

# Bloomfield Mobility Principles

March 2021



Prepared for:



**Bloomfield  
Development**  
CORPORATION

February 2021

Prepared by:

studio for  
spatial practice  
**EHRlichman  
GROUP**

# WELCOME

Dear Neighbor and Partners,

In many of Bloomfield Development Corporation's community surveys and questionnaires, we ask the question: "What's your favorite part about living in Bloomfield?" One response we consistently receive is "It's close to everything." It's easy to see what people mean. The neighborhood has many options for employment, shopping, medical care and outdoor recreation, all within its borders. Bloomfield is also well-connected to other neighborhoods and major Pittsburgh destinations by a robust, multi-modal public transportation network.

Having access to transportation options contributes greatly to individuals' and families' quality of life and lowers the cost burden of transportation. Bloomfield's flat terrain is especially walkable and bikeable, and our vibrant business districts are richly connected to the surrounding residential streets. From the Liberty Avenue bike lanes (installed in 2007) to our six bus routes (descendants of the former trolley system), Bloomfield remains an important, central part of Pittsburgh's transportation network.

Mobility is about having safe, affordable and timely transportation options to help you access what you need, and get you where you need to go. The City of Pittsburgh is beginning to implement policy and planning initiatives around mobility, adopting a Complete Streets Policy in 2016, and creating a Department of Mobility & Infrastructure. BDC took a cue from the city, incorporating mobility into our organization's own strategic and long-term plan.

In the spring of 2020, BDC hired Studio for Spatial Practice and The Ehrlichman Group to create a community-driven set of mobility principles for Bloomfield. Planning work began in March, just as COVID-19 arrived in Pittsburgh. Studio for Spatial Practice designed a robust yet socially-distanced outreach campaign, including outdoor workshops and online visual preference surveys, that laid the foundation for these *Bloomfield Mobility Principles*.

The Mobility Principles outline the community's desire for a public right-of-way that better serves everyone's mobility needs and reinforces BDC's mandate to advocate for universal access to safe, low-cost transportation options. This important tool will help BDC ensure that future development and infrastructure projects in Bloomfield strive for well-integrated, multi-modal mobility, making the neighborhood safer, more accessible and welcoming to all.



A stylized, handwritten signature in black ink, appearing to read 'Christina Howell'.

Christina Howell  
Executive Director, BDC

# TABLE OF CONTENTS

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## **INTRODUCTION** **3**

Project Background	4
Process Overview	5
Existing Plans	6
Using this Document	7

## **MOBILITY PRINCIPLES** **9**

Bloomfield Streets Today	10
1. Make it Safe + Equitable	11
2. Make it Shared + Connected	14
3. Make it Beautiful + Sociable	17

## **PRINCIPLES IN ACTION** **21**

On the Streets	22
Business Districts	24
Gateway Intersections	25
Schools	26
Public Parks	27
Residential Streets	28
Residential Alleys	29

## **PROJECT TEAM**

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## **A SPECIAL THANK YOU TO**

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The Heinz Endowments

Councilwoman Deb Gross, District 7  
City of Pittsburgh

Chris Sandvig, Executive Director at  
Mobilify Southwestern PA





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# INTRODUCTION

Bloomfield developed as a compact, centralized, mixed-use neighborhood a short trolley ride from Downtown Pittsburgh. Its network of narrow streets and alleys connect dense residential blocks to business districts on Liberty and Penn Avenues, parks, schools and public transit. Bloomfield's traditional, pedestrian-scaled built environment serves a diverse, mixed-income and multi-generational community. The neighborhood's walkability and connectivity are important assets that residents, businesses and visitors rely on.

Over the past few decades, aging pedestrian infrastructure and increased vehicular traffic have jeopardized and degraded the safety of Bloomfield's multi-modal transportation system. The over-emphasis on accommodating personal vehicles and increased traffic speeds has contributed to a deterioration of the public realm. These changes disproportionately affect vulnerable people who depend on Bloomfield remaining pedestrian-friendly. Coupled with rising housing costs and population displacement, the shift in mobility and access priorities has contributed to a reshaping of the neighborhood's physical and demographic make-up.

This forward-looking vision for our changing neighborhood lays out principles that will help realign transportation policy and the public right-of-way improvements with Bloomfield's ongoing challenges around mobility and accessibility.

# PROJECT BACKGROUND

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## PROJECT CONTEXT AND GOALS

Bloomfield and the surrounding East End neighborhoods of Pittsburgh are experiencing an increase in development pressures and demographic change. Bloomfield Development Corporation (BDC) is working to steer this change in the interest of existing neighborhood residents and businesses.

The 2019 *Bloomfield Central Gateway Development Guidelines* were created to build community consensus around principles to help direct the scale, character and public accessibility of new development proposed for a high-visibility site. Multi-modal connectivity and walkability were identified as important components of any redevelopment proposal for the Gateway site. The BDC further acknowledged a need to proactively develop principles that could be used to advocate for a more complete consideration of community mobility issues for a wider range of sites and project types.

These *Bloomfield Mobility Principles* will be used by the BDC to help promote equity, guide development and advocate for streets supporting the needs of our entire community - residents and businesses alike - including our most vulnerable neighbors.

## WHAT IS MOBILITY?

There is an important difference between the terms transportation and mobility. Transportation is the act of moving people or goods - it is something you do. Mobility is something you have - to have mobility is to have access. Mobility is how you get to your job or school, pick up fresh groceries, and travel to community centers and parks. Mobility is about having safe, affordable and timely transportation options to get you where you need to go.

Mobility allows people to:

- age in place within their own community,
- get to jobs and employment,
- stay active and healthy,
- support local businesses,
- travel to schools and education centers, and
- access fresh, nutritious food.

## HOW IS MOBILITY CHANGING?

There is a global movement towards streets designed with placemaking and mobility as top priorities. Compact neighborhoods involve higher-density development coupled with varied land use patterns so that residents and workers are within walking distance of many destinations. Cities, too, are now trying to give residents everything they need within a few minutes of their front doors. Starting in Paris and now spreading to Portland, the “15 minute city” concept is now being boasted as the resilient way to build back better in the wake of the COVID-19 pandemic. A 15-minute city is people-centered, human-scaled, lived-in and has ‘complete’ and connected streets. Time is a priority, and ultimately cutting out long and unnecessary trips across cities or towns is a main goal. This same concept can be mapped out onto neighborhoods. Resilience comes in the form of strengthened communities, reinjecting life into main streets, promoting health and well-being, and reduced emissions. A more resilient community is able to withstand climate shocks and enjoy enhanced sustainability and livability.

Over the last decade, the City of Pittsburgh has become known as the nation’s autonomous vehicle (AV) research lab. We see fleets of these AVs equipped with sensors and emblazoned with logos roving up and down Liberty Avenue. While AV’s may hold a long-term transportation safety promise, it is the recent, smaller-scale innovations that have the potential to enhance mobility for everyone, today.

Our fellow citizens use technology, such as bikeshare, rideshare, e-bikes and apps that let us know when the bus will arrive. Soon, e-scooters, mobility hubs and delivery robots will join us in our streets. If they are carefully and thoughtfully implemented, all of these new mobility options will enhance access and strengthen connections within our communities.



# PROCESS OVERVIEW

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The *Bloomfield Mobility Principles* were developed from a series of interactive public workshops and surveys that were conducted during the summer and fall of 2020. Participants provided input and feedback, and mobility-focused educational materials were available for review.

Due to ongoing public health concerns surrounding the COVID-19 pandemic, the community engagement process was designed to ensure that everyone participating in the process would be safe. The public workshops, conducted outdoors at the Bloomfield Saturday Market and near Linea Verde's Liberty Avenue storefront, required participants to wear face coverings and adhere to social distancing guidelines. Workshop materials and activities were designed to minimize physical contact.

**Workshop #1** featured both an interactive map exercise and a visual-preference exercise where participants used dot stickers to select from a set of streetscape images, identifying potential improvements that could be appropriate for Bloomfield's streets. The information collected during Workshop #1 sessions informed the "Principles in Action" chapter of this document.

After generating a set of preliminary mobility themes, based on public feedback and preferences, the draft categories were compiled into an interactive, **online survey**. Participants voted on the appropriateness of potential design and policy goals. The survey was a valuable form of socially-distanced public engagement. Demographic information was also collected and analyzed to help ensure that the pool of respondents reflected the diversity of Bloomfield's community at large.

As a follow-up exercise, **Workshop #2** was an opportunity to share participants' feedback and preview a set of mobility principles, as illustrated within the physical context of familiar Bloomfield streets and intersections. Community feedback was recorded during the Workshop #2 process.



