

GREATER HILL DISTRICT

MASTER PLAN

Mobility Action Team Meeting #4

March 8th, 2022

Mobility Chapter Staff Introductions: Who's Listening?



Thomas Scharff
(City Planning)



Steven Auterman
(Department of
Mobility &
Infrastructure)



Moira Egler
(Port Authority)

TONIGHT'S AGENDA

1. Where We Are in the Planning Process
2. Scooters, Micro mobility (guests from Move PGH and DOMI)
3. Transportation Demand Management (TDM) – increasing transportation choices (beyond individuals driving cars alone)
4. Parking (on-street and off-street)
5. Discussion: What do you like about the proposals? What would you change? Would you prioritize anything differently? What is missing?

Mobility Action Team Meeting Topics

Meeting #1 (December 14th)

- Traffic calming and safety, pedestrian connectivity, corridor improvements

Meeting #2 (February 1st)

- Intro to public transit topics and bike infrastructure; Community mobility rituals (guest speaker Oboi Reed); Healthy Ride station relocation presentation

Meeting #3 (March 1st)

- Public transit service and stops; Bike infrastructure; Micro mobility & Healthy Ride

Meeting #4 (March 8th): Final Action Team Meeting

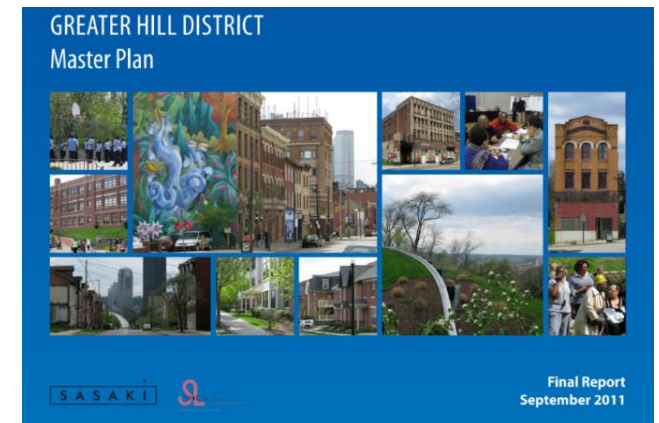
- Parking; Increasing transportation choices; Micro mobility (Move-PGH, DOMI)

Mobility Goals from your 2011 Greater Hill District Master Plan

1) **Improve transportation networks and services** to the city and within the Hill District

2) New infrastructure promoting **walkability, street accessibility** for people with mobility challenges, and **access to work, retail and social amenities**

3) Create a **well-planned parking strategy** that supports new development while minimizing negative impacts on residents



Using Your Engage Page

Engage PGH Feedback Portal – two surveys are live:

Mobility Projects Survey and **Healthy Ride Station Relocation Survey**

<https://engage.pittsburghpa.gov/ghdmp/mobility>

Transportation and Mobility

Open

Mobility Projects Survey

Please share which draft mobility projects are most important to you and why.

Healthy Ride (Pittsburgh's Bike Share) - Hill District Station Relocation Survey (click below)

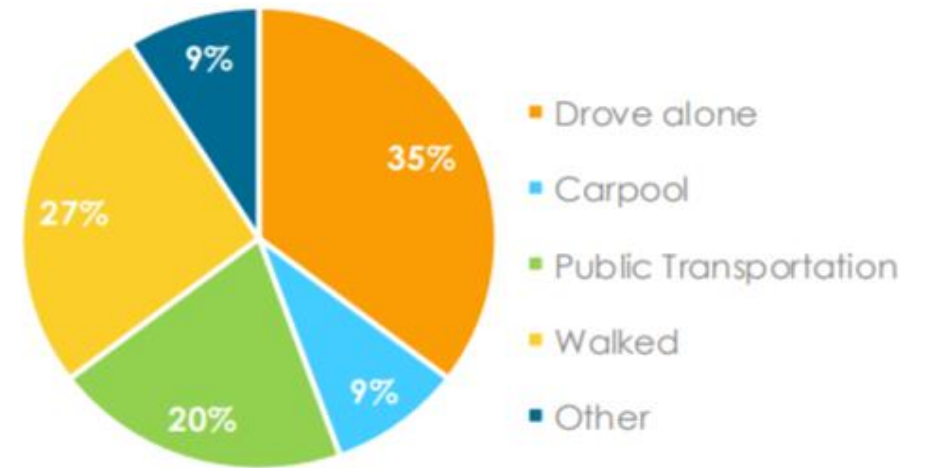


Click Here for Healthy Ride Survey

Travel Modes in the Hill District

- Nearly 50% of households do not have a vehicle.
- About half rely on public transportation or walking for commuting.
- About one third of Hill District commuters drive alone.

Hill District Commute Modes
(ACS, 2019, Zipcode 15219)



Sources: American Community Survey

Travel Modes to/from the Grocery Store – PHRESH Study, 2018

Percent of respondents who:

- Drive – 53% (to store); 54% (return)
- Public Transit – 22% (to store); 12% (return)
- Jitney – 6% (to store); 16% (return)
- Get a Ride – 9% (to store); 11% (return)

Source: Courtesy of RAND staff - PHRESH: Pittsburgh Hill/Homewood Research on Neighborhood Change and Health

<https://www.rand.org/well-being/community-health-and-environmental-policy/projects/phresh.html>

Mobility Modes: Bedford Dwellings Resident Survey (2018 Bedford Connects Plan)

When asked, "how often do you use the following types of transportation":

Modes used "often" (% of the ~300 respondents):

65% bus

49% walk

32% get a ride from someone else

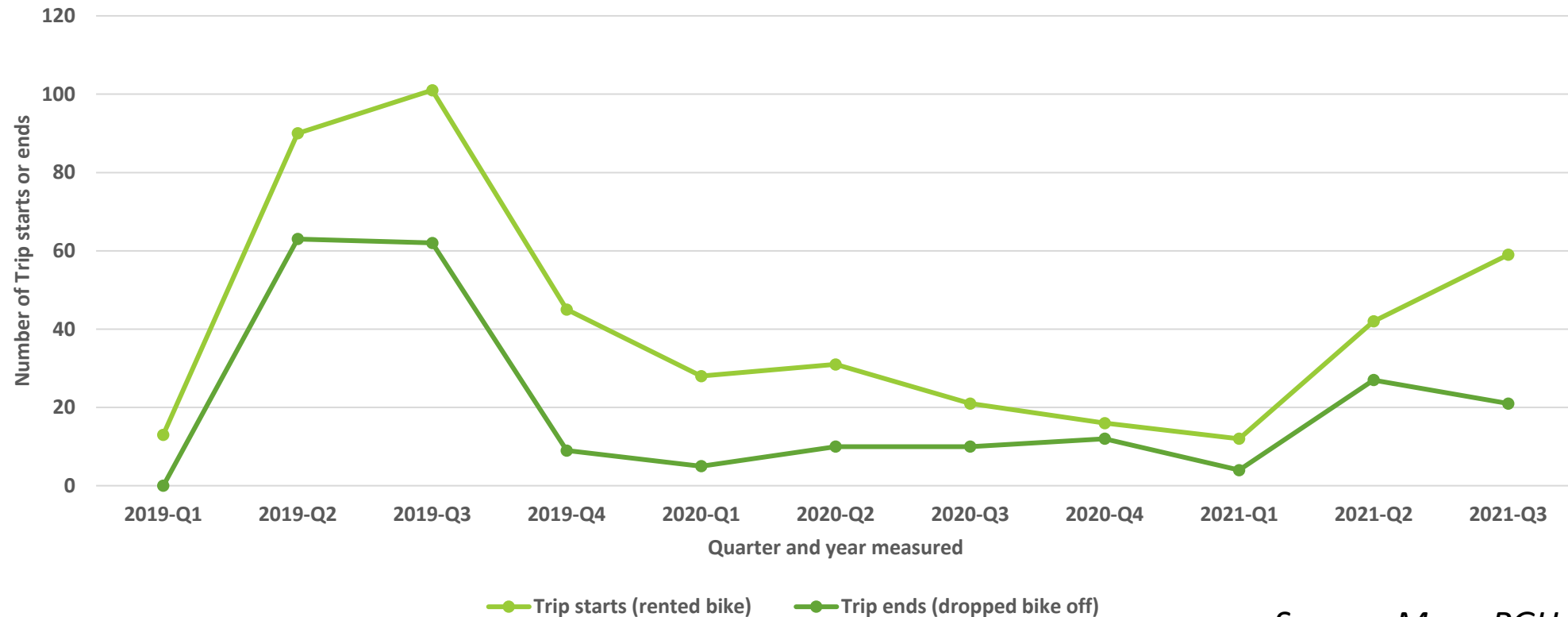
32% jitney

14% use their own vehicle/car

*Source: Bedford Connects
Transformation Plan (2018)*

Healthy Ride: Hill District Station Use

Number of Trips at the Middle Hill Healthy Ride Station
(currently at Thelma Lovette YMCA)



