

**PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM**  
**AREA O**

**1. INTRODUCTION**

On May 25, 1993, Title 5 of the Pittsburgh City Code Chapter 549, of the Residential Permit Parking Program (R.P.P.P.), section 549.06 was amended so that the Parking Permit Officer (Planning Director) would verify to City Council every four years that the affected residents still need and desire the program. This ordinance currently reads that in determining to renew a designated area for the R.P.P.P., the Parking Permit Officer (Planning Director) shall certify the continued existence of the primary impactor on which official designation was based, and certify that seventy percent of households, by petition, survey, or combination thereof, still desire participation in the program. Part of this verification includes a briefing of the City Planning Commission prior to submitting verification to City Council.

**2. R.P.P.P. DISTRICT**

The area to be recertified is Area 'O', Homewood South / North Point Breeze (see map on page 6). Hamilton Avenue, Clawson Street, North Homewood Avenue, Thomas Boulevard generally bound this district.

**3. BACKGROUND**

The original reason for the lack of sufficient, legal on-street parking for residents in Homewood South / North Point Breeze, Area 'O', was due to people parking on residential streets to use the East Bus Way going to the Downtown area. The residents, with a desire to reduce this volume of non-residential parking on residential streets, desired the R.P.P.P. as a way to achieve this reduction.

The Residential Parking Permit Area 'O' was designated by City Council and the Planning Commission on July 22, 1999, and was most recently expanded on October 1, 2003.

**4. SUMMARY OF FINDINGS**

Recertification is based on the questionnaire results, parking survey, an analysis of primary impactors, and feedback from community leaders.

The following is a summary with key points highlighted:

a. QUESTIONNAIRE RESULTS

**By sending out questionnaires, the R.P.P.P. was able to determine that residents still desire the program. Of the 13 questionnaires sent out, 8 (62%) were returned, showing that 83%**

(13% more than the required criteria) are in favor of the program's continuation, while 17% of those with an opinion said the program has created hardships on their household. The questionnaire results also show that 87% of the residents, with an opinion, found parking near their homes to be 'easier' or 'about the same' since the start of the program; 13% have had a more difficult time finding a parking space.

- 100% of permit holders, with an opinion, are satisfied with the visitor's passes.
- 71% of permit holders, with an opinion, are satisfied with the method of issuing permits.
- 71% of permit holders, with an opinion, are satisfied with the boundaries of the program.
- 38% of permit holders, with an opinion, are satisfied with the enforcement of the program.

The major complaint regarding the program, expressed by those with an opinion, was the want of better enforcement (4 complaints).

Perceived lack of enforcement is always a problem among residents. On March 2, 2005 a meeting was held with Nancy Coleman of the Pittsburgh Parking Authority to discuss the enforcement situation. She advised us that there were a large number of vacancies that they were in the process of filling. Since a number of residents had not purchased permits, it was established that on May 2, 2005 there would be increased enforcement in Area 'O', Homewood South / North Point Breeze. A letter was sent out on March 9, 2005 to all residents living on streets within the program notifying them of the date of increased enforcement and also a sheet with instructions on how to obtain permits.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Homewood South / North Point Breeze.

The results of the on-street parking survey (page 5) were collected in April of 2005. Table A shows the number of vehicles that are residential and non-residential parked in Area 'O'.

Table A identifies the streets surveyed and the information collected includes:

- Number of residential parkers
- Number of non-residential parkers
- Number of vehicles using visitors pass
- Total number of parkers
- Total available spaces

Table B shows the percentage of residential and non-residential parkers, the percentage of spaces occupied during the survey and before the program started, and the percentage difference from before the program started for the streets surveyed in 2005.

Table B shows that 94% of the spaces occupied in Area 'O' are by non-residential parkers. This may not be accurate information. It was brought to our attention at the Community Meeting that many residents have ceased renewing their permits because of a perceived lack of enforcement. Therefore many of the assumed non-residential parkers may indeed be residents of Area 'O' who have not purchased a permit.

The chart illustrates that Area 'O' has 20% of the spaces occupied. Prior to the program start the area had a parking occupancy rate of 104%. **This is a 84% decrease in the number of spaces occupied as a result of the R.P.P.P. It can be deduced from these results that the program is working for Area 'O', Homewood South / North Point Breeze.**

c. PRIMARY IMPACTORS

**The ordinance requires us to identify that the primary impactors are still in existence. During the recertification process, survey responses by residents and/or concerns raised at community meetings, still identified patrons using the East Busway going to Downtown as the main contributor to the parking problem.**

d. FEEDBACK FROM THE COMMUNITY

**The Department of City Planning held a community meeting for Area 'O' permit holders on February 23, 2005. 3 residents from Area 'O' attended the meeting. All in attendance supported the continuation of the R.P.P.P. in their area.**

All in attendance this evening were overwhelmingly in support of the continuation of the R.P.P.P. in their area.

Perceived lack of enforcement in the area was their main concern. Those in attendance brought to our attention that some residents have discontinued renewing their permits because they are not witnessing violators being ticketed. While they all agree that the program has helped reduce parking problems in their area they will not renew their permits until enforcement is increased.

Immediately following the meeting, as mentioned before, a meeting was held with the Parking Authority to discuss the perceived problem. A date of May 2, 2005 was established to begin increased enforcement of Area 'O'. Following the meeting a letter was sent out to all residents informing them of the increased enforcement, giving them enough time to obtain permits.

e. RECERTIFICATION

In conclusion, as our analysis of the data shows, 83% of the residents, with an opinion, feel that the program has not created any hardships on their household, 13% more than the required criteria of 70%. In addition, 87% of residents, with an opinion, find the availability of parking spaces near their home "easier" or "about the same" since the program start. Secondly, the R.P.P.P. has allowed for a 84% decrease in the number of parking

spaces occupied since the start of the program, as seen in the Parking Survey Results. Thirdly, as voiced through the residents themselves, the primary impactor, the East Busway, is still in existence, which creates the most problems associated with parking. Finally, as brought to our attention during the community meeting, all of the residents in attendance were in support of the program's continuation in their area.

**Based on this analysis, it is recommended that the R.P.P.P. Area 'O' (Homewood South / North Point Breeze) be recertified.**

## PARKING DENSITY CHART

**TABLE A**

STREET NAMES	RESIDENTIAL PARKERS	NON-RESIDENTIAL PARKERS	VISITOR'S PASS PARKERS	TOTAL NO. OF SPACES	TOTAL SPACES AVAILABLE
Annan Way	0	0	0	0	0
Clawson Street	1	4	0	17	12
Finance Street	0	0	0	5	5
N. Homewood	0	4	0	34	30
Susquehanna St.	0	0	0	3	3
Tioga Street	0	0	0	2	2
Thomas Blvd.	0	9	0	28	19
<b>TOTAL</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>89</b>	<b>71</b>

**TABLE B**

STREET NAMES	% RESIDENTIAL PARKERS	% NON-RESIDENTIAL PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Annan Way	0	0	0	0	0
Clawson Street	20	80	29	137	-108
Finance Street	0	0	0	60	-60
N. Homewood	0	100	12	135	-123
Susquehanna St.	0	0	0	67	-67
Tioga Street	0	0	0	0	0
Thomas Blvd.	0	100	32	67	-35
<b>TOTAL</b>	<b>6</b>	<b>94</b>	<b>20</b>	<b>104</b>	<b>-84</b>