# EXISTING PLANS

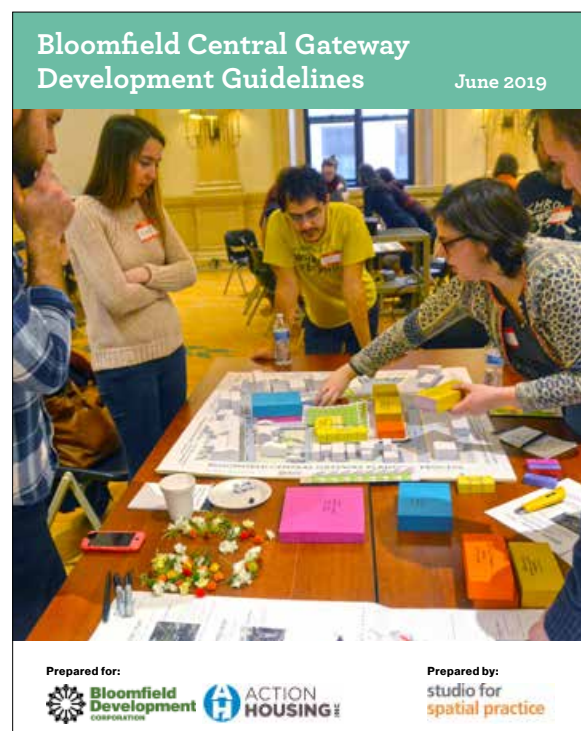
Streets are the cardiovascular system of our neighborhood and our local economy, and old and new forms of mobility are now competing for space. Emerging mobility solutions are the new kids on our block, and while our government agencies are making mobility plans, our streets are being turned into test beds by the private market. Bloomfield has an opportunity to act now, to work with all of the mobility-focused stakeholders, to develop plans and processes that will help ensure that what happens to our streets, happens with our guidance and support.

The *Bloomfield Mobility Principles* project is an extension of the *Bloomfield Central Gateway Development Guidelines* planning process, completed in 2019. During the planning process, “Connectivity & Accessibility” was identified as a key community value. These Principles build on the values and guidelines set forth in the earlier study, expanding the mobility discussion beyond the Central Gateway site to encompass all of Bloomfield.

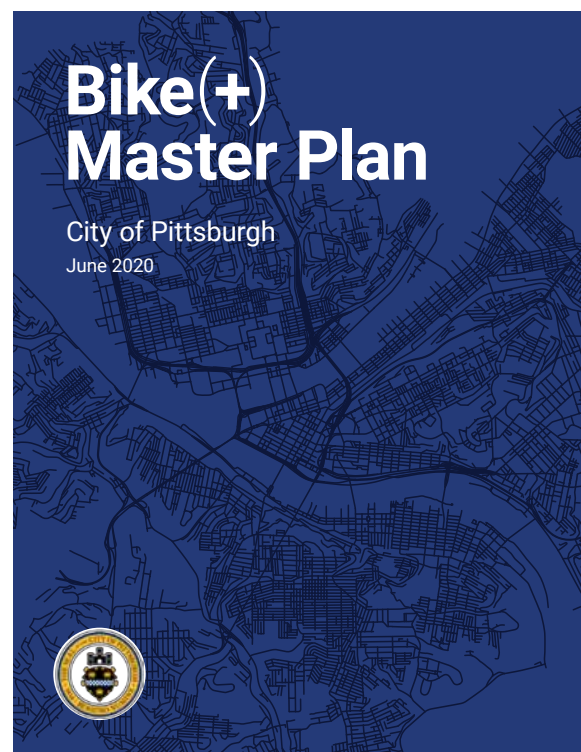
The City of Pittsburgh has developed several plans and strategies to directly address Pittsburgh’s mobility challenges. These plans include the on-going *Complete Street Design Guidelines*, the *PGH 2070 Mobility Vision Plan*, and the *Bike(+) Master Plan*. The Department of Mobility and Infrastructure’s MoveForwardPGH project is starting to implement key elements of this plan, including the new *Bloomfield Friendship Neighborway*.

The Port Authority of Allegheny County (PAAC) has also drafted a plan for the next 25 years, titled “*NEXTransit*,” based on the assertion that “Inclusive, welcoming, and equitable cities require accessible and convenient mobility choices.” PAAC also recently adopted a set of *Bus Stop Design Guidelines*.

MOVE412, a project of the Pittsburgh Mobility Collective, is using tactical solutions, connecting “different mobility services to give Pittsburghers enhanced access to jobs, goods, and services, while reducing cost, congestion, and pollution.”



*Bloomfield Central Gateway Development Guidelines* (2019)



The City of Pittsburgh’s *Bike(+) Master Plan* (2020)



*Bloomfield Friendship Neighborway Project* fact sheet (2020)



# USING THIS DOCUMENT

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This document is intended to be useful to several important audiences:

1. Bloomfield Development Corporation (BDC)
2. Developers and Property Owners
3. Local and State Government
4. Mobility Providers

## **BLOOMFIELD DEVELOPMENT CORPORATION**

As the city-designated Registered Community Organization, BDC advocates on behalf of Bloomfield on all issues, including mobility. This document and the Mobility Principles included within, will inform, support and help prioritize BDC's work. BDC and Bloomfield community members can use this planning tool to help guide and inform discussions about mobility with developers, elected officials, and government agencies at the local, county and state levels.

## **DEVELOPERS AND PROPERTY OWNERS**

All scales of projects should account for their impact on mobility in the neighborhood. Developers and property owners should carefully review and consider these Mobility Principles when they commission new projects or renovate structures in Bloomfield. When they are incorporated into projects early on, mobility elements can often be implemented for little to no additional development cost. They don't have to be a burden for developers. In fact, amenities such as bike parking and universally-accessible storefronts, can help attract potential buyers and tenants.

It is important for developers to communicate with BDC early on in the development process. Projects that proactively incorporate Mobility Principles are more likely to gain community support, helping to shorten city permitting processes. At the scale of a discrete development project, key mobility issues include, but are not limited to, providing accessible front entrances, sidewalk furniture, appropriately-located driveway curb cuts, and bike parking. In addition to having active dialogue and open communication with the BDC, developers should also coordinate plans with mobility providers, such as the Port Authority of Allegheny County and HealthyRide Bike Share. Finally, developers should explore opportunities to incorporate multi-modal hubs, especially within larger-scale development projects.

## **LOCAL AND STATE GOVERNMENT**

City departments play a role in shaping how people move around Bloomfield. Two of the most important players are the Department of Mobility & Infrastructure and the Department of City Planning.

This document, capturing the community's vision for mobility in Bloomfield, should inform short- and long-term municipal planning and policy for the neighborhood. As city departments update or create new plans for Bloomfield, principles from this document should be incorporated or referenced for further refinement. City departments should also reference this document when reviewing traffic studies, or mobility impact reports, as part of Development Review Processes. These Mobility Principles should be used as a lens for analyzing the future impact of any development project on the quality and accessibility of Bloomfield's public realm.

At times, discussions around mobility topics will require coordination with county and/or state agencies. PennDOT and the Port Authority of Allegheny County, for example, are often involved in public right-of-way projects. These Mobility Principles would be a good reference for those agencies to use in order to gain insight into Bloomfield's mobility priorities.

## **MOBILITY PROVIDERS**

In Pittsburgh, emerging mobility technologies and providers are now required to reach out to local community groups for support as part of the City's approval process. Projects adhering to and addressing these Mobility Principles may make public support more likely. However, dialogue and communication should not end there. Community outreach should continue through implementation and operations in order to effectively address concerns.

This document lays out principles surrounding the implementation of infrastructure in the right-of-way, such as bike share stations, public transit shelters or future curbside technology. As service by existing providers changes, and new technology emerges, it is important that transportation providers review these principles to help ensure that community mobility is enhanced and that new services complement the neighborhood.



54D OAKLAND-NORTH SIDE

6309

6309

Port Authority

176

PORT AUTHORITY

54D OAKLAND-NORTH SIDE





# MOBILITY PRINCIPLES

The Bloomfield Mobility Principles were developed from a series of public workshops and surveys. Participants were asked to respond to possible mobility policy and design goals for the future of Bloomfield's streets. The principles build on community input and offer a guide for policy, accessibility programs, infrastructure investments, and development projects in Bloomfield.

There are three overarching principles:

1. MAKE IT SAFE + EQUITABLE
2. MAKE IT SHARED + CONNECTED
3. MAKE IT BEAUTIFUL + SOCIABLE

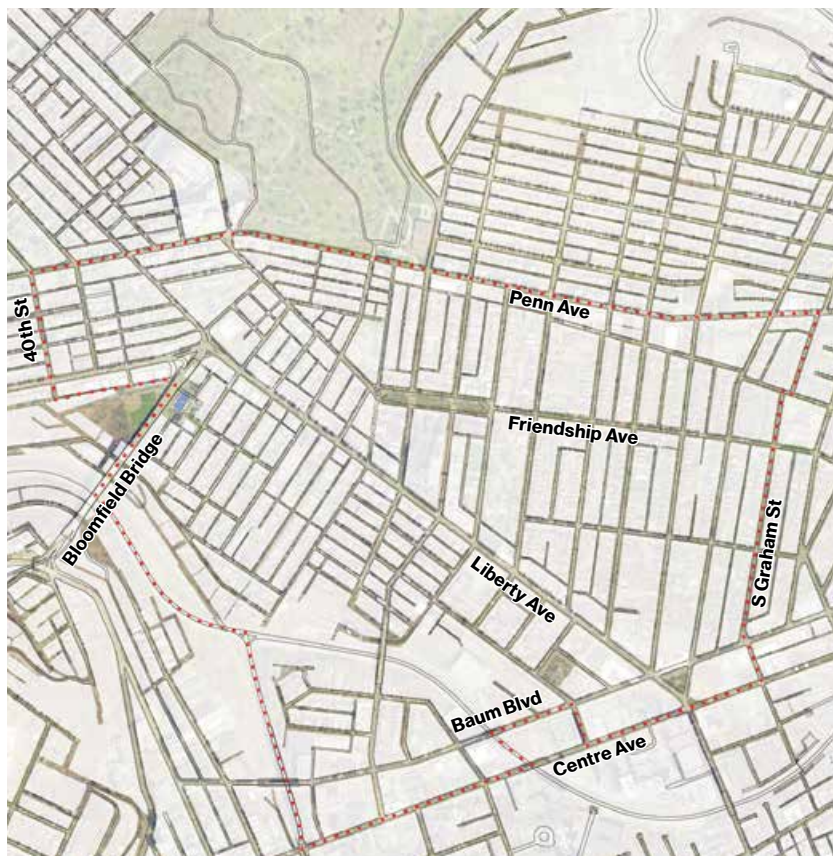
Each principle is elaborated with three sub-principles, and supported by a set of policy and design goals. The degree to which project participants support each goal is also indicated.



