

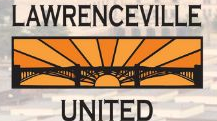
LAWRENCEVILLE COMMUNITY DEVELOPMENT ACTIVITIES MEETING

Thursday, June 27 , 2024| 6:30 PM



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Sign in at bit.ly/LUSignIn if you're 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. Next steps
7. 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

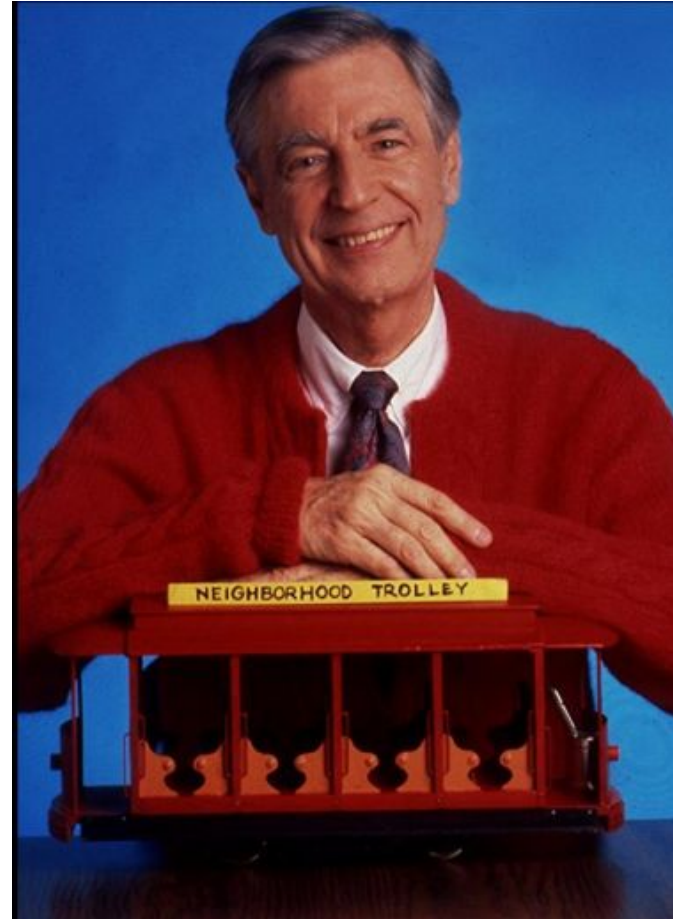
Accessibility

- 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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The High Cost of Free Parking with Dr. Donald Shoup



