtown's mobility system, Scenario 1 adds significantly more vehicle traffic to streets and intersections that are below but nearing their capacity.

As Downtown continues to transform, we will likely see a blended development pattern that incrementally moves toward a future that resembles Scenario 3, reflecting trends in development and housing preferences, the need to address climate change and social equity, and changing travel and work behaviors. However, this exercise is a useful tool in exploring the trade-offs that are made with each new land use and transportation decision we will collectively make. The results of the scenario planning exercise inform the development of a Street Management Framework for Downtown's streets. It will help us understand what we need and want to get out of our streets, both in terms of movement and place-making, and underscore the importance of flexibility in street use as we develop the Framework.

## Parking

- Restructuring parking pricing to discourage peak hour driving and long term/all-day parking
- Reducing parking supply at new developments
- Repurposing excess on-street parking to public realm, transit, and active transportation improvements

## Transit

- Increasing frequency and capacity of transit service
- Improving accessibility of transit service
- Improving user-friendliness of transit service
- Fare structuring to ensure that audiences are being captured appropriately

## Active Transportation

- Investment in safe, connected active transportation infrastructure
- Minimum bicycle parking requirements at new developments



The background of the page is a blue-tinted photograph of a city street. In the foreground, a crosswalk with white diagonal stripes is visible on the asphalt. In the background, there are multi-story buildings with various architectural details, including windows and balconies. A street sign for 'S.W. Randall' is visible on one of the buildings. The overall scene is an urban environment.

## Definitions

The following modes of travel are the primary users of Downtown's streets and were considered during the development of the Downtown Street Management Framework. While the Framework considers the role of each of these modes on Downtown streets, the street types are not dedicated to individual modes or are meant to serve as modal priority maps. Specific priority maps were developed for transit and bike+ modes, acknowledging their specific curb-to-curb needs.

### **Pedestrians**

Pedestrians include all sidewalk and crosswalk users, including people using wheelchairs or other mobility aids.

### **Cyclists**

Cyclists include small, on-street, primarily self-propelled wheel vehicles.

### **Bike+**

Bike+ includes all vehicles used by cyclists, as defined above.

### **Transit**

Transit includes ACCESS para-transit and all buses operated by the Port Authority of Allegheny County and other regional public transportation providers.

### **Private vehicles**

Private vehicles include all cars, pickup trucks, motorcycles and other motorized devices which are privately operated.

### **Freight vehicles**

Freight vehicles include trucks or vans used to transport goods.

# 2

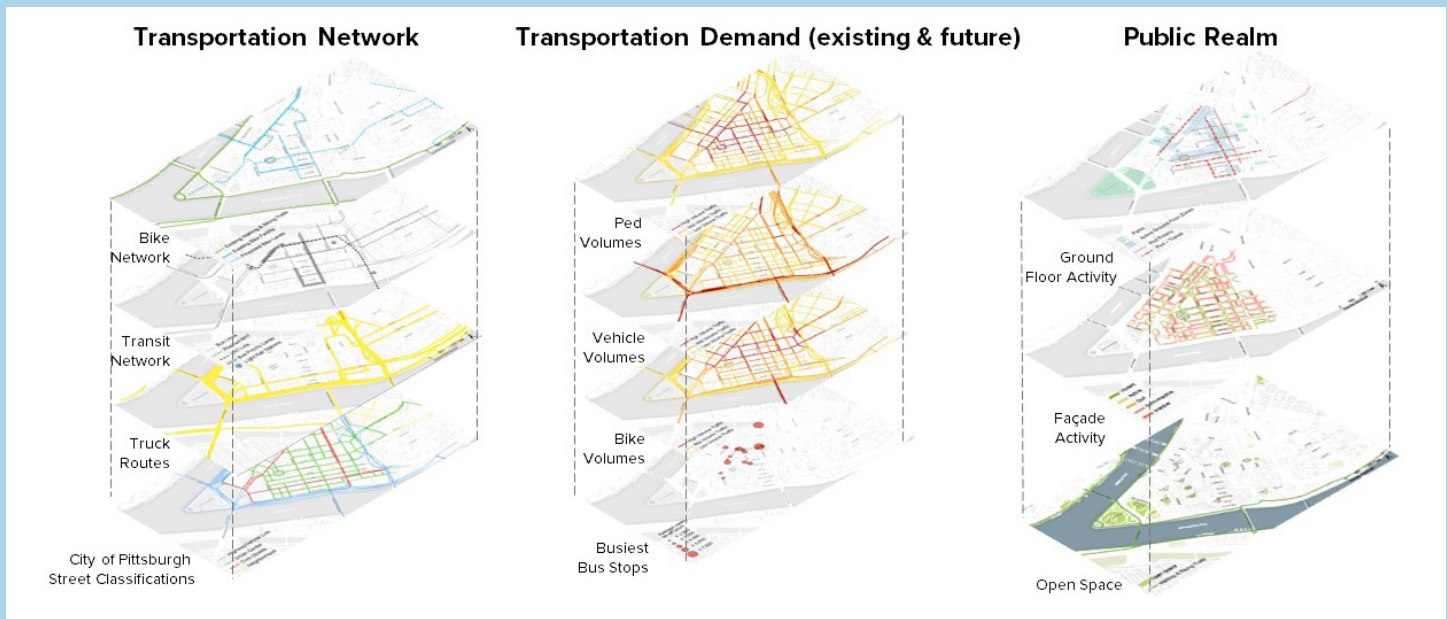
## Street Management Framework

### Vision for Downtown's Streets

We envision a Downtown street network that makes walking, biking, and transit the most natural and safest mode choices for travelers of all incomes, abilities, and ages; maximizes opportunities for placemaking; enables the efficient movement of freight; and creates intuitive district gateways that better connect Downtown with the surrounding region.

### Methodology

Street and curb space was allocated to different street types through a data-driven analysis of transit facilities, vehicle demand, parking and curb usage, bicycle and pedestrian networks, freight routes, land use, and urban design. The final Framework considers streets' current and intended future functions in order to meet the needs and priorities identified in the Guiding Principles.



#### Data Inputs:

Bike Network – City of Pittsburgh, 2020  
Transit Network – Port Authority of Allegheny County, 2020  
City of Pittsburgh Street Classifications – City of Pittsburgh, 2020  
Pedestrian Volumes – StreetLight Data, 2018  
Bicycle Volumes – StreetLight Data, 2018  
Vehicle Volumes – StreetLight Data, 2019  
Busiest Bus Stops – Port Authority of Allegheny County, 2018  
Ground Floor Activity – Google Maps  
Façade Activity – Downtown Pittsburgh Public Realm Action Plan, 2016  
Open Space – City of Pittsburgh, Open Street Map  
Freight Route Map – City of Pittsburgh, 2019



# Downtown Street Characteristics

This Street Management Framework proposes a set of defined categories to be used in planning and designing Downtown streets. The Framework describes how different types of streets fit together in the transportation network and identifies the role for different modes on each type of street. While each street type has unique characteristics, all streets must develop and maintain the following to ensure a high-quality pedestrian experience throughout Downtown:

- Sidewalks that meet pavement quality and clear path standards
- Curb cuts at all crosswalks
- Transit stop amenities, including shelters, benches, lean bars, and real-time information
- Pedestrian lighting
- Placemaking/public art
- Flexible curb management to support movement, pick-up/drop-off, and delivery activities throughout the day

