

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA "P"

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 "P", Uptown/Bluff (see map on page 5). This district includes most of the streets bounded by Marion Street, Watson Street, Seneca Street (not inclusive) and the Boulevard of the Allies.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Uptown/Bluff, Area "P" was due to commuters to Downtown.

The Uptown/Bluff 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 "P" R.P.P.P. was approved in August of 1989. It was last recertified on May 16, 2000.

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 Uptown/Bluff residents still desired the program. Of the 301 questionnaires sent this year, 31 were returned (10%) showing that 90% (20% more than the required criteria) were still in favor of the program. The questionnaires showed that only 10% of permit holders, with an opinion, believe the program had created hardships for them, 90% found it easier or the same to park near their homes in the last year, 10% found it more difficult**

- o 56% of the permit holders, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 97% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 100% are satisfied with hours of the program.
- o 84% are satisfied with enforcement of the program.

The greatest number of comments were regarding the desire to increase the non-residents parking grace period. The city ordinance allows the grace period to be extended to a maximum of two hours, and we are currently looking into the need for this change in Area "P." The second greatest comment was a desire for more visitors' passes. An increase in the amount of visitor passes would only decrease parking availability to regular permit holders. An increase in the amount of visitor passes for one area would also require a change in the City Ordinance, which would affect every other Residential Parking Permit Program area in the city. At this time, there is not a generally perceived need to do that. The third greatest comment was regarding the need for greater enforcement. The cost of maintaining the program (office staff, enforcement and supplies) is currently \$673,494.00. 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.

b. PARKING SURVEY RESULTS

**The Parking Survey Results showed that the program is still needed for Uptown/Bluff and was effective in providing 53% 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 "P" was surveyed on August 6, 1999.

The total spaces available in Area "P" are 352 with 198 permits currently in use, leaving 154 more spaces available. Only those streets surveyed are included in the chart.

<b>STREET NAMES</b>	<b>END STREETS</b>	<b>RES. PARKERS</b>	<b>NON-RES. PARKERS</b>	<b>VISITORS PASSES</b>	<b>TOTAL NO PARKERS</b>	<b>TOTAL AVAILABL SPACES</b>
Forbes Avenue	Marion to Miltenberger	2	6	0	8	41
Gist Street	Forbes to Blvd. Of Allies	6	2	0	8	26
Locust Street	Marion to Gist	6	12	3	21	93
Marion Street	Watson to Blvd. Of Allies	2	6	0	8	9
Miltenberger Street	Watson to Edna	6	3	2	11	35
Tustin Street	Marion to Jurmonville	4	2	0	6	79
Van Bramm Street	Watson to Edna	5	3	4	12	41
<b>Total</b>		<b>31</b>	<b>34</b>	<b>9</b>	<b>74</b>	<b>242</b>

<b>STREET NAMES</b>	<b>END STREETS</b>	<b>% RES PARKERS</b>	<b>% NON-RES PARKERS</b>	<b>% SPACES OCCUPIED</b>	<b>% SPACES OCCUPIED PRIOR TO PROGRAM</b>	<b>% DIFFERENCE</b>
Forbes Avenue	Marion to Miltenberger	25	75	21	100	-80
Gist Street	Forbes to Blvd. Of Allies	75	25	31	66	-35
Locust Street	Marion to Gist	29	57	23	96	-73
Marion Street	Watson to Blvd. Of Allies	25	75	89	75	+14
Miltenberger Street	Watson to Edna	55	27	31	95	-34
Tustin Street	Marion to Jurmonville	67	33	8	62	-54
Van Bramm Street	Watson to Edna	42	25	29	117	-88
<b>Total</b>		<b>42</b>	<b>46</b>	<b>31</b>	<b>84</b>	<b>-53</b>

Table A presents for each block face and for Area "P", 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 31%, with 46% of these spaces being occupied by non-resident vehicles. Approximately 69% of available spaces are still left for residents to park in when before the program there were 16% of the spaces available.

Prior to the program, 84% of the spaces were being utilized.

**Due to the program, there has been a decrease of 53% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for the Uptown/Bluff, Area "P".**

c. PRIMARY IMPACTORS

**The ordinance requires us to identify that the primary impactors are still in existence. The primary impactors for Area "P" are the various businesses located in downtown. We had contacted the City of Pittsburgh's Finance office and asked them to verify the existence of the offices of the City of Pittsburgh, located Downtown.**

d. FEEDBACK FROM THE COMMUNITY

**There was a community meeting held in City Council Chambers on July 11, 2006. There was unanimous support for the program from all of the attendees.**

## 5 RECERTIFICATION

As conclusion, our analysis has shown that, 90%, 20% 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 Uptown/Bluff, Area "P", has freed-up 69% available spaces for the residents in 1997, compared with 16% being available before implementation of the program. This is an increase of 53% more spaces available. Third, parking by commuters using the primary impactor, downtown commuters, are still impacting residential streets in the area. Last, the permit holders are in favor of recertifying Area "P" (Uptown/Bluff).

**Because of this analysis, it is recommended that R.P.P.P. Area "P" (Uptown/Bluff) be recertified.**