

Borough of Aspinwall

Comprehensive Parking Management Study



WALKER
CONSULTANTS

Agenda

1 Project Overview

2 Current Conditions

3 Future Conditions

4 Recommendations



1 Project Overview

Project Background

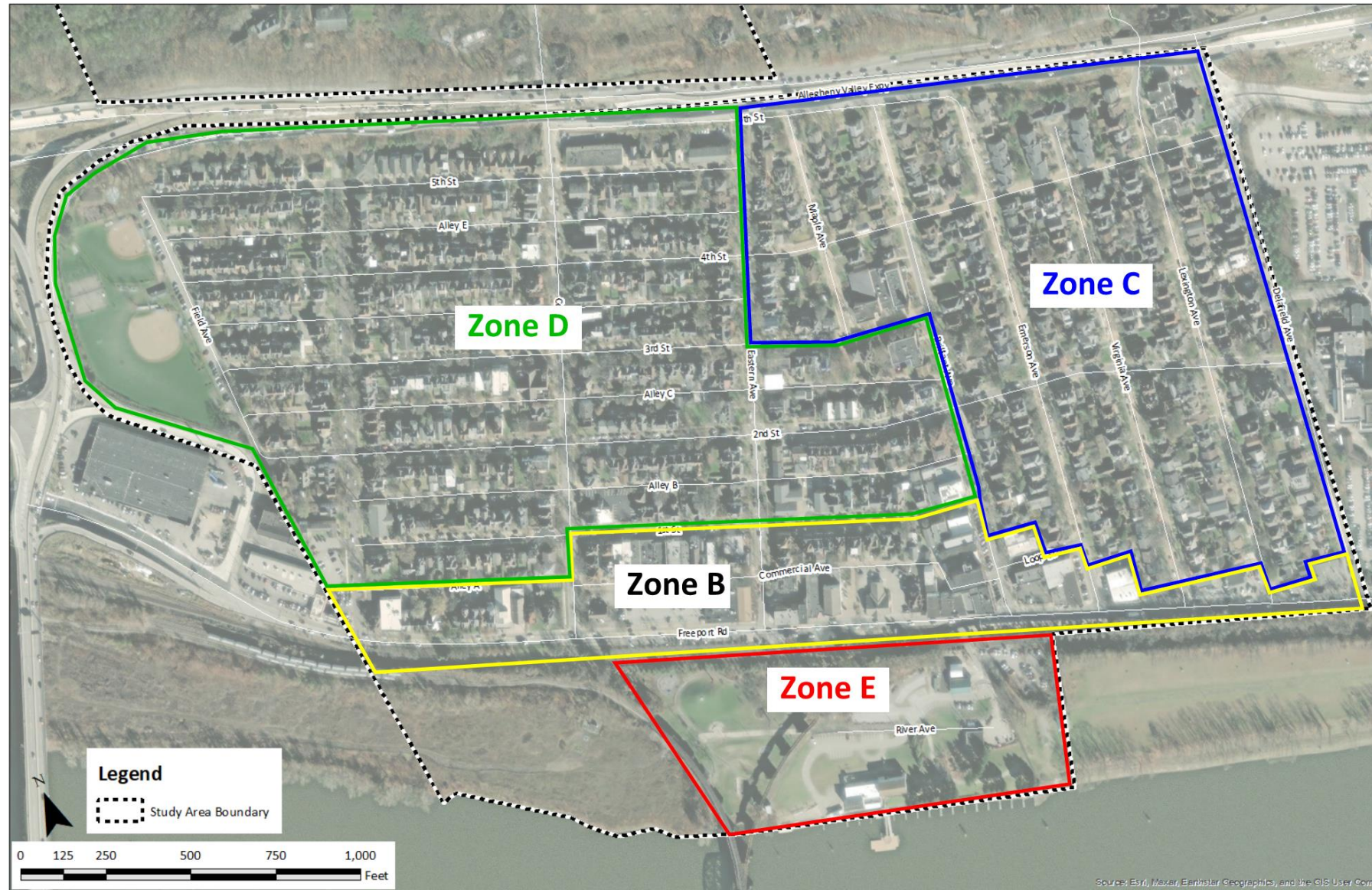
- 2022 Comprehensive Master Plan
 - Key Issue – “Retooling Policies and Programs”
 - Better align community’s policies, practices, and regulations with their changing needs
- Comprehensive Parking Management Study
 - Assess existing and future parking needs
 - Identify parking “hot spots”
 - Recommend changes to parking policies and operational practices



Study Area

Lower Aspinwall

- North – Route 28
- South – Freeport Road
- East – Delafield Avenue
- West – Field Avenue
- Four Zones
- Allegheny River Trail Park