# MOBILITY PRINCIPLES

## BLOOMFIELD STREETS TODAY

Bloomfield today is a complex urban neighborhood that is home to 8,442 residents (as per the 2010 Census), three diverse business districts, three major hospitals, three schools and three parks. Six different bus lines run through the community and streets range from multi-lane arterials to narrow residential alleys.



The Liberty Avenue business district.



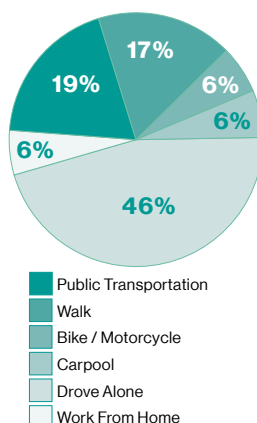
Pedestrians take over during the Halloween Parade.



19% of residents rely on transit for their commute.

## RESIDENT MEANS OF TRANSPORTATION TO WORK

Bloomfield residents get around in a variety of ways. According to the US Census American Community Survey 2019 Estimates, around half of residents do not use a car to commute to work, and of those, 19% take public transit, 17% walk, 6% bike and 6% work from home. When we add non-working young and elderly residents, we can safely say that a majority of residents are getting around without a personal, motorized vehicle.



6% of neighborhood residents cycle to work.

# MAKE IT SAFE + EQUITABLE

- WE PRIORITIZE SAFETY
- WE SUPPORT MULTIMODAL MOBILITY ACCESS FOR ALL AGES AND ABILITIES
- WE PRIORITIZE ROBUST PUBLIC ENGAGEMENT

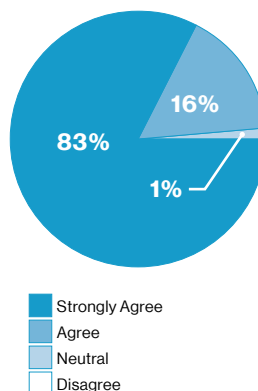
Our streets should be designed and managed with the safety and needs of the most vulnerable users in mind - older adults, children, those with disabilities, and those who cannot afford to own a car. Streets and intersections should enable everyone to navigate the neighborhood as pedestrians, particularly near key destinations such as schools, parks and business districts.

A high-quality mobility network must provide safe options for moving around the city, reflecting people's actual transportation needs. While almost everyone travels by foot for part of a trip within the neighborhood, for many residents, walking and transit are primary ways of getting around. Around 20% of Bloomfield residents are either too young to drive or are senior citizens, and half of commuters do not drive to work. Other community members struggle with the financial burden of owning and maintaining a car, which costs an average of \$8,500 per year. Mobility projects in Bloomfield should make streets safer for pedestrians of all ages, increasing their functionality and utility, and ensuring that families, children and older adults can walk to meet their daily needs.

Residents and business owners should have a voice in how and where mobility projects are implemented. It is also important that residents and business owners understand each other's needs, and that public and private projects advance the community's mobility priorities.

## 1. REDUCE SERIOUS INJURIES AND FATALITIES

Use human-scaled infrastructure to create safe streets for pedestrians of all ages and abilities, and reduce and eliminate conditions that could lead to serious injuries and fatalities.

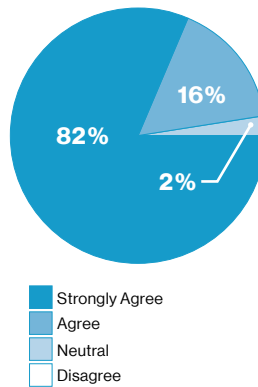


Pedestrian safety campaign event 'The Crossings' at the Bloomfield Bridge intersection in Pittsburgh (2017).



## 2. CREATE SAFE INTERSECTIONS

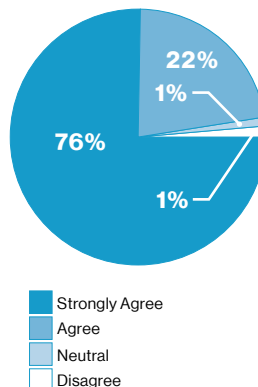
Prioritize compact, pedestrian-focused intersections and crossings that create safe connections across the neighborhood.



Compact intersection with curb bump-outs and zebra-striped crosswalks on Carlton Avenue in Brooklyn, New York City.

## 3. DESIGN FOR OLDER RESIDENTS

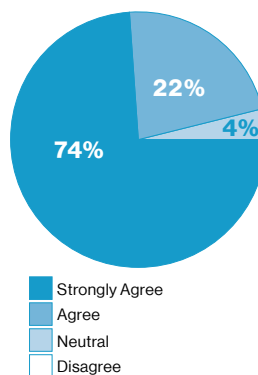
Sustain and enhance mobility policies and infrastructure that allow older residents to age-in-place and maintain a high quality of life.



Multi-generational, friendly commercial streets in Barcelona, Spain.

## 4. SUPPORT A FAMILY-CENTERED NEIGHBORHOOD

Create walkable and safe community-supporting infrastructure around neighborhood parks and establish safe routes to schools.

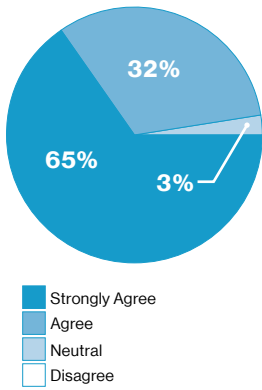


Family-inclusive residential streets and alleys in Middlesbrough, England.



5. LEAD WITH PUBLIC ENGAGEMENT

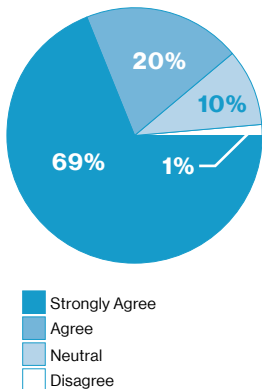
Lead mobility decisions around robust public engagement, input, and access to information, particularly for the most vulnerable users.



Interactive public engagement sessions during the *Central Gateway Development Guidelines* process in Bloomfield in Pittsburgh (2019).

6. REQUIRE COMMUNITY BENEFITS

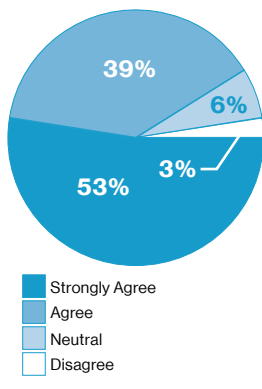
Require new developments to provide multi-modal amenities, such as bike parking and public transit integration. Connect with existing active transportation networks.



Separated bike lane built as part of new development on Penn Avenue at Bakery Square in Pittsburgh.

7. ADVOCATE FOR LOW-CARBON ALTERNATIVES

Recognize transportation’s contribution to environmental justice and cleaner air by advocating for low-carbon mobility alternatives.



Enhanced bus stop station and lighting at Fifth and Atwood in the neighborhood of Oakland, Pittsburgh.

## MAKE IT SHARED + CONNECTED

- WE SUPPORT PEOPLE, BIKES & TRANSIT OVER VEHICLES
- WE PRIORITIZE ACCESS TO SCHOOLS, PARKS & KEY COMMUNITY DESTINATIONS
- WE SUPPORT SHARED MOBILITY OPTIONS & DYNAMIC CURB USE

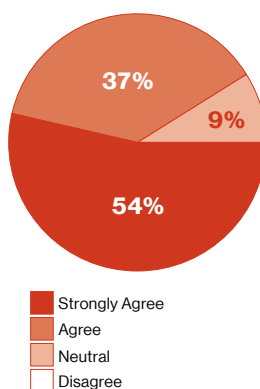
Better integrate active transportation modes, such as walking, bicycling and transit, into Bloomfield's streets to promote a well-connected and compact neighborhood where residents can meet most of their needs within a short walk. Private vehicles take up a lot of room, particularly when streets must also accommodate parking for cars. Pittsburgh's *Complete Streets* policy calls for shifting to a multi-modal approach, and one of the city's key mobility goals states that "Walking and Bicycling are the most joyful mode for short trips."