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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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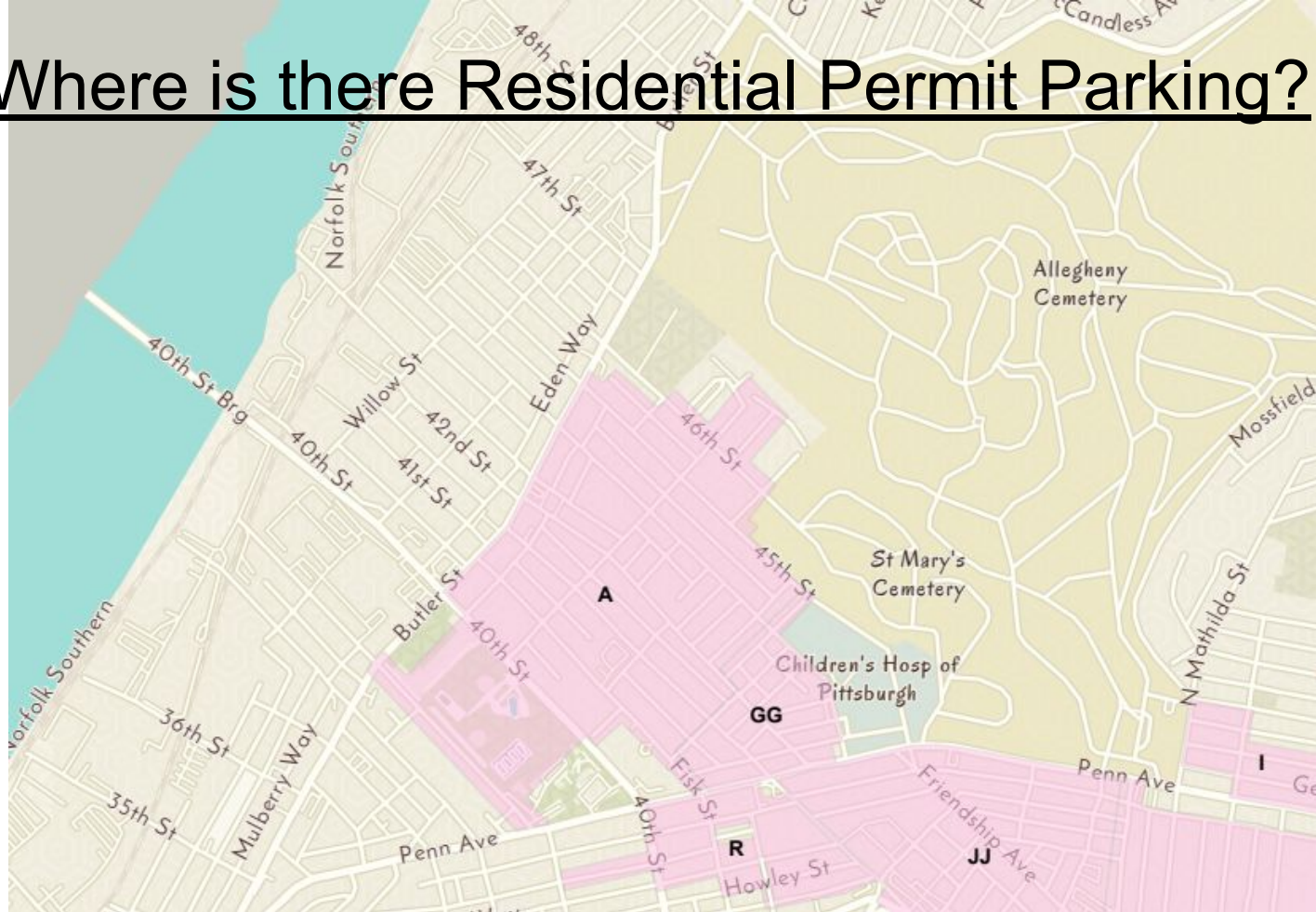
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Initial questions we asked

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?

Where is there Residential Permit Parking?



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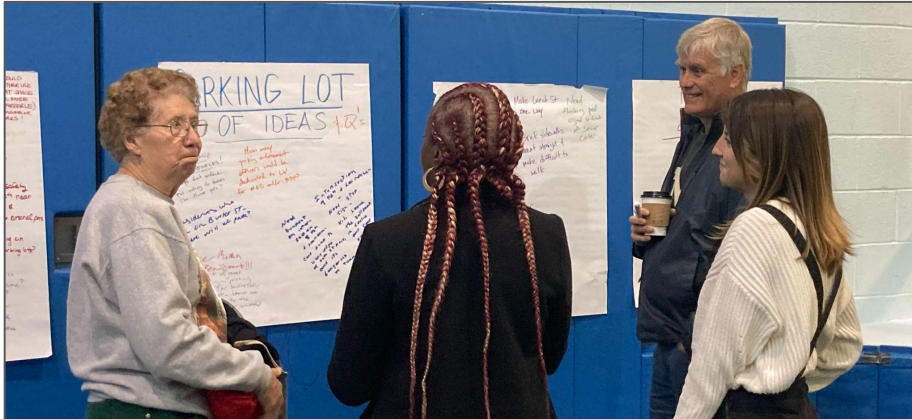


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ENGAGEMENT by the numbers:

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

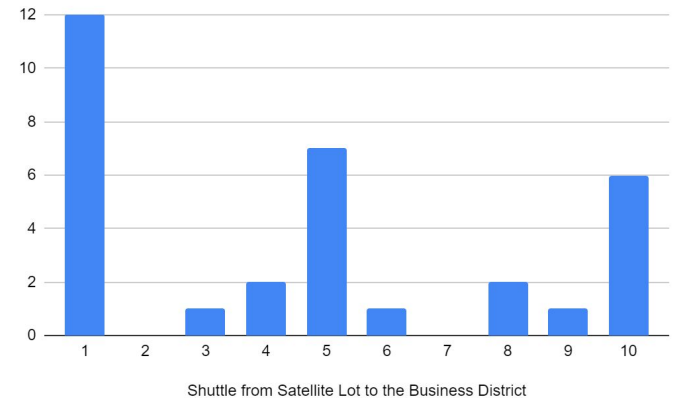


How would you like to see MED funds used?

