

# LAWRENCEVILLE Community Development ACTIVITIES MEETING

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Thursday, August 22, 2024  
6:30 PM



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CORPORATION

Sign in at [bit.ly/LUsignIn](https://bit.ly/LUsignIn) if you are joining by  
Facebook Live or watching this as a recording



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# Agenda

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1. Welcome & introductions
2. Community Process Overview and Agreements
3. About this process
4. Implementation steps
5. DOMI's Parking Analysis Findings
6. Revenue Projections
7. Next steps
8. Q&A

# About Lawrenceville United

- **Mission:** to improve and protect quality of life for all Lawrenceville residents
- Membership of over 850 residents
- **Board** comprised of all residents: elected by our membership
- **Programs:** Lawrenceville Farmers Market, supporting older adults, free food distributions, cleaning & greening, direct support & case management, advocacy, and more.



# About Lawrenceville Corporation

- **Mission:** Driven by the Lawrenceville community, the Lawrenceville Corporation acts as the catalyst and conduit for responsible and sustainable growth.
- **Membership:** 120, primarily **business owners**
- **Board:** Mostly comprised of residents, property owners, and business owners and elected by our membership - 16 members
- **Programs:** Business district management, policy and advocacy, community planning and development, real estate development, events, and communications and marketing





# Accessibility

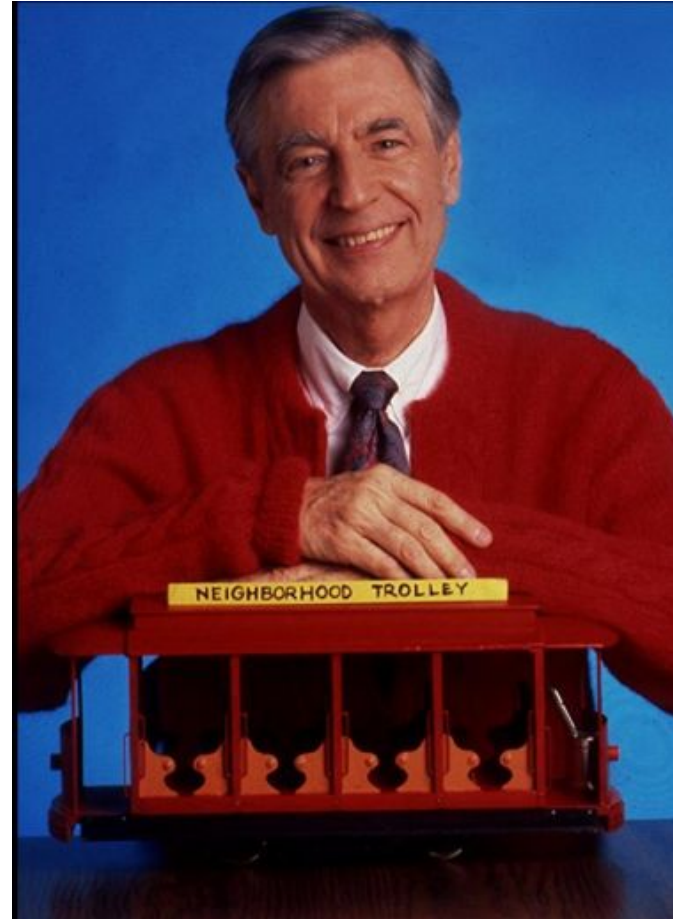
## Accessibility

- LU and LC are committed to making these meetings accessible
- Let us know about any accommodations you need to fully participate
- If joining by Facebook Live, drop comments/questions in the chat

# Community Agreements

## Be neighborly.

- Be respectful of all participants & hosts
- Don't denigrate groups of people
- Give space for all to participate



# Ground Rules

- **Hold all questions/comments until the end of the presentation** (you can drop in the chat if you're joining by Zoom / Facebook Live).
- **Raise your hand to make a question/comment.** Please identify yourself and your relationship to the project.
- **Be respectful of all speakers & community members.**
- **Limit questions/comments to 2 minutes each, with 1 clarification question/comment.**
- **If time permits, we will call on individuals who'd like to ask or make a second question/comment.**
- **Use the "feedback form" to ask more questions and give us your input**
- **If ground rules are violated, we will ask you to leave. If it continues, we will end the meeting.**

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## Why did we go through this process?