Future changes to Bloomfield's streets should prioritize the connectivity, safety and quality of the experience for pedestrians and bicyclists, while also improving transit functionality and rider satisfaction. In some cases, this will mean reallocating space in the public right-of-way, or designing streets and intersections for slower travel speeds. Projects should also consider how new, shared mobility options and technologies can be integrated into neighborhood streets.

Bloomfield's walkability and functionality as a compact, mixed-use neighborhood should be enhanced and maintained by new, community-supported projects. Investments in public infrastructure should improve connections to existing community assets such as schools, parks, health facilities and business districts. New development projects should enhance, or add new, pedestrian and bike connections and facilities. Finally, new development should include a diversity of uses that will expand Bloomfield's appeal as a walkable place to live, work and shop.

### 1. PRIORITIZE SHARED STREETS AND MODES

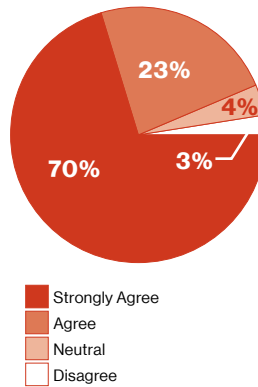
Prioritize shared use vehicles, multi-modal streets, and active sidewalk and curbs with an emphasis on active transportation, public transit and accessibility.



A sidewalk extension, seating and plantings on 40th Street in Philadelphia.

## 2. CREATE SPACE FOR ACTIVE TRANSPORTATION

Create safe street connections by diversifying and re-prioritizing car-centric street uses into multi-modal and active options, such as: improved and expanded bicycle lanes, Neighborways\*, bicycle parking and bike-share stations.



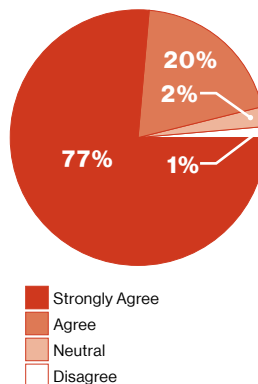
\* Neighborways are low-traffic streets that prioritize pedestrians, bicyclists, and other non-vehicular traffic and offer a safer, more comfortable alternative to busy arterial streets. Visit [pittsburghpa.gov/domi/neighborways](http://pittsburghpa.gov/domi/neighborways) for more information.



Roundabout on the Euclid Street Neighborway in Pittsburgh's Highland Park neighborhood.

## 3. PROMOTE PUBLIC TRANSIT

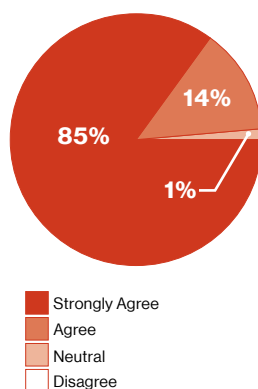
Promote and celebrate public transit use through bus stop infrastructure, pedestrian and bike connections to stops, and enhanced bus stop safety measures throughout all seasons and all times of day.



Bus boarding island with separated bike lanes on Dexter Avenue in Seattle.

## 4. ADVANCE A 15-MINUTE NEIGHBORHOOD

Support the benefits of living in a dense, compact neighborhood with local proximity to fresh food, services, health care, education and jobs to all within a 15-minute walk.

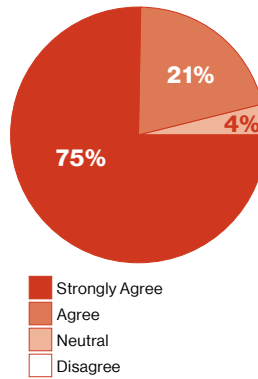


Paved commercial street on Cady Alley in the Georgetown neighborhood of Washington DC.



## 5. LINK RESIDENTIAL BLOCKS TO KEY DESTINATIONS

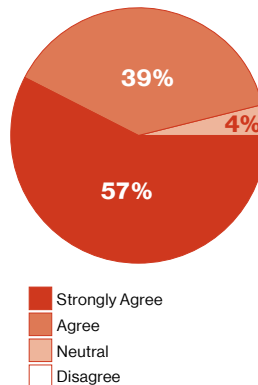
Invest in, highlight and celebrate human-scale access from Bloomfield's residential blocks to local businesses, parks, the recreation center and public pool, and other community assets.



Pedestrian bridge connecting Ellsworth Avenue and East Liberty in Pittsburgh's Shadyside neighborhood.

## 6. CONNECT THE BUSINESS DISTRICTS

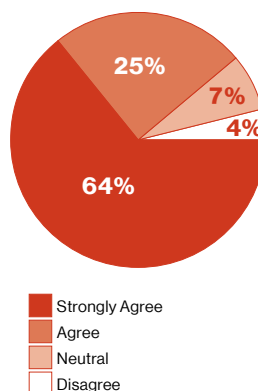
Concentrate multi-modal hubs and safety infrastructure to connect and support local business districts on Liberty Avenue, Penn Avenue, and Main Street.



The Edmond Street traffic-calming project connects Bloomfield's Liberty and Penn Avenue business districts.

## 7. USE CODES & ZONING

Support land-use, zoning and parking policies that reduce vehicular traffic, reliance on personal vehicles, and vehicular speeds, through multi-modal parking options, on-street micro-mobility facilities, and traffic-calming measures.



Ground floor storefronts and bike share integration, with a reduced rear surface parking lot, at Fairmount Apartments on Penn Avenue in Garfield, Pittsburgh.

## MAKE IT BEAUTIFUL + SOCIABLE

- WE EMBRACE PLACEMAKING & HUMAN-SCALE DESIGN
- WE EMBRACE OUR STREETS AS GREEN, HEALTHY PUBLIC SPACES
- WE EMBRACE A DENSE, COMPACT NEIGHBORHOOD

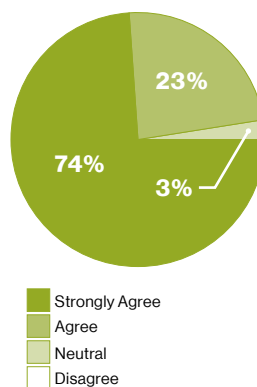
Embrace the street as a beautiful and sociable public space for community life. Bloomfield is Pittsburgh's eighth most densely populated neighborhood with a bustling business district and streets lined with houses opening right onto the sidewalk. Its public roadways and sidewalks are precious public assets, supporting liveability, sustaining local businesses, and generally enhancing residents' quality of life. A pedestrian's comfort is closely tied to safety, and is impacted by one's overall experience. People-friendly streetscape environments instill users with confidence and dignity.

Bloomfield's streets should be designed as high quality public spaces to support and celebrate community life. A well designed streetscape provides a positive, multi-sensory experience, with human-scale lighting, benches and signage. Buildings should reflect the scale of the street and accommodate active, ground floor uses in business districts, with welcoming storefronts and universally-accessible front entrances. Public spaces should further reinforce the neighborhood's identity and history with public art and high quality design.

Streets should be healthy, green, living places with street trees, decorative plantings and well-integrated stormwater infrastructure. Signs should reinforce key neighborhood gateways, and express the neighborhood's unique identity. New development should contain a mix of uses to help residents meet their daily needs within the neighborhood. Dense, compact, pedestrian-friendly buildings and uses will contribute to the activity and vibrancy of Bloomfield's streets.

### 1. FRAME STREETS AS PUBLIC SPACES

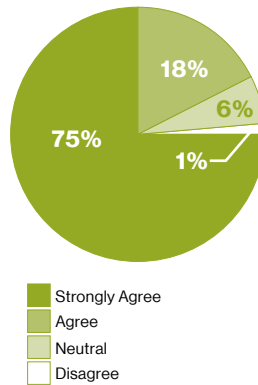
Make streets beautiful, dynamic public spaces that support and promote community social life and health, especially during times of both celebration and distress.



Paved commercial street and lighting on E. 4th Street in Downtown Cleveland.

## 2. PROVIDE A PEDESTRIAN SCALED STREETScape

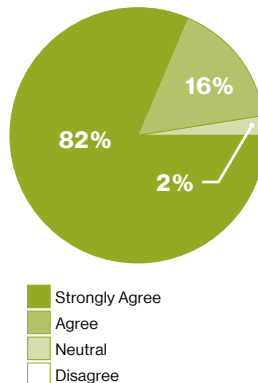
Provide people-scaled, neighborly infrastructure, such as pedestrian street lights, eye-level signage, stress-free crosswalk distances, and contextually-massed buildings for new developments.



A pedestrian-friendly alley with public art, at Strawberry Way in Downtown Pittsburgh.

## 3. PROMOTE ACTIVE STREET FRONTS

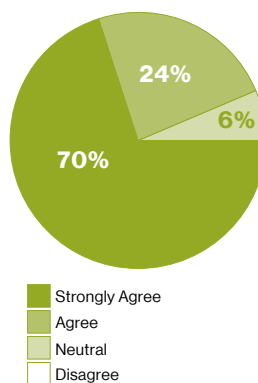
Preserve and promote active building entrances where welcoming, wheelchair-accessible storefronts define the sidewalk edge, creating a safer and more cohesive experience.



