

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM
AREA T

1. INTRODUCTION

On May 25, 1993, Title 5 of the Pittsburgh City Code Chapter 549, of the Residential Permit Parking 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 the 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 'T', Beechview (see map on page 6). The district goes along Beechview Avenue and Broadway Avenue from Sebring to Freemont, and Fallowfield Avenue from Bayonne to Tonopah and a number of side streets. It also includes Hampshire Street from Cape May to Alton.

3. BACKGROUND

The original reason for the lack of sufficient, legal on street parking for residents in Beechview, Area 'T', was due to commuters riding the T, Light-Rail transit line to Downtown. The residents, with a desire to reduce this volume of non-residential parking on residential streets, desired the R.P.P.P. as a way to achieve this reduction.

The Residential Parking Permit Area 'T' was designated by City Council and the Planning Commission in September of 1992 and was most recently expanded on April 10, 2003.

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 key points highlighted:

a. QUESTIONNAIRE RESULTS

By sending out questionnaires, the R.P.P.P. was able to determine that residents still desire the program. Of the 312

questionnaires sent out, 77 (25%) were returned, showing that 78% (8% more than the required criteria) are in favor of the program's continuation, while 22% of those with an opinion said the program has created hardships on their household. The questionnaire results also show that 87% of the residents, with an opinion, found parking near their homes to be easier or about the same since the start of the program; 13% have had a more difficult time finding a parking space.

- 63% of permit holders, with an opinion, found parking to be difficult or very difficult before the start of the program.
- 79% of permit holders, with an opinion, are satisfied with the boundaries of the program.
- 62% of permit holders, with an opinion, are satisfied with the enforcement of the program.
- 76% of permit holders, with an opinion, are satisfied with the visitor's passes.

The major complaints regarding the program, expressed by those with an opinion, were the want of better enforcement (16 complaints); the desire for multiple visitor's passes (8 complaints); and residents who received tickets despite having a permit (6 complaints).

Perceived lack of enforcement is always an issue among residents. The Parking Authority was informed about the Beechview residents' concerns. During a meeting with Nancy Coleman of the Parking Authority it was brought to our attention that they were currently understaffed but at the time were increasing the number of officers for the program, therefore enforcement should improve. Increasing the number of visitor's passes per household would only create more parking problems on already congested streets; it would also require a code amendment to change it.

As for residents receiving tickets despite having proper permits it is important to remember that mistakes do happen. Currently, residents who have been issued tickets have three days to contact the Parking Authority to rectify the issue before the ticket is processed; however this is subject to change. If residents still have questions after contacting the Parking Authority they are to feel free to contact the Permit Parking Senior Planner, Richard Meritzer at 412-255-2102 or richard.meritzer@city.pittsburgh.pa.us.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Beechview.

The results of the on-street parking survey (page 5) were collected in the summer of 1999. Table A shows the number of vehicles that are residential and non-residential parked in Area 'T'.

Table A identifies the streets surveyed and the information collected includes:

- Number of residential parkers
- Number of non-residential parkers
- Number of vehicles using visitors pass
- Total number of parkers
- Total available spaces

Table B shows the percentage of residential and non-residential parkers, the percentage of spaces occupied during the survey and before the program started, and the percentage difference from before the program started for the streets surveyed in 1999.

The chart illustrates that Area 'T' has 31% of the spaces occupied. Prior to the program start the area had a parking occupancy rate of 72%. **This is a 41% decrease in the number of spaces occupied as a result of the R.P.P.P. It can be deduced from these results that the program is working for Area 'T', Beechview.**

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. During the recertification process, survey responses by residents as well as those who attended the community meeting still identified commuters using the T light-rail transit line as the main cause of the parking problem.

d. FEEDBACK FROM THE COMMUNITY

The Department of City Planning held a community meeting for Area 'T' permit holders on February 21, 2005. 6 permit holders from Area 'T' attended the meeting. All in attendance supported the continuation of the R.P.P.P. in their area.

Perceived lack of enforcement was an issue that most in attendance seemed to agree on. Others felt that the enforcement officers should rotate their patrol times; residents feel that violators become accustomed to the officers' routines and are aware of when they are not there. As a means to rectify these complaints, an email was sent to the Pittsburgh Parking Authority the following Monday, bringing to their attention the Beechview residents' concerns.

e. RECERTIFICATION

In conclusion, as our analysis of the data shows, 78% of the residents, with an opinion, feel that the program has not created any hardships on their household, 8% more than the required criteria of 70%. In addition, 87% of residents, with an opinion, find the availability of parking spaces near their home "easier" or "about the same" since the program start. Secondly, the R.P.P.P. has allowed for a 41% decrease in the number of parking spaces occupied since the start of the program, as seen in the Parking Density Chart. Thirdly, as voiced through the residents

themselves, the primary impactor, the T Light-Rail transit line is still in operation, which creates the most problems associated with parking. Finally, as made clear at the community meeting, all residents in attendance are in overwhelming support of the continuation of the program in their area.

Based on this analysis, it is recommended that the R.P.P.P. Area 'T' (Beechview) be recertified.

PARKING DENSITY CHART

TABLE A

STREET NAMES	RESIDENTIAL PARKERS	NON-RESIDENTIAL PARKERS	VISITOR'S PASS PARKERS	TOTAL NO. OF SPACES	TOTAL SPACES AVAILABLE
Bensonia Ave.	0	6	0	14	8
Broadway Ave.	10	17	1	166	138
Fallowfield Ave.	29	19	5	137	84
Fremont Pl.	0	5	0	20	15
Shiras Ave.	8	7	1	15	-1
TOTAL	47	54	7	352	244

TABLE B

STREET NAMES	% RESIDENTIAL PARKERS	% NON-RESIDENTIAL PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Bensonia Ave.	0	100	43	93	-50
Broadway Ave.	36	61	17	69	-52
Fallowfield Ave.	67	44	31	68	-37
Fremont Pl.	0	100	25	44	-19
Shiras Ave.	50	44	107	100	7
TOTAL	44	50	31	72	-41