Top 3

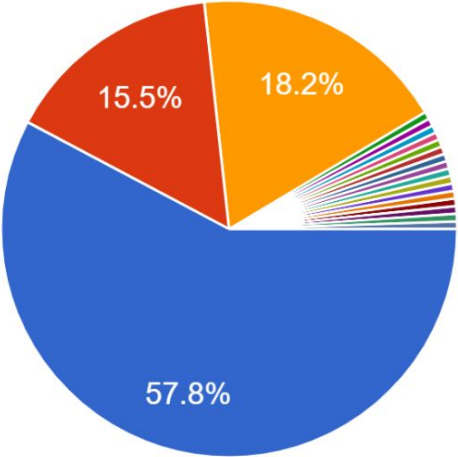
- Safety improvements for Pedestrians and Cyclists
- Accessibility Improvements
- Traffic Calming

Some interest in shuttle among business owners



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

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Implementation Process

- Convened working group with LU, LC, DOMI, PPA, Dist 7 Implementation Plan
- Establish Fund criteria
- Determine Specifics of MED
 - Times
 - Rates
 - Locations
- Complete Parking analysis
- Investigate Enforcement Options with Parking Authority



NEXT STEPS: Mobility Enhancement District



- Finalize Meter Locations
- Coordinate with Parking Authority on Enforcement
- Install Signage and Meters
- If there are RPP changes - process takes 6-9 months - 2025
- Continue to evaluate and look at other potential options and tools

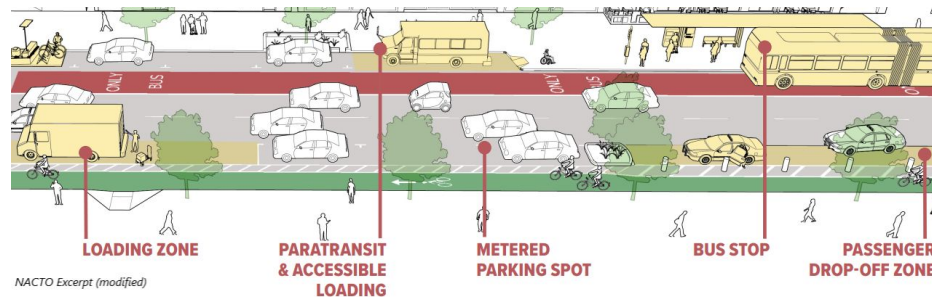


DOMI Evaluation of MED Recommendations

June 27, 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.
- Paid on-street public parking is an expected and essential piece of vibrant commercial districts.
- Pricing of this limited and valuable curb space ensures turnover in areas with high demand.