Source: Move PGH

Note: Citywide, Healthy Ride ridership fluctuates heavily between winter and summer months, in the range of roughly ~8,000 to ~45,000 quarterly

Spin Scooter Usage

Trip Origin Counts by Hill District Neighborhood

Neighborhood	Jul '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21
Bedford Dwellings	713	729	352	174	58	46
Crawford Roberts	717	581	335	319	159	106
Middle Hill	307	348	260	146	77	41
Lower Hill	182	347	354	496	292	134
Terrace Village	480	659	1,469	1,737	1,010	370
Upper Hill	157	315	433	398	247	175
Total	2,556	2,979	3,203	3,270	1,843	872
% of Citywide trips	8.17%	3.78%	3.19%	3.60%	3.47%	3.01%

Source: Move-PGH

Users in the Hill District use Spin at roughly proportionate rates to the Hill District's share of the citywide population.

Guest Speakers re: Micro Mobility (scooters, mopeds, etc.)

Feedback Excerpts about Scooters

- Better scooter parking needed
- Safety, visibility, scooter use on streets
- Are there options for seniors and people with disabilities?
- Are there options for people making grocery trips?
- Interest in more integrated options for mobility, especially locating next to transit stops
- Use requirements/qualifications
- Rebalancing supply at a given mobility hub, options to avoid round trips
- High usage among youth; joy people have observed

Reviewing Topics and Proposals

- What do you like?
- What would you change?
- What would you prioritize differently?
- What is missing?

Parking & Transportation Demand Management

- » Overview of Transportation Demand Management
- » What we've heard
 - » Neighborhood parking concerns
 - » Proposed development
- » Parking availability
 - » Data collection
 - » Additional barriers
- » Ideas
 - » Increase parking availability
 - » *Balance parking supply and demand through development activities*
 - » *Increase access to Centre Avenue through curbside management*
 - » *Modifications to residential parking in the Hill District*
 - » Transportation demand management



Hill District

HILL DISTRICT
Study Area

- Hill District
- Hill District Neighborhoods
- Park/Open Space
- River
- Major Destination
- Rail
- City Steps



Transportation Demand Management (TDM)

Reduce Single Occupancy Vehicle Trips

- » Program to **inform, encourage,** and **incentivize people** to use more travel modes outside of only driving a car alone
- » Understanding how and why people make decisions about the types of trips they make.
- » Strategies will help the Hill District identify opportunities to **balance the demand for parking** throughout the neighborhood and **encourage non-single occupancy vehicle commute trips.**

	 Car	 Transit	 Walking, Biking, and E-Scooters
Travel Modes & Connectivity	- Single Occupancy Vehicles - Rideshare (Carpool, vanpool) - Carshare (Zipcar) - Taxi & Ridehail App (Uber, Lyft) - Parking & Curbside	- PAAC Buses - University Shuttles	- Walking - Biking - HealthyRide Bikeshare - E-Scooters - City Steps
Goals	- Reduce single occupancy car trips - Increase parking availability	- Increase transit ridership	- Increase rates of walking and biking
Recommendations	- Balance parking supply and demand through regulations, pricing, and increasing available parking - Increase access to Centre Avenue by reallocating curb space to more productive uses - Modify and potentially expand RPP program - Establish a TDM program to incentivize non-single occupancy car trips	- Increase bus service, including on Dinwiddie Street - Increase bus frequency - Establish a TDM program to incentivize transit usage	- Install spot safety treatments at key locations to make walking more comfortable - Restore critical City Steps, and identify opportunities for new connections - Improve crosswalks at key intersections - Improve bicycle connections - Establish a TDM program to incentivize walking and biking

Transportation Demand Management

- Connect demand to underutilized supply – shuttle, leases
- Transit service enhancements
- Improve ease of Walking, Biking, using Micromobility
- Look at Pricing Policies and Levels
- Unbundle parking from development, third-party supplier
- Neighborhood TDM Coordinator to work with City's coordinator

Reduce Single Occupancy Vehicle Trips

Recommendations (1)

- » Reduce single-occupancy car trips by making it easier to ride transit, walk, or bike in the neighborhood.
- » Working with the Port Authority to increase bus frequency and coverage. Consider possibility of adding bus service on Dinwiddie St.
- » Installing spot safety treatments at key locations to make walking and biking more comfortable.
- » Reducing gaps in the walking and biking network by restoring critical City Steps and identifying opportunities for new City Steps, improving crosswalks at key intersections, and providing missing bicycle connections.



Reduce Single Occupancy Vehicle Trips

Recommendations (2)

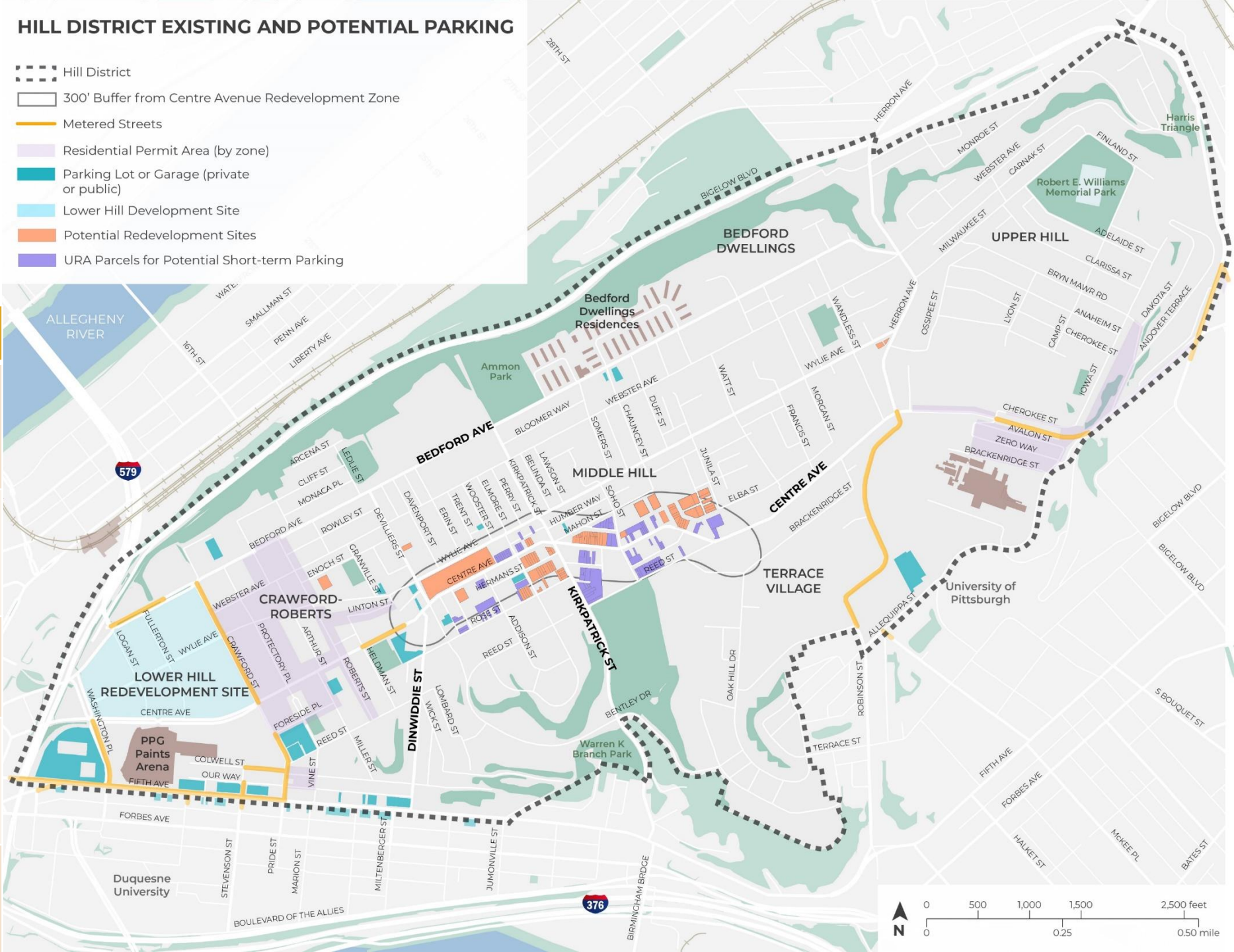
- » Establish a Hill District Transportation Demand Management (TDM) Program with a neighborhood TDM coordinator.
- » Work with developers through the Community Benefits Agreement (CBA) process to identify mutually beneficial options for both the development potential and provide benefits to the neighborhood at large.
- » Increase parking availability



