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MAYOR



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DEPARTMENT OF MOBILITY & INFRASTRUCTURE
CITY-COUNTY BUILDING

Department of Mobility and Infrastructure Order No: 23-0001

Policy for the Smart Loading Zones Pilot Program

I. Overview and Purpose

- a. Objective
 - i. To provide and establish policy for the administration and enforcement of Smart Loading Zones using ticket by mail in the City of Pittsburgh under a pilot program.
- b. Authority
 - i. Ordinance 65 of 2021 authorized a pilot of smart loading zones for one year, subsequently amended by Ordinance 26 of 2022 to extend the duration of the pilot to three years. Pittsburgh Municipal Code § 541.04B(I) authorizes the Director of the Department of Mobility and Infrastructure (DOMI) to promulgate regulations as are deemed necessary or appropriate for the proper administration and enforcement of the use of the public right of way.
 - ii. Pittsburgh Municipal Code § 411.01(b)(3) authorizes the Director of the Department of Mobility and Infrastructure to “establish and administer policies as necessary for the implementation of this Article, including, but not limited to, operating procedures, permits, forms, rules, and regulations, to ensure the management of the right-of-way for the public good.”
 - iii. Pittsburgh Municipal Code § 541.09 authorizes the Public Parking Authority of Pittsburgh to exercise all powers necessary or convenient for the administration, supervision, and enforcement of an efficient on-street parking regulation.
- c. Relevance to Adopted Policy or Plan
 - i. The 2070 Mobility Plan directs the Department to actively manage the curb and respond to fast-changing demand and promotes partnership with the Public Parking Authority of Pittsburgh and technology systems for monitoring and management are critical tools for near real-time responsiveness.
- d. Pilot Goals
 - i. Align parking and loading policies with real-time data.
 - ii. Decrease emissions from unnecessary idling and circling.
 - iii. Reduce parking-caused traffic and double-parking.
 - iv. Increase parking turnover for restaurants and small businesses.
 - v. Improve safety for pedestrians, cyclists, and other curb users.
 - vi. Increase delivery efficiency and reduce dwell time.
- e. Need
 - i. Commercial delivery is growing at an unprecedented rate, leading to increased congestion, emissions, and safety hazards in urban areas. Pre-pandemic estimates showed demand for e-commerce resulting in a 35% increase in commercial vehicles by 2030. In 2020 alone, e-commerce grew by 44% and food

and drink apps saw 64 million first-time downloads in the first two months of 2021. Smart Loading Zones give cities the opportunity to manage congestion in ways that benefit cities, businesses, residents, and fleets alike.

- ii. In the first year of the Smart Loading Zone Pilot, average park duration has decreased 23%, average double park duration has decreased 40%, and double park events have continually decreased month over month. However, revenue is only 1% of projected revenue due to limited account registrations and lack of enforcement. Greater enforcement is needed to determine the true effectiveness of smart loading zones.

II. General Guidance

a. Definitions

- i. Smart Loading Zone- a designated space along the curb dedicated to loading and unloading passengers, food, or goods, regulated, in part, by sensor, camera, and software technology.

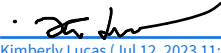
b. Location Selection

- i. DOMI shall select appropriate curb spaces for the installation of SLZs. The following criteria will be considered in determining locations:
 - I. Zoning district – Smart Loading Zones shall only be installed in non-residential zoning districts
 - II. Metered parking – Preference is given to locations in existing metered parking areas
 - III. Curbside loading demand – Land use context, traffic, and loading demand shall inform preferred locations for SLZs

c. Enforcement

- i. The Public Parking Authority of Pittsburgh shall exercise all powers authorized under 53 Pa.C.S. § 5505 and Pittsburgh Municipal Code § 541.09 for purposes of enforcing compliance under § 541.04.
- ii. The Public Parking Authority of Pittsburgh may issue parking tickets by mail to the registered owner of a vehicle that has parked in a Smart Loading Zone in violation of Pittsburgh Municipal Code § 541.04 as a means of enforcement of this program.
- iii. Payment of parking tickets issued by mail will be administered by the Public Parking Authority of Pittsburgh's current process along with any needs for appeal or adjudication.

The City of Pittsburgh's Department of Mobility and Infrastructure reserves the right to amend this policy at any time. Any revisions to this policy shall take effect immediately upon posting of the revised policy.

Approved: 
[Kimberly Lucas \(Jul 12, 2023 11:07 EDT\)](#)

Effective Date: July 10, 2023

Amendment Date(s):