

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA M1. 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 "M", South Oakland. This district is generally bounded by the Boulevard of the Allies, Parkview Avenue, Frazier Street (non-inclusive) and Bates Street (non-inclusive).

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in South Oakland, Area "M" was due to employees to the various Oakland Hospitals and the students and employees going to the University of Pittsburgh which saturated this residential neighborhood with parked vehicles.

The South Oakland 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 "M" R.P.P.P. was approved in July of 1988. It was expanded in 1990 and 1992.

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 South Oakland residents still desired the program. Of the 275 questionnaires sent in 2000, 67 were returned (24%) showing that 75% (5% more than the required criteria) who had an opinion were still in favor of the program. The questionnaires showed that only 25% of permit holders, with an opinion, believe the program had created hardships for them, 77% found it easier or the same to park near their homes in the last year, 23% found it more difficult

- o 23% 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 84% are satisfied with hours of the program.
- o 76% are satisfied with enforcement of the program.

The greatest number of complaints were regarding the issuance of only one visitors' pass per household, the need for increased enforcement, over enforcement of the program, street cleaning, confusing or inadequate signage, visitors' pass abuse, and the desire to decrease the hours the program is enforced. The Parking Authority has recently reorganized to improve enforcement and correct enforcement problems including visitors' pass abuse. Changes in the one per household limitation on visitors' passes would require a code amendment. The hours could be decreased and we will contact the Oakland Citizens Council to determine if there is adequate support for this change. We will investigate improving the signage in the RPPP area. Street cleaning is under the auspices of the Department of Public Works. In the past when they have eliminated street cleaning residents demanded it be reinstated.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for South Oakland and was effective in providing at least 68% 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 of each street is presented in Table A (page 4). Area "M" was surveyed on July 26, 1999. The total spaces available in Area "M" are 377 with 363 permits in use during the 1999 - 2000 permit year. Only those streets surveyed are included in the chart.

Table A presents for each block face and for area "M", 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 36%, with 14% being non-resident vehicles. Approximately 64% of available spaces are still left for residents to park in when before the program over 100% of the spaces were utilized.

Due to the program, there has been a decrease of 68% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for the South Oakland, Area "M".

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. Based on field investigation University of Pittsburgh and the University of Pittsburgh Medical Center are still in existence.

d. FEEDBACK FROM THE COMMUNITY

On October 19, 2000, we received a letter from the Oakland Community Council requested that R.P.P.P. Area "M" be recertified for an additional four years. This letter from the Oakland Community Council is on file with the Department of City Planning.

STREET NAMES	END STREETS	RES. PARKERS	NON-RES. PARKERS	VISITORS' PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
Belgreen Place	Ward to Dawson	0	0	0	0	24
Cato Street	Juliet to Ward	8	3	1	12	27
Cato Street	Romeo to Juliet	4	0	0	4	18
Dawson Street	Swinburne to Blvd. Of Allies	21	4	3	28	64
Dawson Street	Frazier to Swinburne	17	2	4	23	52
Juliet Street	Cato to Thora	14	5	2	21	45
Parkview Avenue	Swinburne to Blvd. Of Allies	25	3	3	31	71
Swinburne Street	Dawson to Parkview	0	1	0	1	6
Virgila Place	Juliet to Hardie	1	0	0	1	15
Ward Street	Cato to Thora	8	0	0	8	34
Total		98	18	13	129	356

STREET NAMES	END STREETS	% RES PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Belgreen Place	Ward to Dawson	0	0	0	62	-62
Cato Street	Juliet to Ward	67	25	44	92	-48
Cato Street	Romeo to Juliet	100	0	22	67	-45
Dawson Street	Swinburne to Blvd. Of Allies	75	14	44	109	-65
Dawson Street	Frazier to Swinburne	74	9	44	79	-35
Juliet Street	Cato to Thora	67	24	47	124	-77
Parkview Avenue	Swinburne to Blvd. Of Allies	81	10	44	101	-57
Swinburne Street	Dawson to Parkview	0	100	17	83	-66
Virgila Place	Juliet to Hardie	100	0	7	133	-126
Ward Street	Cato to Thora	100	0	24	159	-135
Total		76	14	36	104	-68

5 RECERTIFICATION

As conclusion, our analysis has shown that, 75%, 5% more then the required criteria of 70% for inclusion into the program, who had an opinion, are still in favor of the program. Second, the Residential Parking Permit for the South Oakland, Area "M", has freed-up at least 64% available spaces for the residents as reflected in 1999 survey, compared with none of the spaces available before implementation of the program. Third, the primary impactors the Oakland Hospitals and the University of Pittsburgh still pose a danger of their employees, students and visitors using the residential streets for their parking. Last, the Oakland Community Council requested the recertification Area "M" (South Oakland).

Because of this analysis, it is recommended that R.P.P.P. Area "M" (South Oakland) be recertified.