



Lawrenceville

Happenings Meeting:

Mobility Enhancement District & possible Residential Permit Parking changes - KICKOFF

4/13/23, 6:30 p.m., Arsenal Middle School

Welcome! Please sign in at bit.ly/LUSignIn if joining online



Tonight's agenda

1. Welcome & introduction
 2. About this process
 3. Table-setting: How we got here
 4. Mobility Enhancement District
 5. Residential Permit Parking
 6. Next steps
 7. Q&A
-

A word from Councilwoman Gross



About Lawrenceville United

- **Mission:** to improve and protect quality of life for all Lawrenceville residents
- Membership of over 800 **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

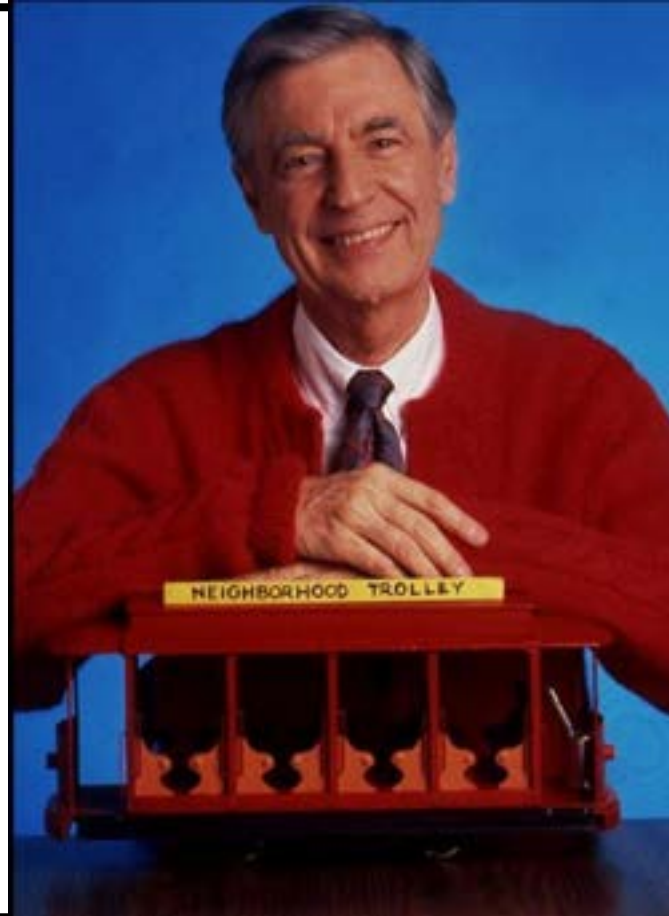
- **Mission:** Driven by the Lawrenceville community, the Lawrenceville Corporation acts as the catalyst and conduit for responsible and sustainable growth.
- **Membership:** About 100, primarily **business owners**
- **Board:** Mostly comprised of residents, property owners, and business owners and elected by our membership - 16 members
- **Programs:** Business district management, policy and advocacy, community planning and development, real estate development, and communications and marketing



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 Facebook Live).
- **Raise your hand to make a question/comment.** Please identify yourself and your relationship to the project.
- **Be respectful of all speakers.**
- **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.**



PROCESS: tonight is just the kickoff

- TONIGHT - kickoff, feedback form opens
- Tues 4/18, 5-7 pm - Open House #1 @ Trace Brewery
- Sat 4/29, 11 am - 2 pm - Open House #2 @ LC - Ice House Studios
- Mon 5/1, 11 am - 2 pm - Open House #3 @ Boys & Girls Club
- Thurs 5/4 - Feedback form closes
- Thurs 5/11, 6:30-8 pm - Lawrenceville Happenings Meeting: close out & call to action @ Goodwill (118 52nd St)

Follow updates and complete the survey at bit.ly/LVmobility2023



Table-setting: *How did we get here?*



Table-setting: Community Process

- Over 100 development projects and 50 liquor licenses since 2011
- Many community benefit agreements related to mobility





Table-setting: Grassroots Organizing

- Surveys of older Lawrenceville residents:
 - Top priority: having safe and well-maintained walking routes + accessibility
- Walkability assessments
 - ID'd over 100 issues for broken sidewalks, missing crosswalk stripings, missing curb ramps, and more
- Better Streets Lawrenceville