On-Street Parking

Existing Parking

Zone	Hourly Rate	Maximum Hours
Centre Avenue between Heldman Street and Green Street	\$1	2
Centre Avenue between Crosstown Boulevard and Crawford Street	\$1.50	No Max
Crawford Street between Centre Avenue and Bedford Avenue	\$1.50	10
Bedford Avenue between Mario Lemieux Place and Crawford Street	\$1.50	10
Mario Lemieux Place between Centre Avenue and Bedford	\$1.50	No Max



What we've heard

- » Neighborhood parking concerns
- » Proposed development

What we've heard

- » High demand for **commuter parking** and near **major destinations** (medical center and PPG Arena)
- » Parking congestion near the YMCA on **Centre Avenue**
- » Need for pick-up/drop-off area and lack of parking near the Family Dollar on **Centre Avenue**
- » Commuter parking at the former SHOP 'n SAVE on **Centre Avenue**
- » Narrow street width on **Dinwiddie Street** limits parking on both sides
- » Delivery trucks blocking the street during loading on **Dinwiddie Street**
- » Need for dedicated delivery zones along **Dinwiddie Street**
- » Need for dedicated **commuter parking** lots



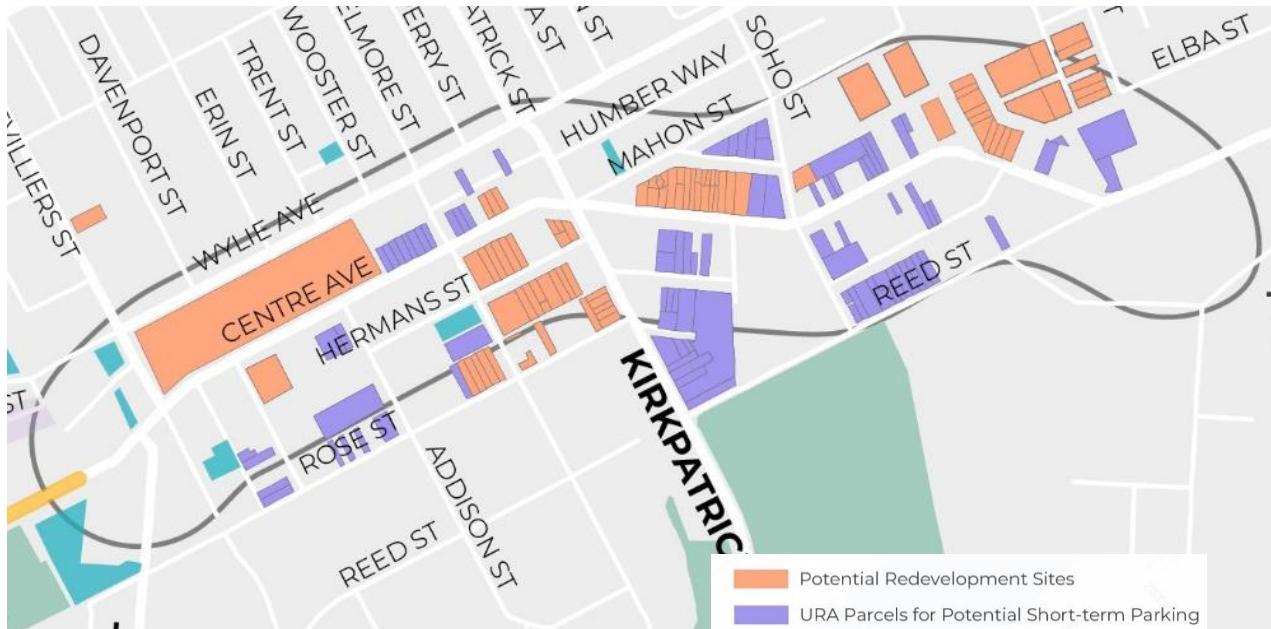
What we've heard

- » Concerns about existing parking issues being exasperated by new development
 - » Lower Hill Redevelopment (numbers from the *Lower Hill Transportation Study*)
 - » Site currently contains 2,390 off-street parking spaces, with 1,382 of the 2,390 current off-street parking spaces in use during the daytime
 - » With redevelopment, 2,178 spaces are proposed for a net decrease of 212 spaces, and a majority of the proposed 2,178 spaces are designated for residential uses associated with the new development and will not be available for commuters or visitors
 - » With redevelopment, 448 public parking spaces will be made available during the daytime, **for a net difference of 934 parking spaces between the current demand and the proposed number of available spaces.**
 - » During a weekday evening, **603 publicly available off-street spaces will be available to accommodate the peak weekday evening demand for 2,383 spaces, for a net difference of 1,780 spaces** - the Study does not specify where the 1,780 additional cars park



What we've heard

- » Concerns about existing parking issues being exasperated by new development
 - » Centre Avenue development



Hill Community Development Corporation (CDC)

Topics and Proposed Responses

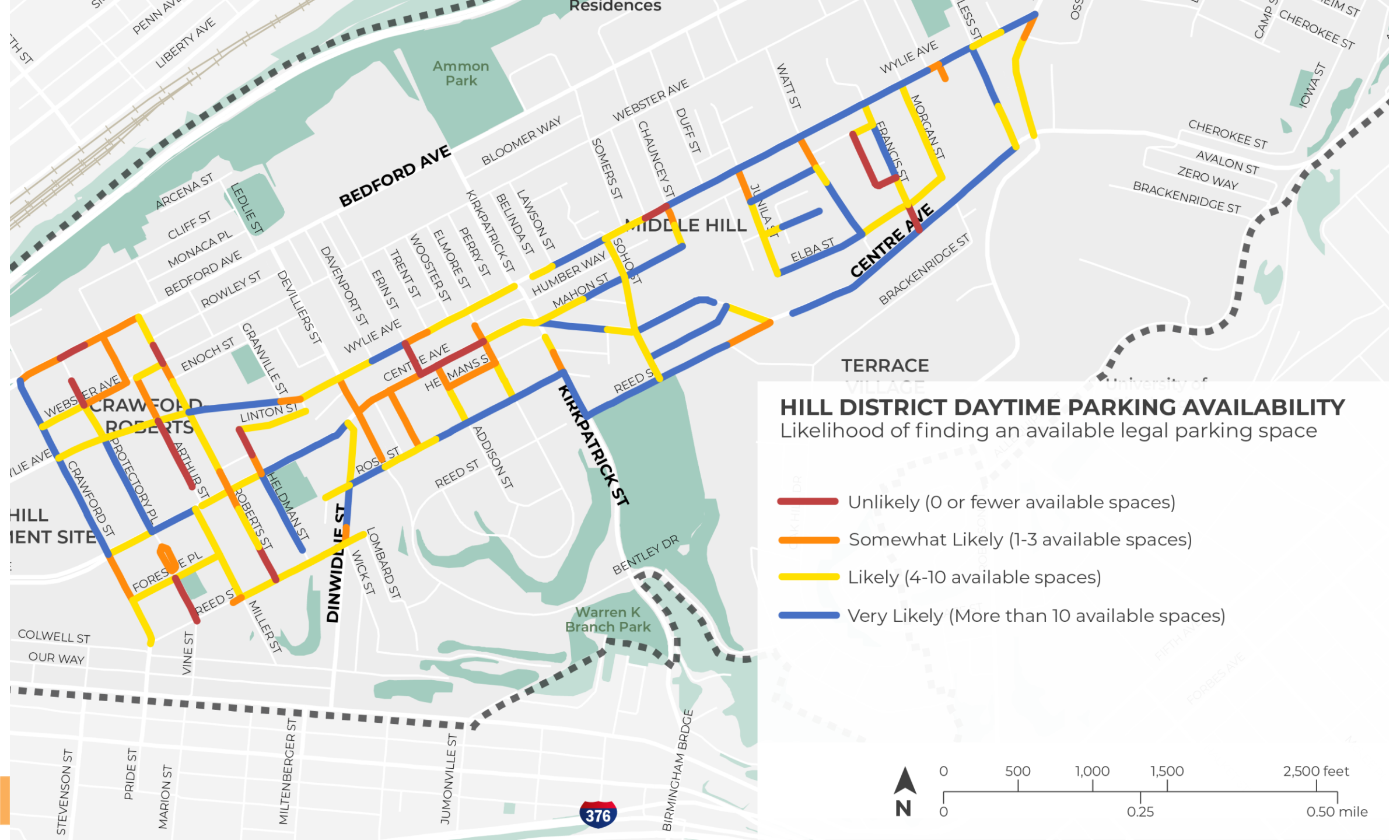
Hill CDC Discussion Topic	Planned Study to Address Discussion Topic	Agency Responsible	Timeframe
Determine practical need for parking at the New Granada Square development.			
Apartment user parking	Centre Avenue Transportation Impact Study (TIS)	Department of Mobility and Infrastructure (DOMI) in coordination with the Department of City Planning (DCP), the Port Authority of Allegheny County (PAAC), and the Pittsburgh Parking Authority (PPA)	2022-2023
Office tenant parking			
Café/restaurant parking			
Event space parking			
Existing and future community members			
Analyze available solutions			
Street parking	Neighborhood Parking Plan and Transportation Demand Management Plan developed as part of the Hill District Transportation Study	DOMI in coordination with DCP, and PAAC	2022-2023
Leased lots			
Valet			
Structured parking			
Other (public transit, bicycle usage, shuttle service, ride sharing, other options)			

