

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA L1. 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 "L", Central North Side. This district includes most of the streets bounded by Federal Street, Citron and McBriar Way, Porterfield Street, Fountain Street (not inclusive) and Henderson Street.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Central North Side, Area "L" was due to commuters to Allegheny Hospital and Downtown.

The Central North Side 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 "L" R.P.P.P. was approved in August 10, 1987. It was last recertified on December 12, 1995.

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 Central North Side residents still desired the program. Of the 72 questionnaires sent this year, 19 were returned (26%) showing that 95% (25% more than the required criteria) were still in favor of the program. The questionnaires showed that only 5% of permit holders, with an opinion, believe the program had created hardships for them, 71% found it easier or the same to park near their homes in the last year, 29% found it more difficult

- o 60% of the permit holders, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 88% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 82% are satisfied with hours of the program.
- o 53% are satisfied with enforcement of the program.

The greatest number of complaints were regarding lack of enforcement (8 comments), and the need for more visitors' passes (3 comments). The Rest of the complaints were only mentioned one time. While enforcement is always an issue, the Parking Authority is aware of this concern. The Enforcement officers are now using the handheld computers to write tickets, which should make enforcement more efficient. The one visitors' pass per household limitation is in the code and there are no plans to change this section at this time.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Central North Side and was effective in providing 90% 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 "L" was surveyed on August 12, 1999.

The total spaces available in Area "L" are 198 with 72 permits currently in use, leaving 126 more spaces available. Only those streets surveyed are included in the chart.

STREET NAMES	RES. PARKERS	NON-RES. PARKERS	VISITORS' PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
Boyle Street	14	8	0	22	41
Federal Street	2	10	0	12	43
Hemlock Street	2	1	0	3	21
Parkhurst Street	2	1	7	10	21
Sandusky Street	2	2	0	4	37
<i>Total</i>	<i>23</i>	<i>28</i>	<i>1</i>	<i>52</i>	<i>163</i>

STREET NAMES	% RES PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Boyle Street	64	36	54	134	-80
Federal Street	17	83	28	146	-118
Hemlock Street	67	33	14	138	-124
Parkhurst Street	20	70	48	142	-94
Sandusky Street	50	50	11	81	-70
<i>Total</i>	<i>44</i>	<i>54</i>	<i>32</i>	<i>122</i>	<i>-90</i>

Table A presents for each block face and for Area "L", 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 32%, with 54% of these spaces being occupied by non-resident vehicles. Approximately 68% of available spaces are still left for residents to park in when before the program there were 0% of the spaces available.

Prior to the program, 122% of the spaces were being utilized.

Due to the program, there has been a decrease of 90% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for the Central North Side, Area "L".

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. Allegheny Hospital and Downtown businesses are still in operation and commuters to these activities still pose a threat. In addition, there is concern that the new developments on the North Shore may impact this area.

Last year another section of Central Northside started the designation process but were unable to reach the petition requirements. Without the Residential Parking Permit Program this section of Central Northside would experience the same parking pressures.

5 RECERTIFICATION

As conclusion, our analysis has shown that, 95%, 25% 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 Central North Side, Area "L", has freed-up 68% available spaces for the residents in 1997, compared with no spaces being available before implementation of the program. This is an increase of 96% more spaces available. Third, parking by commuters using the primary impactor, Allegheny Hospital and downtown commuters, are still impacting residential streets in the area. In addition, there is concern that the increased development of the North Shore may cause additional parking pressure.

Because of this analysis, it is recommended that R.P.P.P. Area "L" (Central North Side) be recertified.