LOCAL
**Better Streets Lawrenceville
working to make streets safer
for all**



By Lauren Talotta, WPXI-TV
September 16, 2022 at 11:17 pm EDT

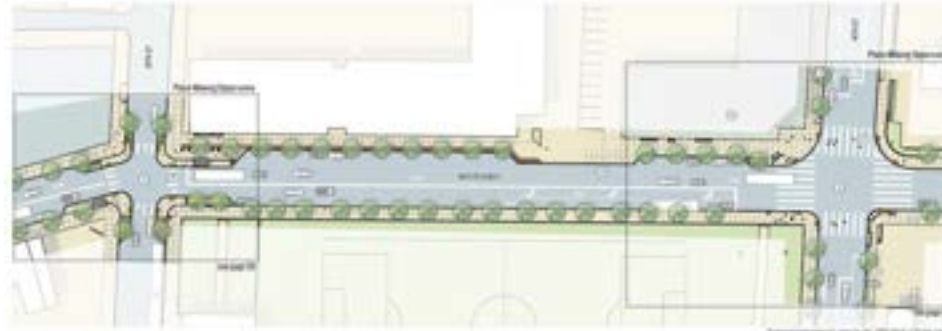




Table-setting: Community Plans

- Penn Avenue Corridor Master Plan (2008, 2009)
- Pittsburgh Sociable City Plan (2012)
- Green Boulevard Plan (2013, 2015)
- Lawrenceville Parking Studies (2012, 2015)
 - Identified over 800 unmet off-street parking space demand
 - Highest demand between 37th and 45th Streets
- Butler Street Design Guidelines (2019)

Block by Block Recommendations | 39th Street to 40th Street



Strategies and Standards Traffic Calming

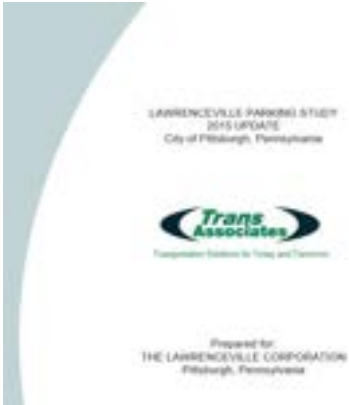




Table-setting: Neighborhood Metrics

- 147 crashes involving pedestrians in Lawrenceville, 2004-2020, resulting in 4 major pedestrian injuries & 6 pedestrian deaths
 - 1 in 20 Lawrenceville residents have a physical disability
 - Estimated 153 storefronts in business corridors lack ADA accessible entrances
 - Only 11 of the 92 bus stops in Lawrenceville are sheltered
 - ~1 out of 5 households don't have access to private vehicle
 - Nearly ½ of all workers work from home or use transportation other than private vehicle
 - POGO stations in Lawrenceville supported 10,000 rides in 2021
-



Table-setting: Summary

- **Failing public infrastructure for mobility in Lawrenceville.** City resources alone have been inadequate to address many needs Lawrenceville has to offer safe rights of way for all
- **Parking is poorly managed in Lawrenceville,** which is only getting worse with a growing residential and business population.