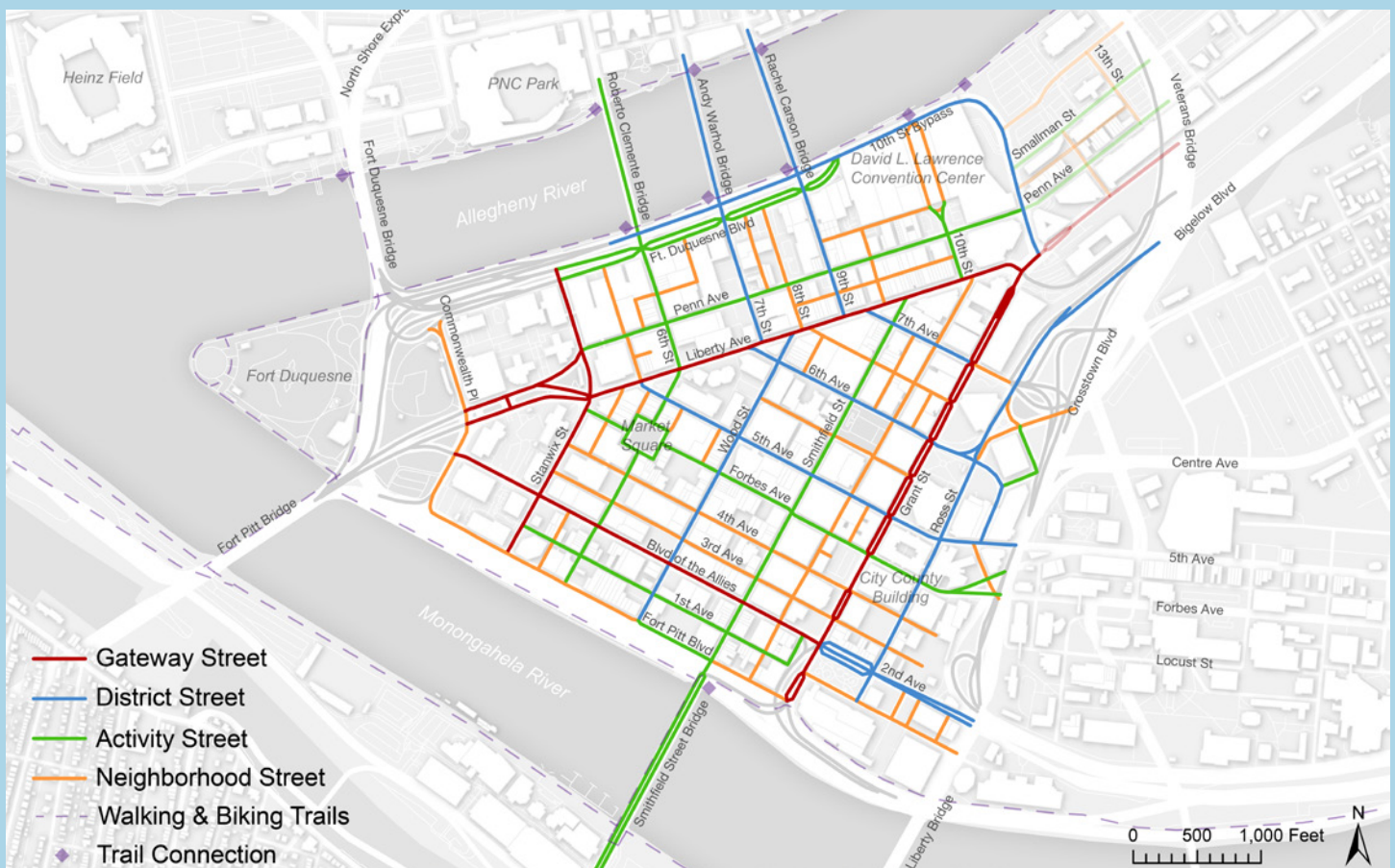


Source: PDP

# Street Typologies

Street and curb space was allocated to different street types through a data-driven analysis of transit facilities, vehicle demand, parking and curb usage, bicycle and pedestrian networks, freight routes, land use, and urban design. The final Framework considers streets' current and intended future functions in order to meet the needs and priorities identified in the Guiding Principles. Typologies will:

- Build on existing and proposed transportation networks
- Have criteria that will be used to determine streets' types and modal priorities
- Acknowledge the relationship between form and function, and movement and place
- Include all public space spanning from building front to building front while focusing on curb-to-curb functionality
- Consider time of day and special event flexibility

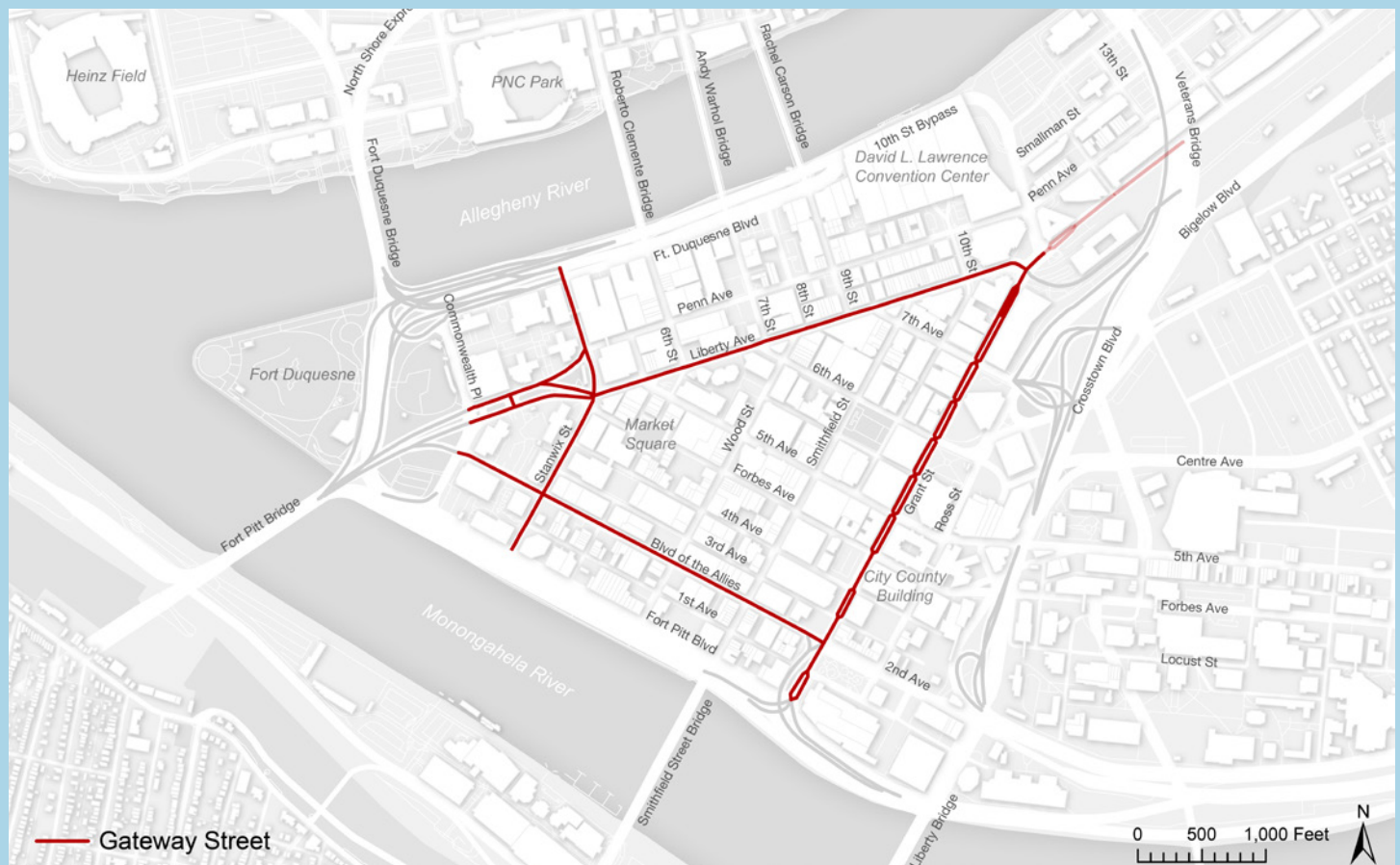




# Gateway Streets

Gateway streets function as regional gateways to Downtown and feature iconic urban design. These streets prioritize the movement of people over private vehicles.

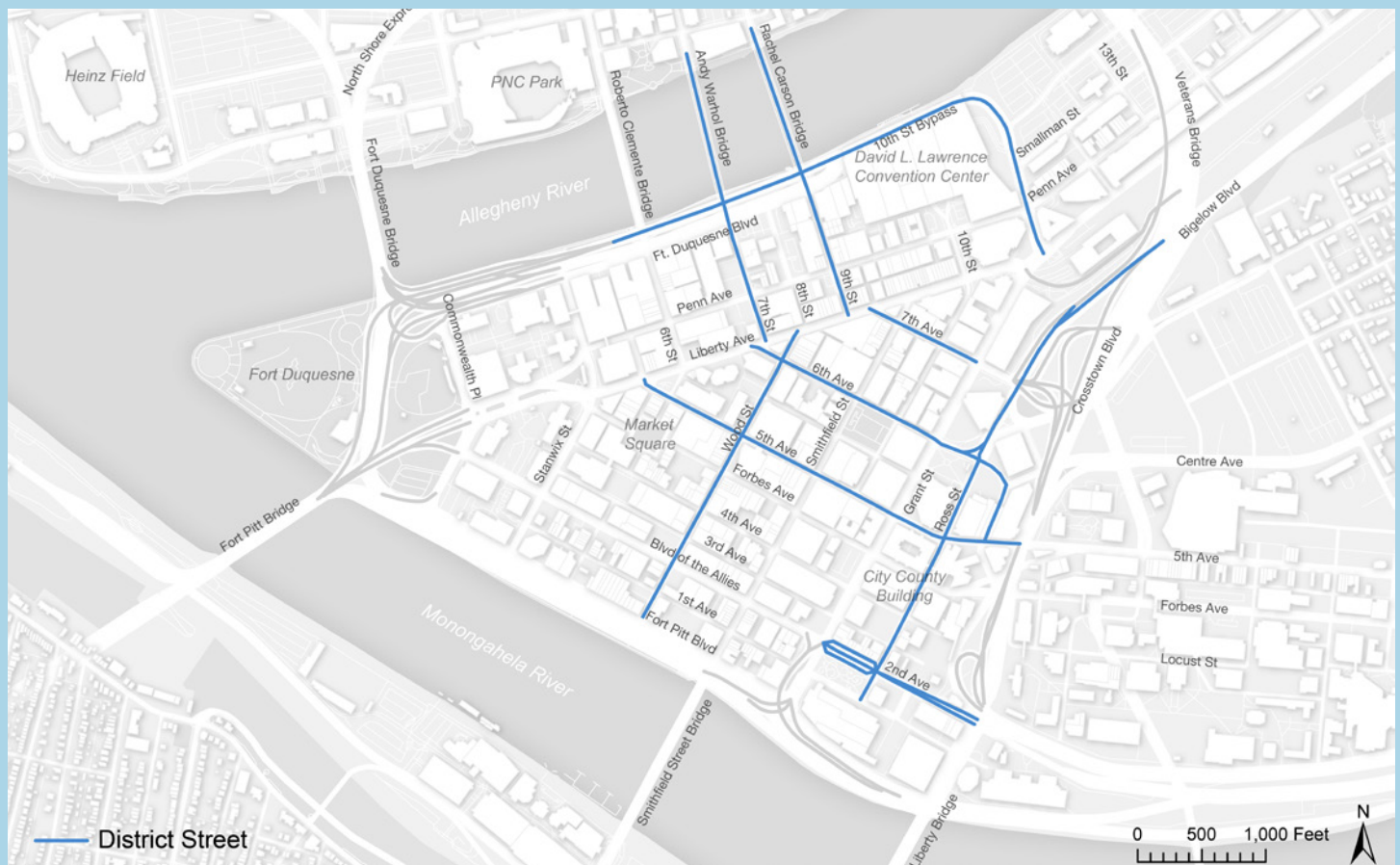
- Move high volumes of people on multiple modes of transportation
- Provide direct routes through Downtown and connects to regional highways
- May feature transit priority infrastructure (i.e. bus lanes, bump-outs, transit signal priority, etc.)
- Prohibit street parking and loading during AM and PM peak periods
- Serve as Downtown freight routes
- Require dedicated loading zones during off-peak times to service high concentration of large office buildings