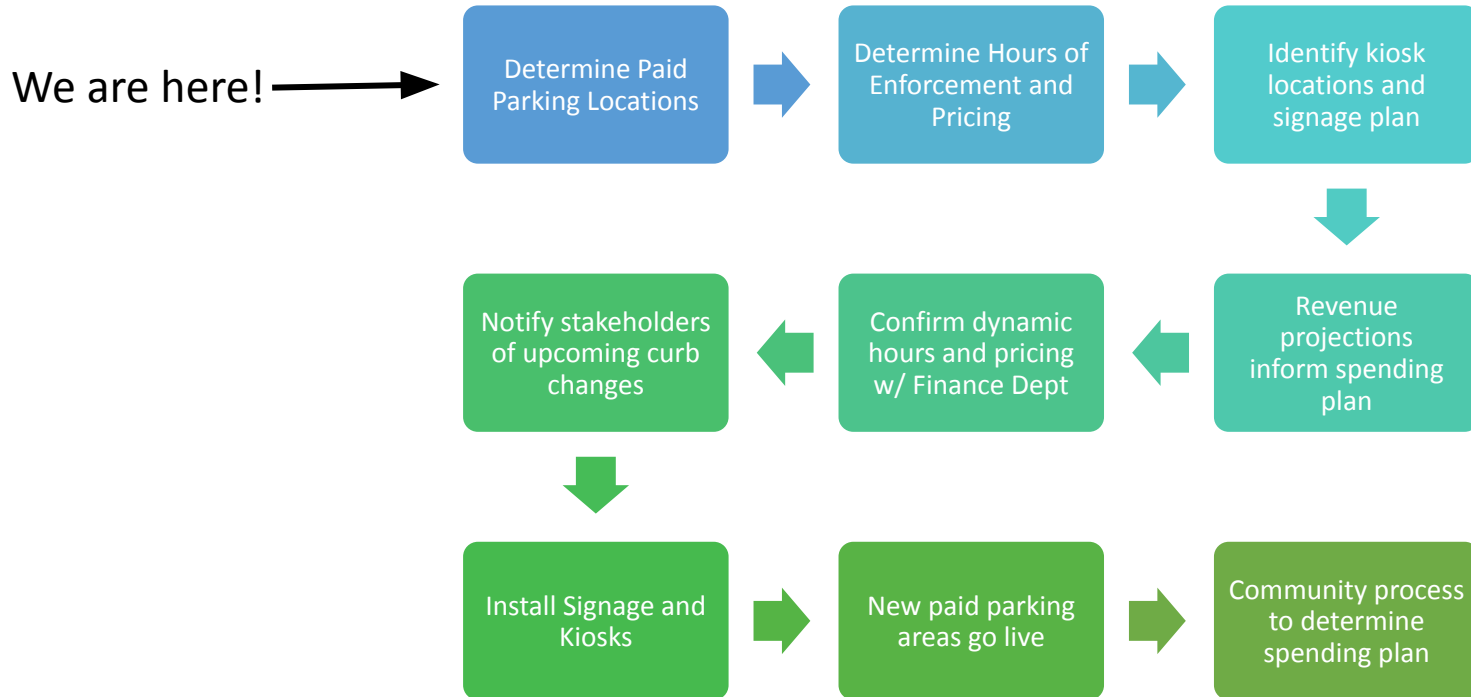
Curbside Responsibilities

- Responsibility for on-street parking is a joint effort between PPA and DOMI.
 - DOMI designates the curb (for example: free parking, paid parking, loading, etc.)
 - 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

- New Meter Zones: Butler Street, 46th Street to 57th Street
- New Hybrid RPP Zone: Main Street, Penn Avenue to Liberty Avenue
 - Not included in today's presentation
- Expanded Hours of Enforcement for Existing Zones
 - Not included in today's presentation

MED - What is the process from here?



Evaluation Criteria

DOMI developed the following benchmarks to evaluate the appropriateness of converting free on-street parking to paid parking areas:

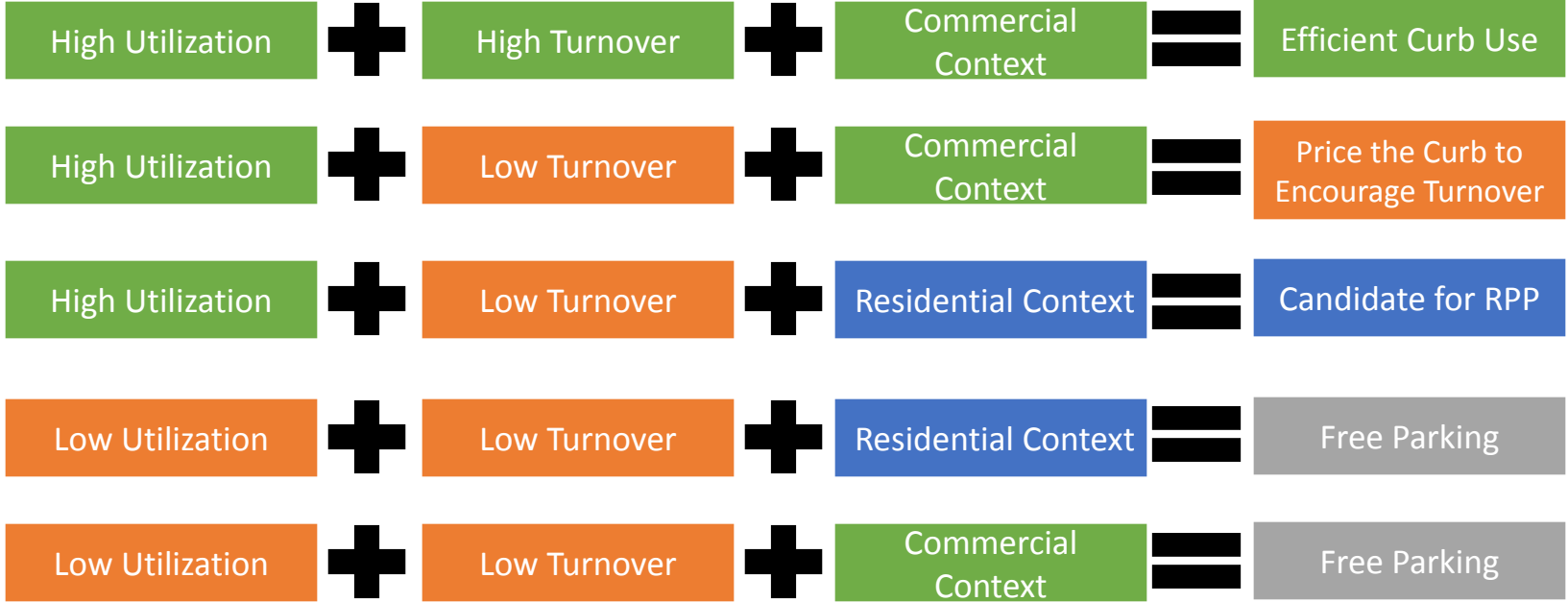
- Average utilization across all parking studies is greater than 60%
- 80% utilization in any one study period
- 15% of vehicles parked longer than 1 hour