Goals for this process

- 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



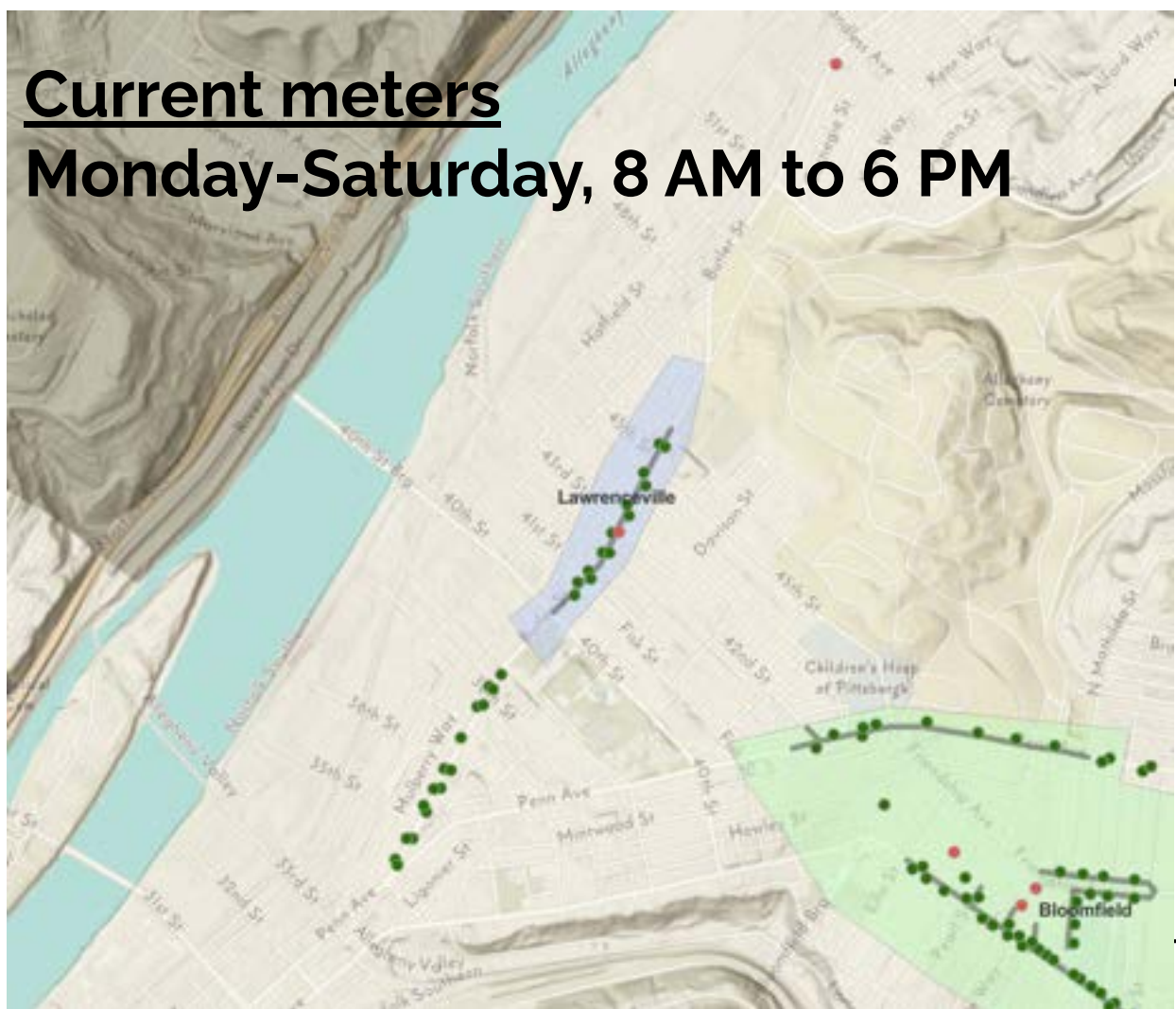


Mobility Enhancement District

- Legislation introduced by Councilwoman Gross
 - In Committee right now
 - Would create dedicated, locally controlled source of funds for mobility improvements in Lawrenceville from:
 - New meters along commercial corridors of Butler and Penn
 - Nighttime enforcement of meters (“dynamic hours”)
 - “Dynamic pricing” would capture extra revenue when demand at its peak
-



Current meters Monday-Saturday, 8 AM to 6 PM





Proposed meters

- Extend along Butler Street 33rd-34th; 45th to 57th Street
- Extend enforcement past 6 PM (e.g. midnight)
- Other areas?



Why charge for parking?

- Turnover is good for businesses
 - Each parking spot along a business district is worth \$20,000 per year in annual revenue to local businesses
 - “High cost of free parking”
 - Traffic congestion
 - Safety
 - Air quality
 - Climate
 - “Cruising”
-



Uses of funds

- Trust Fund housed at City of Pittsburgh
 - Capital improvements on City-owned or City maintained infrastructure and complete street enhancements
 - Mobility programs such as planning efforts and transportation demand management programs
-



Geographic boundaries



ACCESSIBILITY IMPROVEMENTS



BUMP OUTS

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UNITED



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STREET TREES



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SAFETY



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TRAFFIC CALMING



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PUBLIC SEATING



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BUS SHELTERS



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SIDEWALK MATCHING FUNDS



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BIKE INFRASTRUCTURE





Other ideas?