Study Area

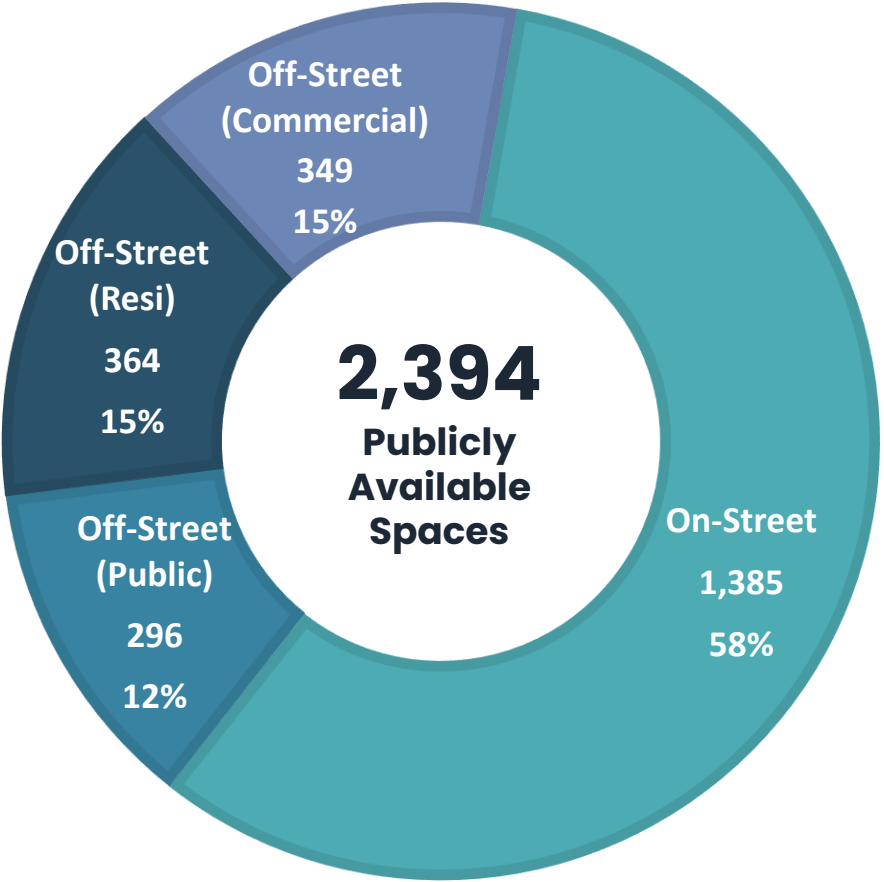
Upper Aspinwall

- North – Guyasuta Road
- South – Route 28
- East – Virginia Ave. Ext.
- West – River Oaks
- Single Zone



2 Current Conditions

Parking Inventory



1,385

On-Street Spaces

Time limits, residential permits, and meters are used to manage the on-street parking supply. The time limits vary, with most parking spaces in the residential area designated as 1-hour and most spaces in the commercial district limited to 2-hours

296

Off-Street Spaces (Public)

Includes the Merchant Lot (52), Commercial Street Lot (70), Freeport Street (89), Field Avenue (63), and Firemen’s Park Lot (22)

364

Off-Street (Residential)

Private lots generally reserved for residents of apartment complexes. It does not include single family home driveways/garages/parking pads

349

Off-Street (Commercial)

Privately owned and operated surface lots reserved for a specific business through signage or access control equipment

Observed Weekday Parking Occupancy

Key Observations:

- Five occupancy counts on 10/24 at 9 am, 12 pm, 3 pm, 6 pm, and 8 pm
- Upper Aspinwall peaked around 8 pm with 43% of spaces occupied
- Lower Aspinwall peaked around 6 pm with 47% of spaces occupied
- Different zones in Lower Aspinwall peaked at different times
- Light baseball activity



Observed Weekend Parking Occupancy

Key Observations:

- Five occupancy counts on 10/26 at 9 am, 12 pm, 3 pm, 6 pm, and 8 pm
- Upper Aspinwall peaked around 6 pm with 43% of spaces occupied
- Lower Aspinwall peaked around noon with 46% of spaces occupied
- Different zones in Lower Aspinwall peaked at different times

Saturday 12 pm



Observed Weekend Parking Occupancy

Key Observations:

- Many streets in the older part of the neighborhood experienced occupancy rates at or above 85% of capacity (highlighted red)
- Surplus parking in the Commercial Street Lot and along Freeport Road
- No baseball game during the survey



Seasonal Impact on Weekday Parking Occupancy

Key Observations:

- Accounts for outdoor seating at restaurants in the Commercial District and typical busy activity at baseball fields
- Expected to generate demand for an additional 71 spaces
- Field Ave and surrounding streets at capacity
- Commercial Street Lot is projected to be 100% utilized, but there is significant capacity along Freeport Road



Seasonal Impact on Saturday Parking Occupancy

Key Observations:

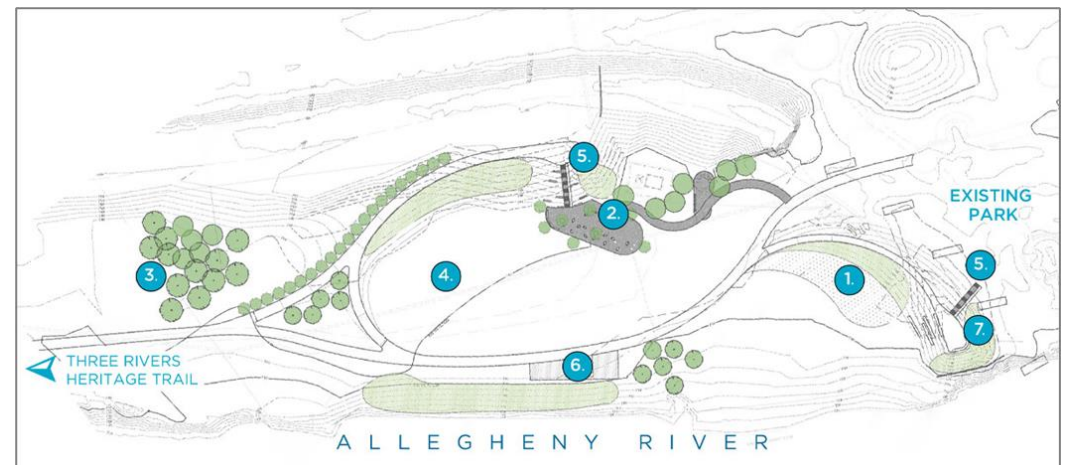
- Accounts for outdoor seating at restaurants in the Commercial District and typical busy activity at baseball fields
- Expected to generate demand for an additional 88 spaces
- Field Ave and surrounding streets at capacity
- Commercial Street Lot is projected to be 100% utilized, but there is significant capacity along Freeport Road