# District Streets

District streets play an important role in moving people to and through Downtown. Some play an important role for commuters and include major roads bringing people into Downtown, and others for first-last mile connections to/from origins and destinations.

- Move medium volumes of people
- Feature significant number of transit routes, bus stops, and people waiting for transit
- May feature transit priority infrastructure (bus lanes, bump-outs, and transit signal priority)
- Prohibit street parking and loading during peak periods
- Are relatively dense and have dynamic ground floor activity

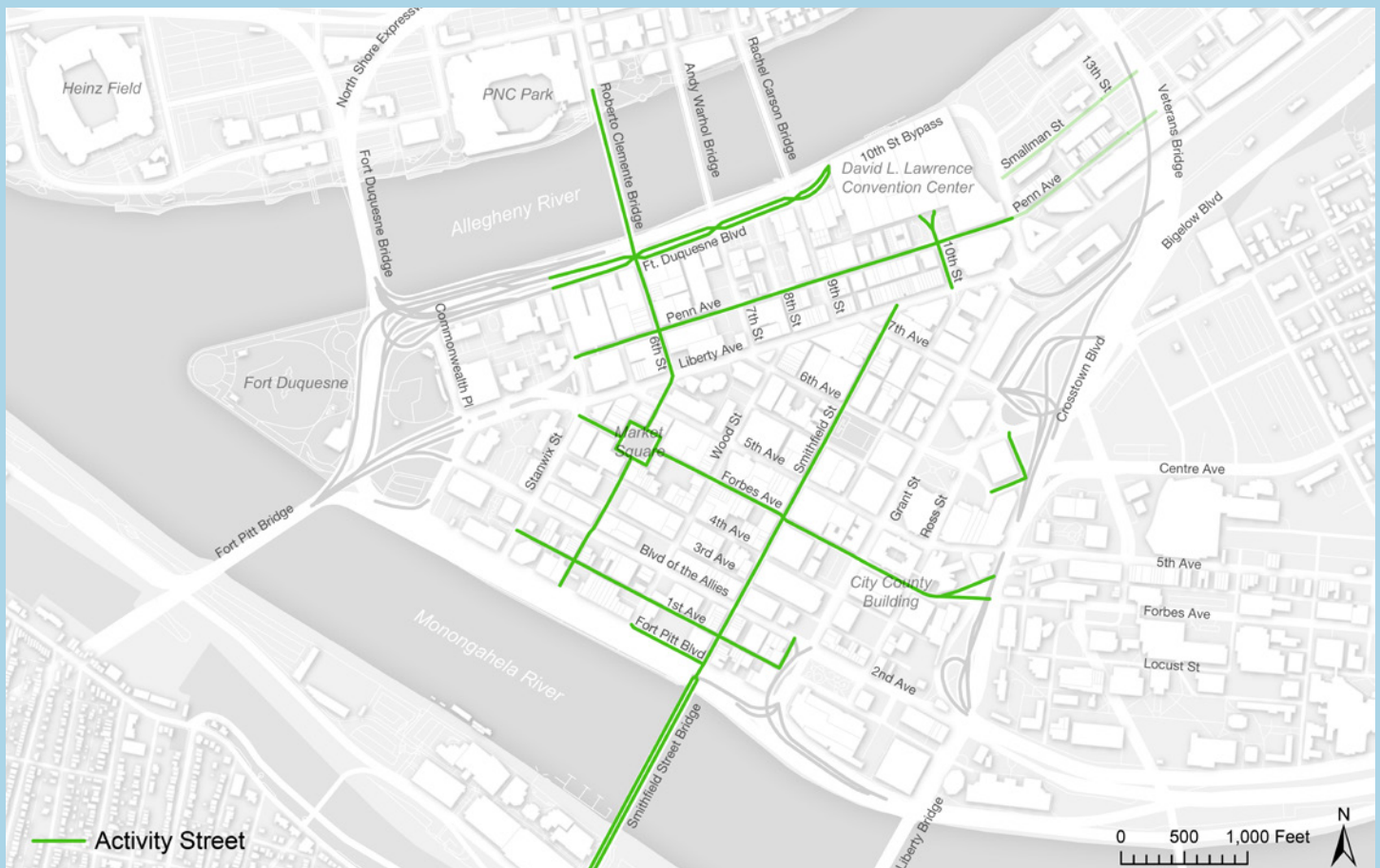




# Activity Streets

Activity streets have low vehicle volumes and high ground floor activity. They primarily serve transit, cyclists, and pedestrians and often feature infrastructure dedicated to one of these modes.

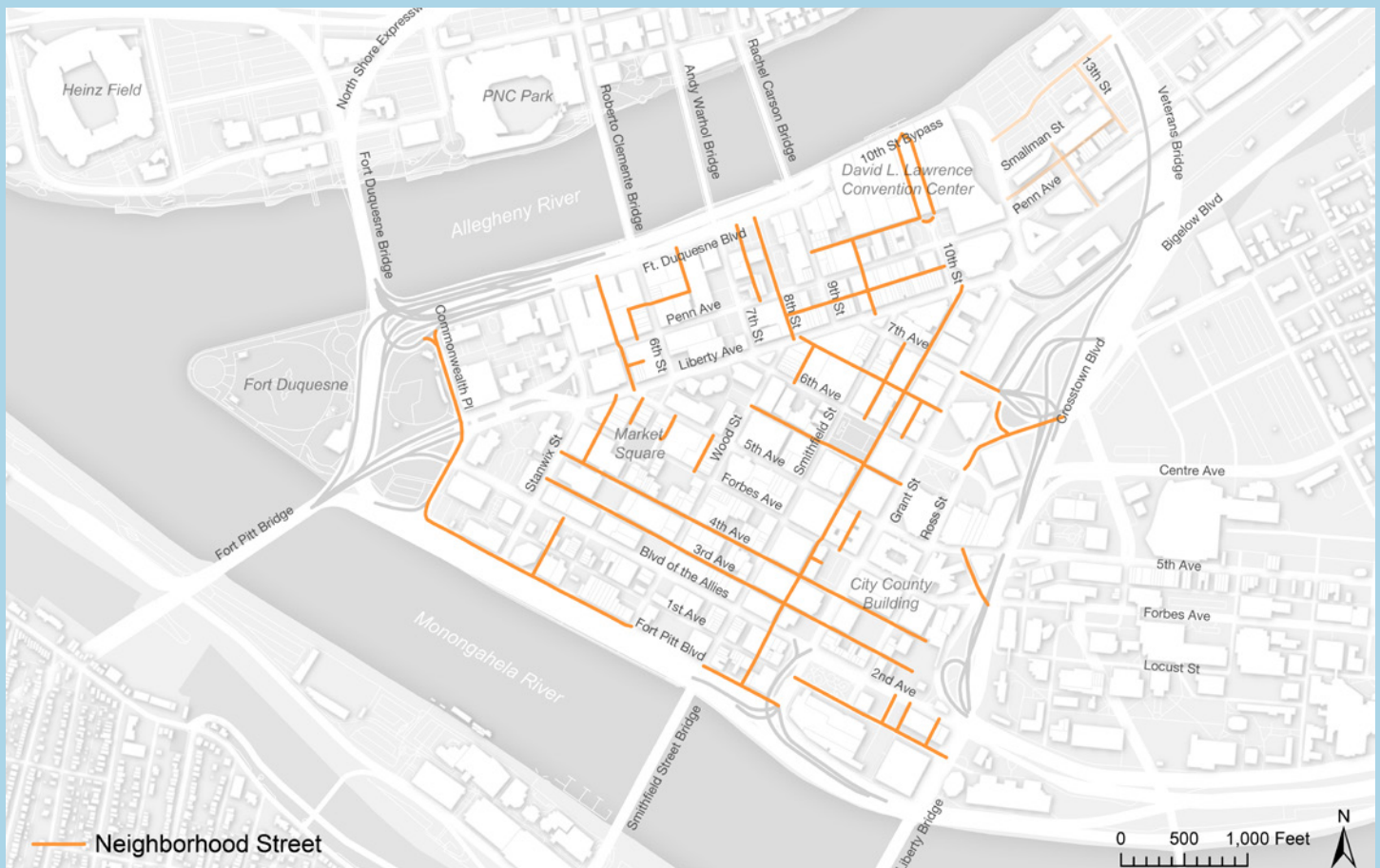
- Move lower volumes of people
- Provide destinations with active ground floor uses, recreational activities, and programming
- Enable high-quality biking and walking experiences by limiting private vehicle access, speeds, and curb cuts and providing active transit infrastructure such as sidewalk extensions and protected bike lanes
- May provide transit access/priority
- May provide street parking with limited access during AM and PM peak periods
- Provide non-obstructive loading zones during off-peak periods and encourage off-hour deliveries
- Emphasize greening and amenities