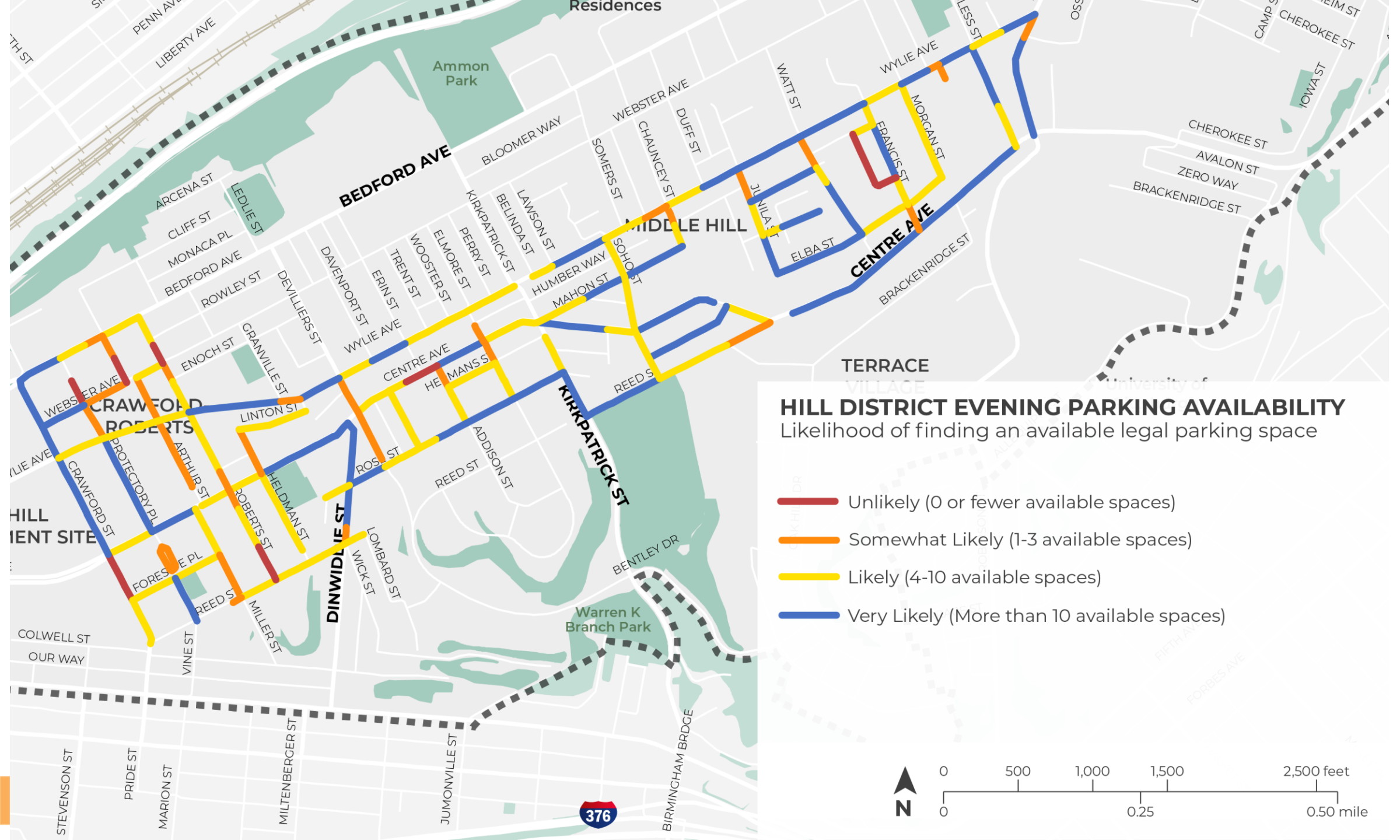


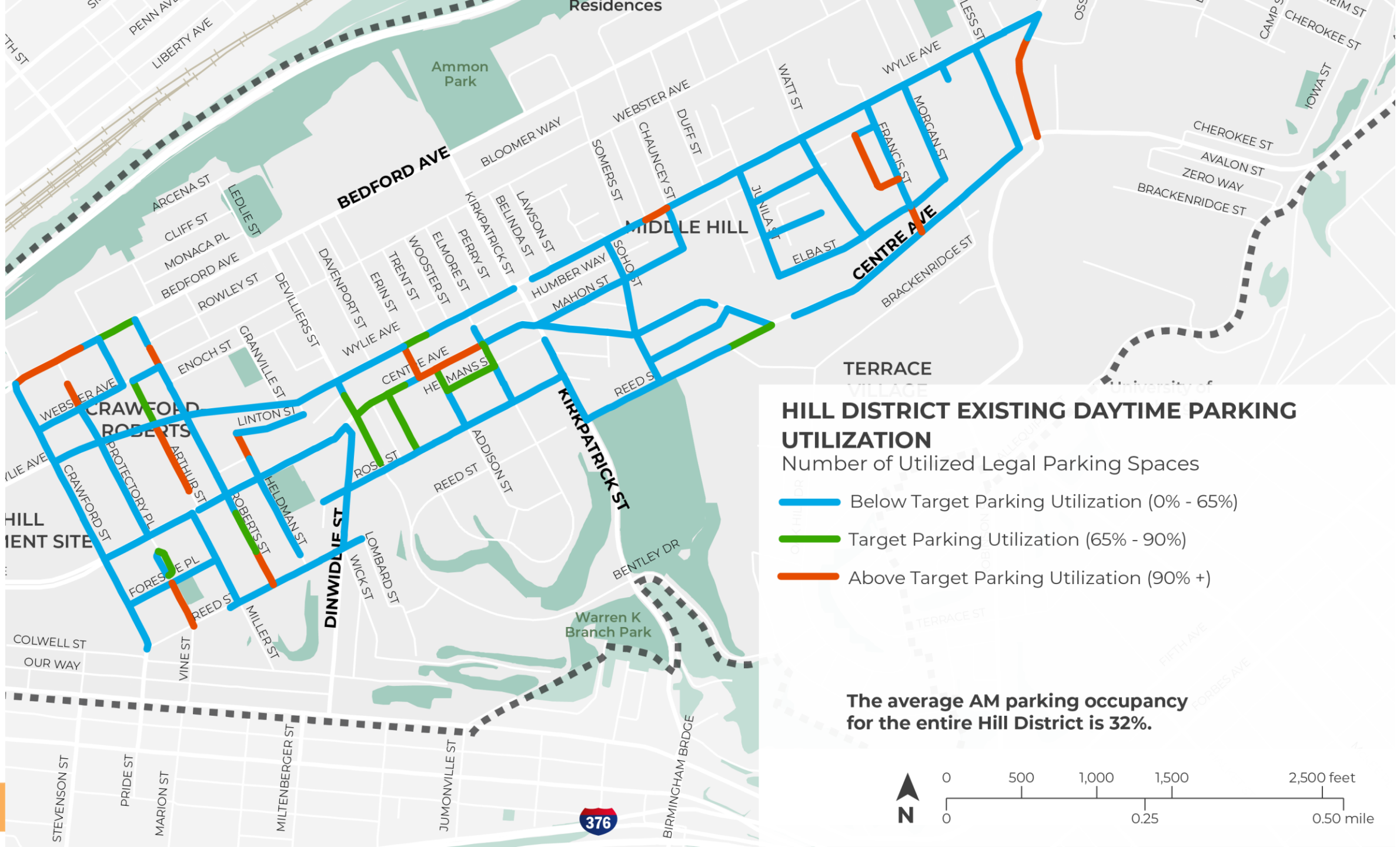
Parking availability

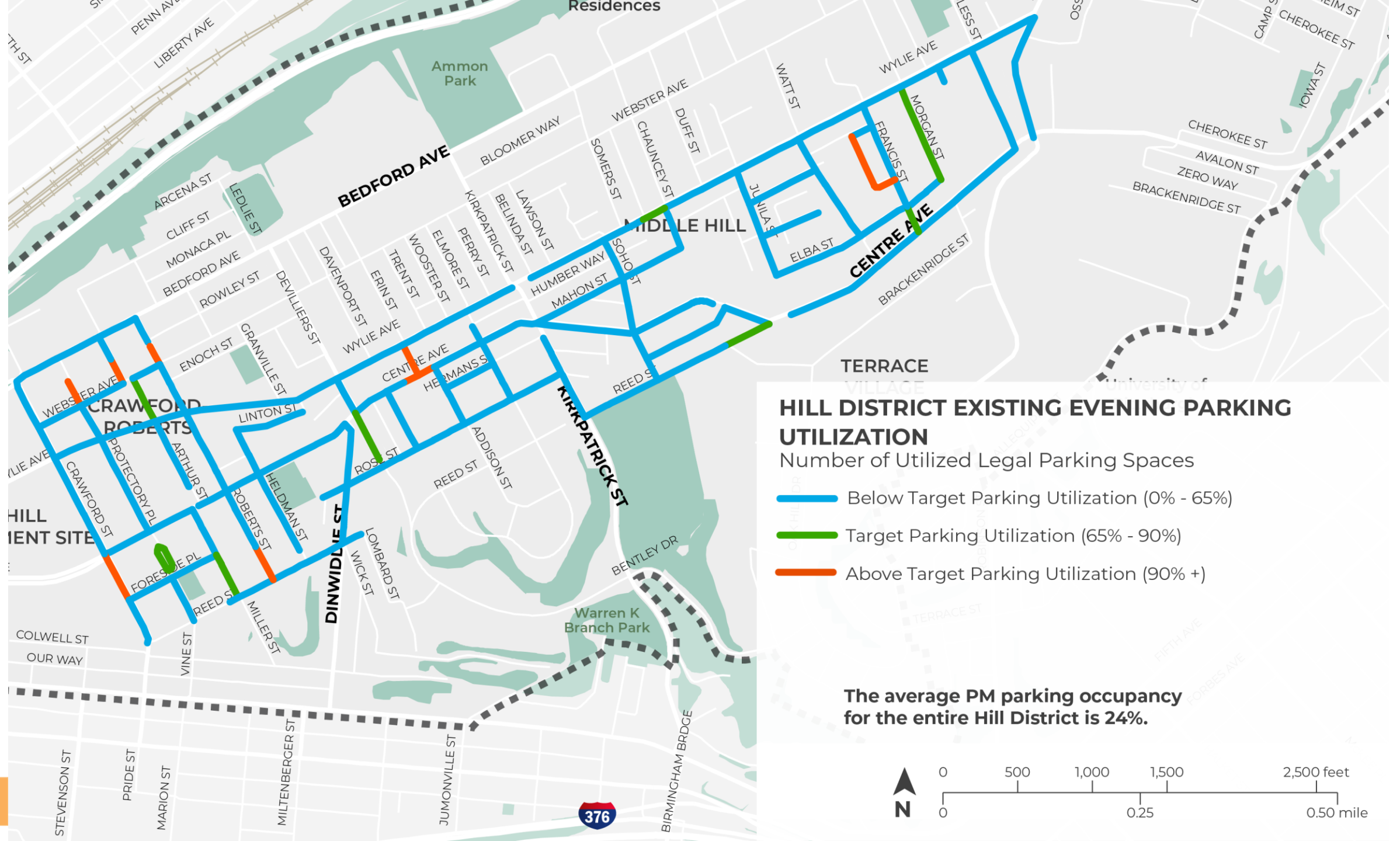
- » Data collection
- » Additional barriers











Additional barriers



HILL DISTRICT Existing Pedestrian Conditions

- Hill District
- Park/Open Space
- River
- Major Destination
- Rail
- Critical City Steps
- Crosswalk
- Sidewalk on both sides