3 Future Conditions

Future Development Opportunity

- Mature, primarily residential community with a commercial district
- 2022 Comprehensive Master Plan
 - Recreational Area Master Plan Concept Phase 1
 - Fireman's Park
 - Alley A Activation
- Allegheny RiverTrail Park
- Vacant Commercial Space



Future Weekday Parking Needs

Key Observations:

- Growth projected in Zones B and D associated with baseball/pickleball activity and vacant commercial space
- Overall demand at 6 pm increases from 47% to 52%, but there are localized “hot spots”
- Projected 18-space deficit in Zone D associated with the recreational area
- No increase in demand in Upper Aspinwall

Zone	Type	Operational Capacity	Demand	Surplus/ Deficit
B	Commercial Off-Street	185	73	112
	Residential Off-Street	29	10	19
	Public Off-Street	146	118	28
	On-Street	110	87	23
	Zone Total	470	288	182
C	Commercial Off-Street	0	0	0
	Residential Off-Street	37	26	11
	Public Off-Street	0	0	0
	On-Street	342	172	170
	Zone Total	379	198	181
D	Commercial Off-Street	49	8	41
	Residential Off-Street	62	29	33
	Public Off-Street	57	75	(18)
	On-Street	566	395	171
	Zone Total	734	507	227
E	Commercial Off-Street	81	21	60
	Residential Off-Street	0	0	0
	Public Off-Street	47	10	37
	On-Street	0	0	0
	Zone Total	128	31	97
Total	Commercial Off-Street	315	102	213
	Residential Off-Street	128	65	63
	Public Off-Street	250	203	47
	On-Street	1,018	654	364
	Lower Aspinwall Total	1,711	1,024	687

Future Weekday Parking Needs

Key Observations:

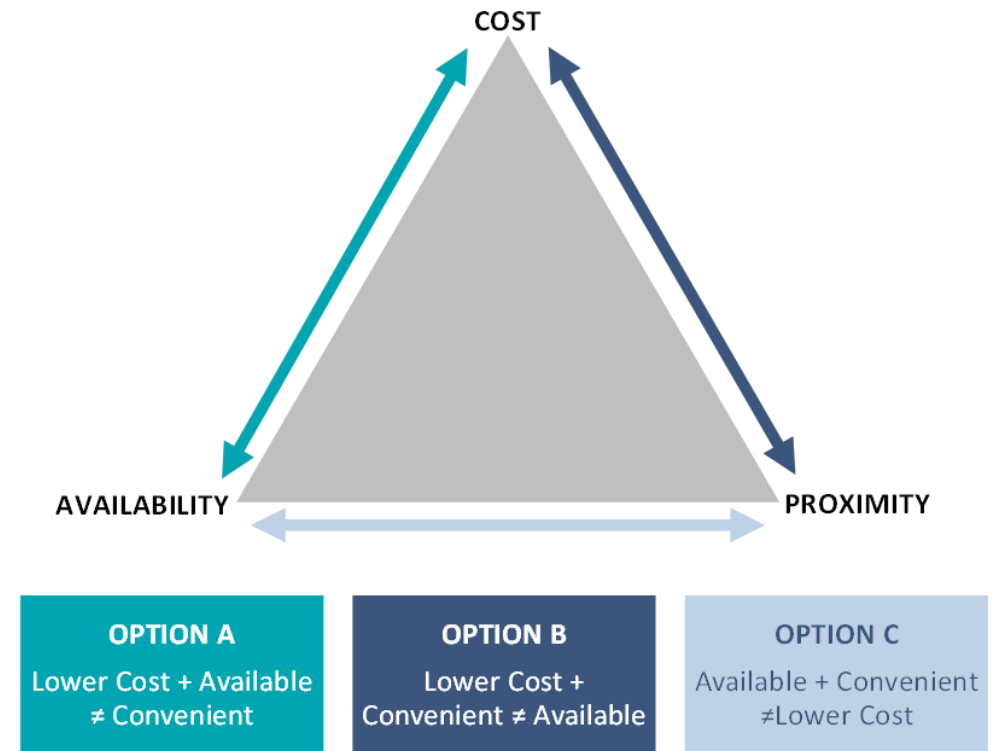
- Growth projected in Zones B and D associated with baseball/pickleball activity and vacant commercial space
- Overall demand at 6 pm increases from 43% to 48%, but there are localized “hot spots”
- Projected 17-space deficit in Zone D associated with the recreational area
- No increase in demand in Upper Aspinwall