Active, accessible storefront on Liberty Avenue in Bloomfield, Pittsburgh.

## 4. STIMULATE THE SENSES

Contribute to the sensory experience and place-making potential of Bloomfield's public realm with street trees and plantings, public art, and high-quality infrastructure design.

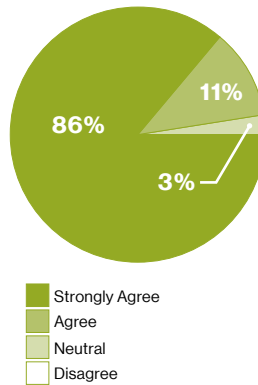


A bus boarding platform with public art and overhead lighting on Liberty Avenue in Downtown Pittsburgh.



## 5. REINTEGRATE GREEN SPACE

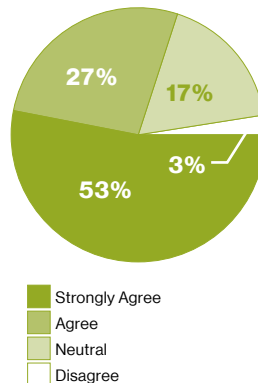
Build green infrastructure and shade trees into our public streets to address stormwater runoff, the heat island effect, and localized air pollution, while also creating an enhanced, comfortable pedestrian experience.



Stormwater management plantings and seating at the East Liberty Presbyterian Church in Pittsburgh.

## 6. REINFORCE NEIGHBORHOOD ENTRANCES

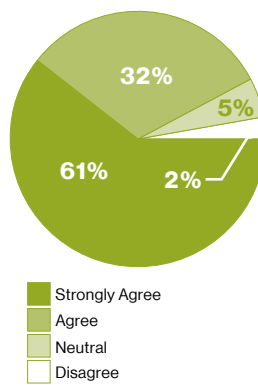
Reinforce entrances into the neighborhood with celebratory gateway designs, pedestrian nodes or parklets, and community-focused signage, such as at the Bloomfield Bridge landing and at Morrow Park.



A celebratory neighborhood gateway sign at the Bloomfield Bridge intersection with Liberty Avenue.

## 7. SUPPORT MIXED-USE DEVELOPMENTS

Support mixed-use developments with residential above ground-floor commercial along business districts to further support human-scale mobility and a compact neighborhood.



Penn Mathilda Apartments on Penn Avenue, in Bloomfield / Garfield, are an example of a mixed-use development that includes affordable residential units.









# PRINCIPLES IN ACTION

**The *Bloomfield Mobility Principles* are a framework for decision-making and a checklist for reviewing community projects. By adopting and promoting these principles, the community of Bloomfield can help ensure that local mobility needs are considered, starting at the beginning of a project rather than as an afterthought or add-on.**

**This section illustrates how the principles can be applied to many different neighborhood conditions.**

# ON THE STREETS

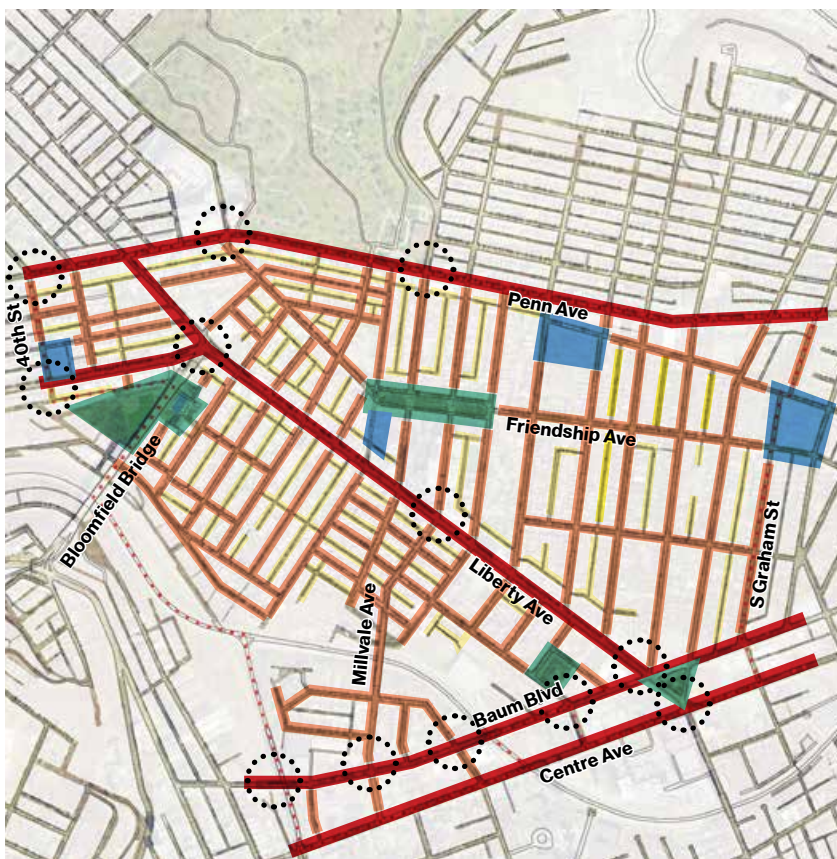
Bloomfield has a variety of street types, serving different uses and users. From multi-modal business corridors, to narrow service alleys, the Mobility Principles should be applied appropriately to each street type and condition. This section illustrates how the Principles could be applied to different types of streets and destinations in Bloomfield.

Any mobility project must take into account the specific context and concerns of stakeholders who will be affected - residents and business owners alike - and balance the needs of individual property owners with larger community and municipal goals.

Pittsburgh's Department of Mobility and Infrastructure is currently developing a set of *Complete Street Design Guidelines* and is piloting new street and intersection "treatments" across the city. New mobility projects in Bloomfield will need to comply with the their *Complete Streets Policy* and ultimately follow the new *Street Design Guidelines*. The examples illustrated in this document are conceptual and were created using the draft *Street Design Guidelines* and recent pilot projects as a reference.



Above: As part of the public engagement process to develop the *Bloomfield Mobility Principles*, a series of pop-up workshops were conducted at the Saturday Market. Among other topics, participants were asked to identify specific intersections and streets that could be improved.



Left: Bloomfield has a variety of different street types and destinations. This map correlates to the examples that follow.

- Business Districts
- Gateway Intersections
- Schools
- Public Parks
- Residential Streets
- Residential Alleys



## STREET AND PLACE TYPES

### Business Districts

The business district corridors of Liberty, Penn, Main, Baum and Centre have complex and often competing mobility demands. They are also Bloomfield's most intense multi-modal corridors. These districts must balance movement for pedestrians, transit, bicycles and cars. Businesses fronting onto them also require accommodations for loading and parking.

### Gateway Intersections

Bloomfield is bounded by higher capacity, higher speed, multi-lane streets. Key gateway intersections are in desperate need of mobility improvements to increase pedestrian safety and reduce driver confusion. Key intersections, identified as needing improvements, include the Bloomfield Bridge at Liberty Avenue, and Baum Boulevard at Liberty Avenue.

### Schools

Bloomfield has a number of schools, many of which serve younger children. Streets and intersections around schools require special treatments to enforce a 15 mile-per-hour design speed, increase pedestrian safety, and improve transit and bicycle connections for families and children.

### Public Parks

Neighborhood parks are another destination worthy of special attention. Mobility projects should focus on improving the safety of pedestrian and bicycle connections to Bloomfield's parks.

### Residential Streets

The majority of Bloomfield's streets are lined with houses, connecting residents with the larger neighborhood and community. Infrastructure projects should focus on improving pedestrian safety, reducing speeds and greening.

### Residential Alleys

Bloomfield has numerous alleys (ways), many of which have houses facing onto them. Improvements to alleys should focus on making them safe, shared spaces that flexibly serve the needs of adjacent neighbors.

## APPLYING THE PRINCIPLES

The following pages illustrate how mobility improvements may be deployed at each of the Street and Place Types listed above. Interventions are color coded according to the three mobility principles: Make it Safe + Equitable (blue), Make it Shared + Connected (red), and Make it Beautiful + Sociable (green). The interventions shown are conceptual examples: they are not engineered projects ready for implementation. Rather, they are based on treatments being implemented elsewhere in Pittsburgh by the Department of Mobility and Infrastructure.



### MAKE IT SAFE + EQUITABLE

Interventions improving safety, expanding pedestrian space and calming traffic.



