

CITY PLANNING COMMISSION BRIEFINGPROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA "R"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 "R", Bloomfield/Penn Triangle. Ella Street, Panama Way, Cederville Street, Lorigan Street and Minerva Street border the Bloomfield district of area "R". While The Penn Triangle district of area "R" is bordered generally by Penn Avenue, 40th Street, Liberty Avenue and Main Street.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Bloomfield/Penn Triangle, Area "R" was due to employees and customers of the various businesses of the Bloomfield/Penn Triangle business districts and The Western Pennsylvania and St. Francis Hospitals which saturated this residential neighborhood with parked vehicles.

The Bloomfield/Penn Triangle 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 "R" of the R.P.P.P. was approved in July of 1990 and expanded in August of 1995 and again in October of 1997.

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 Bloomfield/Penn Triangle residents still desired the program. Of the 460 questionnaires sent in 2002, 126 were returned (27%) showing that 72% (2% more than the required criteria) were still in favor of the program. The questionnaires showed that only 28% 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 28% of the permit holders, with an opinion, found it very difficult to park near their home prior to the implementation of the program.
- o 73% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 64% are satisfied with hours of the program.
- o 49% are satisfied with the enforcement of the program.

The greatest number of complaints were regarding the lack of available parking, the issuance of only one visitors' pass per household, the lack of enforcement, people blocking spaces for return and the hours of program operation being too short. The lack of available parking can only be lessened through greater enforcement. The enforcement office is now using handheld computers, which should make writing tickets more efficient. Increasing the number of visitors passes would only increase the lack of available spaces to permit holders and would also require a code amendment to change it. While Enforcement is always an issue, the parking authority is aware of the issue and has been notified about a requested meeting concerning enforcement. Blocking spaces for return is under the auspices of the Department of Public Works. They have been notified and are aware of the issue. We will investigate the request for extended hours of operation and inform the residents of any changes.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Bloomfield/Penn Triangle 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 1998 and prior to the program of each street are presented in Table A (page 5).

The total spaces available in Area "R" are 396 with 388 permits that were in use during the 2000-2001 permit year, leaving 19 more spaces available. Only those streets surveyed are included in the chart.

Table A presents for each block face and for area "R", 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 1998 was 32%, with 17% being non-resident vehicles. Approximately 68% of available spaces are still left for residents to park in when before the program 70% of the spaces were 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 Bloomfield/ Penn Triangle, Area "R".

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. Based on field investigation the Bloomfield/Penn Triangle business districts and the Western Pennsylvania and St. Francis Hospitals are still in existence. There have also been pending request from Darsey Street, Howley Street, Mintwood Street, Penn Avenue and Liberty Avenue to be included in area "R".

d. FEEDBACK FROM THE COMMUNITY

The Department of City Planning staff Held two Meetings for Area "R". The first meeting was held on February 4, 2002 where five out of six residence in attendance supported continuation of the program. There was discussion regarding increasing the permit parking grace period and a concern for more enforcement. The second meeting, for businesses of area "R", was held on March 7, 2002. At that meeting there were no suggestions for changes or complaints about the operation of the program.

The first matter will require a change in the management plan. We will investigate pursuing this issue. For the second matter The Department of City Planning has contacted the Parking Authority about the requested meeting concerning enforcement.

5 RECERTIFICATION

As conclusion, our analysis has shown that, 72%, 2% more than the required criteria of 70% for inclusion into the program are still in favor of the program. Second, the Residential Parking Permit for the Bloomfield/Penn Triangle, Area "R", has freed-up 38% available spaces for the residents in 1998. Third, the primary impactors the Western Pennsylvania and St. Francis Hospitals and the Bloomfield/Penn Triangle business districts still pose a threat of their employees and customers using the residential streets for their parking. Last, the permit holders are in favor of recertifying Area "R" (Bloomfield/Penn Triangle).

Because of this analysis, it is recommended that R.P.P.P. Area "R" (Bloomfield/Penn Triangle) be recertified.

TABLE A

STREET NAMES	RES. PARKERS	NON-RES. PARKERS	VISITORS' PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
Taylor Street	15	3	3	18	50
Ella Street	25	2	4	27	71
Idaline Street	9	1	1	10	45
Pearl Street	18	8	3	26	38
Fisk	6	1	0	7	34
Cabinet Way	11	2	0	13	49
Canoe Way	2	1	0	3	27
Total	86	18	11	104	314

TABLE B

STREET NAMES	% RES PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Taylor Street	83	16	36	68	-32
Ella Street	93	7	38	66	-28
Idaline Street	90	10	22	67	-45
Pearl Street	69	31	68	82	-14
Fisk	86	14	21	101	-80
Cabinet Way	85	15	27	73	-46
Canoe Way	75	25	11	30	-19
Total	83	17	32	70	-38

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