Zone	Type	Operational Capacity	Demand	Surplus/ Deficit
B	Commercial Off-Street	185	21	164
	Residential Off-Street	29	12	17
	Public Off-Street	146	80	66
	On-Street	110	62	48
	Zone Total	470	175	295
C	Commercial Off-Street	0	0	0
	Residential Off-Street	37	25	12
	Public Off-Street	0	0	0
	On-Street	342	178	164
	Zone Total	379	203	176
D	Commercial Off-Street	49	11	38
	Residential Off-Street	62	27	35
	Public Off-Street	57	74	(17)
	On-Street	566	415	151
	Zone Total	734	527	207
E	Commercial Off-Street	81	38	43
	Residential Off-Street	0	0	0
	Public Off-Street	47	1	46
	On-Street	0	0	0
	Zone Total	128	39	89
Total	Commercial Off-Street	315	70	245
	Residential Off-Street	128	64	64
	Public Off-Street	250	155	95
	On-Street	1,018	655	363
	Lower Aspinwall Total	1,711	944	767

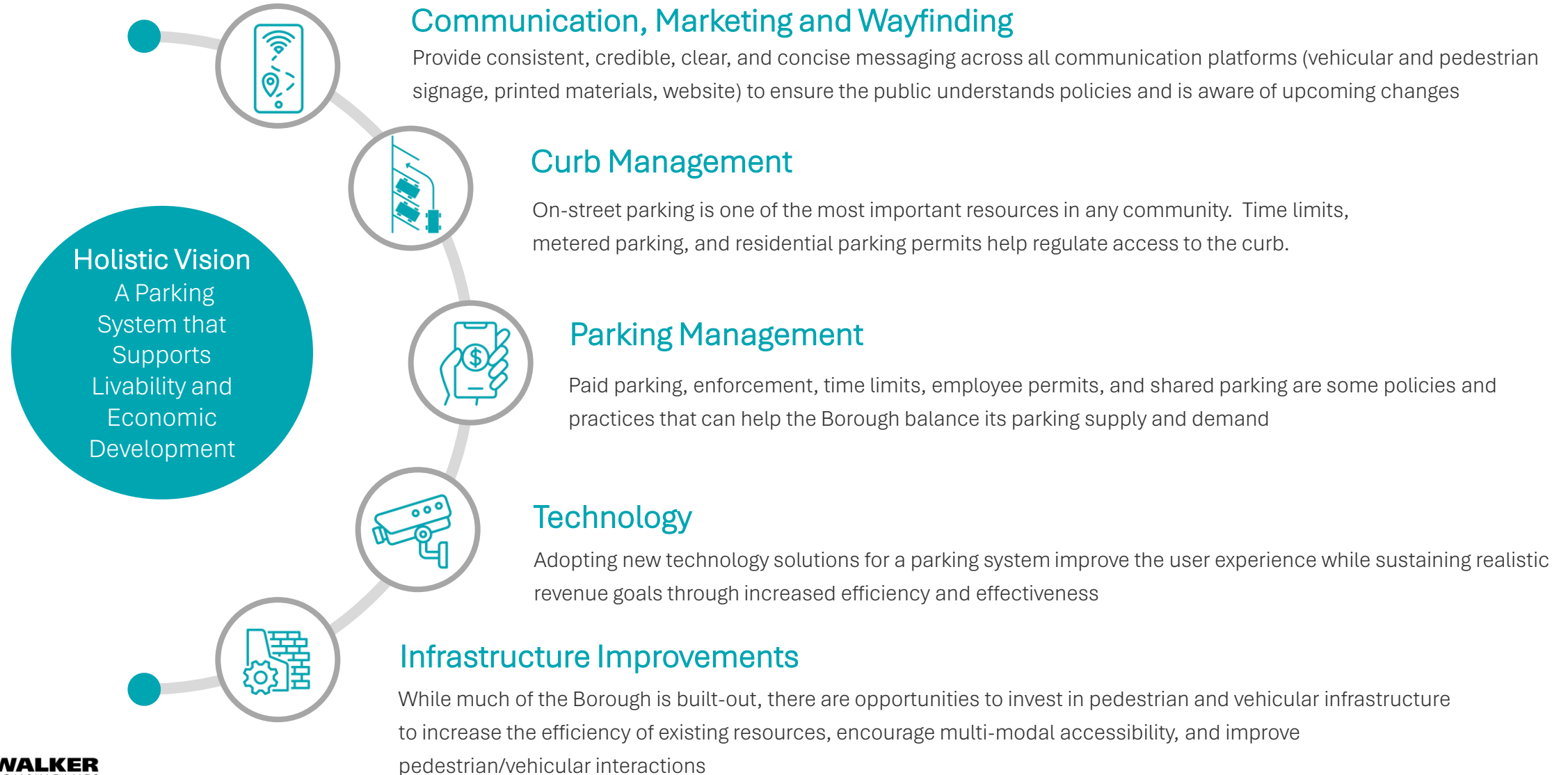
4 Recommendations

Parking Management Strategies

- Prudent use of available parking technologies
- Consistent but fair enforcement
- Promotion of a range of parking and mobility choices
- Clear and understandable options, policies, signage, and wayfinding
- Balancing the needs of residents, employees, visitors, business owners
- Establishing a sustainable financial structure



Parking Management Recommendations



Communication, Marketing and Wayfinding



UNIFIED CITY BRAND

Apply a unified city brand to all downtown parking system signage



UPDATE BOROUGH WEBSITE

Provide a robust parking homepage on the Borough's website with info about rates, locations, permits, enforcement



COORDINATE WITH THIRD PARTIES

Coordinate with the CoC to advertise visitor parking options and encourage compliance



LAUNCH MARKETING CAMPAIGN

Release education and promotion campaigns around where and how to park



PUBLISH ANNUAL REPORT

Communication and transparency are key to building trust and understanding around new initiatives

