

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA "Z"

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 "Z", North Squirrel Hill (see map on page 7). This district includes most of the streets bounded by Fifth Avenue, Murray Hill, and Wilkins Avenue. This area does not include a portion of Fair Oaks Street between Annette Way and Wightman Street as the residents on that block did not wish to be included into the program.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in North Squirrel Hill, Area "Z" was due to the parking by Chatham College students.

The North Squirrel Hill 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 "Z" R.P.P.P. was approved in February of 1997, and expanded in July of 1998, April 2000, and August 2002.

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. was able to determine that the majority of North Squirrel Hill residents still desired the program. Of the 368 questionnaires sent this year, 84 were returned (23%) showing that 85% (15% more than the required criteria) were still in favor of the program. The questionnaires showed that only 15% of permit holders, with an opinion, believe the program had created hardships for them, 89% found it easier or the same to park near their homes in the last year, 11% found it more difficult.

- o 22% of the permit holders, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 90% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 86% are satisfied with hours of the program.
- o 71% are satisfied with enforcement of the program.

From the questionnaires, the greatest number of comments were regarding the lack of enforcement (22 comments). The second greatest comment was a desire for more visitors' passes (13 comments). 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. An increase in the amount of visitor passes would only decrease parking availability to regular permit holders. An increase in the amount of visitors 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.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for North Squirrel Hill and was effective in providing 38% 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 "Z" was surveyed on July 30, 1999.

The total spaces available in Area "Z" are 532 with 368 permits currently in use, leaving 164 more spaces available. Only those streets surveyed are included in the chart.

TABLE A

STREET NAMES	RES. PARKERS	NON-RES. PARKERS	VISITORS' PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
DUNMOYLE	4	6	4	14	94
DUNMOYLE PL.	5	2	0	7	17
FAIR OAKS	6	2	1	9	30
KIPLING	3	4	2	9	62
LYNNE HAVEN	3	2	0	5	16
MURRAY HILL	16	3	4	23	171
NEGLEY ¹	9	3	1	13	45
WIGHTMAN	13	4	4	21	74
WILKINS	3	0	0	3	23
<i>Total</i>	62	26	16	84	532

1. Data excludes Negley between Fifth Ave. and Dunmoyle St.

TABLE A

STREET NAMES	% RES PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
DUNMOYLE	29	43	15	68	-53
DUNMOYLE PL.	71	29	41	58	-17
FAIR OAKS	66	22	30	82	-52
KIPLING	33	44	15	16	-1
LYNNE HAVEN	60	40	31	37	-6
MURRAY HILL	70	13	13	66	53
NEGLEY ¹	69	23	29	47	-18
WIGHTMAN	62	19	28	31	-3
WILKINS	100	0	13	82	-69
<i>Total</i>	74	31	16	54	-38

1. Data excludes Negley between Fifth Ave. and Dunmoyle St.

Table A presents for each block face and for Area “Z”, the following information:

- Number of residential parkers on each street.
- Number of non-residential parkers (without permit or visitor pass) on each street
- Number of visitor pass parkers on each street.
- Total number of parkers.
- Total available spaces for each street.
- Percentage of resident parkers on each street.
- Percentage of non-resident parkers (without visitor pass or permit) on each street.
- Percent of spaces occupied on each street.
- Percent of spaces occupied on each street prior to the program.
- 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 16%, with 31% of these spaces being occupied by non-resident vehicles. Approximately 84% of available spaces are still left for residents to park in when before the program there were 46% of the spaces available.

Prior to the program, 54% of the spaces were being utilized.

Due to the program, there has been a decrease of 38% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for the North Squirrel Hill, Area “Z”.

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. Chatham College is the primary impactor for the area. We contacted the City of Pittsburgh’s Finance Office to verify the existence of Chatham College. The Finance Office pulled up the taxes filed under Chatham College showing that the college had paid all taxes for the most recent year.

d. FEEDBACK FROM THE COMMUNITY

A community meeting was held on June 19, 2006, for the residents of Area “Z” in order the receive feedback about the effectiveness of the program in the area. The vast majority of residents said that the program had been working well and has greatly alleviated the parking problem they had before the implementation of the program.

5 RECERTIFICATION

As conclusion, our analysis has shown that, 85%, 15% 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 North Squirrel Hill, Area "Z", has freed-up 84% available spaces for the residents in 1999, compared with 46% being available before implementation of the program. This is an increase of 38% more spaces available for residents to park. Third, parking by students of the primary impactor, Chatham College, is still impacting residential streets in the area. Last, the permit holders are in favor of recertifying Area "Z" (North Squirrel Hill).

Because of this analysis, it is recommended that R.P.P.P. Area "Z" (North Squirrel Hill) be recertified.