Experience from the South Side

Allison Harnden, Nighttime Economy Manager

City of Pittsburgh, Office of Nighttime Economy





South Side Parking Enhancement District

- Hours of enforcement extends until 3 AM on streets/lots
 - Has generated \$1.24M since 2017
 - “Clean teams”
 - Holiday banners
 - Shuttle from satellite parking lot
 - Coincided with changes to Residential Permit Parking enforcement: noon-midnight
 - Councilman Kraus hosts community meetings each year to determine use of funds
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LAWRENCEVILLE

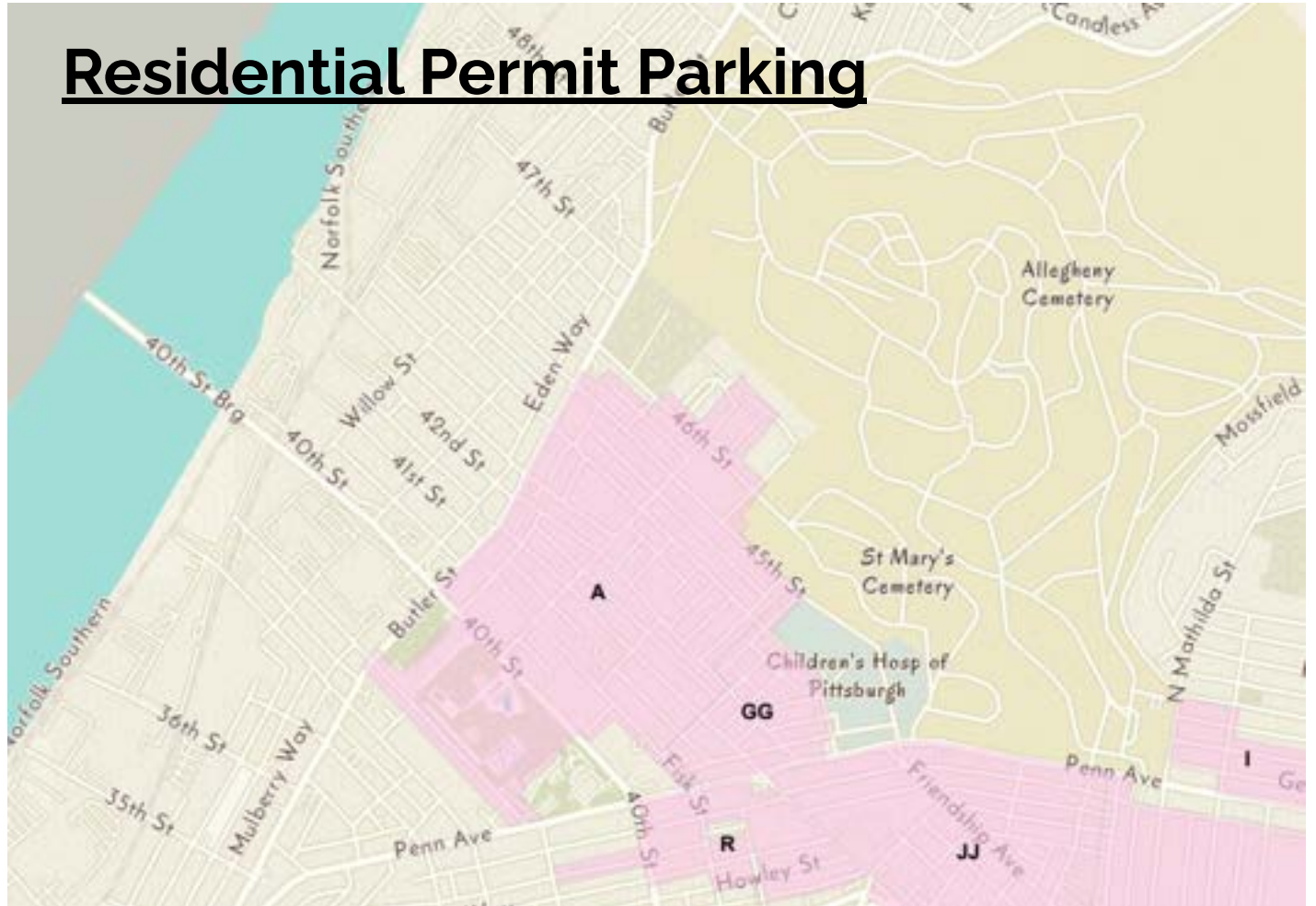


UNITED

Residential Permit Parking



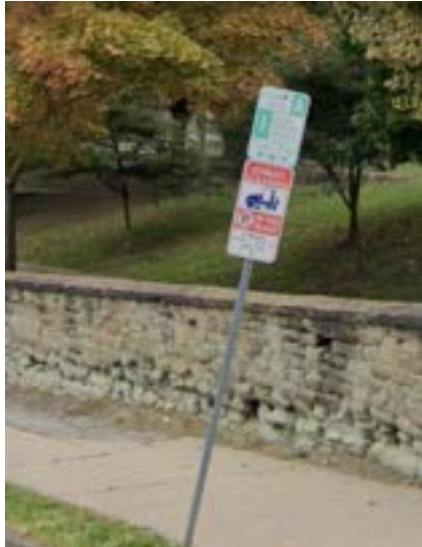
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What is Residential Permit Parking (RPP)?

- Zoned areas allow residents within the area to park anywhere within the zone all day and night
 - Must be able to provide proof of residency
 - Every car owned by a resident is eligible
 - Households permitted one visitor pass for use up to 3 consecutive days
 - Businesses entitled to one permit and one visitor's pass
 - Costs \$20/year
- Those without a permit may park for only a limited amount of time (no more than a 2-hour period)





Residential Permit Parking changes?

Questions to consider:

- Change hours of enforcement?
 - Create new RPP areas where there's high parking demand?
 - Introduce hybrid RPP areas?
-



Changing hours of RPP: What we've heard

- Existing RPP zones end enforcement at 7 PM, which is when on-street parking demand is at its peak
 - Residents coming home from work
 - Visitors coming to Lawrenceville for restaurants & nightlife
 - Sync RPP enforcement to enforcement of meters along business corridor with MED (e.g. noon to midnight)
 - Discourages “cruising” around residential blocks
 - Discourages traffic congestion and drunk driving
 - Affected residents in South Side seem to like it
-



Creating new RPP areas: What we've heard

- Thriving business district Lawrenceville is increasing demand for on-street parking on residential blocks
 - Expanding meter collection on business districts may push visitors to residential streets without RPP
 - Use of Lawrenceville as park and ride
-



What is a hybrid RPP area?

- For existing or new RPP areas
 - All the privileges of RPP zone for residents, visitors, and non-residents with permits