Curb Management

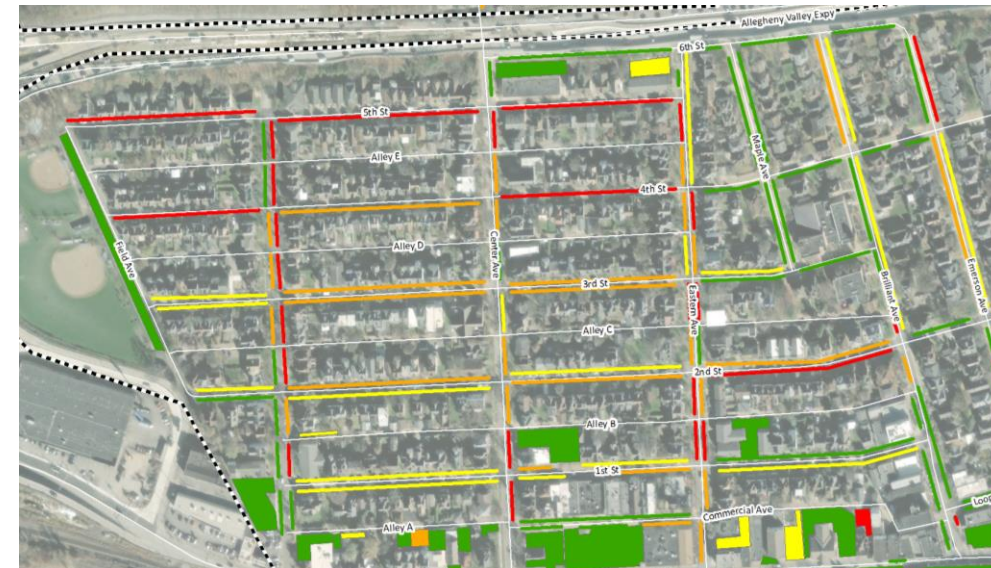
Residential Parking Permit

- Observation of parking activity suggests localized shortages between Field and Eastern/Brilliant in the evening
- Typically, homes in the AR-3 district are located on smaller parcels and have less access to off-street options
- Areas in red indicate occupancy rates at or above 85% of capacity



Weekday 8 pm

Saturday 8 pm



Curb Management

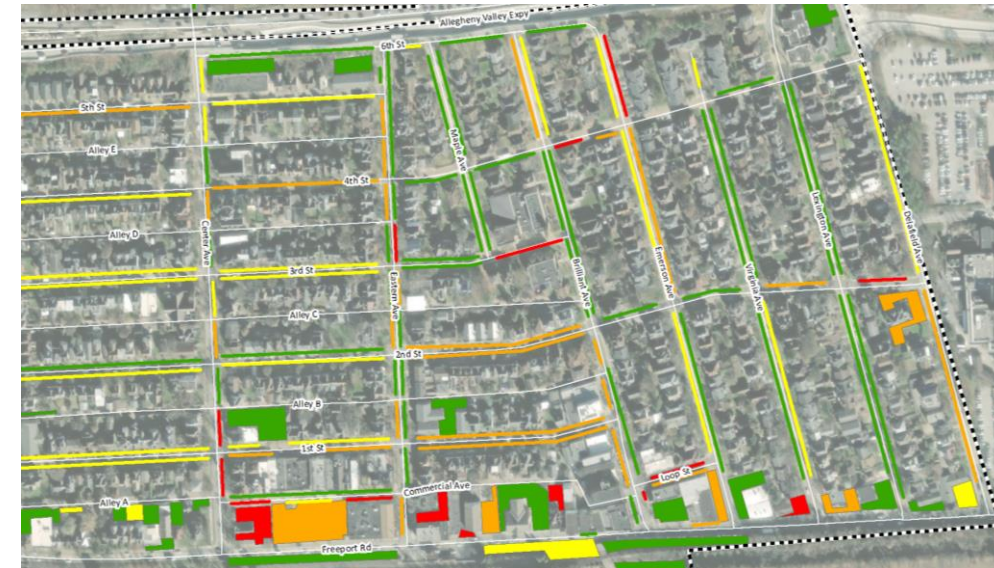
Residential Parking Permit

- Parking occupancy shows localized shortages between Eastern/ Brilliant and Delafield during the day but availability in the evening
- Hospital activity and commercial and elementary school employee spillover into the residential area
- Homes are built on larger parcels and are more likely to have off-street parking
- Areas in red indicate occupancy rates at or above 85% of capacity