- Sidewalk on one side or with gaps
- Sidewalk Gaps
- Elevation Contour



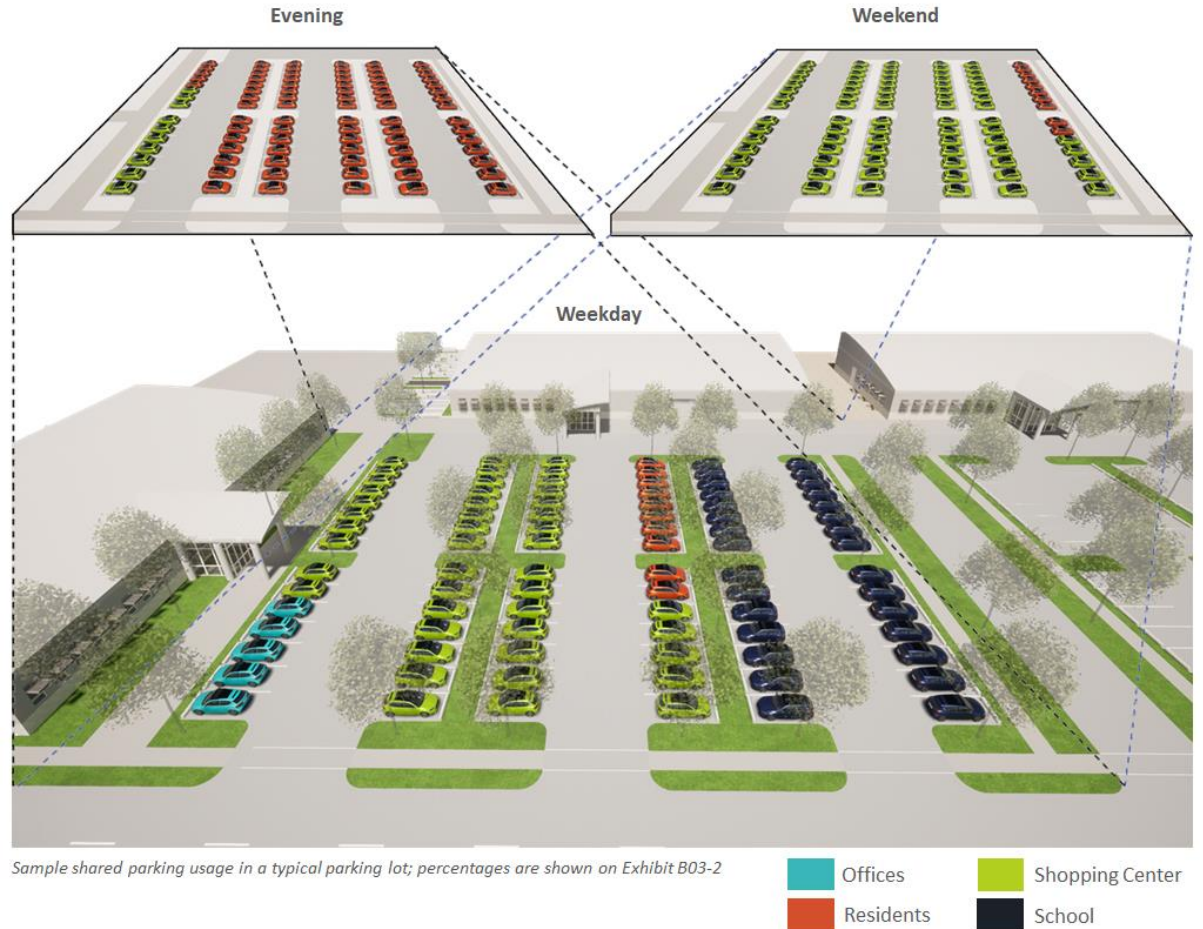
Ideas

- » Increase parking availability
 - » Balance parking supply and demand through development activities
 - » Increase access to Centre Avenue through curbside management
 - » Modifications to residential parking in the Hill District
- » Reduce single occupancy vehicle trips

