

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA V

1. 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 "V", Shadyside. This district includes all public streets within the area bounded but not including Centre Avenue, South Negley Avenue, the Martin Luther King Busway, and South Aiken Avenue.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Shadyside, Area "V" was due to employees working at Shadyside Hospital and commuters taking busses on the Martin Luther Busway to Oakland or Downtown which saturated this residential neighborhood with parked vehicles.

The 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 "V" R.P.P.P. was approved on November 12, 1993.

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 Shadyside residents still desired the program. Of the 112 questionnaires sent out, 17 were returned (15%) showing that 94.12% of those that had an opinion (24.12% more than the required criteria) were still in favor of the program. The questionnaires showed that only 5.88% of permit holders, with an opinion, believe the program had created hardships for them, 56.25% found it easier or the same to park near their homes in the last year, 43.75% found it more difficult.

- o 88.89% of the permit holders, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 100% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 88.24% are satisfied with hours of the program.
- o 52.94% are satisfied with enforcement of the program.

There were 26 comments on the questionnaires. The two greatest complaints focused on enforcement issues (**10 comments**). Either increasing enforcement (9 comments) or reviewing parking authority officers' conduct and procedures (1 comment). The second highest complaint dealt with the R.P.P.P. procedures (**8 comments**). More specifically, limiting or increasing the fee for parking passes purchased by renters and students (7 comments) and monitoring or revising the visitor parking pass procedures (1 comment). The Pittsburgh Parking Authority will be notified of the enforcement issues and the issue of limiting or increasing the fee for renters and students is illegal and the follow-up report to Area "V" residents will explain this further.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Shadyside North and was effective in providing 54% 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 1997 and prior to the program of some of the streets in Area "V" are presented in Table A (page 3). The information on the chart was the more dense parking day for each block.

The total spaces available in Area "V" are 96 with 120 permits issued during the 1996 - 1997 permit year. This apparent parking deficit does not take into account alternatives that residents have. Based on the original survey we have performed in Area "V" 20% of the parking need is met by off street spaces.

Table A presents for each block face and for area "V", 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 1996.

As shown on Table A, the total percent of spaces occupied in 1997 was 49%, with 38% of these spaces occupied by non-resident vehicles. Approximately 51% of available spaces are still left for residents to park in when before the program there were no spaces available.

Prior to the program, 103% of the spaces were being utilized.

Due to the program, there has been a decrease of 54% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for Shadyside, Area "V".

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 Shadyside Hospital still attract non-residential parkers.

An investigation was conducted to verify the existence of the Martin Luther King Busway and Shadyside Hospital. We obtained a copy of 71A's bus schedule, effective from March 19, 2006, on the Port Authority's website. This particular bus does traverse through Shadyside, and the map found on the back of the schedule clearly indicates the location of the Busway along with its stations. We visited the City of Pittsburgh's Finance Office to verify the existence of Shadyside Hospital. The Finance Office pulled up the taxes filed under University of Pittsburgh's Medical Center (U.P.M.C) and their records indicated that U.P.M.C. filed their Shadyside Hospital parking tax, wage tax, occupation tax, and the newly created Payroll tax for the most recent year. The primary impactors are in existence and still attracting non-residential parkers.

d. FEEDBACK FROM THE COMMUNITY

The Department of City Planning hosted a meeting on September 27, 2005. 3 people attended this meeting. Those in attendance unanimously supported the continuation of R.P.P.P. Area "V" without any changes.

The discussion included signage issues. There was a feeling that signage was inadequate or contradictory. We will review the signage and make any necessary changes. There was also a discussion of visitors' pass restrictions. It was decided to keep the current five consecutive weekday restriction. Legislation is being drafted to codify that restriction.

5. RECERTIFICATION

As conclusion, our analysis has shown that, 94.12% of the permit holders, 24.12% more than the required criteria of 70% for inclusion into the program, are still in favor of the program. Second, the Residential Parking Permit for the Shadyside, Area "V", has freed-up 49% available spaces for the residents in 1997, compared with no spaces being available before implementation of the program. This is an increase of 51% more spaces available. Third, the Martin Luther King Busway and Shadyside Hospital would impact any available parking. Last, those permit holders attending the community meeting to discuss this issue were in favor of recertifying Area "V" (Shadyside).

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