

Lawrenceville Mobility Enhancement District Trust Fund 2026 Budget

Authorizing Resolution: 206 of 2024. Companion to Ordinance 26 of 2023 that created the Lawrenceville Mobility Enhancement District. Governing Ordinance is Chapter 550 of the City Code.

Description: The Lawrenceville Mobility Enhancement District was created to address parking and mobility concerns in Lawrenceville by implementing expanding parking enforcement and collecting revenues for mobility improvements.

Revenues: Monies collected from metered parking in Lawrenceville during dynamic parking hours after 6pm (per Chapter 550 of the City Code). Funds for the 2026 budget include monies collected in 2024 and 2025.

	Total Revenue	Net Revenue
FY 2024	\$17,749.53	\$16,241.46
2025 (Jan-Oct)	\$148,358.96	\$134,471.85
2025 (Nov-Dec) <i>projected</i>	\$27,741.76	\$24,620.12
<i>Total FY 24 and 25 projected</i>	\$193,850.25	\$175,333.43

Expenditures: The Trust Fund shall be established within the Office of Management and Budget and may only be used for Mobility Enhancements within the Mobility Enhancement District. Mobility Enhancements, as defined in Chapter 550, means 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 and complete street enhancements. 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.

Community Engagement: Lawrenceville Corporation, Lawrenceville United, District 7, and the Department of Mobility and Infrastructure hosted a community meeting on July 17, 2025 to solicit feedback on the priorities for the Mobility Enhancement District Trust Fund, in accordance with Resolution 206 of 2024. A digital survey was also advertised

and distributed to residents, business owners, and other stakeholders. After this initial feedback was compiled, DOMI presented four project proposals for consideration. A community meeting was held on November 6, 2025 to solicit feedback on these four proposals. A digital survey was again distributed to stakeholders.

Project Descriptions

40th and Davison Improvements

This project would upgrade the existing splitter island and crosswalk at the intersection of 40th St and Davison St to use more permanent materials, utilizing concrete curb extensions and a raised asphalt intersection.

Crosswalks

This project would install painted crosswalks at intersections, primarily along Butler St, which lack painted crosswalks across some or all intersection legs. Locations would be selected using feedback submitted as part of the MED project selection process. Additional locations can be considered in future years.

ADA Ramps

In complement to the work being done by DOMI and Pittsburgh Walks to create a sidewalk assessment tool, this project would allow for the construction of new ADA curb ramps throughout Lawrenceville. This line includes new ADA ramps needed at some intersections to complement new crosswalks. Other locations would be identified through the sidewalk assessment program and with input from community stakeholders.

Mobility Enhancement District Signage

Improved signage was identified as a priority by Lawrenceville stakeholders. This signage will better communicate the evening enforcement hours of the Mobility Enhancement District.

Budget

Item	Unit	Unit Cost	Unit Number	Cost
Mobility Enhancement District Signage				
Signs	Each	\$108	30	\$3,240
40 th and Davison				
Raised Intersection				\$22,363
Pavement Markings				\$9,625

RRFB Relocation				\$9,790
<i>Project Total</i>				<i>\$41,778</i>
ADA Ramp				
Curb Ramp	Each	\$3,600	18	\$64,800
Crosswalks and Ramps				
Crosswalk Pavement Markings	Each ¹	\$1,295	8	\$10,360
Contingency			20%	\$24,035
Grand Total				\$144,213

¹ 70 Linear Ft is used as the typical total length of crosswalk stripes on Butler St. Crosswalks on side streets would be less. A cost of \$18.50 per linear foot is assumed.