Increase parking availability

Balance parking supply and demand through development activities

- » Reduce demand for parking through “Transportation Demand Management”
- » Increase parking availability by balancing parking supply and demand through regulations, pricing, and identifying opportunities for increasing the supply of parking in the neighborhood:
 - » Shared parking initiatives where different people can use spaces at different times of day
 - » Analyzing current and future parking demands



Shared parking example above: More residents in the evening, more retail shoppers on weekdays and weekends, office and school users also on weekdays

Increase parking availability

Increase access to Centre Avenue through curbside management

- » **Reallocating curb space** from on-street parking to more productive uses like pick-up/drop-off/delivery zones, micromobility corrals, or bicycle parking
- » **Considering price changes** and time-limit adjustments to balance supply and demand and incentivizing turnover on Centre Avenue
- » **Identifying short-term parking** opportunities on or near Centre Avenue, including providing temporary parking spaces on parcels slated for new development

Example Capacities and People Per Trip Served by Various Curb Uses

Use	Effective Capacity	Societal Value
Ride-hailing Service	18.91 Pick-ups or Drop-offs per hour <i>(3 minutes, 10 seconds per pick-up/drop-off)</i>	1.24 persons/ trip
Commercial Loading	0.83 deliveries/ hour <i>(50 minutes per delivery)</i>	1 person/ trip
Transit Service	25 stops/hour <i>(2 minutes, 24 seconds per stop)</i>	4 persons/ trip
Micromobility	200 trips/day	1 person/trip
On-Street Parking	0.73 parked cars/ hour <i>(43 minutes, 48 seconds per stay)</i>	1.5 persons/ trip
Non-Transportation Uses (Parklets and Streateries)	N/A	160 persons/ day

Note: These figures above are examples only and may be different for the Hill District



Increase parking availability

Ideas for modifications to residential parking in the Hill District

- » RPP zone expansion around future development areas (e.g. Lower Hill redevelopment zone)
 - » Consider adjustments to RPP zones to keep their sizes as small as possible
 - » Explore opportunities to tailor RPP program to the Hill District context
- » Adjust RPP Zones
 - » Implement paid visitor parking.
 - » *(RPP permit holders would be exempt from payment or time limit restrictions)*
 - » Provide additional pass options, including contractor passes, healthcare permits, childcare permits, educational permits, or special event permits.
 - » Adjustments to time-of-day restrictions to include evenings and overnight time periods in RPP areas, and work with the Pittsburgh Parking Authority to increase enforcement of the area.
- » Consider provision of a Parking Enhancement District (PED) in the Hill District
- » Use revenue to enhance streetscapes to improve walkability and provide greater clarity to restricted and permitted parking areas through the design of residential curbside spaces



Off-Street Parking

Balance Supply and Demand: Too Little Parking

- Too little parking can impede neighborhood growth and keep (new) users away
- + Too little parking is an indication of success – high visitorship, desirability

Balance Supply and Demand: Too Much Parking

- Too much parking deters economic development by feeling empty, and taking land away from other development (no highest and best use).
 - For example, a long-term parking structure will preclude redevelopment for new uses, such as housing, retail, office, cultural attractions, etc.
 - Less available land for development limits future housing density and/or number of visitors coming to shop, visit, work
 - Less density and lower ridership makes it harder to add additional transit service
 - Potential environmental and traffic congestion impacts by encouraging car usage; urban design considerations
 - + Too much parking means you have capacity to grow
- Balance is never achieved for long as the dynamics constantly change

Parking Balance

Increase Supply

- Take advantage of underutilized parking lots (no-cost)
- Construct temporary/short-term parking on vacant lots (low-cost)
- Provide subsidy for new developments to set aside extra space on their lots for permanent public parking (moderate-cost)
- Construct permanent/long-term parking (high-cost)

Decrease Demand

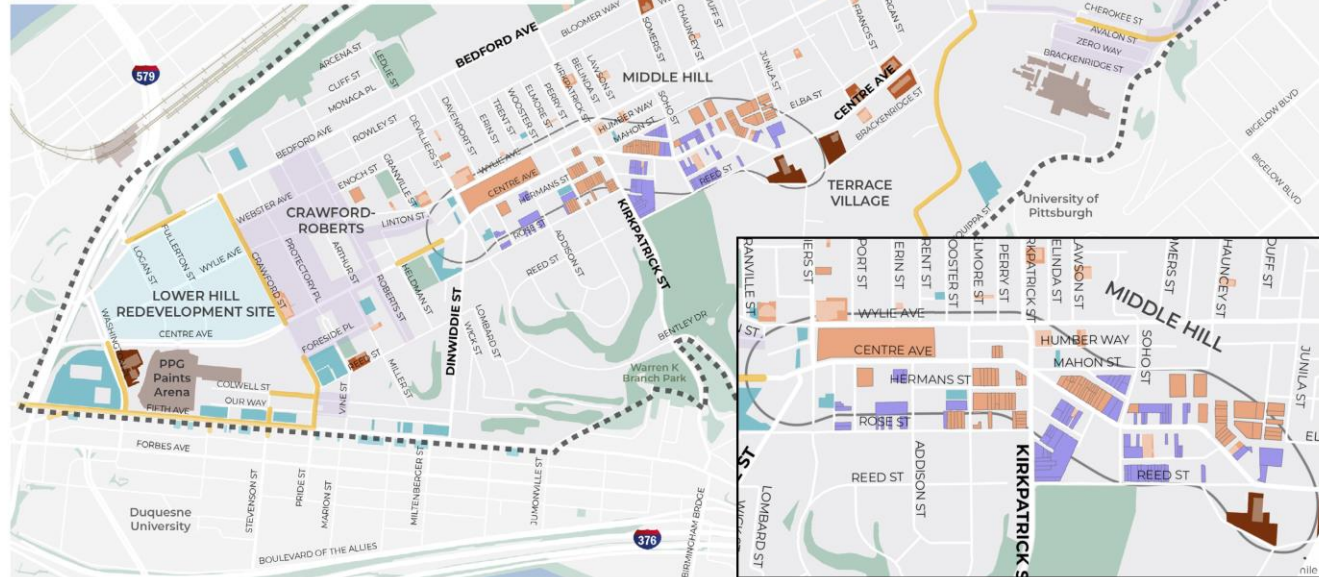
- Transportation Demand Management by shifting travel modes (also considers bus circulator option)
- Expand parking built by development (shift cost to private side).

Note: Development action team has explored reducing parking requirements to make development more feasible.

