

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA X1. INTRODUCTION

On May 25, 1993 Title 5 of the Pittsburgh Code Chapter 549, of the Residential Parking Permit 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 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 "X", East Shadyside (see map on page 5). This district includes the area bounded generally by Swope Street, Walnut Street, Lamont Place and Ellsworth Avenue.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in East Shadyside, Area "X", was due to commuters riding the East Busway to Oakland and Downtown, Customer and employees going to the businesses on South Highland Avenue and the employees going to the Armory and Sacred Heart School.

The East Shadyside residents desired to reduce this volume of non-residential parking on residential streets by establishing a residential parking program as a means of achieving this reduction. Area "X" R.P.P.P. was approved in March of 1996 and last expanded on May 2, 1997.

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 the key points highlighted:

a. QUESTIONNAIRE RESULTS

By sending out questionnaires, the R.P.P.P. was able to determine that the majority of East Shadyside residents still desired the program. Of the 163 questionnaires sent in this year, 63 were returned (39%) showing that 92% (22% more than the required criteria) were still in favor of the program. The questionnaires showed that only 8% of permit holders, with an opinion, believe the program had created hardships for them, 77% found it easier or the same to park near their homes in the last year, 23% found it more difficult

- o 75% of the permit holders who lived in the neighborhood prior to the program starting, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 87% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 62% are satisfied with hours of the program.
- o 78% are satisfied with enforcement of the program.

We received 81 comments on the questionnaires. The greatest number of complaints were regarding extending the hours of operation (23 comments), lack of enforcement (13 comments), the desire to increase the size of the district (4 comments), lack of information (4 comments), the desire to limit the number of permits and / or visitors' passes (3 comments) and the belief that there are too many garages (3 comments). The questionnaire actually polled permit holders about extending the time and more residents did not want to extend the hours of the program. While enforcement is always an issue, the Parking Authority is aware of this concern. Both issues may be helped by enforcing later in the day. We will address this issue with the Parking Authority. We are in the process of expanding Area "X" and "Y". We will work to improve the dissemination of information. Both the permit and visitors' pass qualifications are in the City Code and there are no plans to change either of these sections at this time. We have little control over the garages, but will make this concern known to the Zoning Board of Adjustment.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for East Shadyside and was effective in providing 48% more spaces for these residents to park in on the streets surveyed.

The results of the on-street parking inventory and parking accumulation counts for the summer of 1999 and prior to the program of each street are presented in Table A (page 3). Area "X" was surveyed on August 4, 1999.

The total spaces available in Area "X" are 131 with 165 permits in use during the 2004 - 2005 permit year.

Table A presents for each block face and for area "X", the following information:

- o Number of residential parkers on each street.
- o Number of non-residential parkers (without permit or visitor pass) on each street
- o Number of visitor pass parkers on each street.
- o Total number of parkers.
- o Total available spaces for each street.
- o Percentage of resident parkers on each street.
- o Percentage of non-resident parkers (without visitor pass or permit) on each street.
- o Percent of spaces occupied on each street.
- o Percent of spaces occupied on each street prior to the program.
- o Difference between the percent of space occupied on each street prior to the program to the street surveys of the summer of 1999.

As shown on Table A, the total percent of spaces occupied in 1999 was 30%, with 36% of these spaces being occupied by non-resident vehicles. Approximately 70% of available spaces are still left for residents to park in when before the program there were 22% of the spaces available.

Prior to the program, 78% of the spaces were being utilized.

Due to the program, there has been a decrease of 48% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for the East Shadyside, Area "X".

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. An investigation of current parkers revealed that the Martin Luther King Busway and the Institutions abutting the permit district still attract non-residential parkers.

Staff interviewed parkers on Shady Avenue Street between 8:00 a.m. and 9:00 a.m. on Thursday July 21, 2005. Shady Avenue is located on block from the Area "X" Permit District. During that time 9 vehicles were observed arriving. Of those 5 vehicles (55%) were parked there while the driver was at a church facility and 3 vehicles (33%) were parked there by drivers utilizing the busway. Only one vehicle was a resident of the area. Almost 90% of the vehicles were there for purposes other than residential in nature.

d. FEEDBACK FROM THE COMMUNITY

Department of City Planning held a meeting on September 15, 2002, to which all Area "X" permit holders were invited. 2 permit residents of Area "X" attended the meeting. They all supported continuation of the program.

There was discussion regarding more increasing the hours the program is in effect, limiting the visitors' pass usage to three consecutive weekdays, and a reduction of the grace period from 2 hours to one hour. We sent out a letter to all the permit holders dated March 9, 2005 requesting feedback on these proposed changes. The response was heavily in opposition to these changes.

5 RECERTIFICATION

As conclusion, our analysis has shown that, 92%, 22% more then the required criteria of 70% for inclusion into the program, are still in favor of the program. Second, the Residential Parking Permit for the East Shadyside, Area "X", has freed-up 70% available spaces for the residents in 1999, compared with 22% being available before implementation of the program. This is an increase of 48% more spaces available. Third the institutions abutting the permit area and the Martin Luther King Busway still pose a threat to parking in the neighborhood. Last, the permit holders are in favor of recertifying Area "X" (East Shadyside).

Because of this analysis, it is recommended that R.P.P.P. Area "X" (East Shadyside) be recertified.