

PROPOSED RECERTIFICATION OF RESIDENTIAL PERMIT PARKING PROGRAM
AREA O

1. INTRODUCTION

On May 25, 1993, Title 5 of the Pittsburgh City Code Chapter 549, of the Residential Permit Parking Program (RPPP), 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 RPPP, the Parking Permit Officer (City 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. RPPP DISTRICT

The area to be recertified is Area 'O', Homewood South / North Point Breeze (see map on page 6). Hamilton Avenue, Clawson Street, North Homewood Avenue, Thomas Boulevard generally bound this district.

3. BACKGROUND

The original reason for the lack of sufficient, legal on-street parking for residents in Homewood South / North Point Breeze, Area 'O', was due to people parking on residential streets to use the East Bus Way going to the Downtown area. The residents, with a desire to reduce this volume of non-residential parking on residential streets, desired the RPPP as a way to achieve this reduction.

The Residential Parking Permit Area 'O' was designated by City Council and the City Planning Commission on July 22, 1999. The area was expanded on October 1, 2003 and February 19, 2013.

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 RPPP was able to determine that residents still desire the program. Of the 24 questionnaires sent out, 3 (12%) were returned, showing that 88% (18) more than the required criteria) are in favor of the program's continuation, while 33% of those with an opinion said the program has created hardships on their household. The questionnaire results also show that 33% of the residents, with an opinion, found parking near their homes to be 'easier' or 'about the same' since the start of the program; 66% have had a more difficult time finding a parking space.

- 100% of permit holders, with an opinion, are satisfied with the visitor's passes.
- 100% of permit holders, with an opinion, are satisfied with the method of issuing permits.
- 66% of permit holders, with an opinion, are satisfied with the boundaries of the program.
- 0% of permit holders, with an opinion, are satisfied with the enforcement of the program.

The major complaint regarding the program, expressed by those with an opinion, was the want of better enforcement.

b. PARKING SURVEY RESULTS

The Parking Survey Results showed that the program is still needed for Homewood South / North Point Breeze.

The results of the on-street parking survey were collected in July of 2013. Table A shows the number of vehicles parked in Area 'O'.

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

- Total number of parkers
- Total available spaces

Table B shows the percentage of 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 2013.

The chart illustrates that Area 'O' has 22% of the spaces occupied. Prior to the program start the area had a parking occupancy rate of 112%. **This is a 90% decrease in the number of spaces occupied as a result of the RPPP. It can be deduced from these results that the program is working for Area 'O', Homewood South / North Point Breeze.**

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 and/or concerns raised at community meetings still identified patrons using the East Busway going to Downtown as the main contributor to the parking problem.

d. FEEDBACK FROM THE COMMUNITY

The Department of City Planning held a community meeting for Area 'O' permit holders on April 10, 2013. Two permit holders attended the meeting. All in attendance supported the continuation of the RPPP in their area.

All in attendance were overwhelmingly in support of the continuation of the RPPP in their area. Perceived lack of enforcement in the area was their main concern.

5. RECERTIFICATION

In conclusion, as our analysis of the data shows, 88% of the residents, with an opinion, feel that the program has not created any hardships on their household, 18% more than the required criteria of 70%. In addition, 33% of residents, with an opinion, find the availability of parking spaces near their home "easier" or "about the same" since the program start. Secondly, as voiced through the residents themselves, the primary impactor, the East Busway, is still in existence, which creates the most problems associated with parking. Finally, as brought to our attention during the community meeting, all of the residents in attendance were in support of the program's continuation in their area.

Based on this analysis, it is recommended that the RPPP Area 'O' (Homewood South / North Point Breeze) be recertified.

Parking Density Chart

TABLE A

STREET NAMES	NO. CARS PARKED (7/31/13)	TOTAL NO. SPACES	NO. SPACES AVAILABLE
THOMAS ST.	11	28	17
N. HOMEWOOD AVE.	6	34	28
CLAWSON ST.	2	17	15
SUSQUEHANNA ST.	0	3	3
ROSEDALE ST.	6	25	19
MADIERA ST.	6	29	23
ANNAN WAY	0	0	0
FINANCE ST.	1	5	4
TIOGA ST.	0	2	2
TOTAL	32	143	112

TABLE B

STREET NAMES	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
THOMAS ST.	39	67	-28
N. HOMEWOOD AVE.	18	135	-117
CLAWSON ST.	12	137	-125
SUSQUEHANNA ST.	0	67	-67
ROSEDALE ST.	24	152	-128
MADIERA ST.	21	93	-72
ANNAN WAY	0	0	0
FINANCE ST.	2	60	-58
TIOGA ST.	0	0	0
TOTAL	22	112	-90