 - The hybrid RPP parking meter rate will not exceed the geographically closest parking meter zone
 - Parking meters for people not covered by RPP, visitor permit, or non-resident permit
 - Revenue eligible for collection by Mobility Enhancement District
-



Example: 39th Street (Butler-Penn)

- Residents only on one side
- Arsenal Elementary
- Arsenal Park
- Businesses: Arsenal Cider, Take a Break
- Health Department





Residential Permit Parking changes?

Process:

- This is just the start
- There will be a lengthy process if community decides to move forward with some changes, including a formal study by the City and public hearings





Creating new RPP areas: ELIGIBILITY

Eligibility requirements -- one of the following:

- Identification in neighborhood plan that's been adopted by City Planning Commission
 - 70% of households within the area petition to have RPP
 - Letter of request from Council Member
 - Parking Permit Officer's own discretion
-



Creating new RPP areas: PROCESS

- Parking study to be completed by DOMI -- will look at impact of commuter vehicles
- Confirmation that there will be demand for at least 50 residential parking permits annually
- Parking Management Plan with recommendations:
 - Boundaries
 - Enforcement hours
 - Dynamic hours
 - Unpermitted parking time limit





Creating new RPP areas: PROCESS

- Planning Commission would then hold hearing and provide written report & recommendations to Council.
Will take into account:
 - Desire/need of certified residents
 - Occupancy rates of vehicles during proposed enforcement hours
 - At least 15% of vehicles are commuter vehicles
 - Extent to which residents can't be accommodated by # of available off-street parking spaces
 - At least 75% of on-street parking spaces are used at peak periods
 - City Council then must pass resolution
-



Amending existing RPP: ELIGIBILITY

Eligibility requirements -- one of the following:

- Identification in neighborhood plan that's been adopted by City Planning Commission
 - Petition from majority of households within the area
 - Parking Permit Officer's own discretion
-



Amending existing RPP: PROCESS

- Updated Parking Study
- Planning Commission: public hearing(s) and recommendations
- Resolution by City Council



We want your feedback!