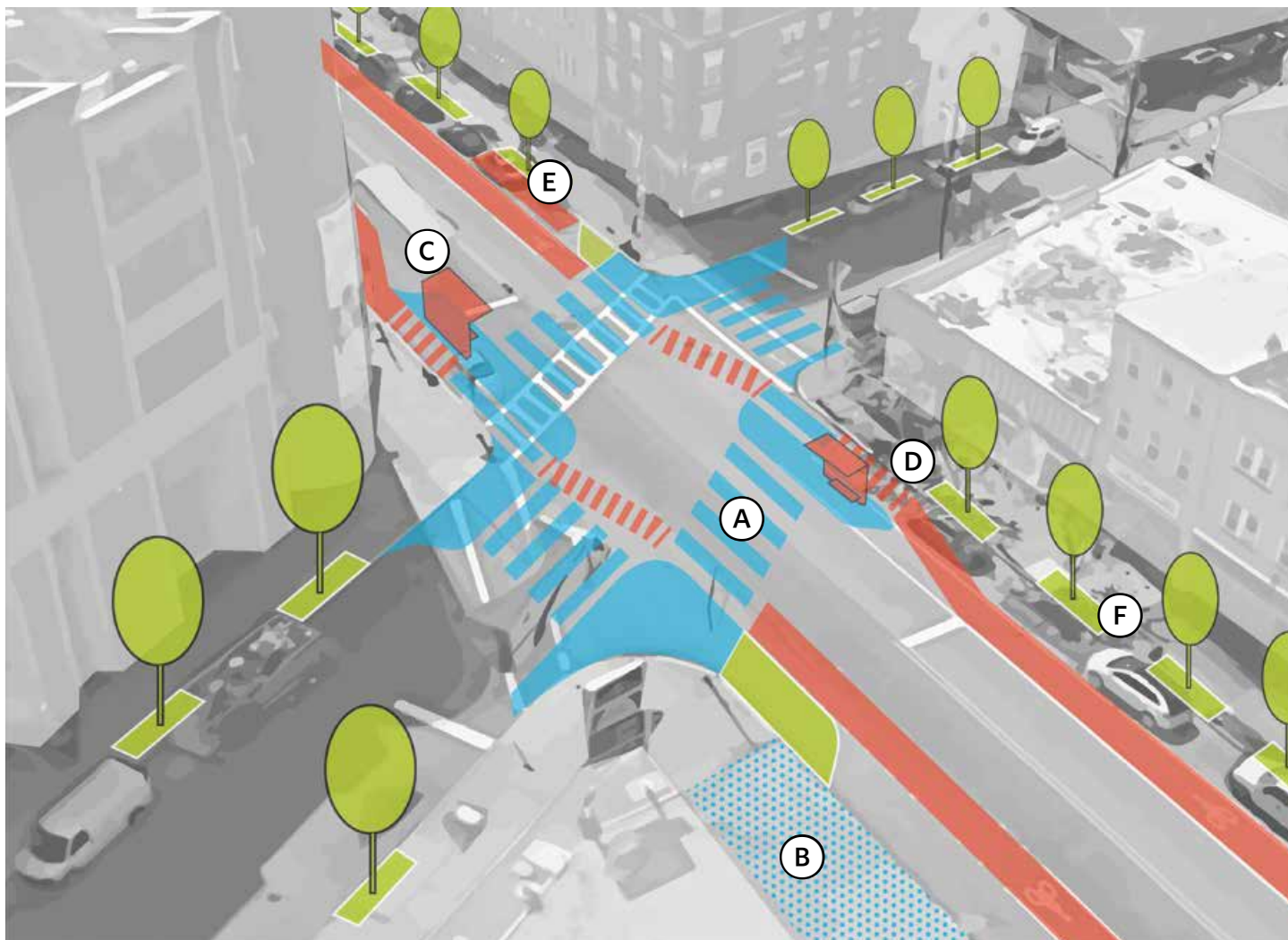
### MAKE IT SHARED + CONNECTED

Interventions improving multi-modal capacity and network connectivity, particularly for bicycles and public transit.



### MAKE IT BEAUTIFUL + SOCIABLE

Interventions improving the urban character of streets to support the social life of the community and improve urban ecology.



- (A) SAFER CROSSWALKS**  
Improve pedestrian safety with shorter crossings, improved crosswalk markings, curb extensions, and signage.

- (B) SAFER CURB-CUTS**  
Mitigate and minimize driveway curb-cuts. Adopt surface treatments to improve pedestrian safety. When possible, eliminate driveways within 60' of intersections, per the city code.

- (C) BUS STOP AMENITIES**  
Expand space and amenities at public transit stops with curb extensions, shelters and seating.

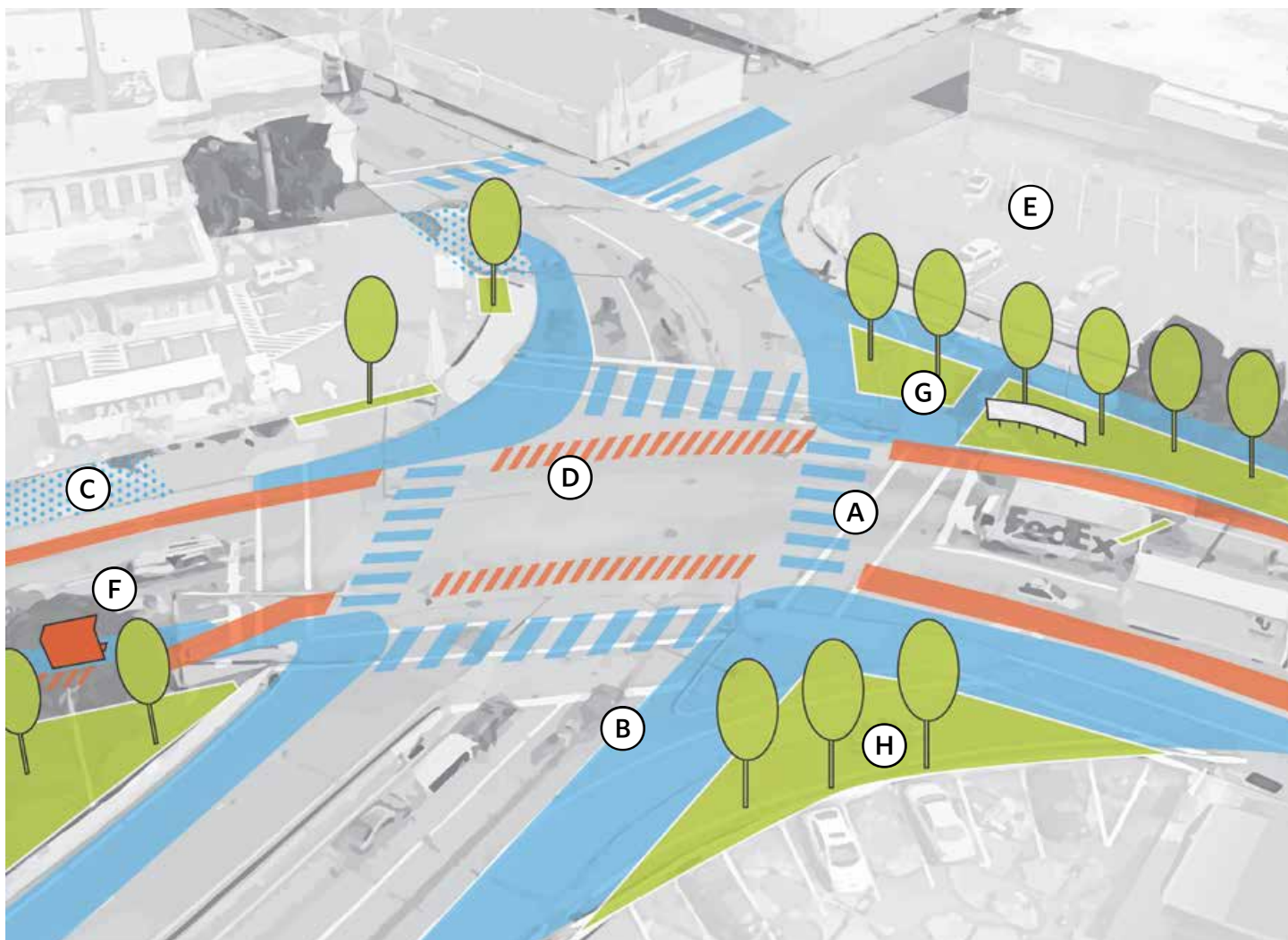
- (D) BICYCLE NETWORK CONNECTIONS**  
Improve lane and intersection markings and reduce conflicts with bus stops on major transit corridors.

- (E) MULTIMODAL FLEX ZONE**  
Strategically use the curbside flex zone to accommodate bus stops, outdoor restaurant seating, bicycle parking, and bike share stations. As emerging mobility technologies compete for space in the flex zone, ensure they follow the mobility principles and have community support.

- (F) SHADE TREES AND PLANTINGS**  
Maintain and expand shade trees and other streetscape plantings.