- **Grassroots organizing:** mobility is critical to quality of life and improving foot traffic in business district
- **Community development:** mobility & parking issues are major tension point
- **Community plans** identify specific interventions to improve our public realm & manage parking demand, but progress has been slow
- **Neighborhood metrics:** we deserve better





# What is the Mobility Enhancement District?



The Mobility Enhancement District is legislation written by Councilwoman Deb Gross that aims to better manage parking demand along the commercial district in Lawrenceville, while funding much-needed mobility and infrastructure improvements to make Lawrenceville safer, more accessible, and easier to get around for all community members, while increasing foot traffic that our small business community depends on.

**A dedicated, locally controlled source of funds** for mobility improvements in Lawrenceville, which would come from:

- New meters along Butler Street
- Nighttime enforcement of meters
- Dynamic pricing that would capture extra revenue when demand is at its peak
- This is a 1 year pilot



## Goals for this program

- Create positive, community-determined mobility enhancements to our neighborhood streets to benefit community members and visitors
- Improve our public infrastructure
- Manage parking demand more effectively



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## PROCESS over the past year

- 4/13/23: Kick-off meeting, feedback form opened
- 4/18/23: Open House #1 @ Trace Brewery
- 4/29/23: Open House #2 @ Ice House Studios
- 5/1/23: Open House #3 @ Boys & Girls Club
- 5/4/23: Feedback form closed
- 5/11/23: Public Process close out
- 10/4/23 and 10/23/23: Council hearings
- 10/23/23: Legislation passes
- **11/2023-Present: Implementation Phase**

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## Initial questions we asked

1. How can we improve mobility in Lawrenceville?
2. How might a Mobility Enhancement District support these goals?
3. Should we consider new metered parking locations?
4. Should we consider changes to existing meter enforcement?
5. Should we consider new or amended Residential Permit Parking?

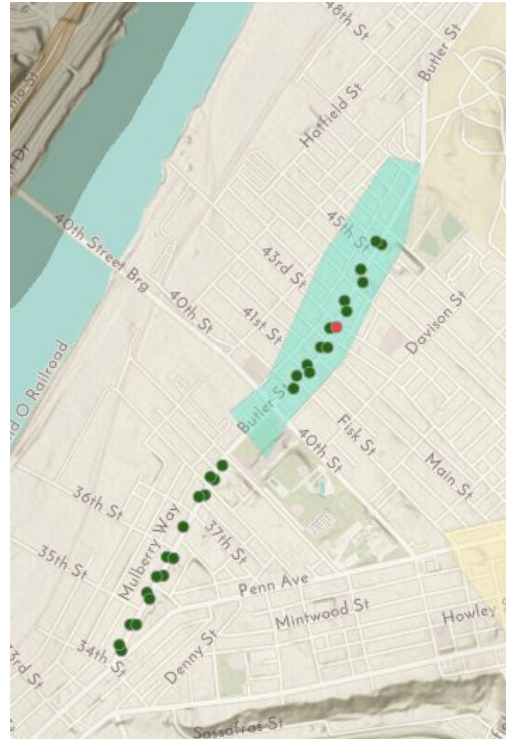
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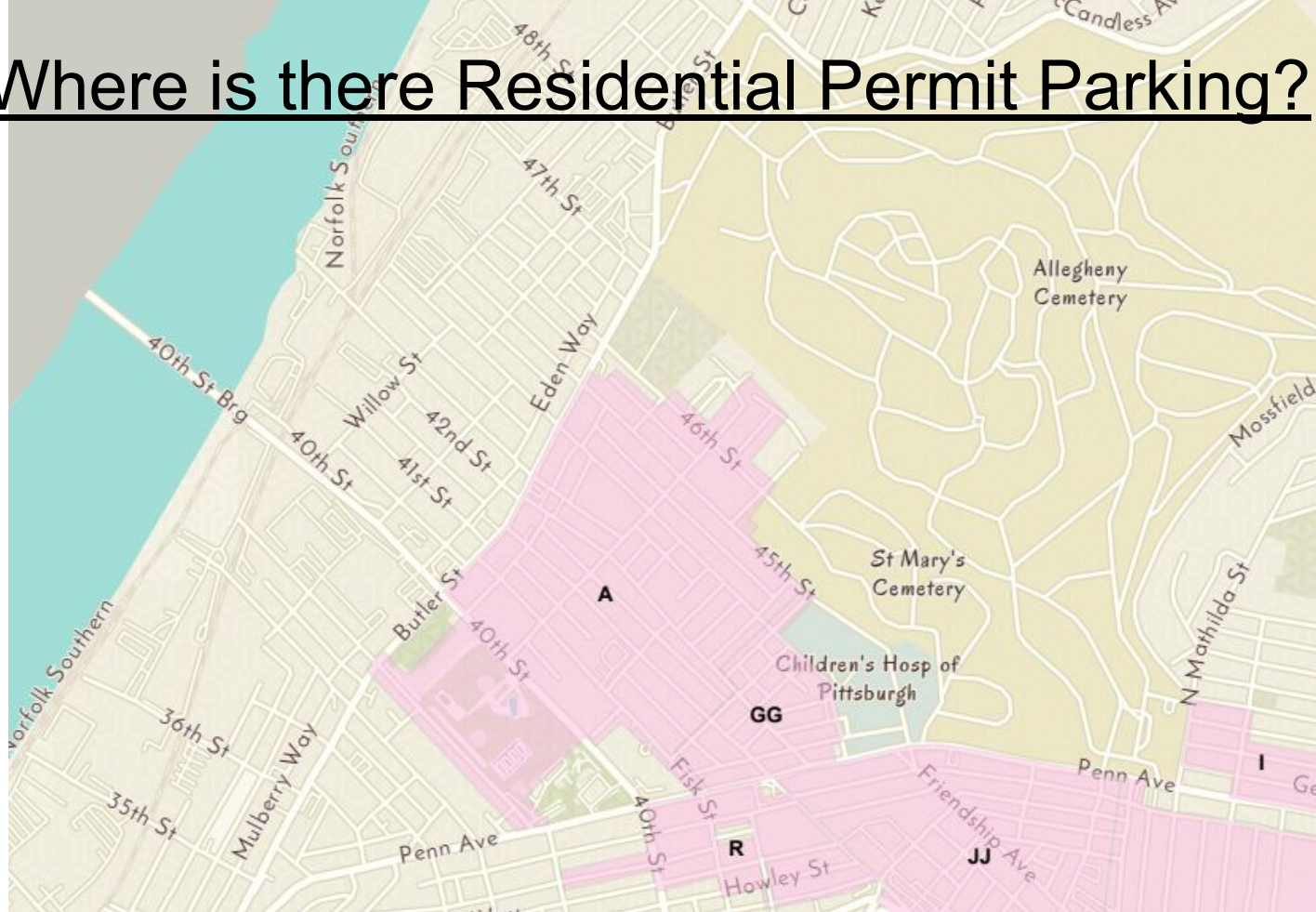