- Defer or reduce development, if constraints remain

Map of Potential Parking Sites

HILL DISTRICT EXISTING AND POTENTIAL PARKING



Places of Worship

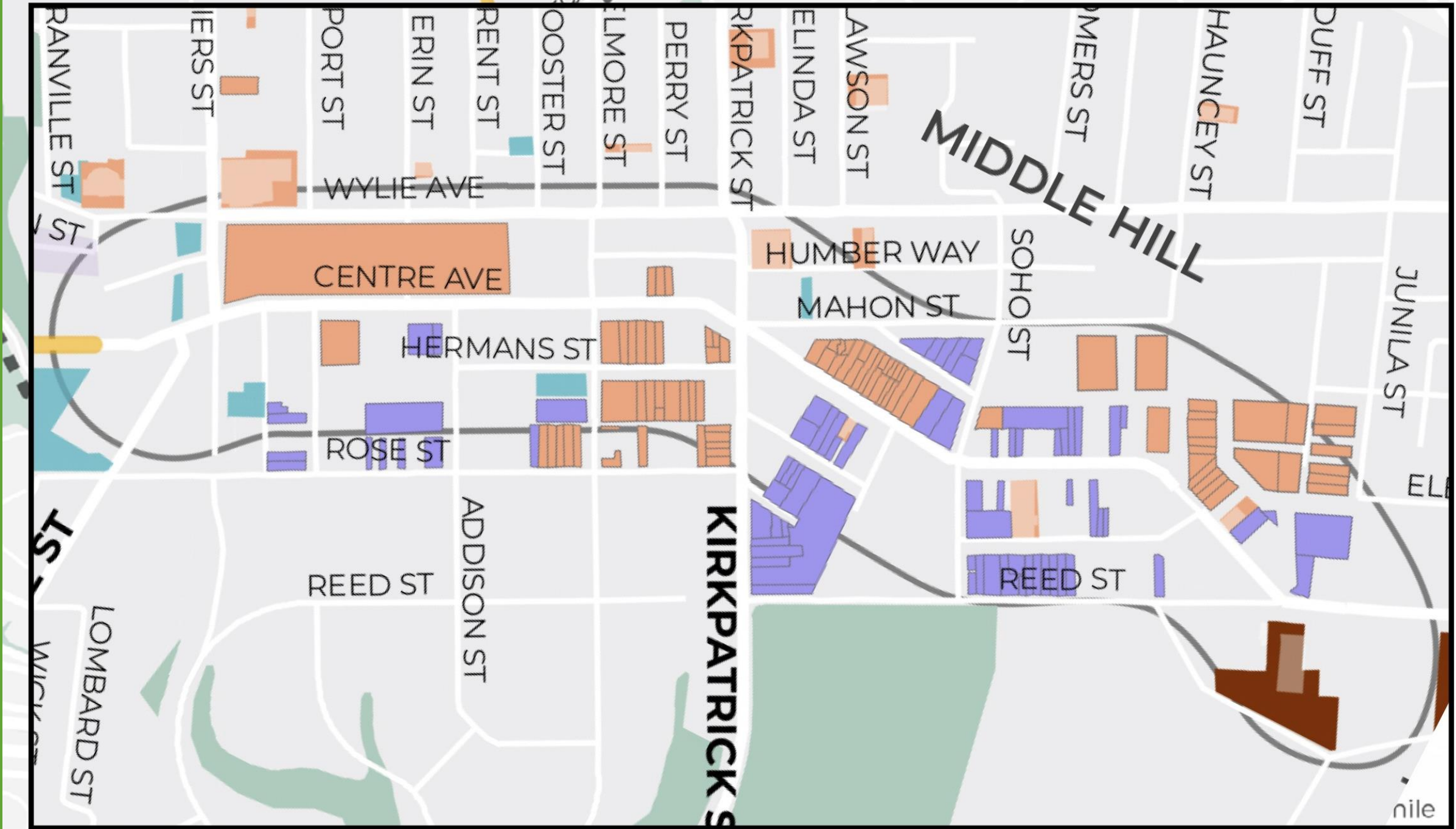
- Existing places of worship consist of approximately **377,000 SF** of open land within the Hill District. This equates to approximately **1,080 potential parking spaces**.
- Building footprints are shown overlaid with the Places of Worship parcels to estimate potential surface parking.

Center Avenue Buffer Area

- There are approximately 170 potential parking spaces within existing URA Parcels.
- There are three Places of Worship parcels with little to no potential parking capacity. Buildings occupy the majority of the parcels.

Hill District Parking Fact Sheet

- Potential parking occupancy was calculated by dividing total parcel square footage by the average square footage of a single parking space (350 feet).
- The Hill District has many Places of Worship with parking lots that may be leveraged during events and/or off-peak times. Conversations with property owners will be required.



HILL DISTRICT EXISTING AND POTENTIAL PARKING

--- Hill District

300' Buffer from Centre Avenue Redevelopment Zone/Avenue of Hope

Metered Streets

Residential Permit Area

Parking Lot or Garage (private or public)

Lower Hill Development Site

Potential Redevelopment Sites

URA Parcels for Potential Short-term Parking

Existing Place of Worship Estimated Parking Capacity

25 Spaces or Less

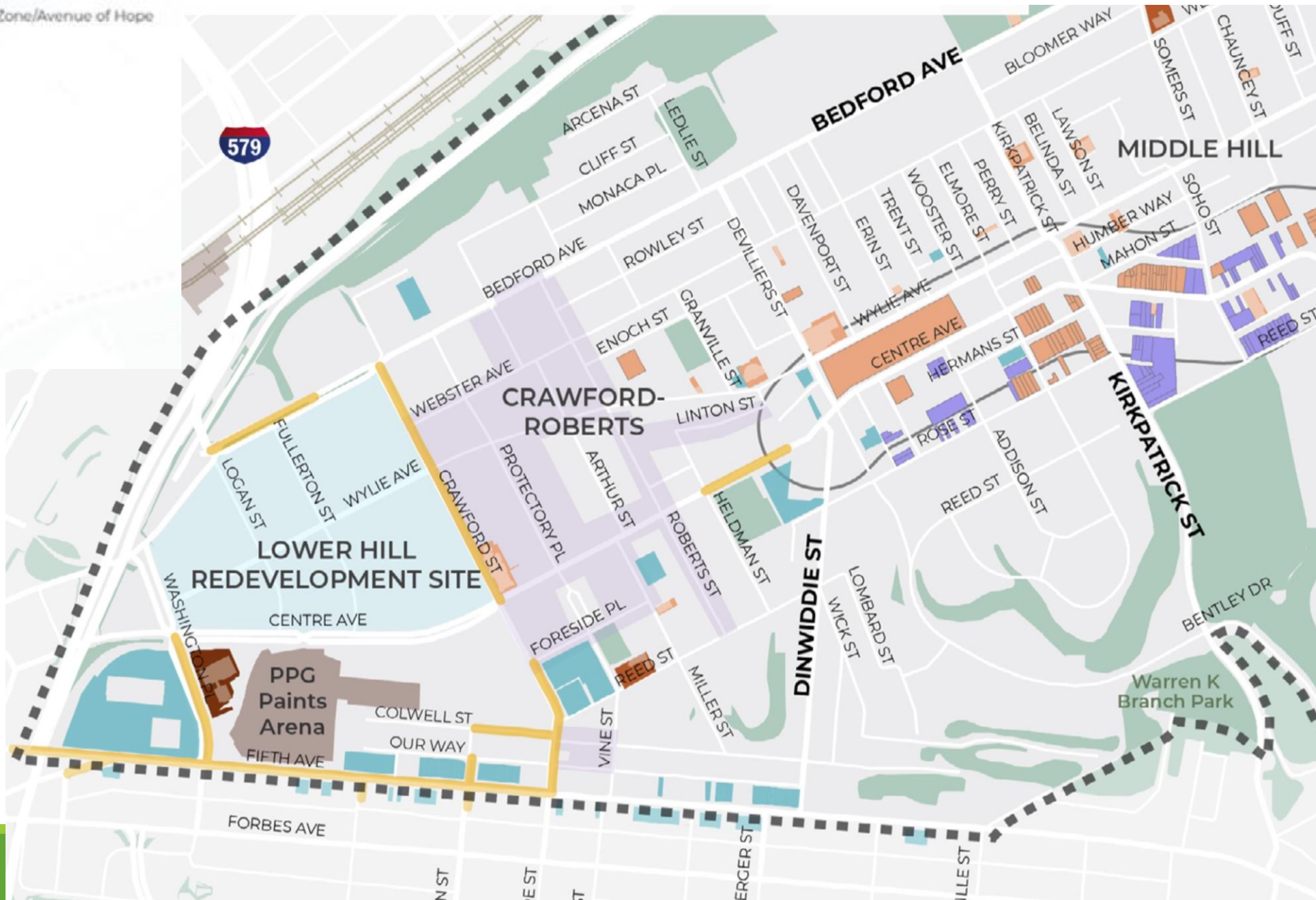
26 to 80 Spaces

80+ Spaces

Building Footprint



HILL DISTRICT EXISTING AND POTENTIAL PARKING



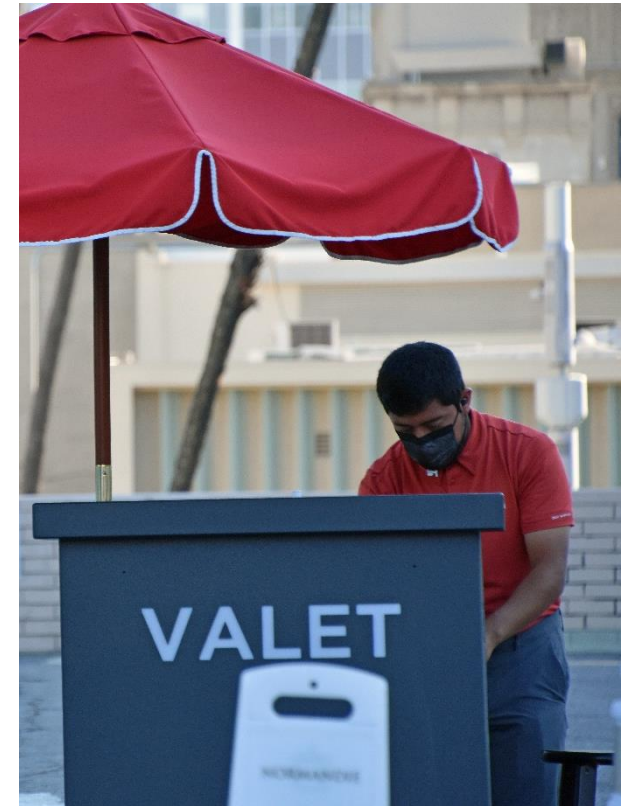
Efficient Use of Existing Parking

Optimize on-street parking utilization – curbside management, metered parking, RPP adjustments (seek to tailor to Hill District context)