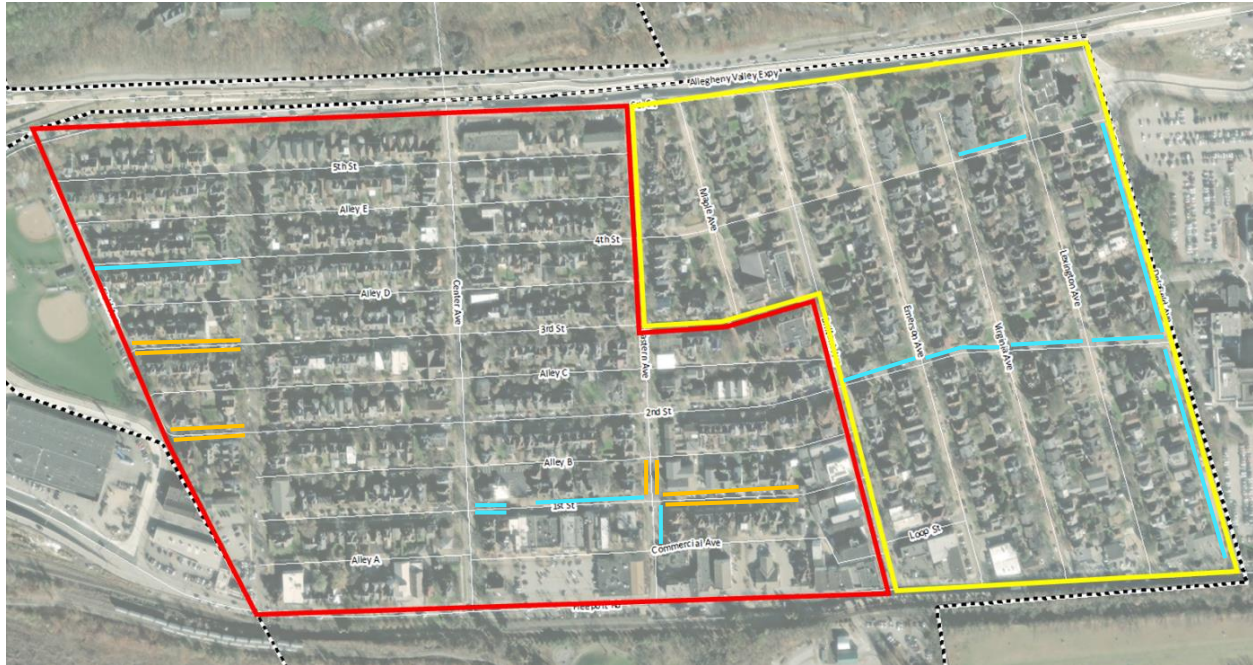


Weekday 12 pm

Saturday 12 pm



Residential Parking Permit Program

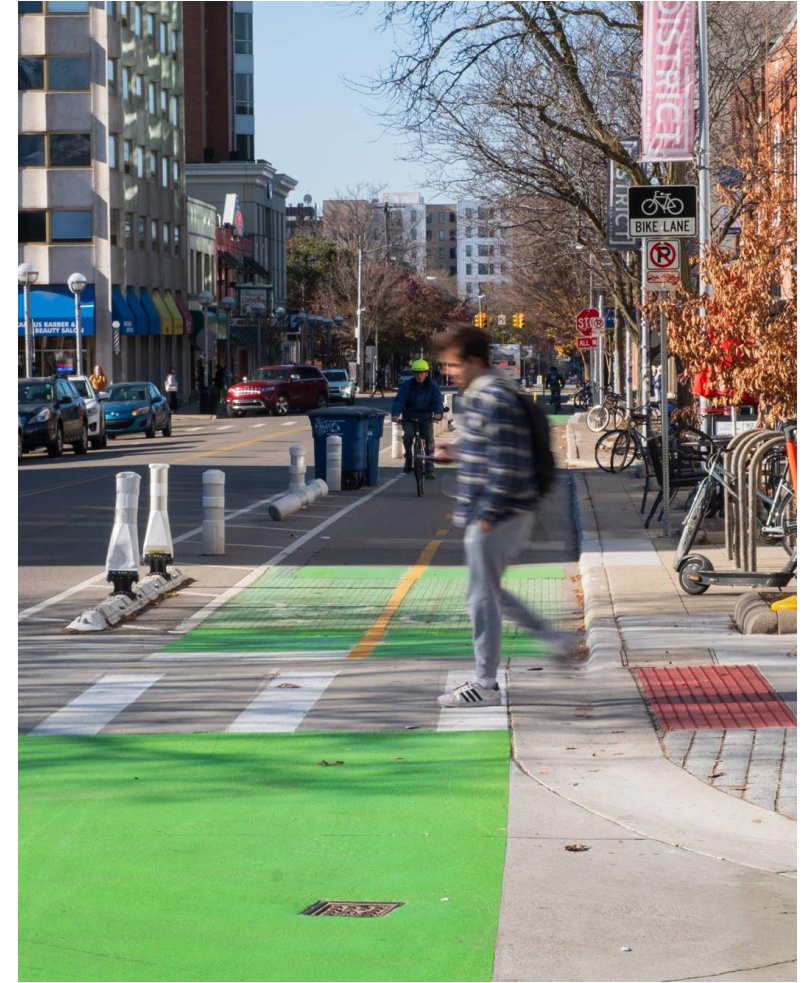


- Residential One Hour Limit
- Resident Only
- RPP District One
- RPP District Two

- Two Zones
 - Yellow zone enforced Monday through Saturday 7 am to 7 pm
 - Red zone enforced from 4 pm until 7 am or 24/7
 - No RPP in upper Aspinwall
- Annual Fee and/or Household Permit Limit
 - Limit of two permits per household and implement an annual fee
 - If more than two permits allowed, implement an escalating fee
 - Consider limiting permits based on off-street parking access
- Visitor Time Limits Extended
 - Extend visitor time limit from one hour to two hours on most streets
 - Resident-only streets and streets most impacted by spillover maintain a one-hour time limit
- Virtual Permit Management System
 - The vehicle's license plate is the credential rather than a sticker
 - Enforced through mobile license plate recognition