## Where are current meters?



- Butler Street from 34th - 46th
- Enforced 8 AM to 6 PM, Mon-Sat at \$2/hr
  - 4 hour max in Lower LV
  - 2 hour max in Central LV
- \*Additional off-street metered lot between 52nd and McCandless on Butler Street

# Where is there Residential Permit Parking?





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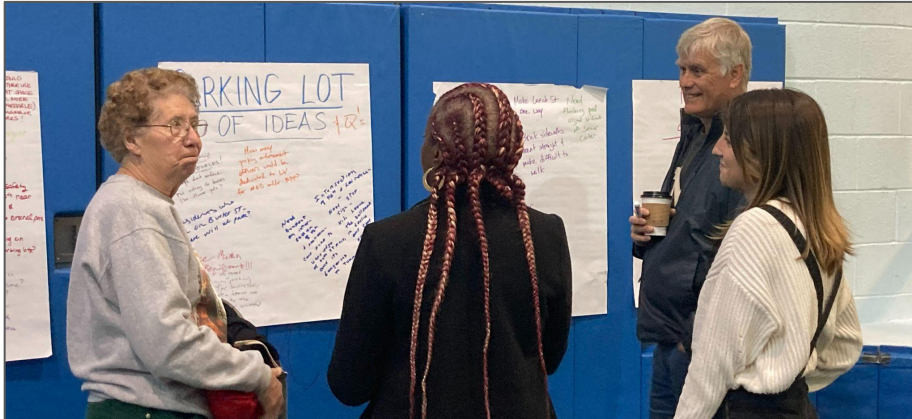


