AREA CENTERED ON 21ST STREET FROM LIBERTY TO THE RIVER

Map Diagram: Timeline of Uses: 24-7 uses: market culture—restaurant culture—club/bar culture. Good examples are Prospect Park in Seattle, Reading Market in Philadelphia, Lincoln Road where there is a mixture of autos and pedestrians, and not pedestrian-only malls. Provide a loop shuttle on Smallman and Penn from the 16th Street Bridge to 23rd Street (Cork Factory); 5-minute intervals; free; to connect parking patrons to the stores so that loss of on-street parking is acceptable. Construct new parking garage on south side of Liberty at 20th/21st Streets. Install vendor "islands" along Penn Avenue at intersections between 21st Street and 17th Street. Use parking lots on 18th Street between Penn and Smallman as a "park," like Prospect Square in Seattle. Turn the former club building on south side of Smallman between 19th and 20th Streets into an indoor market. Provide street seating and cafes along both sides of Smallman Street between 16th Street and 21st Street. Concern about pedestrian safety on Smallman around the 22nd Street/23rd Street area. Connect 17th Street and 19th Street through the Produce Terminal out to the riverfront; other possible connections through the Terminal at Colville, 18th, and 20th Streets aligning with streets. Turn the Produce Terminal into a European food market like Reading Market in Philadelphia. Provide a flea market behind the Produce Terminal between 19th and 21st Streets. Continue Railroad Street behind the Produce Terminal to the 16th Street Bridge. Provide underground parking between the 16th and Veterans Bridges from Smallman to the River. Residential uses between Railroad Street and the River from the 16th Street Bridge to 21st Street. Install a two-way street with parallel parking along the riverfront from the Veterans Bridge to 21st Street, with the trail network along the riverfront side. Continue bike/pedestrian trail to Lawrenceville east of 21st Street.

Connectivity: Provide "connectivity" throughout this area. Bicycle connectivity. Urban forest connectivity. Natural gardens. Include public sculpture.

Uses: It should be more than a destination—make this area a "neighborhood." Examples are public markets in Amsterdam and Denver. Discourage automobile use, including no cars in certain areas. Should be a pedestrian and trolley area. Need for a green park for respite, eat lunch, etc. More residential with more of a neighborhood feel. Make both shores residential (across the River). Create open space along the River with a street for public access.

Pedestrians: Encourage pedestrian mobility. Widen pedestrian walk ways and paths. Provide wider "islands" at intersections. Green an island in front of the St. Stanislaus church at Smallman.

Bicycles: Provide bicycle connectivity through this area for three reasons: use by tourists, commuter use, and to displace the automobile. Provide secure bicycle parking. Provide rent-a-bike service.

Parking: Keep auto parking on Smallman Street. Provide free shuttle from parking garages to destinations.

21St Street to the River: Make this a bicycle connection and a green connection.

Railroad Street: 60' right-of-way. Pave this street with the rails embedded.

Smallman Street: Too chaotic. Needs better crossings. How about transit in the street that is frequent, clean, and reliable? Smallman as Pittsburgh's "Urban Piazza."

AVRR: Not a heavy railroad commuter line. No electric overhead lines like the LRT. Interurban, diesel powered rail cars on urban streets—people during the day and limit freight to night use only. Make multimodal, similar to the San Diego model. Connect into the “T” system. Use the right-of-way for transit as well as freight.

Traffic: Smallman and Liberty are now “speedways” into town. Slow traffic by reducing lane width, shift lanes, use traffic calming strategies, and provide more on-street parking.