**Each block only needs to meet one of the above criteria for us to consider changing the curb designation to paid parking*

Layering the Data

- In addition to the data collected in our parking studies, DOMI considers the following criteria when evaluating creating new paid parking areas:
 - o Mixed Use – Commercial and Residential
 - In mixed used contexts without RPP nearby, adding metered parking to the commercial district will have limited impacts to the ability for residents to park near their home
 - o Existing or complimentary curb designations
 - Ensure that new loading zones are included in areas where we are installing meters so that loading needs are met
 - Consider accessible parking spaces in newly created metered parking areas
 - Preserve existing loading zones and transit stops

Using Data to Inform Curbside Recommendations



Methodology

- Study Area: Butler Street, 46th Street to 57th Street
- Data collected between 8am-6pm across three (3) days, varying days of the week and times of day
- Vehicles within the study area were recorded with PPAP's LPR (License Plate Recognition) technology
- After one (1) hour, the number of parked vehicles were documented, and a percentage was calculated based on the total number of approximate on-street parking spaces available per block

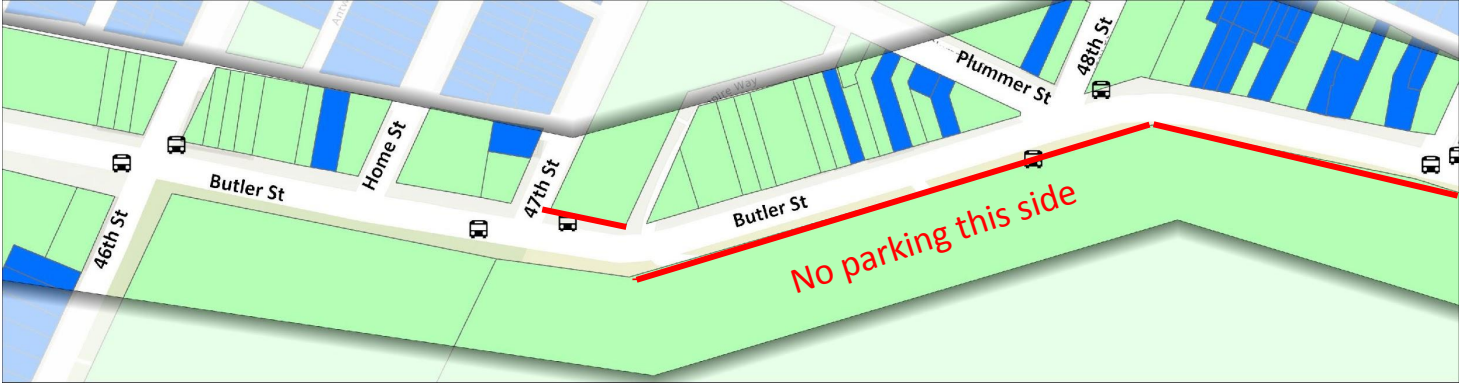
Butler Street – Data Collection

Block	# of Spaces	Avg. Utilization	Max Utilization	Avg. % Parked Longer Than 1 Hour	Meets DOMI Evaluation Criteria
46 th Street – 47 th Street	35	56	71	25	✓
47 th Street – 48 th Street	15	58	60	57	✓
48 th Street – 49 th Street	6	72	83	73	✓✓✓
49 th Street – 50 th Street	13	41	46	81	✓
50 th Street – 51 st Street	No Parking	No Parking	No Parking	No Parking	No Parking
51 st Street – 52 nd Street	46	62	72	66	✓✓
52 nd Street – 53 rd Street	40	72	85	61	✓✓✓
53 rd Street – 54 th Street	22	82	100	74	✓✓✓
54 th Street – 55 th Street	27	42	63	69	✓
55 th Street – 56 th Street	24	21	25	50	✓
56 th Street – 57 th Street	4	8	25	33	✓