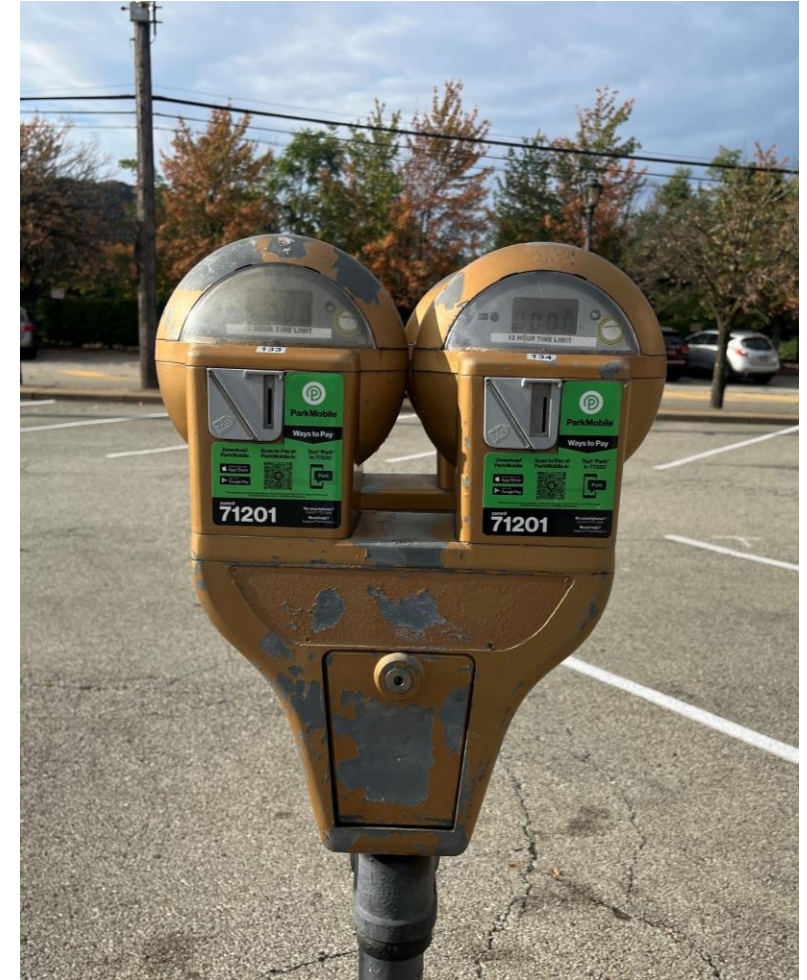
Curb Management

- Guide for Designating and Monitoring ADA Spaces in Residential Neighborhood
 - While ordinance exists, policies and practices around application, approval, and maintenance unclear
 - Establish criteria for granting ADA on-street spaces and post online
 - Show that off-street parking is unavailable or unsuitable and confirm that spaces on block do not exceed 10%
- Guide for Restriping/Reconfiguring On-Street Parking
 - Existing on-street parking has been maximized with parallel parking as it exists today
 - Evaluate and establish ‘clear parking’ zones to be implemented after a street is disturbed by construction
 - Identify criteria in decision-making process (i.e., street width, traffic direction, roadway projects, new development, walkability, sustainability)



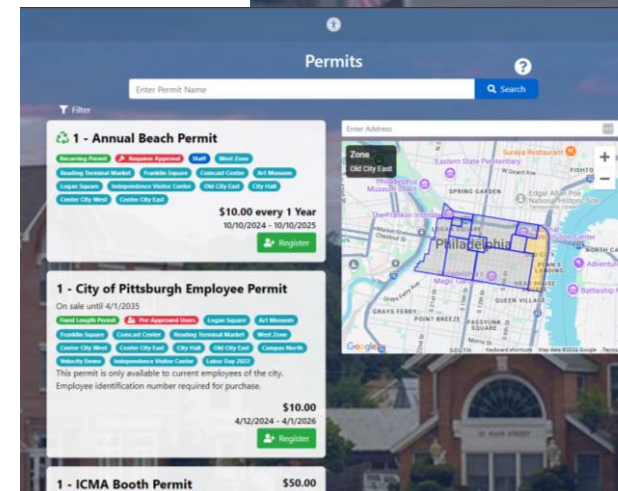
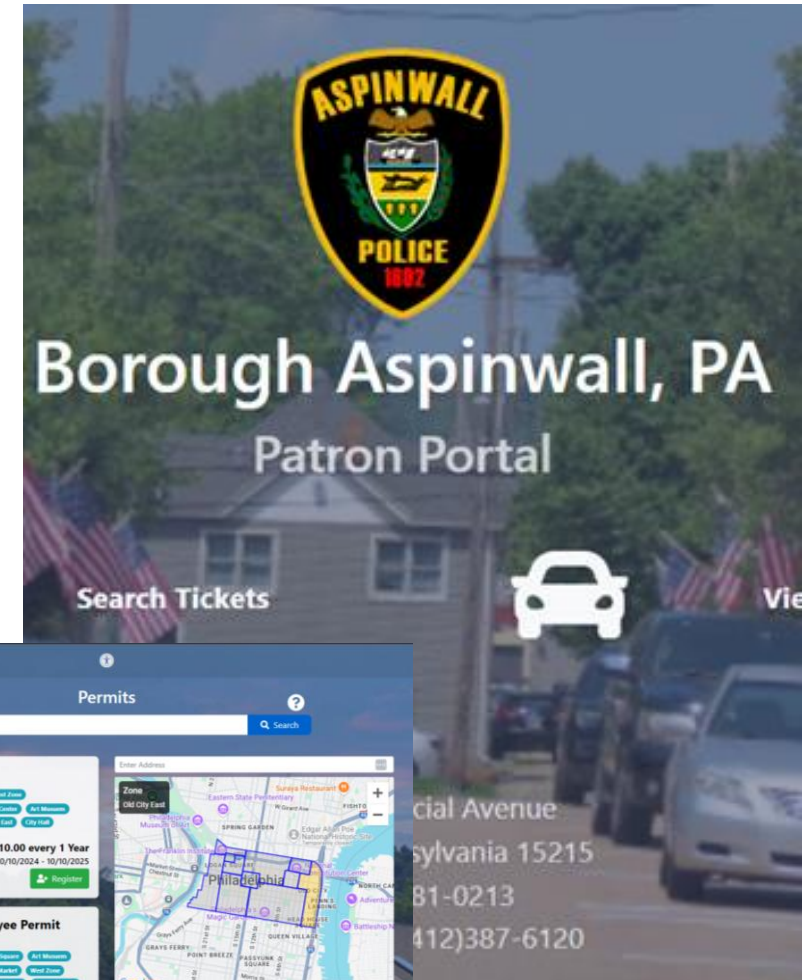
Parking Management

