

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM

AREA W

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 "W", Crawford-Roberts. This district is generally bounded by Crawford Street, Roberts Street, Webster Avenue, and Colwell Street (see map on page 5).

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Crawford-Roberts, Area "W" was due to employees commuting to the Downtown Central Business District, students attending Connelley Technical Institute and Adult Training Center and patrons going to the Civic Arena (now the Melon Arena).

The Crawford-Roberts residents desired to reduce this volume of non-residential parking on residential streets by establishing a residential parking program. Area "W" R.P.P.P. was approved on February 15, 1995 and expanded on July 29, 1997.

4. SUMMARY OF FINDINGS

Recertification is based on the questionnaire results, the 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 residents still desire the program. Of the 119 questionnaires sent out, 20 (17%) were returned, showing that 70% (the required criteria) are in

favor of the program's continuation, while 25% of those responding said the program has created hardships, 5% had no opinion. It should be noted that 30% of those responding are not satisfied with the enforcement of the program. That said, many of those who found hardships are in favor of the program but would like to see it strengthened. The questionnaire results also show that 90% found it easier or the same to park near their homes in the last year, and only 5% found it more difficult, and 5% had no opinion.

Additional questionnaire results showed:

- ◆ 85% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- ◆ 80% are satisfied with the hours of the program.
- ◆ 65% are satisfied with the enforcement of the program.

The major complaints were regarding better enforcement (4 complaints), longer enforcement hours (3 complaints), the need for multiple visitor passes in a household (3 complaints), and no need for a program (2 complaints).

We are currently working with the parking enforcement office of the Parking Authority to improve enforcement. We are investigating increasing the hours of the program. We will discuss changing the visitor's pass restriction at the next citywide RPPP meeting, since this is a program-wide issue.

B. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Crawford-Roberts. By removing long term non-residential parkers from the streets included in the program, available spaces for use by residents of the R.P.P.P area and their visitors was increased by 50%.

The results of the on-street parking inventory and parking accumulation survey for the summer of 1999 and prior to the start of the program for a number of streets in the permit area were calculated. The findings include:

In the survey performed in 1999, 23% of the spaces were occupied, with 73% of those being non-resident vehicles. Approximately 77% of available spaces are still left for residents to park in. Conversely, before the start of the program, only 27% of the spaces were available to the residents.

Prior to the program, 73% of the spaces were being utilized. Of these vehicles, 92% were non -residential.

Due to the program, there has been an increase of 50% of spaces available to the residents while the percentage of non -residential vehicles parking in the permit area has decreased by 19%, showing that the Residential Parking Permit Program has definitely worked for the Crawford-Roberts, Area "W".

Table A

STREET NAMES	BORDERS	RES. PARKERS	NON-RES. PARKERS	VISITORS PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
Centre Avenue	Crawford to Roberts	0	0	0	0	35
Crawford Street	Wylie to Foreside	0	18	0	18	39
Protectory Place	Wylie to Centre	4	1	2	7	37
Roberts Street	Wylie to Centre	2	2	0	4	31
Webster Avenue	Mercer to Roberts	0	14	0	14	21
Wylie Avenue	Crawford to Roberts	2	3	4	9	34
TOTAL		8	38	6	52	197

Table B

STREET NAMES	BORDERS	% RES. PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Centre Avenue	Crawford to Roberts	0	0	0	97	-97
Crawford Street	Wylie to Forside	0	100	46	110	-64
Protectory Place	Wylie to Centre	57	14	19	70	-51
Roberts Street	Wylie to Centre	50	50	13	26	-13
Webster Avenue	Mercer to Roberts	0	100	67	57	+10
Wylie Avenue	Crawford to Roberts	22	33	26	59	-33
Total		15	73	23	73	-50

C. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. All of the impactors listed at the beginning of this report are still at their previous locations and still in operation. On February 27, 2003, staff met with 12 residents of Crawford-Roberts who confirmed the same impactation issues at the meeting. We also received petitions from residents living outside the current R.P.P.P. district who were interested in expanding the R.P.P.P. area due to these impactors.

D. FEEDBACK FROM THE COMMUNITY

The Department of City Planning staff held a community meeting for Area "W" permit holders on February 27, 2003. During this meeting, there was unanimous agreement by the residents in attendance to continue the R.P.P.P. for Area "W".

5. RECERTIFICATION

In conclusion, our analysis has shown that 70% of residents with an opinion, the required criteria for inclusion into the program, are still in favor of the program, and 90% of residents with an opinion find parking availability near their homes within the last year easier or about the same. Secondly the Residential Parking Permit for the Crawford-Roberts Area "W" has created a decrease of at least 50% in occupied spaces as shown in the Parking Density Chart (Table B). Third, the primary impactors, employees and students going to the Connelley Technical Institute and Adult Training Center, patrons going to the Melon Arena (formerly the Civic Arena), and commuters going downtown, still supply the hazard of using the residential streets for their parking. Lastly, the community leadership for this neighborhood supports the recertification of Area "W" (Crawford-Roberts).

Because of this analysis, it is recommended that R.P.P.P. Area "W" (Crawford-Roberts) be recertified.