- What would new RPP areas mean to you?
 - Would nighttime hours of enforcement be something you support?
 - Is there demand for hybrid RPP areas?
-

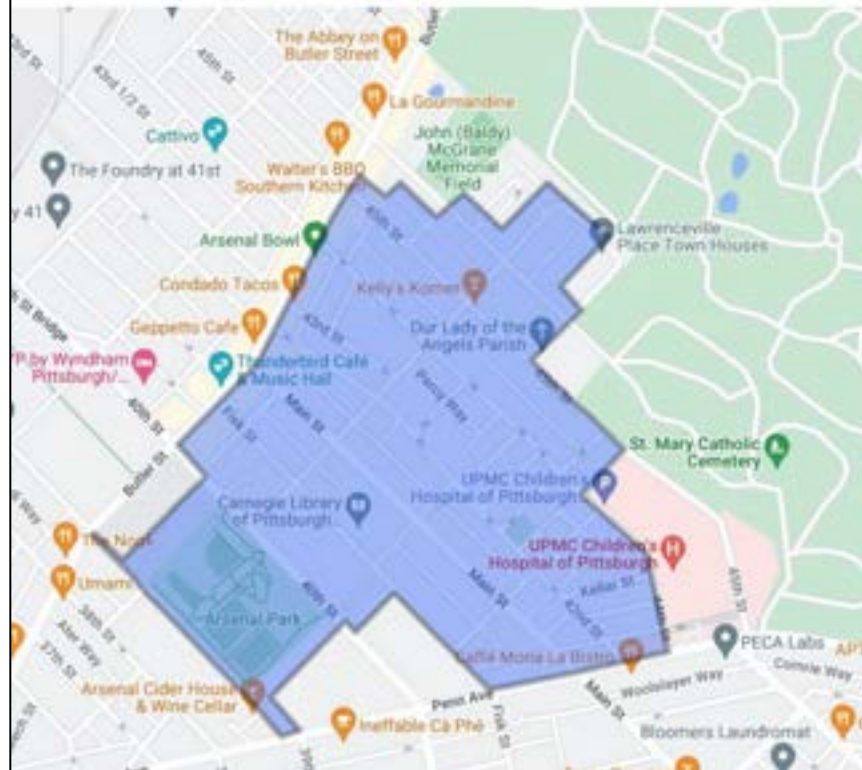


OPTIONS

- To get you thinking about these questions, we are presenting some options
 - These are NOT the only options!
 - There is NO proposal or application that LU/LC have settled on -- we are open minded and want your feedback!
 - If any application gets submitted, the end result may change significantly after being studied by the City
-

OPTION A

CURRENT RESIDENTIAL PERMIT PARKING



OPTION B HYBRID ZONES



KEY:

- CURRENT RPP - BLUE
- HYBRID AREA - ORANGE
- PROPOSED RPP - YELLOW
- METERS - PURPLE

OPTION C
ALL RESIDENTIAL PERMIT PARKING
WITH METERS



KEY:

• CURRENT RPP - **BLUE**

• METERS - **PURPLE**

• PROPOSED RPP - **YELLOW**

PENN AVENUE CORRIDOR



KEY:

- CURRENT RPP - BLUE
- HYBRID AREA - ORANGE
- PROPOSED RPP - YELLOW
- METERS - PURPLE



NEXT STEPS

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For updates & feedback form: bit.ly/LVmobility2023



NEXT STEPS

- Complete the feedback form! bit.ly/LVmobility2023
 - Physical copies at the library
 - Contact LU and we'll mail it to ya! 412-802-7220

Mobility Enhancement District /
Lawrenceville Residential Permit Parking
Feedback Form

Long time and ever pressing concerns in Lawrenceville have centered around mobility, accessibility, and parking throughout the neighborhood that meet resident and visitor needs. We invite you to share feedback as Lawrenceville United (LU), Lawrenceville Corporation (LC), and Councilman Gross' office work towards improved mobility in Lawrenceville. This form is intended to collect feedback as one part of LU and LC's community engagement process around the proposed Mobility Enhancement District (MED), in addition to considerations for changes to the Residential Permit Parking (RPP) program in Lawrenceville. For further information or with any questions please contact Lawrenceville United at info@LUUnited.org or 412-802-7220 or info@lawrencevillecorp.com, or visit <https://loggi.com/community/mobility-enhancement-district/>

dave@kanted.org (not shared) [Switch account](#)

* Required

Contact information

Name *

Your answer



Q&A / comments

- Please identify yourself
- Please remember our community agreements

Be neighborly.

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



THANK YOU!

Lawrenceville United

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