# Neighborhood Streets

Neighborhood streets serve local functions, catering cyclists and pedestrians and providing space for service activities such as truck loading. They have low vehicle and transit volumes and low to moderate levels of ground floor activity.

- Move lowest volumes of people and goods
- May provide back-of-house operations and loading activities using smaller vehicles
- Provide pedestrian and bike connections between main corridors
- Provide opportunities for placemaking





# Addressing Equity

The Lower Hill redevelopment during urban renewal permanently erased parts of the Hill District's street grid and direct connection to Downtown. The process displaced lives, destroyed livelihoods, and erased decades of social and cultural capital in Pittsburgh's Black community. While this plan cannot undo the damage or restore what was lost, we acknowledge this wrong and the deep impact that is still felt today. Moving forward, we commit to working with the Hill District community to define and advocate for projects that align with our respective neighborhood plans.

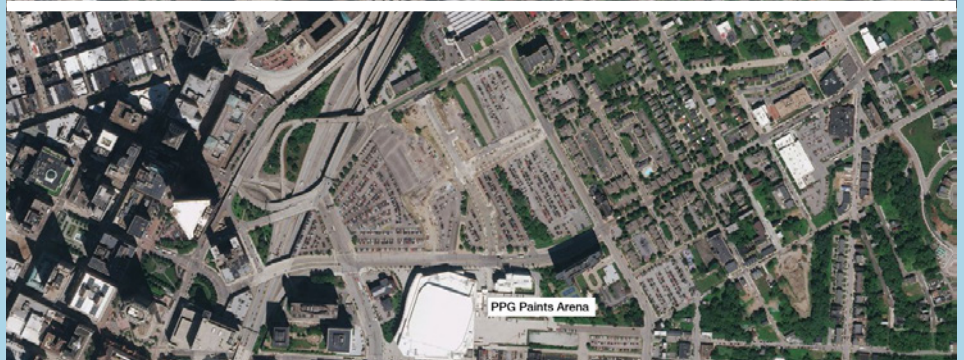
**1910**



**1967**



**2018**



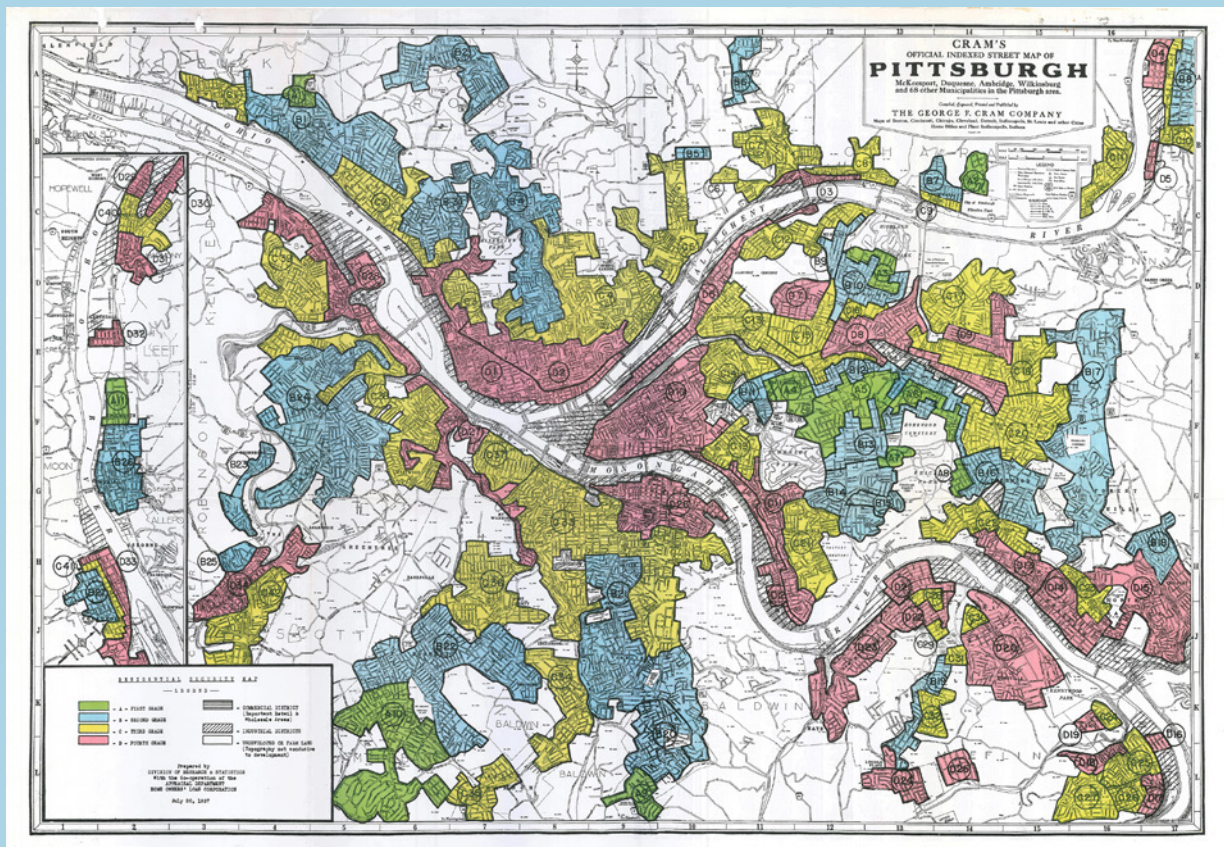


# Key Takeaways

The Street Management Framework is intended to be a guide for how best to identify priority modes on each Downtown street. However, modal priorities change by time of day and daily events within our vibrant neighborhood. For example, on a day when there's a sporting event or multiple special events, many streets may transition to transit priority streets, some may be pedestrianized, and others may cater to one-way vehicle movements for post-event peaks.

This Framework is a starting point for defining intended conditions for special events, as well as unplanned disruptions such as climate change, infrastructure failure, pandemic conditions, or protests. The typologies defined can help the network adapt as streets are temporarily closed or serving other functions.

Lastly, these typologies and assignments help prioritize projects and improvements needed to serve the current and future needs of Downtown's users. We will use the assigned typologies as a starting point for future discussions about short-term, high-impact projects, and longer-term transformational changes to the network.





# Phase 3 Engagement (May – August 2020)

## Goal

Ratify the Guiding Principles and Goals and solicit feedback on the Street Management Framework. Following the previous engagement on Guiding Principles & Goals and the first Equity Working Group Meeting, Phase 3 involved the refinement and ratification of final Guiding Principles & Goals as well as engagement on the third phase of work: Street Management Framework.

## Process

### Review and Refine Guiding Goals and Principles

Based on feedback the Project Team received from the Guiding Principles and Goals online survey and Equity Working Group members, the Project Team revised the Guiding Principles and Goals accordingly, as outlined below:

First Draft Guiding Principles	Finalized Guiding Principles
Welcoming & Vibrant People-first & Transit-prioritized Equitable & Accessible Intuitive & Coherent Adaptable & Healthy Regionally focused & Nationally competitive	Welcoming & Vibrant People-first & Transit-prioritized Equitable & Accessible Intuitive & Responsive Sustainable & Healthy

### Downtown Advisory Group Workshop #3, July 2020

The Project Team shared an updated version of the Guiding Principles and Goals that incorporated the Equity Working Group's feedback. The DAG members reviewed and ratified the final Guiding Principles and Goals. In addition, the Project Team shared an initial draft of the Street Management Framework. The DAG provided feedback on street typologies and recommended adjustments.