## GATEWAY INTERSECTIONS



**(A) SHORTENED CROSSWALKS**  
Reduce crossing distances at wide and high-speed intersections.

**(B) COMPACT INTERSECTIONS**  
Decrease slip lanes and wide intersections, creating safe connections across Bloomfield.

**(C) SAFER CURB-CUTS**  
Mitigate curb-cut length and adopt surface treatments to improve pedestrian safety.

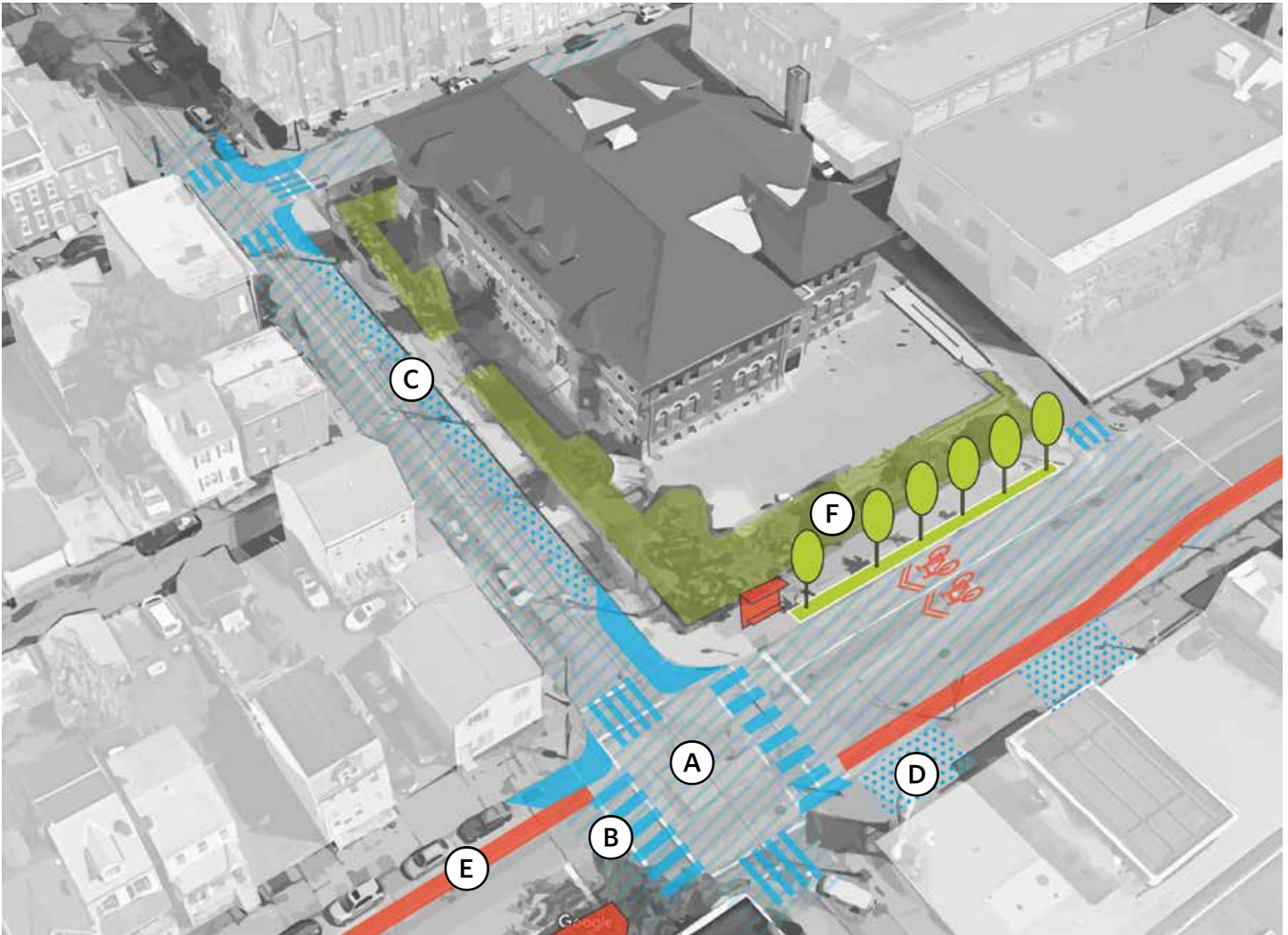
**(D) BICYCLE NETWORK CONNECTIONS**  
Improve lane and intersection markings and reduce conflicts with bus stops on major transit corridors.

**(E) MIXED-USED DEVELOPMENT**  
Support a pedestrian-scaled, compact neighborhood through new development.

**(F) BUS STOP AMENITIES**  
Expand space and amenities at public transit stops with curb extensions, shelters and seating.

**(G) WELCOME SIGNAGE**  
Celebrate gateways and entrances into Bloomfield.

**(H) SHADE TREES AND PLANTINGS**  
Maintain and expand shade trees and other streetscape plantings.



## **(A) SAFE ROUTES TO SCHOOL**

Prioritize pedestrian safety around schools through intersection improvements and speed enforcement.

## B SHORTENED CROSSWALKS

Reduce crossing distances at wide and high-speed intersections.

### **Ⓒ PICK-UP AND DROP-OFF**

Integrate pick-up and drop-off spaces to ensure the safety of children.

## (D) SAFER CURB-CUTS

Mitigate and minimize driveway curb-cuts. Adopt surface treatments to improve pedestrian safety. When possible, eliminate driveways within 60' of intersections, per city code.

## **(E) BICYCLE NETWORK CONNECTIONS**

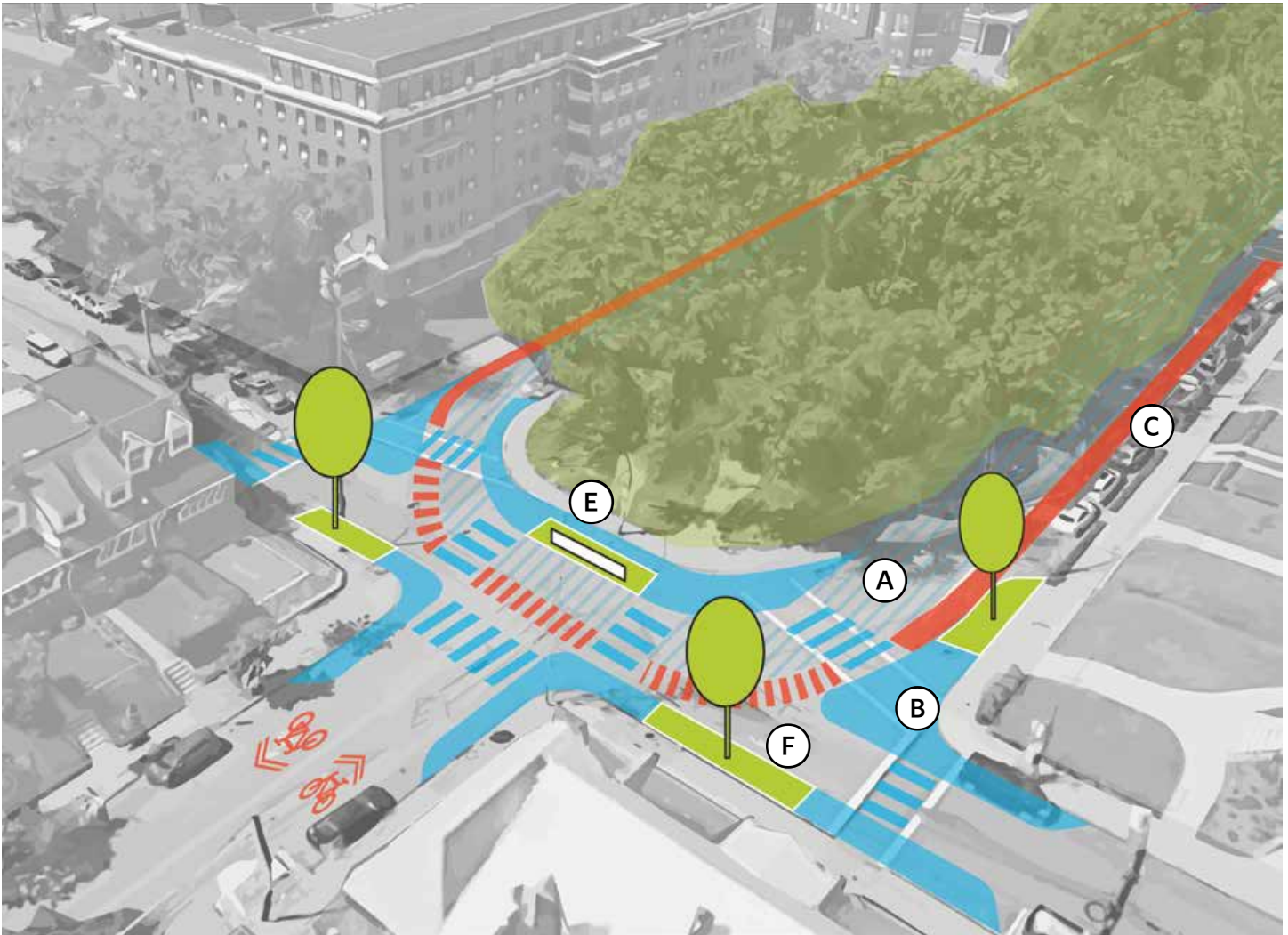
Ensure that the bicycle lane network connects to schools.

## **(F) SHADE TREES AND PLANTINGS**

Maintain and expand shade trees and other streetscape plantings, and improve green spaces on school grounds.



## PUBLIC PARKS



## **(A) PUBLIC PARK CONNECTIONS**

Enhance pedestrian safety between residential blocks and neighborhood parks.

## (B) COMPACT INTERSECTIONS

Reconfigure complex intersections to providing safer, more direct and shorter pedestrian crossings.

## (C) BIKE NETWORK CONNECTIONS

Improve bicycle networks especially through confusing intersections and around community parks.

