

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA N

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 "N", Mount Washington (see map on page 5). This district is generally bounded by Grandview Avenue, Bertha Street, Wyoming Street, and Virginia Avenue.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Mount Washington, Area "N" was due to commuters riding the Monogahela Incline to Downtown and employees and customers to the Shiloh Street Business District.

The Mount Washington 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 "N" R.P.P.P. was approved in March of 1989 and expanded in 1991.

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 Mount Washington residents still desired the program. Of the 197 questionnaires sent, 66 (33%) were returned. Of these responses (12% more than the required criteria 70% and 7% more than the last recertification) were still in favor of the program. The questionnaires showed that only 18% of permit holders, with an opinion, believe the program had created hardships for them, 86% found it easier or the same to park near their homes in the last year, 14% found it more difficult

- o 50% of the permit holders, who lived in the program area before the program started, found it very difficult to park near their home prior to the implementation of the program.
- o 89% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 71% are satisfied with hours of the program.
- o 71% are satisfied with enforcement of the program.

All these numbers are higher than the previous recertification.

The greatest number of complaints were regarding the need for more hours to be included in the program (13 comments), more stringent enforcement (15 comments), more visitors' passes (13 comments), and complaints regarding residents and visitors being ticketed (11 comments). These are the same concerns listed in the last recertification. The cost of maintaining the program (office staff, enforcement and supplies) is currently \$673,494. Enforcement costs alone are \$419,137.00. This far exceeds the \$240,000.00 that currently comes in from permit fees. Since the Residential Parking Program does not generate any additional revenue, an increase in enforcement would not be a viable option with the current budget constraints. The one visitors' pass per household limitation is in the code and there are no plans to change either of these sections at this time. An increase in the number of visitors' passes would only add to parking congestion in the neighborhood. At the community meeting the issue of extending the hours of the program came up. We specifically asked in the cover letter to the questionnaire "There was some discussion about lengthening the hours of enforcement from 7:00 p.m. until 9:00 p.m. If you want this change to occur, check 'no' for #5 and in the comment section add what you want us to change the hours to." On only one street, Fetzer, did a majority of the respondents request that we lengthen the time. We can not change the management plan for one street. As for the ticketing of residents and visitors, human error occurs. We have set up systems to correct our mistakes.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Mount Washington and was effective in providing 55% 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 "N" was surveyed on July 21, 1999.

The total spaces available in Area "N" are 259 with 315 permits in use during the 1996 - 1997 permit year. This apparent parking deficit does not take into account alternatives that residents have. Based on the expansion survey of 1991 we have performed in Area "N" 15% of the parking need is met by off street spaces. Only those streets surveyed are included in the chart.

Table A presents for each block face and for area "N", 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 1995.

As shown on Table A, the total percent of spaces occupied in 1999 was 34%. Of these 33% were non-resident vehicles. Approximately 66% of parking spaces are still available for residents to park in. Before the program over 93% of the spaces were unavailable to the residents.

As a result of the program, there are 55% more available spaces Mount Washington. This shows that the Residential Parking Permit Program has definitely worked for the Mount Washington, Area "N".

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. Both the Duquesne Incline and the Shiloh Street business district are still in operation. The Monongahela Incline is still listed on the Port Authority web site which includes a daily operating schedule (see page 7). Four questionnaire respondents identified the businesses as still causing parking problems in the neighborhood. In addition six businesses which owned permits were sent the questionnaire and none of them were returned as undeliverable by the Post Office. Based on this we can conclude that without the program the businesses would still impact parking in the permit area.

d. FEEDBACK FROM THE COMMUNITY

Department of City Planning held a meeting on September 9, 2006, to which all Area "N" permit holders were invited. 12 permit residents of Area "N" attended the meeting. They all supported continuation of the program.

There was discussion regarding signage in front of the Library. That signage has been changed. There was also discussion on changing the ending time of the program from 7:00 p.m. to 9:00 p.m. Based on the questionnaire, it appears that the majority of residents do not want that change.

STREET NAMES	END STREETS	RES. PARKERS	% RES PARKERS	NON-RES. PARKERS	% NON-RES PARKERS	VISITORS' PASSES
Grandview Avenue	Wyoming – Shiloh & Maple Terrace - Bertha	6	50	3	25	3
Jennie Street	Wyoming – end	3	60	0	6	2
Maple Terrace	Grandview - Sycamore	9	90	1	10	0
Sycamore Street	Wyoming - Kearsage	20	52	15	39	3
Virginia Avenue	Cuthbert – Shiloh	1	25	3	75	0
Wyoming Street	Grandview - Virginia	4	50	4	50	0
Total		43	56	26	34	8

STREET NAMES	END STREETS	TOTAL NUMBER PARKERS	TOTAL AVAILABLE SPACES	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Grandview Aven	Wyoming – Shiloh & Maple Terrace - Bertha	12	48	25	-73	-51
Jennie Street	Wyoming – end	5	16	31	19	+12
Maple Terrace	Grandview - Sycamore	10	20	50	100	-50
Sycamore Street	Wyoming - Kearsage	38	79	48	103	55
Virginia Avenue	Cuthbert – Shiloh	4	11	36	100	-64
Wyoming Street	Grandview - Virginia	8	28	29	93	-64
Total		77	202	38	93	-55

5 RECERTIFICATION

As conclusion, our analysis has shown that, 82%, 12% 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 Mount Washington, Area "N", has freed-up 62% available spaces for the residents in 1999, compared with 7% being available before implementation of the program. This is an increase of 55% more spaces available. Third, parking by commuters using the primary impactors, commuters riding the Monogahela Incline to Downtown and employees and customers to the Shiloh Street Business District. Last, the permit holders are in favor of recertifying Area "N" (Mount Washington).

Because of this analysis, it is recommended that R.P.P.P. Area "N" (Mount Washington) be recertified.

Monongahela Incline



The Monongahela Incline was built at a cost of \$50,000 and opened on May 28, 1870. Since then, it has transported millions of passengers. The incline opened up Mt. Washington to development, enabling people to live 600 feet above the city and still have easy access to factories and businesses along the river.

The Monongahela Incline was consolidated into Port Authority operations in 1964 and declared a historic structure by the Pittsburgh History and Landmarks Foundation in 1970.

In 1982, Port Authority made improvements to the incline with the replacement of car bodies, improved access and renovated stations. The trestle supporting the road bed was changed to a new steel structure on concrete piers.

The 1994 renovation project was more extensive. The electrical and mechanical components of the machinery were replaced, an addition to the upper station was completed and trackway lighting was installed.

Mon Incline Facts:

- Length: 635 feet
- Elevation: 369.39 feet
- Grade: 35 degrees, 35 minutes
- Speed: 6 miles per hour
- Passenger: Capacity 23 per car
- Opened: May 28, 1870
- Renovated: 1882 (with steel structure)
- Renovated: 1982-83 new track structure, cars and stations
- Renovated: 1994 upper, lower stations, restored cars, replaced electric motors and controls

Fares:

Cash fares, passes and tickets are accepted as payment on the Monongahela incline.

- \$1.75 cash fare each way (roundtrip \$2.25, ask for transfer)
- \$0.85 Child (age 6-11) or Disabled, cash fare each way (roundtrip \$1.10, ask for transfer)

Hours:

- Monday through Saturday 5:30 a.m. to 12:45 a.m.
- Sundays and Holidays 8:45 a.m. to Midnight