*Screenshot of DAG Workshop*

### **DAG Workshop #3 Takeaways and Outcomes:**

- The DAG expressed a solid understanding of the issues (or challenges) with mobility downtown and the opportunities for change
- The Street Framework is a logical method of organizing Downtown streets
- Project Team should elaborate on specific street types and their classification
- DAG members initiated a conversation about desired activities and projects on specific streets and discussed priority areas

### **Targeted Outreach**

During this phase, the Project Team also evaluated the participation to date, and wanted to make sure a balanced demographic group was represented. The team sought to hear from additional voices, particularly people of color, and therefore held individual conversations with several organizations. These included the African-American Chamber of Commerce and Partner4Work. The Project Team presented the material to date and gathered specific feedback about how mobility efforts could help better serve their constituency.



# High Impact Priorities







**Streets that  
work 24/7**



**(Re)Connecting  
Downtown**



**Power to  
the bus rider**



**Better bus  
experience**



**Biking made  
easy**



**Smithfield  
reimagined**



**A river city  
that flows**



**Sidewalks  
for all**



**Navigating  
with ease**

# Introduction

The purpose of the Downtown Mobility Plan (DMP) process was to establish a vision, define a framework for decision making, and identify projects that are well positioned for implementation. The following High Impact Priorities section is the culmination of the Plan which outlines nine high-level, transformative visions and short- and mid-term project ideas that cross cut the Guiding Principles and helps the Golden Triangle advance towards the previously discussed goals. These High Impact Priorities reflect the overall vision of the Plan and each one was selected with an understanding of how the network performance and quality of place intersect. Each High Impact Priority includes details of the potential project components, phasing, and justification for how it advances equity, improves mobility for all, and drives positive economic impact for the Central Business District (CBD). We recognize that the development of each project will involve more in-depth analysis, with specific trade-offs that will need to be evaluated. The High Impact Priorities are indented to organize an approach to addressing the primary focus areas that will position Downtown Pittsburgh for success long into the future.

**These High Impact Priorities were selected after a thorough process that included the following steps:**

1. Reviewing Previous and Ongoing Plans
2. Scanning Issues & Opportunities Report
3. Analyzing DAG, Public, and Stakeholder Input
4. Generating Long List of Projects (250+)
5. Filtering/Refining Project List based on Guiding Principles & Goals
6. Reviewing with Management Team
7. Identifying Initial Concepts for High Impact Projects
8. Soliciting Feedback from DAG
9. Engaging with Equity Working Group
10. Refining Concepts and Develop Project Profiles
11. Sharing with Public for Feedback and Prioritization



Depiction of the Street Management Framework overlaid on Downtown's street grid.

# Streets that Work 24/7

## Key Features

- Evaluate network impact of one-way streets
- Conduct on-street parking evaluation
- Develop dynamic curbside regulations, with more flexibility for off-peak
- Optimize alley ways for service functions with improved waste coordination
- Implement peak period enforcement of illegal stopping/loading, stop bars, blocking the box, etc
- Support freight coordination for off-peak and more urban friendly options (electric, cargo bike, etc)

## NOW

Evaluate one-way streets

Evaluate on-street parking and curbside loading supply and demand

Identify alleys that can be better utilized for deliveries and waste collection

## NEAR

Develop dynamic curbside regulations and real-time monitoring systems

Deploy mobility officers to reduce moving and curb violations that increase safety and reduce congestion

## NEXT

Adaptive and responsive signals

Curb utilization sensors

Prioritized, dedicated loading space and charging infrastructure for e-cargo (bikes, trikes, and small vehicles)



# Deliver Intuitive Streets and a More Responsive Network

Downtown's street network functions as a patchwork of conflicting grids with legacy street operations that focused on getting commuters into and out of Downtown with minimal disruption. This configuration does not align with Downtown's modern role as an employment hub, a cultural destination, a bar and restaurant haven, a residential neighborhood, an education center, and a place for all people. In order to balance the needs of all users while prioritizing sustainable modes, Downtown streets need to constantly adapt to new uses and demands, including mobility, curb use, and placemaking needs.

## Community Drivers

The Downtown Advisory Group indicated a desire to balance solutions amongst all modes. This was examined further during the Scenario Planning exercise and resulted in defining street flexibility as a core principle of the Street Management Framework.

**Achieving Equity:** Some Downtown workers will not be able to use transit due to access or accessibility issues. Flexible Streets ensures they can get to, from, and around Downtown easily as well. In addition, curb access for delivery vehicles will help fresh food and other goods and services to be efficiently brought into Downtown.

**Improving Mobility for All Users:** Flexible Streets acknowledges that not all Downtown users will be able to arrive by walking, biking, or transit. While these modes will be prioritized and efforts will be made to ensure most users use these modes, we will also ensure paratransit vehicles, private vehicles, delivery vehicles, taxis, and ride hail vehicles have reasonable access to streets and curbs on an easily understood street network.

**Positive Economic Impact:** Optimizing the use of the curb will enable goods to move more easily into Downtown, supporting a wider mix of land uses Downtown, including retail, dining, and residential. Higher overall street performance for all users will result in higher satisfaction and encourage more visitors to stay for longer periods.





Artistic rendering of an enhanced bus stop along Liberty Avenue, credit: Arup

# Better Bus Experience

## Key Features

- Curbside bus-only lanes
- Enhanced bus and LRT infrastructure
- Shelters, lean bars, and seating
- Real-time transit info
- Wayfinding
- Fare vending machines (TVMs)
- Sidewalk and curb improvements
- Sidewalk extensions and bump-outs
- Green infrastructure and stormwater components
- Bike share and bike parking infrastructure
- Public art
- Updated bus routing and circulation

## NOW

Review alternate Downtown bus circulation options for BRT

Implement curbside bus lane pilots in strategic locations

Improve existing bus shelters, install new shelters and maintenance agreements, and add seating

Locate streetscape amenities near stops

Increase availability of real-time information at bus stops

## NEAR

Install fare vending machines

Develop transit focused wayfinding system

Create time-restricted bus-only street segments

## NEXT

Transform Liberty Ave into transit priority corridor, effectively linking the East and West Busways through Downtown and develop plans for other key corridors



# Increase Priority Bus Access and Infrastructure in Key Transit Corridors

As the hub of the bus system, Downtown is often a bottleneck for transit trips. We seek to define a priority transit network that prioritizes buses on certain streets at appropriate times of days to move more people, more efficiently, relieve congestion, and foster a more active and vibrant street experience. A variety of infrastructure improvements will be implemented to improve access to transit, create a consistent and pleasant customer experience while waiting, enable more streamlined bus movement through Downtown on key corridors and at major bus stops, and minimize buses mixing with other vehicles to reduce conflicting movements and enable delivery vehicles and cars to move with less disruption and more predictability. As a core transit spine, Liberty Avenue is best positioned to serve as the pilot corridor for these transit-optimizing interventions.

## Community Drivers

This high-impact priority responds to bus riders' desire for improved amenities and drivers' concerns about growing levels of Downtown congestion.

**Achieving Equity:** Priority improvements at bus stops serving areas with higher proportions of low-income and minority commuters, universally accessible transit wayfinding, and adequate space and seating for people with limited mobility or people using mobility aids will improve access for vulnerable system users.

**Improving Mobility for All Users:** Through the implementation of a bus-only lane network in the Downtown core, the separation of transit and private vehicles will reduce conflicts between modes, improving travel speeds and travel time predictability for many street users.

**Positive Economic Impact:** By improving the travel experience for transit riders, Downtown visits will become more appealing to those previously discouraged by long travel times, poor bus stop amenities, and inadequate wayfinding. Pedestrian-oriented design will facilitate easy connections to businesses located along transit priority corridors.





