

2. *Smithfield /Strawberry Way Temporary Renovations (Courtesy)*
Brian Kurtz, Pittsburgh Downtown Partnership

Kurtz presented the project on behalf of Envision Pittsburgh and PDP. Kurtz stated that this is a temporary pilot program that begins to think about the public realm and how we use our streets and sidewalks. Temporary enhancements for pedestrians and commuters are contemplated along Smithfield street from 6th to Fifth, and on Strawberry Way from Smithfield to Grant. They are in the early stages and have engaged the property owners.

At this time, temporary bollards and epoxy paint are contemplated to demarcate auto lane closures and pedestrian gathering locations, on and off the cartway. In Strawberry Way, the cartway will be totally closed to autos, with tables, planters, and chairs placed for usage by patrons to the extant businesses/food establishments along the alleyway. The idea will be to use an epoxy paint system to paint the existing roadway but not the intersection. Tables and chairs will be a galvanized structure to keep them from being carried away and damage. For Smithfield Street, it was proposed to eliminate sidewalk crowding to extend the sidewalk into the existing bus lane via temporary concrete “bumpouts”. The techniques are similar to what happen in New York City a few years ago. Mr. Kurtz showed various illustrations of the proposed project for review.

Slavick asked if there will be other places for businesses to receive deliveries, contemplated within this design. Kurtz stated that this was contemplated, and that most have access already in alternate ways as those that would be encroached in the new design—such as Montour Way.

Moss asked for an explanation of “temporary”. Kurtz said in 2017 there is anticipated construction of Smithfield Street that is why they are proposing a fly ash material. The ideal is to pilot these expansions, and work out any issues/gain feedback from users/new ideas prior to full installation.

Slavick stated, and Indovina and Moss agreed, that this project is interesting and appreciated, however, an eye toward utilizing “green” materials and design elements such as pervious paving, bricks in cartway (especially in Strawberry Way) would also be advisable and much appreciated in any “complete street” model.

MOTION: Courtesy – No motion needed.

3. *Flag Monument Relocation (Conceptual and Final Approval)*
Susan Rademacher, Parks Curator, Pittsburgh Parks Conservancy

Rademacher gave presentation of the plans for the relocation. She stated that the flag monument is very unique and was initially located in front of Phipps Conservancy (in the sidewalk/middle of its main path). In 1967 the flag monument was moved to a site just adjacent to the Westinghouse Memorial and Pond. This current site also has an undignified location off the road with no accessibility. This location is also not ideal because it is in direct path of storm water. She stated that she and city staff colleagues had also looked at other locations in Schenley Park, all agreed that any location decided upon at this time should be done so in hopes to never have to move it again. It should have good visibility