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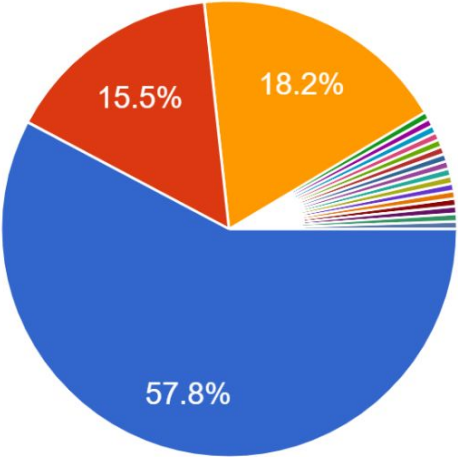
## ENGAGEMENT by the numbers:

- Attendance: 110+
- Survey Responses: 189
- Social Media: 17,500
- E-comms: 7,400
- Phone calls & conversations: A LOT



# Do you support the proposed Mobility Enhancement District?

187 responses



- Yes
  - No
  - Not sure / need more information
  - I support more revenue but don't think...
  - Not without permit parking!!
  - I don't think parts of it would work
  - If you mean supporting specifically the...
  - Yes, if enforcement improves.
- ▲ 1/3 ▼

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<b>Questions We Heard</b>	<b>Implementation Solutions</b>
<ul style="list-style-type: none"><li>● Meters will hurt foot traffic to business or affect momentum in district</li></ul>	→ Meters encourage turnover and don't allow cars to park all day long - parking can be managed more effectively
<ul style="list-style-type: none"><li>● Where will employees park</li></ul>	→ Not implementing new RPP zones or changing existing zones,
<ul style="list-style-type: none"><li>● Want transparent process for use of funds</li></ul>	→ Legislation includes community process
<ul style="list-style-type: none"><li>● Capital Budget should be used for improvements</li></ul>	→ Not enough funds available. Dedicated funding source will stay in Lawrenceville
<ul style="list-style-type: none"><li>● Need to monitor and collect data before making a change</li></ul>	→ Parking analysis of current utilization has been completed
<ul style="list-style-type: none"><li>● Enforcement matters</li></ul>	→ Ticket by mail option

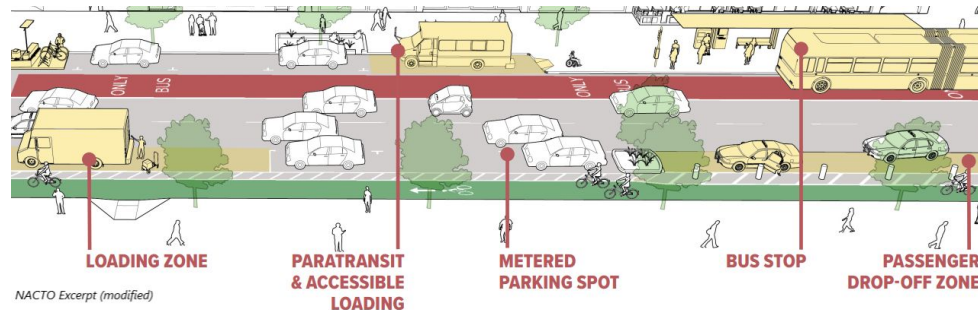


# MED Butler Street Parking Study Findings

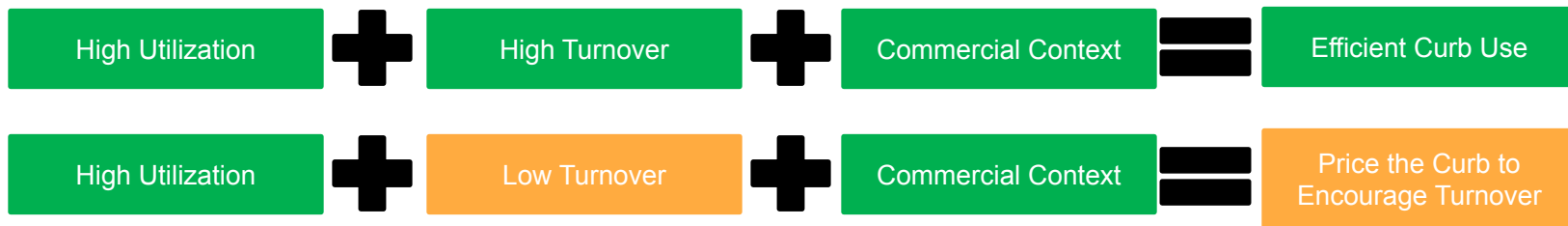
August 22, 2024

# Principles of Curbside Management

- There is a limit to the amount of available curb space and many competing needs & demands. Setting curbside regulations allow us to balance needs between users.
- On-street public parking is an expected and essential piece of vibrant commercial districts in our city.
- Pricing of this limited and valuable curb space ensures turnover at the curb in areas with high demand especially for commercial uses