Artistic rendering of a flexible and pedestrian oriented 5th Street credit: Arup

# A River City that Flows

## Key Features

- Redevelop Allegheny Riverfront Park along Ft. Duquesne Blvd
- Activate 6th St with outdoor dining, pedestrian lighting, public art, and green infrastructure
- Limit parking and private vehicle access in Market Square
- Improve sidewalk network, activate ground floor businesses, and add streetscape amenities along Market St.
- Develop public promenade along Ft. Pitt Blvd.
- Improved connections to the riverfront along Ft. Duquesne Blvd and Ft. Pitt Blvd

## NOW

Launch outdoor dining pilots along 6th Street and Market Square

Activate Ft. Duquesne Boulevard for seasonal events

## NEAR

Install pedestrian lighting

Plant street trees and install green infrastructure

Construct permanent sidewalk extensions or deploy shared street treatment

Activate Ft. Pitt Boulevard for seasonal events

## NEXT

Reconfigure Ft. Duquesne Boulevard to connect Allegheny Riverfront Park to Point State Park

Cap, drop, or reconfigure I-376 to provide riverfront access from Ft. Pitt Boulevard



# Make Riverfronts More Accessible on Foot and Connect Them With a Retail-Focused Walking Street

Downtown is the premier regional destination for recreation. There is a strong desire to enhance access to Downtown's beautiful and highly-used trail network from Downtown's core so that people can intuitively navigate between the two popular destinations. This high-impact priority aspires to create a great walking and retail corridor through the heart of Downtown that connects the Allegheny and Monongahela waterfronts. Running along 6th Street and Market Street, the new pedestrian-oriented corridor will adjoin waterfront promenades along Ft. Duquesne and Ft. Pitt Boulevards that can be used for programming and events.

## Community Drivers

Improved waterfront access has been a longstanding priority of Downtown stakeholders and institutions like The Cultural Trust and Riverlife. The findings from the Issues & Opportunities phase reinforced the desire for better waterfront connectivity with the core as a current priority for people across the region.

**Achieving Equity:** The river-city-river corridor will integrate fully accessible and maintained sidewalks, crosswalks, and curb ramps; adequate seating with shade; an environment that includes and welcomes all; and public art that celebrates a diversity of cultures.

**Improving Mobility for All Users:** This high-impact priority will improve pedestrian connectivity across the Golden Triangle. Vehicular access along this corridor will not be prioritized at all times, but access to freight/loading for businesses along the corridor will need to be accommodated. Wayfinding and signage will be required to inform travelers of restrictions and alternate routes.

**Positive Economic Impact:** This visionary priority will become a draw for businesses, residents, visitors, and locals, encouraging new tenants and trips to Downtown. An enhanced pedestrian experience along the route will facilitate more direct access to businesses along the corridor and be an amenity for families and residents.





A re-imagined interface between Downtown and the Lower Hill in the Cap Park area, credit: Arup

# (Re)Connecting Downtown

## Key Features

- Public art with historical storytelling
- Streetscape and intersection improvements
- Wayfinding and signage
- Lighting and safety enhancements
- Street trees, flowers, and green infrastructure
- Programming and events
- Ongoing and long-term maintenance

## NOW

Identify key gateway corridors and intersections with surrounding communities

Co-create programming for the I-579 Cap Park with long-term maintenance plan

Implement pedestrian wayfinding system and signage

## NEAR

Install public art

Implement streetscape improvements and greening

Install lighting and safety enhancements

Create event schedule

## NEXT

Co-create plan for expansion of highway capping and related public space and corridor improvement initiatives



# Strengthen Greater Downtown by Connecting Neighborhoods and Building Community

While Downtown is adjacent to several neighborhoods, including the Hill District, Uptown, and the Strip District, the transition between these neighborhoods is often unremarkable, especially for pedestrians. Past efforts to improve these areas have often left out and displaced residents, including the destruction and annexation of large parts of the Hill District. This priority seeks to establish a working relationship with surrounding communities and to improve connections to and from Downtown. This will enable surrounding neighborhoods to enjoy proximity to Downtown and encourage Downtown visitors to spread their time and money to surrounding communities. This priority can only be accomplished with co-creation and leadership from Downtown's neighbors. (Re)Connecting Downtown seeks to restore historic relationships and acknowledge important events, corridors, and landmarks.

## Community Drivers

As residential and commercial real estate development continues in Greater Downtown, the need for shared amenities and easy navigation between neighborhoods is essential.

**Achieving Equity:** Urban renewal and highway projects displaced residents and businesses and physically separated the Hill District, Uptown, and Northside from Downtown. Capital projects are now being explored to reestablish connections between neighborhoods which will be a critical step to improving access. Collaborative public art and programming will increase representation of racial and cultural minorities while teaching about the history of Downtown and surrounding neighborhoods.

**Improving Mobility for All Users:** Many residents in surrounding communities have frustrating and uncomfortable journeys into Downtown. This high-impact priority is focused on improving pedestrian and multi-modal connections to provide better access to/from Downtown.

**Positive Economic Impact:** By improving connections to surrounding neighborhoods, this project will increase foot traffic, and invite commercial activity to Downtown and adjacent neighborhoods. Public art and storytelling features may become attractions in their own right, creating a new reason to visit Greater Downtown.





Artistic rendering of an enhanced, fully-protected bike lane along Penn Ave, credit: Arup

# Biking made easy

## Key Features

- Enhance barriers quality for protected lanes
- Add signal priority and safety measures at intersections
- Enhance trail connectivity
- Deploy lighting
- Cycling specific wayfinding
- Bike corrals, bike+ share parking, and bike shelters

## NOW

Create North/South connection between Penn Ave and Third Ave

Enhance protection on existing lanes

Provide end-of trip facilities

Deploy end of trip facilities, such as bike racks

## NEAR

Install lighting

Implement bike+ signal priority

Improve bike+ wayfinding for key routes and end-of-trip facilities

Implement safety and traffic calming measures on Neighborhood Streets

## NEXT

Create regular and easily accessible connections to both riverfront trails

Create a fully separated Downtown loop



# Ensure a Comfortable and Safe Experience for all Bike+ Riders

The absence of a connected network of high-quality bike corridors through and around Downtown has hindered growth in the bike+ mode share. This high-impact priority will define priority bike corridors, improve linkages to regional connections, and introduce new bike amenities such as end-of-trip facilities (including new bike amenities such as end of trip facilities and e-cargo bike parking). The network will also include prioritized intersection improvements, with the goal of providing a fully protected bike+ loop around Downtown. A complete bike+ network would also strive to coordinate bike+ network improvements with transit improvements, including the forthcoming BRT, to ensure these modes complement each other.

## Community Drivers

Cyclists from around the region love the trail network, but findings from the Issues & Opportunity Report tell us that people want a safer, more connected bike network inside the Golden Triangle.

**Achieving Equity:** The completion of the bike+ network can create a new modal option for all Downtown users regardless of race, income, age, language, or ability. Accessible bike lanes, end-of-trip facilities, and opportunities for intermodal trips will ensure all people can use bike+ vehicles Downtown.

**Improving Mobility for All Users:** A complete bike+ network will enable safe, separated bike access throughout Downtown, decreasing the likelihood of cyclists choosing routes that force them to travel in traffic, thereby reducing conflicts between the two modes.

**Positive Economic Impact:** Research has shown that streets with improved bike+ infrastructure are better for business and tourism. As we recover from the COVID-19 pandemic, biking will continue to serve as a safe and low-risk transportation option that doesn't increase congestion.





Artistic rendering of a calmed and greened sidewalk environment along Blvd of the Allies, credit: Arup

# Sidewalks for All

## Key Features

- Fully accessible and maintained sidewalks, crosswalks, and curb ramps
- Pedestrian lighting
- Street trees, planters, and flowers
- Public art
- Wayfinding
- Green infrastructure
- Bike parking
- Public seating
- Winterization resources
- Façade enhancements
- Long-term maintenance strategy

## NOW

Plant street trees, planters, and flowers

Install public art, bike parking, and new public seating

Deploy outdoor dining activations

Monitor sidewalks, crosswalks, and curb ramps to ensure they are fully accessible and well-maintained

Implement pedestrian wayfinding

Target strategic façades investments

## NEAR

Install pedestrian lighting

Utilize learnings from ‘now’ and ‘near’ initiatives to create Downtown Streetscape Design Guidelines

## NEXT

Address subsurface issues that impact street quality and maintenance

Deploy green infrastructure

Develop resources for winter streetscape activations



# Ensure Our Sidewalks and Streetscapes are Designed and Maintained for Quality and Accessibility

People love Downtown because it is walkable, interesting, and fun. The public realm and streetscape must meet certain standards to ensure that they enhance rather than detract from the Downtown experience. This high-impact priority ensures that high-quality and thoughtful design will be incorporated in all public realm and streetscape projects. The Downtown Streetscape Guidelines, last issued in 1994, will be updated to document streetscape standards, determine enforcement policies, and guide future reconstruction and development projects.

