



Legislation Details (With Text)

**File #:** 2022-1072      **Version:** 2

**Type:** Ordinance      **Status:** Passed Finally

**File created:** 12/12/2022      **In control:** Committee on Finance and Law

**On agenda:** 6/21/2023      **Final action:** 10/24/2023

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**Effective date:** 10/31/2023

**Title:** Ordinance amending the Pittsburgh Code of Ordinances Title 5, Traffic; Article VII, Parking; by creating a new Chapter 550, Mobility Enhancement District.

**Sponsors:** Deborah L. Gross

**Indexes:**

**Code sections:**

**Attachments:** 1. 2022-1072 VERSION 2 MED MAP

Date	Ver.	Action By	Action	Result
10/31/2023	2	Mayor	Signed by the Mayor	
10/24/2023	2	City Council	Passed Finally	Pass
10/18/2023	2	Standing Committee	Affirmatively Recommended as Amended	Pass
10/18/2023	2	Standing Committee	AMENDED	Pass
10/18/2023	2	Standing Committee	added to the Agenda	Pass
10/18/2023	2	Standing Committee	Waived under the Rules of Council	Pass
10/4/2023	1	Committee on Hearings and Policy	Public Hearing Held	
9/6/2023	1	Standing Committee	Held for Cablecast Public Hearing	Pass
6/21/2023	1	Standing Committee	Motion	Pass
5/24/2023	1	Standing Committee	Held in Committee	Pass
3/22/2023	1	Standing Committee	Held in Committee	Pass
1/25/2023	1	Standing Committee	Held in Committee	Pass
12/19/2022	1	Standing Committee	Held in Committee	Pass
12/13/2022	1	City Council	added to the Agenda	Pass
12/13/2022	1	City Council	Read and referred	

Ordinance amending the Pittsburgh Code of Ordinances Title 5, Traffic; Article VII, Parking; by creating a new Chapter 550, Lawrenceville Mobility Enhancement District.

**The Council of the City of Pittsburgh hereby enacts as follows:**

**Section 1:** The Pittsburgh Code of Ordinances Title 5, Traffic; Article VII, Parking; Chapter 550, Lawrenceville Mobility Enhancement District is hereby created and supplemented as follows:

### Section 550.01 - Intent.

The intent of this Chapter is to **create a Mobility Enhancement District which will** generate parking revenue from the Lawrenceville business districts and neighborhoods so as to be reinvested in the area in the form of mobility infrastructure, transportation and public realm programs, public works resources, promoting multi-modal transportation, affordable mobility, **accessibility**, and complete streets. The source of revenue will be dynamic hours and dynamic pricing parking collection within the Mobility Enhancement District.

### Section 550.02 - Definitions.

a) “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** 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.** Said capital improvements will comply with the provisions of the Capital Improvement Plan of Section 218.04(b) of this Code, or its successor plans. Mobility programs such as planning efforts and transportation demand management programs may also qualify as Mobility Enhancements.

b) “Dynamic Parking Program” shall mean the processes and programs related to parking with Dynamic Hours as defined in Title Five: Traffic, Article VII: Parking, Chapters 543 and 545.05(d) of this code, and Dynamic Pricing as defined in Title Five: Traffic, Article VII: Parking, Chapters 543 and 545.05 (c) of this Code.

c) “Lawrenceville Mobility Enhancement District” shall mean all Parking Meter Zones, RPP Areas, and Hybrid RPP Areas within the Upper Lawrenceville, Central Lawrenceville, and Lower Lawrenceville neighborhoods, **as well as parts of the Bloomfield neighborhood. The attached map will define the area** that are **is** approved by this legislation to have Dynamic Pricing instituted during all parking hours dedicated to funding Mobility Enhancements within the neighborhoods.

d) “Parking Zone” shall mean the same as Parking Zones detailed in Title Five: Traffic, Article VII: Parking, Chapters 543 and 545 of this Code.

e) “Residential Permit Parking” shall mean the same as residential permit parking as detailed in Title Five: Traffic, Article VII: Parking, Chapters 543 and 549 of this code.

### Section 550.03-Effect of Lawrenceville Mobility Enhancement District; Dedication of Funds.

The Lawrenceville Mobility Enhancement District:

a) Shall become effective **six months** after the adoption of this ordinance by City Council.

b) **Shall have hours of collection extended past 6 PM in the form of Dynamic Hours as defined in Title Five: Traffic, Article VII: Parking, Chapter 543 and 545(d) of this Code;**

~~b~~c) Shall have Dynamic Pricing instituted during all parking hours; and;

~~e~~d) Revenue net of expenses incurred from parking collection collected through the Dynamic Parking program shall be **deposited to the “Mobility Enhancement District Trust Fund” and** dedicated to funding Mobility Enhancements within the ~~Lawrenceville~~ Mobility Enhancement District.

- i) ~~The City Controller is hereby authorized and directed to establish a “Lawrenceville Mobility Enhancement District Trust Fund” from which all funds designated for Mobility Enhancements related to this program and defined in this Chapter are to be deposited and from which related expenditures are to be made.~~
- ii) ~~An annual report detailing revenues and expenditures from the “Lawrenceville Mobility Enhancement District Trust Fund” shall be prepared by the Office of Management and Budget and communicated to City Council, the City Controller, and the Mayor by May 1<sup>st</sup> of each year.~~

#### **Section 550.04-Pilot Program**

a) ~~The Lawrenceville~~ Mobility Enhancement District shall exist as a pilot program for one year following the adoption **effective date** of this ordinance

b) After the expiration of the pilot program, Council, with the assistance of the Department of Mobility and Infrastructure, will make amendments as necessary to this ordinance and it will become permanent.