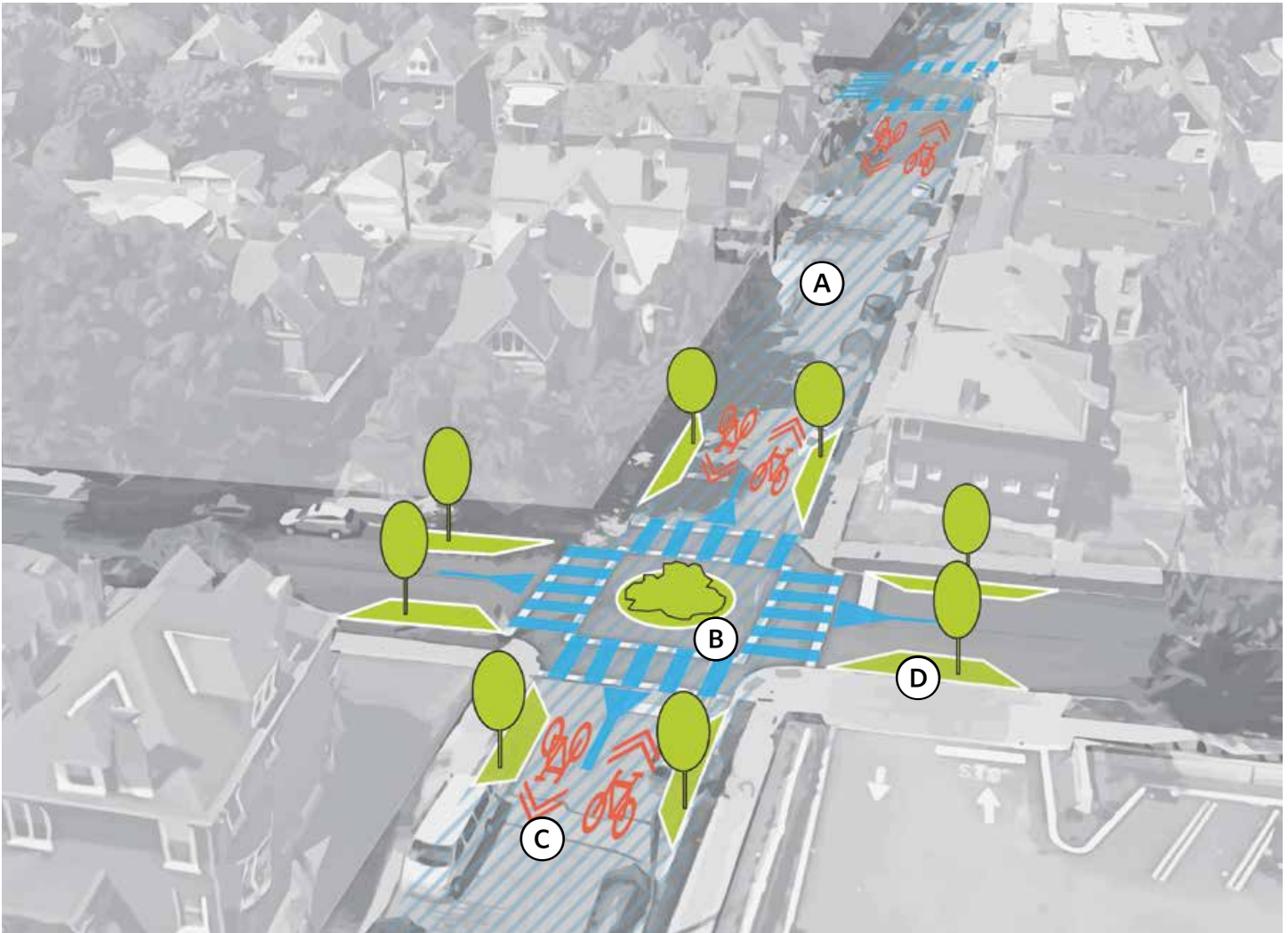
**(E) WELCOME SIGNAGE**

Reinforce neighborhood-paced speeds and character through celebratory signage.

## **(F) SHADE TREES AND PLANTINGS**

Maintain and expand shade trees and other streetscape plantings.

## RESIDENTIAL STREETS



- (A) NEIGHBORWAY CONNECTIONS**  
Connect residents to the existing network of slower streets and alleys as alternatives to high-speed corridors.

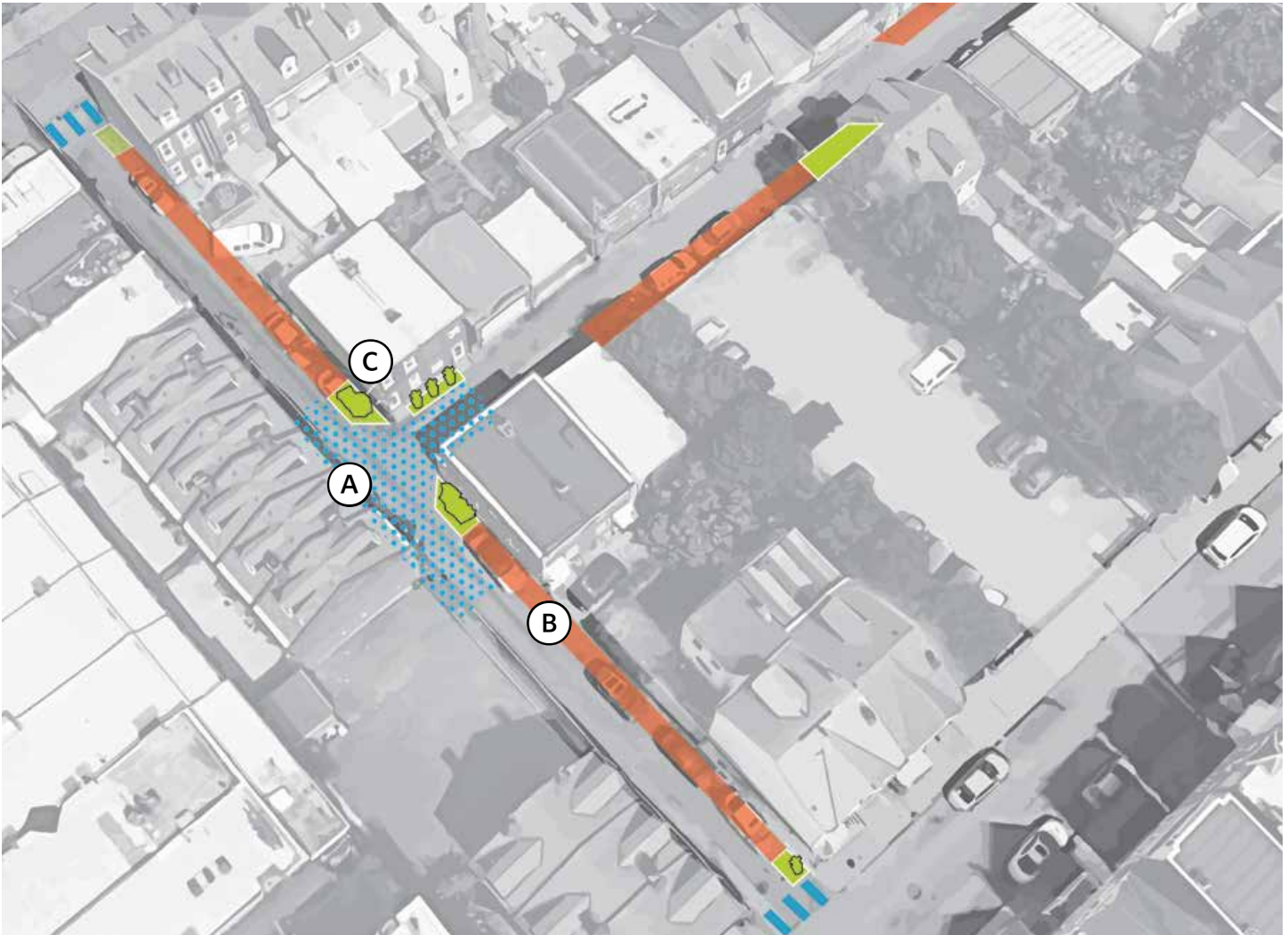
- (B) TRAFFIC CALMING**  
Discourage and reduce vehicle speeds on local, residential streets using speed humps, neighborhood traffic circles, chicanes and other traffic calming techniques.

- (C) BIKE NETWORK CONNECTIONS**  
Create safe, slower-speed bike connections on key residential streets.

- (D) SHADE TREES AND PLANTINGS**  
Maintain and expand shade trees and other streetscape plantings and integrate green space into traffic calming projects.



## RESIDENTIAL ALLEYS



### **(A) TRAFFIC CALMING**

Discourage and reduce vehicle speeds on alleys and ways using speed humps, paint and other traffic calming techniques. Intersections between alleys are a particular concern.

### **(B) FLEXIBLE CURB MANAGEMENT**

Alleys are shared spaces with a mix of activities and curbside uses such as parking, loading, waste management and greening. They should be treated flexibly based on adjacent uses. Use surface treatments and signage to better clarify the permitted curbside uses.

### **(C) GREENING**

Integrate low plantings and green infrastructure in alleys. Encourage the use of small-scale, container-based plantings that would be maintained by adjacent property owners.