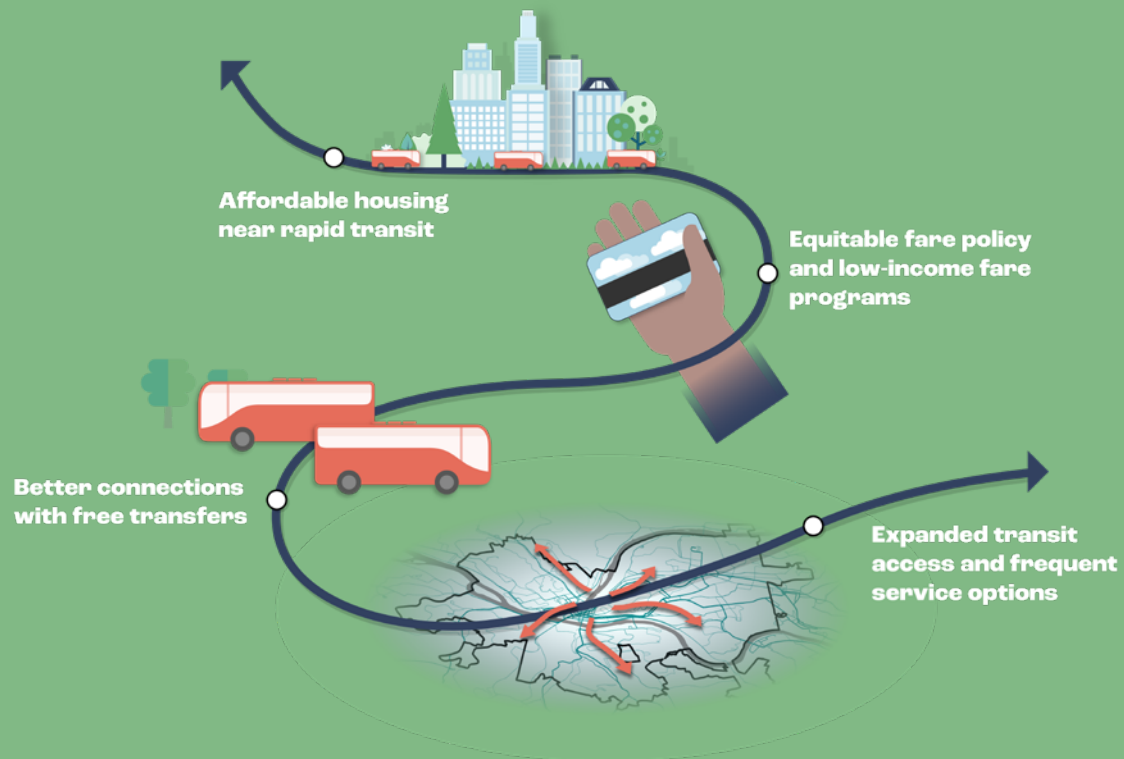
## Community Drivers

Sidewalks in Downtown are used by everyone for various purposes: walking, dining, selling, waiting, sitting. The list goes on and on. We know Downtown's sidewalks can feel crowded at times and that there is overwhelming support to provide better streetscape amenities for all streets in the Golden Triangle.

**Achieving Equity:** Downtown sidewalks must accommodate the abilities and needs of all users. Future decisions on the public realm will include residents and businesses as well as groups traditionally excluded from planning processes such as students, people experiencing homelessness, and people passing through Downtown on transit.

**Improving Mobility for All Users:** Updated Streetscape Design Guidelines will strive to encourage a more standardized material specification process for core physical infrastructure repairs and improvements that fall in the public realm, including sidewalks, pavement markings, transit stops, street-level lighting, street trees, and paving.

**Positive Economic Impact:** Upgraded streetscapes will encourage visitors, residents, employees, and students to spend more time in the public realm. Adequate seating and lighting will enable some Downtown visitors to extend their visits, while winterization resources will increase Downtown's vibrancy year-round.



Improved bus equity includes a suite of policy and planning improvements, credit: Arup

# Power to the Bus Rider

## Key Features

- Fare restructuring
- Free transfers on light rail and buses
- Low-income fare program
- Add frequency to high volume and service to in-need corridors
- Affordable housing near transit
- Improving passenger comfort at stations
- Introduce transit specific maps, wayfinding system, and signage

## NOW

Improve passenger comfort at stations  
Restructure fares

## NEAR

Add frequency to support essential workers  
Conduct equity-focused service planning  
Offer free transfers  
Add peak hour service to high-need corridors

## NEXT

Develop affordable housing near transit  
Expand light rail and rapid bus service to high-need corridors  
Develop a low-income fare program



# Make Buses More Affordable and Easier to Access For Those Who Need Them Most

This high-impact priority will improve access to public transit for riders who need it the most by advancing fare restructuring, free transfers, and low-income fare policies. Aligning with the Port Authority's NexTransit Long Range Plan, additional frequency will be explored on routes that have a high volume of riders who rely on Downtown for access to jobs, services, or transfers and new service will be implemented in corridors with a large number of Downtown employees. Efforts will focus on increasing affordable housing near high-frequency transit service within Downtown and along key corridors.

## Community Drivers

Improving transit accessibility is a critical part of increasing job access and enabling upward economic mobility.

**Achieving Equity:** According to Port Authority, 13 of the 20 routes with the highest equity index go Downtown. This high-impact priority will protect and expand service on these routes while considering destinations of transit-dependent populations, advocating for fare capping, and increasing language accessibility throughout the system.

**Improving Mobility for All Users:** As transit trips to and through Downtown become more accessible to people throughout the region, transit will become a more popular modal choice, thereby reducing the number of private vehicles on the road and overall congestion levels.

**Positive Economic Impact:** Public transit is an essential component of the Downtown economy, bringing millions of people to and from the Golden Triangle every year. Additional access, frequency, and service will benefit the many businesses and entertainment venues in Downtown.





Artistic rendering of a reactivated pedestrian environment along Smithfield St, credit: SmithGroup

# Smithfield Reimagined

## Key Features

- Larger sidewalks
- Improved green infrastructure: street trees and stormwater management
- Bus priority features (time-restricted or full-time contraflow bus lane, signal priority)
- Enhanced bus stop amenities
- Widened bus stops to maintain pedestrian space and store access
- Activated pedestrian spaces
- Dedicated freight loading areas
- Shorter and safer pedestrian crossings

## NOW

- Dedicated freight loading areas
- Activate pedestrian spaces
- Pilot expanded sidewalk with streetscape amenities
- Red painted bus lane

## NEAR

- Improve pedestrian crossings
- Enhance bus stop amenities
- Improve pedestrian and transit wayfinding signage
- Extend sidewalks
- Two way traffic at Oliver and Forbes

## NEXT

- Activate ground floor retail
- Outdoor dining
- Incorporate Mellon Square park features into Smithfield Street



# Make Smithfield Street a More Pleasant Corridor for all Users

This high-impact priority will transform Smithfield Street into a vibrant corridor that efficiently serves pedestrians, transit, and freight. Widened sidewalks, new seating and lighting, and enhanced bus stops will improve pedestrian mobility by reducing conflicts with bus riders at overcrowded bus stops. Bus priority features, signage and wayfinding updates, and dedicated loading areas will improve the experience along the corridor for transit riders, pedestrians, and freight activities. Following the implementation of these improvements, Smithfield Street will be coherent and easily navigable for both new and existing users.

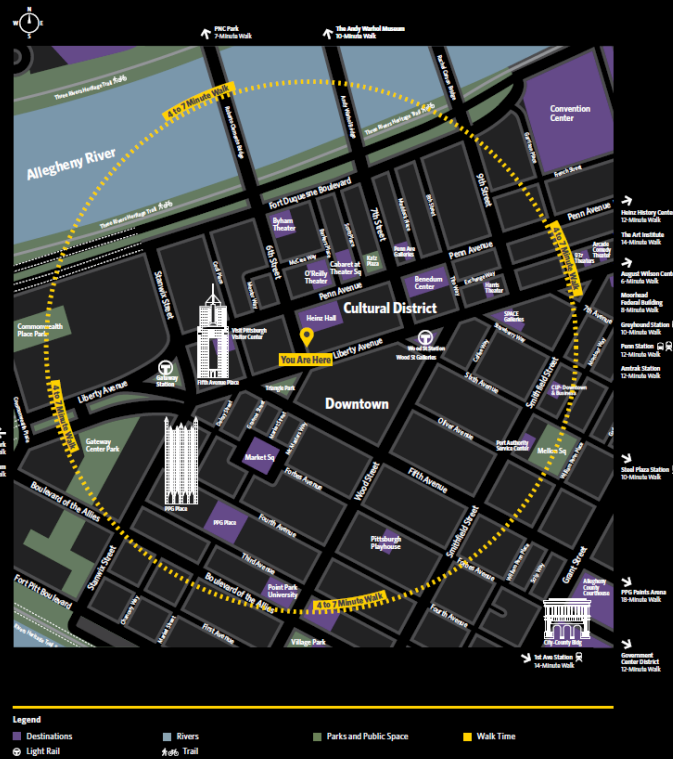
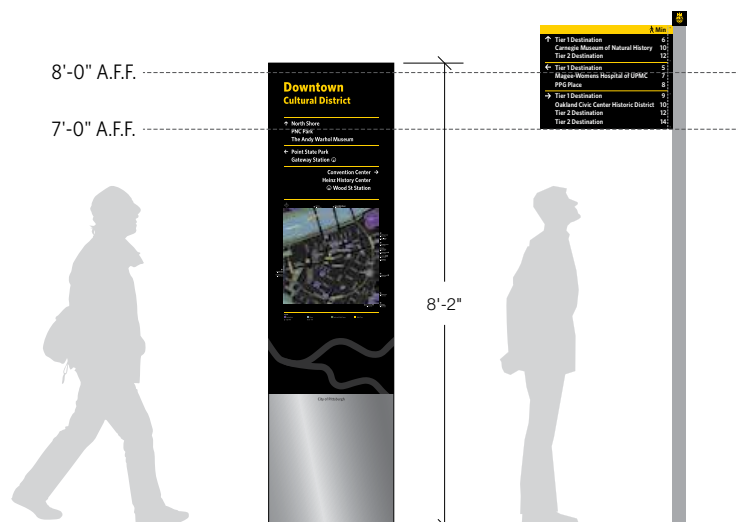
## Community Drivers

With significant development projects in the pipeline, a new BRT route bisecting the corridor, and a full reconstruction between Sixth Avenue and Forbes Avenue planned for 2023, there is a once-in-a-generation opportunity to reimagine this corridor to better serve people, transit, and businesses.