**Data collected 4/18/24, 4/19/24, 5/3/24*

Land Use Context

46th to Plummer



■ Residential ■ Multi-Unit Residential ■ Non-Residential

Plummer to Stanton



Land Use Context

Stanton to McCandless



Residential Multi-Unit Residential Non-Residential

McCandless to 55th



No parking this side

Summary of DOMI's Evaluation

- Butler St (46th to 54th)
 - Implementing additional paid parking
 - 8am-6pm, Monday – Saturday
 - \$2/hour
 - Evaluate expanded hours of enforcement and dynamic pricing after new meters are in place
 - Monitor Butler from 54th to 57th to see how utilization of unregulated blocks changes

Next Steps:

- Process for Installing New Meters
 - PPAP coordinates with the Department of Finance to approve dynamic pricing scheme per the community's recommendations
 - DOMI coordinates with PPAP to install metered parking kiosks and the relevant signage as determined by DOMI's parking studies

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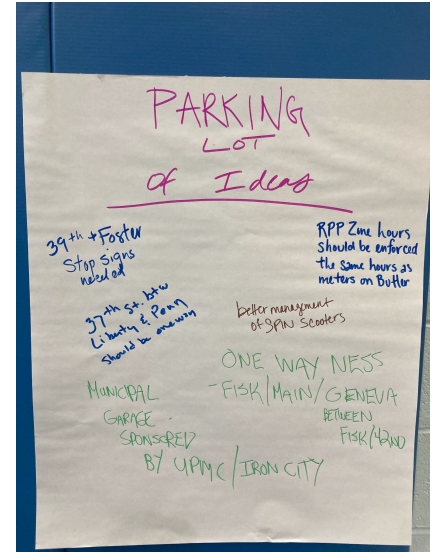
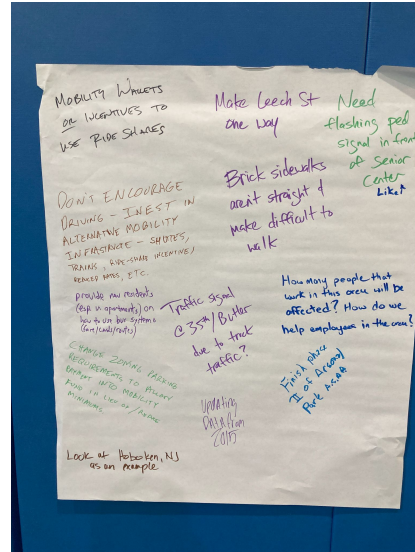
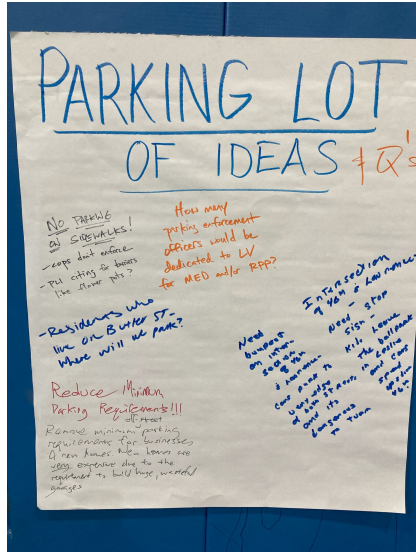
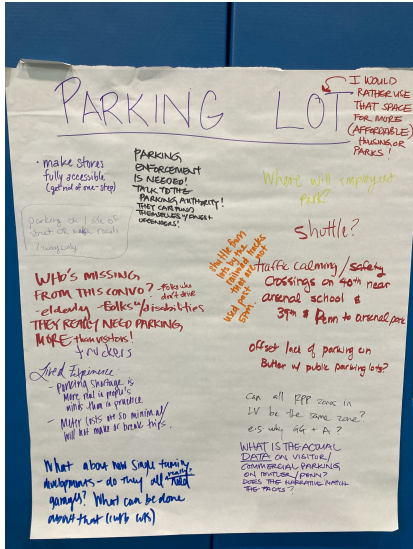


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NEXT STEPS: Getting creative

- Improving enforcement, especially parking on sidewalks
- How can we encourage better utilization of existing lots?
- Use Hybrid RPP as a parking utilization tool



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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

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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/MED06-2024 provide feedback
- ***If joining online*:** Please sign in at 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!

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