Partner with owners of existing lots to provide parking to new users

- Houses of Worship, commercial/residential lots
- Lease or cooperation agreements between owner/user, or with third-party intermediary
- Valet parking

Pros/Cons: Low or no-cost to build, low yield, management costs, locations may not be convenient, not a long-term solution



Short-Term Parking Construction

Construct surface parking on underutilized properties

- Property owned by partner agencies or private owners (URA, land bank, etc.)
- Property awaiting development which hasn't yet come
- Requires resources for acquisition, design/construction, maintenance, operations, and management
- Prices must be coordinated with other available parking

Pros/Cons: Modest cost to build, limited barriers to redeveloping the property for another use in future, locations may not be convenient, when redeveloped the short-term parking is lost



Long-Term Parking Construction

Construct surface or structured parking on underutilized properties

- Proper siting/locating, sizing, and access is critical
- Permanent, must be coordinated with a broader redevelopment strategy
- Requires sizeable resources for acquisition, design/construction, maintenance, operations, and management
- Prices must be coordinated with other available parking

Pros/Cons: Much higher cost, common resource supporting multiple users, can be part of a larger development/strategy, proper siting is important; air quality, traffic congestion, traffic safety considerations; once built, difficult to redevelop for other purposes



Long-Term Parking Set-Aside at Developments

Provide subsidy for new developments to set aside extra space on their lots and construct permanent public parking.

- Public dollars invested in private development "buys" publicly-available parking
- Proper siting/location and permanent public access is important
- Requires resources for development subsidy; operated by private entity with costs passed on to users
- Prices must be coordinated with other available parking

Pros/Cons: Significant cost; common resource supporting multiple users; proper siting is important; once built, potential for redevelopment but more difficult than short-term parking lot



Pricing

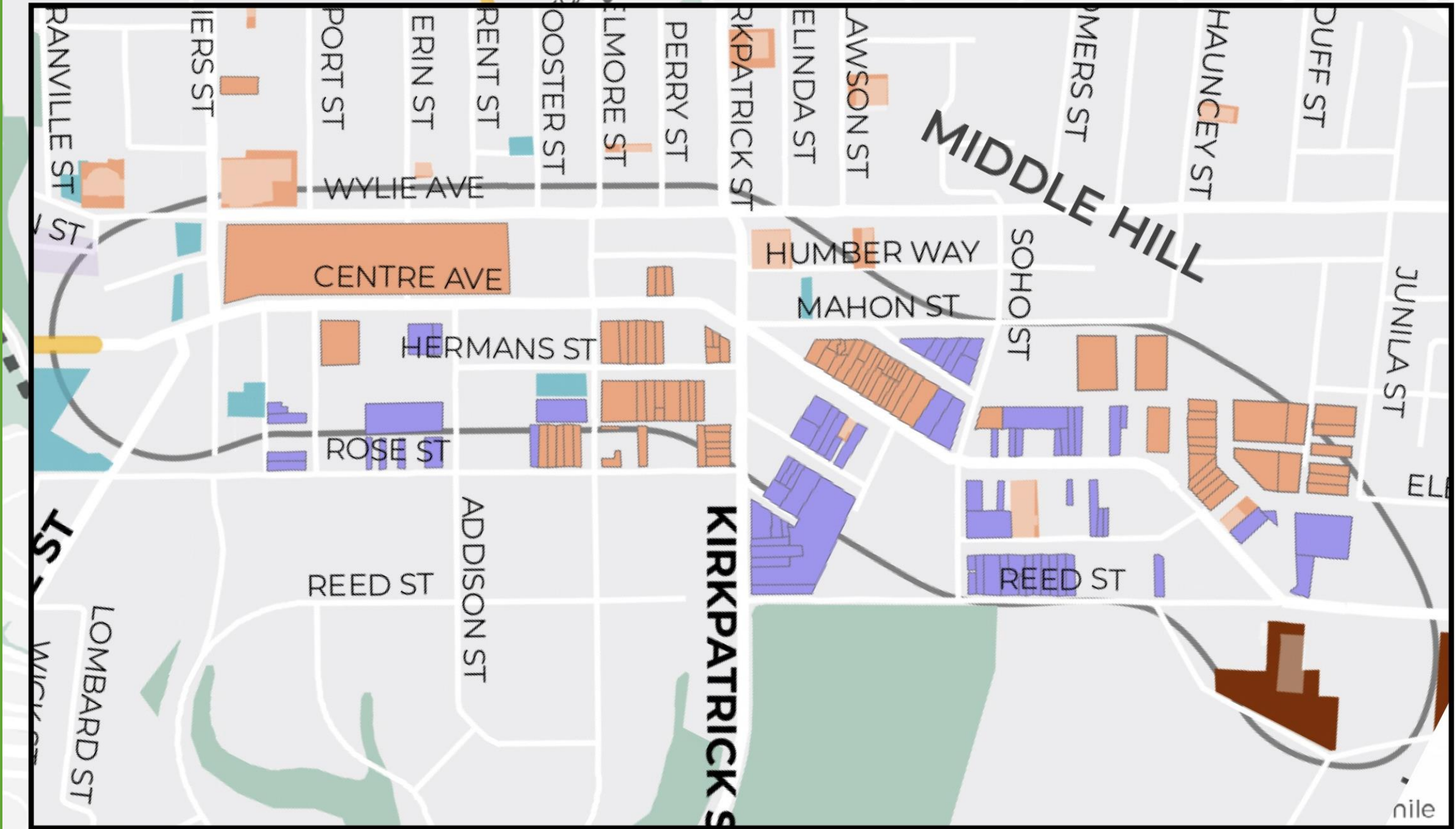
- Pricing guides people to use the most appropriate parking for their needs
- Most convenient parking should be most expensive
 - Valet (\$8-10)
 - On-Street (\$2.50/hr, 2hr limit)
 - Off-Street Surface Lot (\$2/hr, 12hr limit)
 - Off-Street Garage (\$1.50/hr, \$12 max, no limit)



Cost of Construction

- Surface Parking Lot
 - Typically, 10-100 spaces
 - \$1,500-\$3,500+ per space
 - Up to 120 cars/acre
 - \$150,000-\$700,000 for 100 car lot
- Parking Garage
 - Typically, 200-1,000 spaces
 - \$15,000-\$30,000+ per space
 - Up to 100-150 cars/story (7-8 story max) on $\frac{3}{4}$ acre
 - \$6 million+/- for 200 car garage
- Stacked solutions where space is limited, costs are \$100,000+/space
- In-depth analysis is needed to choose the right options in the right places





Refresher: Today's Topics and/or Proposals

- **Micro mobility**
- **Increasing Transportation Options and Transportation Demand Management**
- **Parking – On-Street & Off-Street Ideas**

Discussion:

Reviewing Recommendations/Proposals

- What do you like?
- What would you change?
- What would you prioritize differently?
- What is missing?

Mobility Chapter: Next Steps

This was the final Mobility Action Team meeting. Thank you for your time, energy, and engagement!

Please provide additional feedback on the Engage PGH page (surveys and questionnaires are still live):

engage.pittsburghpa.gov/ghdmp/mobility

Starting this month, staff plan to review all feedback provided to date to inform the strategy proposals that will be presented to and reviewed by the GHDMF Steering Committee.

Questions? Contact us at ose.akinlotan@pittsburghpa.gov (GHDMF questions), and thomas.scharff@pittsburghpa.gov (GHDMF mobility questions)

THANK YOU!