# Using Data to Inform Curbside Recommendations



Utilization – the amount of parking spaces used compared to the amount of legal parking spaces possible on a given block

Turnover – the rate of new vehicles parking in a given curb space



# Curbside Responsibilities

- Responsibility for on-street parking is a joint effort between PPA and DOMI.
  - DOMI designates the curb (ex: free parking, paid parking, loading, etc.)
  - Some illegal parking areas (ex: too close to an intersection, blocking a fire hydrant) are set in the PA Vehicle Code and City Code
  - PPA is the enforcer of the curb regulation DOMI sets.
- If Council legislates an area to be dynamic hours, DOMI and PPA can jointly advise on extended hours for meters to be enforced.
- While DOMI and PPA recommend pricing, dynamic pricing of meters is approved by the Department of Finance.

# MED - What DOMI was asked to Evaluate

- **Expanded Hours of Enforcement for Existing Meter Zone**
  - Butler Street from 34th to 46th
  - Current hours of enforcement: 8am - 6pm
  - Current rate: \$2 / hour
- **New Meter and Hybrid RPP Zones: Butler Street, 46<sup>th</sup> Street to 57<sup>th</sup> Street**
  - Not included in today's presentation
- **New Hybrid RPP Zone: Main Street, Penn Avenue to Liberty Avenue**
  - Not included in today's presentation

# Evaluation Criteria

DOMI developed the following benchmarks to evaluate extension of metered parking hours and increased pricing

- Average utilization across all parking studies is greater than 60%
- 80% utilization in any one study period
- 15% of vehicles parked longer than 1 hour

\*Each block only needs to meet one of the above criteria

# Methodology

- Study Area
  - Butler Street, 34th to 46th
- Four parking studies
  - Thursday, July 18, 6 - 7pm
  - Friday, July 26, 6 -7pm
  - Wednesday, July 31, 8-9pm
  - Friday, August 2, 8-9pm
- The utilization of each block was measured by counting the number of vehicles parked on the block at a given time compared to the number of legal parking spaces.
- Vehicles were counted again an hour later, comparing license plate information from earlier, to determine the percentage of vehicles parked more than one hour.

# Parking Study Key Findings

- Average utilization – 90%
- Vehicles parked longer than 1 hour – 45%
- Every block within the study area satisfied at least one evaluation criteria
- Various blocks reported utilization greater than 100%
- Utilization is consistent throughout corridor but increases slightly going towards Upper Lawrenceville

# Butler Street – 34th Street to 46th Street

Block	# of Spaces	Avg. Utilization	Max Utilization	Avg. % Parked More Than 1 Hour	Meets Evaluation Criteria
34th St. - 35th St.	35	65%	106%	46%	✓✓✓
35th St. - 36th St.	28	74%	130%	37%	✓✓✓
36th St. - 37th St.	20	88%	114%	43%	✓✓✓
37th St. - 38th St.	17	91%	150%	50%	✓✓✓
38th St. - 39th St.	12	100%	150%	44%	✓✓✓
39th St. - 40th St.	10	97%	100%	50%	✓✓✓
40th St. - 41st St.	13	93%	117%	50%	✓✓✓
41st St. - 42nd St.	21	85%	100%	38%	✓✓✓
42nd St. - 43rd St.	5	107%	120%	50%	✓✓✓
43rd St. - 44th St.	24	86%	117%	38%	✓✓✓
44th St. - 45th St.	17	108%	113%	65%	✓✓✓
45th St. - 46th St.	11	97%	117%	40%	✓✓✓

✓ Average utilization across all parking studies is greater than 60%

✓ 80% utilization in any one study period

✓ 15% of vehicles parked longer than 1 hour



# Proposed Metered Parking Changes

## Dynamic Hours

In existing paid parking areas (Butler Street from 34th to 46th Streets), additional hours of enforcement will be weekdays 6 p.m. to 12 a.m. and weekends from 6 p.m. to 2 a.m. All meter revenue collected during these additional enforcement hours is directed into the **MED Trust Fund**.

## Dynamic Pricing

In existing paid parking areas (Butler Street from 34th to 46th Streets), paid parking rates will be raised to \$2.50 during extended dynamic hours (weekdays from 6 p.m. to 12 a.m. and weekends from 6 p.m. to 2 a.m.).