- Introduce a St. Scholastic Parking Permit
 - New RPP district limits visitors to two hours
 - Modeled after Business District employees and Merchant Lot Permit
- Update Metered Parking Rates
 - Hourly rate standardized to \$1/hour across all payment types
 - Consider replacing them with smart meters for cash and credit
- Emphasize Fair/Consistent Enforcement
 - Success is highly reliant on active, consistent, and fair enforcement
 - Education and compliance over generating revenue
- Encourage Shared Parking Agreements
 - Complimentary businesses share a limited supply
 - Borough can assist with enforcement or as a 3rd-party negotiator
- Monitor Hours of Enforcement
 - Public parking is free after 5 pm, but more evening activity due to growth may warrant the extension of paid parking hours



Technology

- Procure Mobile License Plate Recognition System for Enforcement
 - Completed 2024
 - Next step to integrate with RPP
- Transition to a Virtual Permit Management System
- Expand Online Permit System
- Maximize UPSafety Software

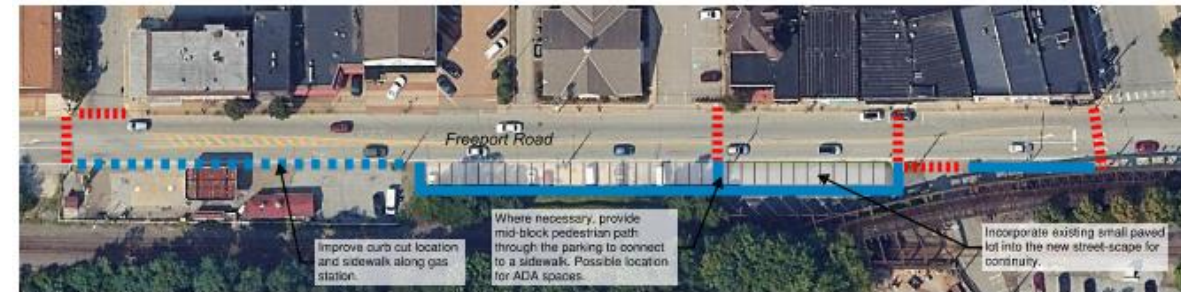


Infrastructure Improvements

- Consider Adding Surface Parking to the Recreational Area
 - Current shortage of at least 20 spaces during games
- Redesign Parking Along Freeport Road and Add Crosswalks/ Lighting
 - Separate vehicle and pedestrian traffic
- Add Bike Lanes/ Bike Racks
- Consider a Structured Parking Long-Term After Parking Management Changes



Central Ave to Eastern Ave



Eastern Ave to Brilliant Ave



Brilliant Ave to Emerson Ave

Implementation Plan

Recommendation	Implementation Timeframe	Revenue Impact	Feasibility
Communications, Marketing, and Wayfinding			
Apply a unified borough brand	Mid-term	None	Medium
Update borough website	Near-term	None	High
Coordinate with third parties	Near-term	None	Medium
Launch marketing campaign	Near-term	None	High
Publish annual report	Mid-term	None	Medium
Curb Management			
Revise Residential Parking Permit Program	Near-term	Potential	Medium
Adopt guide for designating and monitoring ADA spaces in residential neighborhood	Mid-term	None	Medium
Adopt guide for restriping/reconfiguring on-street parking	Mid-term	None	Medium

Implementation Plan

Recommendation	Implementation Timeframe	Revenue Impact	Feasibility
Parking Management			
Introduce a St. Scholastica parking permit	Near-term	Potential	Medium
Update metered parking rates	Near-term	Potential	High
Emphasize consistent and fair enforcement	Near-term	Potential	High
Encourage shared parking agreements	Mid-term	Potential	Medium
Monitor hours of enforcement	Long-term	Potential	High
Technology			
Procure mobile LPR	Near-term	Potential	High*
Transition to virtual permit management system	Near-term	Potential	Medium
Expand online permit system	Near-term	Potential	Medium
Maximize UPSafety software	Mid-term	Potential	Medium

Implementation Plan

Recommendation	Implementation Timeframe	Revenue Impact	Feasibility
Infrastructure Improvements			
Consider adding surface parking to recreational area	Mid-term	None	Low
Redesign parking along Freeport Rd and add crosswalks/lighting	Mid-term	None	Low
Add bike lanes/bike racks	Mid- to Long-term	None	Medium
Consider structured parking long-term after parking management changes	Long-term	None	Low