**Achieving Equity:** The reconstructed Smithfield Street will offer improved access to buses and enhanced waiting areas for bus passengers; provide fully accessible and well-maintained sidewalks, crosswalks, and curb ramps; feature new seating with shade; and create opportunities for youth to engage in placemaking and public art.

**Improving Mobility for All Users:** Enhanced signage and wayfinding, dedicated loading areas, a turning lane for vehicles, and two-way access on adjacent streets will improve navigation for northbound vehicles. Additionally, a dedicated transit lane will reduce conflicts with buses during peak periods.

**Positive Economic Impact:** The focus on streetscape improvements and navigability will make the corridor more welcoming for pedestrians and transit riders and more intuitive for buses, motorists, and freight. These upgrades will improve access to the over 50 ground floor businesses and support the \$104 million active and \$158 million announced investments that are occurring along the corridor.



Wayfinding maps and signage to be installed Downtown, credit: Arup

# Navigating with Ease

## Key Features

- Language-agnostic pedestrian, cyclist, and transit wayfinding systems
- Real-time multi-modal information in building lobbies and at bus stops via dynamic signage, TV displays, interactive kiosks, etc.
- Modernized, flexible vehicular wayfinding system
- Updated bus route and LRT station branding
- Employers Transportation Demand Management (TDM) initiatives
- Special event trip reduction and parking management strategies

## NOW

Evaluate existing Downtown signage and declutter outdated signs; and implement new pedestrian and cycling wayfinding system

Create mobility hubs at major transportation hubs to support multi-modal trips

Link bike share and other transit-supportive services to bus stops

Promote existing real-time navigation, payment apps and resources, including the Transit app and ParkPGH

## NEAR

Update Port Authority bus and light rail maps

Develop Downtown Parking Management Plan

Launch employer and special event trip reduction TDM programming

## NEXT

Implement dynamic signage for curb and parking management functions

Support universal platform for integrating payment and navigation apps for parking, rideshare, transit, and bike+

Modernize existing vehicular wayfinding signage





# Improve Navigation for Downtown Users and Balance the Needs of the Mobility Network, Streets, and Public Realm

Downtown's current wayfinding system is outdated and only oriented towards motorists. This high-impact priority builds on ongoing work to improve pedestrian wayfinding and promotes transit, pedestrian, and cycling trips by improving navigability for all modes. We seek to reduce congestion by leveraging existing resources to identify, manage, and communicate real-time parking options and by modernizing the vehicular wayfinding system. We seek to ensure cyclists, pedestrians, and transit users can confidently navigate Downtown, surrounding neighborhoods, and the bus and LRT systems. Importantly, we seek to implement solutions in a language-, ability-, and age-conscious way, so that the most vulnerable users among us can enjoy the benefits of the system improvements.

## Community Drivers

Downtown's unique street grid and commuter patterns make navigating the Golden Triangle challenging for both daily users and visitors navigating the Golden Triangle. Prioritizing multi-modal options and wayfinding will enable a more intuitive experience.

**Achieving Equity:** Public transit, walking and biking are the most cost-effective ways to get around Downtown and new options, wayfinding, and incentives will improve the quality of these active modes. The wayfinding systems will also include information about culturally diverse destinations and social services.

**Improving Mobility for All Users:** By improving the experience of multi-modal trips, this high-impact priority will encourage a shift away from private vehicles and towards public and active modes of transportation, thereby reducing congestion. New wayfinding systems will improve system legibility for all road users, including drivers.

**Positive Economic Impact:** Improved navigability will invite new users to spend more time Downtown. By encouraging multi-modal options, this high-impact priority will help more people use the most efficient modes to travel to and around the Golden Triangle, opening more space for people, activity, and commerce on the streets.



# Phase 4 Engagement (October 2020 - April 2021)

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## Goal

During this phase of engagement, comments were incorporated into the Street Management Framework and feedback was solicited on the draft list of High Impact Priorities.

## Process

### **Downtown Advisory Group #4, October 2020**

A fourth and final workshop took place virtually to review the proposed High Impact Priorities and provide initial feedback. The workshop included an overview of the internal processes for priority selection and facilitated breakout discussions on the proposed High Impact Priorities.

#### Takeaways and Outcomes

- There was enthusiasm about the projects and an interest from various members to getting involved in implementation
- The DAG affirmed that the High Impact Priority areas aligned with other agencies' efforts.

### **Equity Working Group Meeting #2**

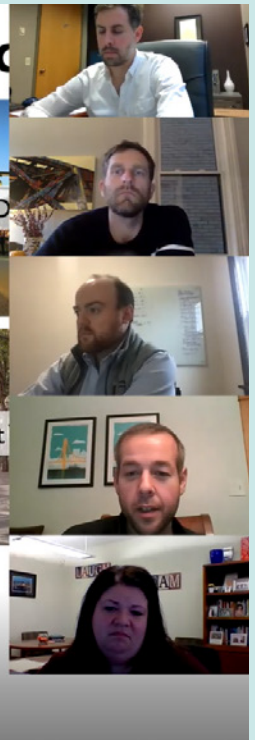
#### **High Impact Priorities & Implementation, November 2020**

Feedback was shared from the first Equity Working Group meeting and potential revisions to the plan were outlined. The meeting also focused on sharing the High Impact Priorities and next steps for implementation.

#### Takeaways and Outcomes

- Provide an inclusive environment for youth in Downtown
- Define a minimum standard for housing affordability Downtown to support high-quality living for lower income families (new Goal)
- Identify places where people participating in non-consumptive activities, including students and people experiencing homelessness, may comfortably spend time (new Goal added to reflect this change)
- Eliminate racial profiling (updated Goal)
- Advocate for the inclusion of unarmed transit ambassadors (updated Goal)
- Conduct a transparent and inclusive process when designing mobility projects, programs, and policies, with an emphasis on engaging underrepresented populations, including people of color, people with disabilities, non-English speakers, and low-income populations (updated Goal)

# Score Each Project Relative to Plan Object



DAG Workshop #4

- Develop language-agnostic wayfinding assets (updated Goal)
- Reduce personal transportation and freight/delivery emissions that contribute to climate change and negatively impact public health of Downtown's users (updated Goal)

## Online Survey

A website that introduces the Plan will include a public survey to collect feedback on the High Impact Priorities.

## Continued Involvement

As this Plan moves into implementation, the PDP will invite interested members of the DAG, Equity Working Group, and additional stakeholders to stay involved in order to support future decision-making around the High Impact Priorities. This collective will inform the design and development process for specific projects and help determine additional opportunities to achieve the Plan's Guiding Principles & Goals.



# Appendix





A significant amount of research, analysis, and reporting was conducted in development of each stage of the final Downtown Mobility Plan. The following is a list of deliverables that were produced to inform the Plan. If you would like to review a specific component, please contact [PDP@DowntownPittsburgh.com](mailto:PDP@DowntownPittsburgh.com).

### **Engagement Summary**

- Downtown Advisory Group
- Demographic Analysis
- Meeting Notes & Outcomes
- Equity Working Group Summary

### **Issues & Opportunities**

- Preliminary Issues & Opportunities Report
- Pittsburgh Plan & Policy Review
- Transportation Plan Best Practices
- Value Capture Best Practices Memo

### **Street Management Framework**

- Scenario Planning Overview PowerPoint
- Full SMF PowerPoint

### **High Impact Priorities**

- Full List of Potential Projects

This plan was developed by the Pittsburgh Downtown Partnership in collaboration with the Consultant Team led by Arup and including Utile, MonWin Consulting, Nelson/Nygaard, and SmithGroup. A special thanks to those who served on the Project Team during the planning process: **PDP:** Jeremy Waldrup, Chris Watts, Kathryn Schlesinger, and Lucinda Beattie, **Arup:** Trent Lethco, Vincent Riscica, Jen Combs, James Francisco, Zach Postone, and Nina Harvey Schatmeier, **Utile:** Maggie Tsang and Jessica Robertson, **MonWin Consulting:** Ivette Mongalo, **Nelson / Nygaard:** Dan Berez, and **SmithGroup:** Janet Attarian.



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