**These changes are planned to take effect October 1, 2024**

There will be no changes during the existing enforcement hours of 8am-6pm; parking rates will remain \$2 during those hours.



# Mobility Enhancements Examples

Intro, Projections, and Cost Estimates

# Trust Management – Legislative Requirements

- Funds in the MED Trust Fund may only be used for mobility enhancements in the MED Area
- Legislation requires that a community meeting will be held in the third quarter of each year to solicit community priorities and recommendations for projects to be financed using the Mobility Enhancement District Trust Fund.
- A yearly budget for the expenditure of funds from the MED Trust Fund shall be submitted to Council, along with a list of community priorities and recommendations solicited from the required community meeting, no later than December 1st of each year.
- An annual report detailing revenues and expenditures from the MED Trust Fund shall be prepared by OMB and communicated to City Council, the City Controller, and the Mayor by May 1st of each year.

# Mobility Enhancement - Definition

"Mobility Enhancements" shall mean investments in City owned and/or operated public works resources or public works resources contracted by the City of Pittsburgh, capital improvements on City-owned or City maintained infrastructure, and community-led initiatives that address mobility and accessibility. These investments must be in the form of mobility **infrastructure**, transportation and **public realm programs**, **promoting multi-modal transportation, affordable mobility, accessibility, or complete streets enhancements. Mobility planning** efforts may also qualify as Mobility Enhancements.

# Revenue Projections

- \$320,000+ per year in new revenue
  - \$80,000 per year in enforcement costs
  - Net revenue \$250,000 in first year, expected to increase to \$265,000\* in subsequent years
  - Ticket by Mail may decrease enforcement costs and increase net revenue
- Only revenue from dynamic hours (after 6pm) goes into the MED Trust Fund

*\*equivalent to 20% of the citywide 2024 traffic calming budget*

# Example Mobility Enhancements

*\*All estimates reflect 2024 construction costs. These estimates do not include the cost of planning and design.*



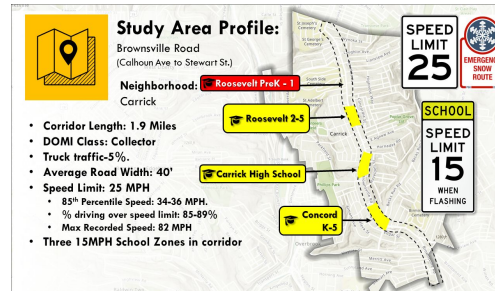
Bus Shelter: Up to \$5,000



Paint & Bollard Intersection Improvements: \$10,000



Traffic Calming: \$60,000



Corridor Study: \$145,000



Hardscape Intersection Improvements: \$25,000



# Example Mobility Enhancements



ADA Ramp: \$4,500



Public Seating: \$1,500



Street Tree Planter: \$2,000



Sidewalk Replacement: \$300 / sq yd or  
Approx \$120,000 / block



U Rack - \$180  
3 Hoop Bike Corral - \$880  
5 Hoop Bike Corral - 1345

# Example Mobility Enhancements - Programming

- Increased parking enforcement
- Local match for grant applications
- Consultant work for design
- Contractors and installation of mobility enhancements
- Public realm programs
- Promoting multi-modal transportation





# Thank You!

WE APPRECIATE YOUR TIME

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## Lawrenceville cares about mobility

- **Stay engaged:** we're not going anywhere!
- **Join Better Streets Lawrenceville**
  - <https://better-streets-lawrenceville.mailchimpsites.com/>



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## Q&A /Comments/Feedback

- **If in person:** Paper feedback forms are available
- **If joining online or watching recording:** Please visit to [bit.ly/LowerCentralMED](https://bit.ly/LowerCentralMED) provide feedback
- **\*If joining online\*:** Please sign in at [bit.ly/LUSignIn](https://bit.ly/LUSignIn) to ensure you receive follow up communications about this meeting
- **[Lawrenceville Mobility Enhancement Engage Page](https://engage.pittsburghpa.gov/lawrenceville-med)**
  - <https://engage.pittsburghpa.gov/lawrenceville-med>

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THANK YOU!

Lawrenceville United

412-802-7220 - [info@LUnited.org](mailto:info@LUnited.org)



Lawrenceville Corporation

412-621-1616 - [info@LawrencevilleCorp.com](mailto:info@LawrencevilleCorp.com)