

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM AREA C

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 "C", West Oakland (see map on page 6). This district is generally bounded by Wadsworth Street, Outlet Way, Seine Way, Dunseith Street, Fifth Avenue, Witridge Street (non-inclusive) and Halket Street.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in West Oakland, Area "C" 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 West 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 "C" R.P.P.P. was approved in July of 1984. Blocks were added in 1989, 1991 and 1994.

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 West Oakland residents still desired the program. Of the 107 questionnaires sent in 2006, 27 were returned (25%) showing that 81% (11% more than the required criteria and 9% more than the last recertification) were still in favor of the program. The questionnaires showed that only 19% of permit holders, with an opinion, believe the program had created hardships for them, 65% found it easier or the same to park near their homes in the last year, 35% 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 73% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- o 56% are satisfied with hours of the program.
- o 42% are satisfied with enforcement of the program.

The greatest number of complaints was regarding the need for increased enforcement (13 comments), decreasing the grace period to one hour (8 comments) and extending the hours of the program past 7:00 p.m. (6 comments). The cost of maintaining the program (office staff, enforcement and supplies) is currently \$673,494. Enforcement costs alone are \$419,137.00. This far exceeds the \$240,000.00 that currently comes in from permit fees. Since the Residential Parking Program does not generate any additional revenue, an increase in enforcement would not be a viable option with the current budget constraints. We asked the residents in the questionnaire cover letter about shortening the grace period. While eight people requested that the grace period be shortened, most people were happy with the hours of the program. The same is true regarding extending the hours from 7:00 p.m. to 9:00 p.m. While six people requested that the hours be lengthen, most people were happy with the hours of the program.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for West Oakland and was effective in providing at least 45% 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 3). Area "C" was surveyed on July 13, 1999. The total spaces available in Area "C" are 377 with 127 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 “C”, 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 30%. Of these 62% were non-resident vehicles. Approximately 70% of parking spaces are still available for residents to park in. Before the program by law at least 75% of the spaces were unavailable to the residents.

As a result of the program, there are at least 45% more available spaces in West Oakland. This shows that the Residential Parking Permit Program has definitely worked for the West Oakland, Area “C”.

c. PRIMARY IMPACTORS

The ordinance requires us to identify that the primary impactors are still in existence. On the questionnaires six residents complained about University of Pittsburgh and hospital employees parking on the street and four people complained about Carlow students parking on the street. **Based on these comments University of Pittsburgh, Carlow University and the University of Pittsburgh Medical Center are still in existence and pose a parking threat to the residents in Area B.**

d. FEEDBACK FROM THE COMMUNITY

On August 15, 2006, we held a meeting for the Area B and C permit holders. There was agreement that R.P.P. Area “C” be recertified for an additional four years. The residents asked that we investigate extending the hours and shortening the grace period. We did that through the questionnaire process (see section 4a page 2).

5 RECERTIFICATION

As conclusion, our analysis has shown that, 81%, 11% 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 West Oakland, Area "C", has freed-up at least 70% available spaces for the residents as reflected in 1999 survey, compared with at most 25% 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, at a meeting where all the permit holders were invited to attend, there was agreement to recertify Area "C" (West Oakland).

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