

PROPOSED RECERTIFICATION OF  
RESIDENTIAL PERMIT PARKING PROGRAM AREA J

1. INTRODUCTION

On May 25, 1993 Title 5 of the Pittsburgh Code Chapter 549, of the Residential Parking Permit Program (RPPP), 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 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 "J", Bellefield/Shadyside West (see map on page 6). This district includes North Bellefield Avenue from Bayard Street to Centre Avenue, North Dithridge Street from Bayard Street to Bigelow Boulevard, Centre Avenue from Bellefield to Chesney and all public streets within the area bounded by but not including North Craig Street, Centre Avenue, Fifth Avenue and Amberson Avenue except for Bayard Place (where the residents decided not to be included), Amberson Place (which is in Area "U"), Ellsworth Avenue from Morewood Avenue to Amberson Avenue (which has no residential units on it), and Devonshire Street from Centre Avenue to Wallingford Street and Morewood Avenue from Castleman Street to Fifth Avenue (which contains high density units with off street parking). Since the last report we have added Devon Road and Warwick Terrace.

3. BACKGROUND

Originally, the reason for lack of sufficient legal on-street parking spaces for residents in Bellefield/Shadyside West, Area "J" was due to students and employees going to the University of Pittsburgh and Carnegie Mellon University which saturated this residential neighborhood with parked vehicles.

The Bellefield/Shadyside West 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 "J" RPPP was approved in June of 1985, and expanded in December of 1989, June of 1990, October of 1994, and October of 2001.

#### 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 RPPP was able to determine that the majority of Bellefield/Shadyside West residents still desired the program. Of the 567 questionnaires sent in 2006, 84 were returned (15%) showing that 83.3% (13.3% more than the required criteria) were still in favor of the program. The questionnaires showed that only 17% of permit holders, with an opinion, believe the program had created hardships for them, 77% found it easier or the same to park near their homes in the last year, 23% found it more difficult.**

- 63% of the permit holders, with an opinion, found it difficult to park near their home prior to the implementation of the program.
- 85% of the permit holders, with an opinion, are satisfied with the boundaries of the program.
- 87% are satisfied with hours of the program.
- 72% are satisfied with enforcement of the program.

There were 61 comments on the questionnaires. The greatest number of comments was regarding the lack of enforcement (27 comments). The second greatest comment was a desire for more visitors' passes (13 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. On the most parking dense streets, Dithridge, and Melwood, the amount of spaces taken up by visitors are 12%, and 12.5% respectively. An increase in the amount of visitor passes would only decrease parking availability to regular permit holders.

##### b. PARKING SURVEY RESULTS

**The Parking Survey Results showed that the program is still needed for Bellefield/Shadyside West and was effective in providing 55% more spaces for these residents to park on the streets surveyed.**

The results of the on-street parking inventory and parking accumulation counts for the summer of 1996 and prior to the program of most of the streets in Area "J" are presented in Table A (page 3). Area "J" was surveyed on July 15, 2013. The information on the chart was the more dense parking day for each block. Only those streets surveyed are included in the chart.

TABLE A

STREET NAMES	RES. PARKERS	NON-RES. PARKERS	VISITORS' PASSES	TOTAL NO. PARKERS	TOTAL AVAILABLE SPACES
Castleman Street	5	4	1	10	24
Clyde Street	20	10	--	30	32
Neville Street	32	17	2	45	76
North Bellefield Street	13	7	2	22	29
North Dithridge Street	25	31	5	59	65
<i>Total</i>	<i>101</i>	<i>74</i>	<i>20</i>	<i>195</i>	<i>779</i>

TABLE B

STREET NAMES	% RES PARKERS	% NON-RES PARKERS	% SPACES OCCUPIED	% SPACES OCCUPIED PRIOR TO PROGRAM	% DIFFERENCE
Castleman Street	50	40	42	42	0
Clyde Street	67	33	94	106	-12
Neville Street	71	24	59	93	-34
North Bellefield Street	59	32	76	87	-11
North Dithridge Street	42	53	91	87 <sup>1</sup>	4 <sup>1</sup>
<i>Total</i>	<i>64</i>	<i>42</i>	<i>34</i>	<i>89</i>	<i>-55</i>

1. Does not include the meter spaces that have since been removed on the 300 block of North Dithridge Street

The total spaces available in Area "J" are 779 with 1,004 permits issued during the 2013 - 2014 permit year thus far. There are 225 more permits than available parking spaces.

Table A presents for each block face and for area "J", the following information:

- Number of residential parkers on each street.
- Number of non-residential parkers (without permit or visitor pass) on each street
- Number of visitor pass parkers on each street.
- Total number of parkers.
- Total available spaces for each street.
- Percentage of resident parkers on each street.
- Percentage of non-resident parkers (without visitor pass or permit) on each street.
- Percent of spaces occupied on each street.
- Percent of spaces occupied on each street prior to the program.
- 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 34%, with 42% of these spaces occupied by non-resident vehicles. Approximately 66% of available spaces are still left for residents to park in when before the program there were 11% of the spaces available.

Prior to the program, 89% of the spaces were being utilized.

**Due to the program, there has been a decrease of 55% spaces being occupied showing that the Residential Parking Permit Program has definitely worked for Bellefield/Shadyside West, Area "J".**

c. PRIMARY IMPACTORS

**The ordinance requires us to identify that the primary impactors are still in existence. Both the University of Pittsburgh and Carnegie Mellon University are primary impactors for the area. We contacted the City of Pittsburgh's Finance Office to verify Pitt's and CMU's existence. The Finance Office pulled up the taxes filed under the University of Pittsburgh as well as Carnegie Mellon University, and both records showed that both educational institutions paid all taxes for the most recent year, proving their existence.**

d. FEEDBACK FROM THE COMMUNITY

**A meeting was held on February 20, 2012, to which all Area "J" permit holders were invited. And no one showed up.**

## 5 RECERTIFICATION

As conclusion, our analysis has shown that, 83.3%, 13.3% 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 Bellefield/Shadyside West, Area "J", has freed-up 68% available spaces for the residents in 1996, compared with 11% being available before implementation of the program. This is an increase of 64% more spaces available. Third, the parking by employees and students of the primary impactors, the University of Pittsburgh and Carnegie Mellon University, still impact other residential streets in the area. Last, the permit holders are in favor of recertifying Area "J" (Bellefield/Shadyside West).

**Because of this analysis, it is recommended that Area "J" (Bellefield/Shadyside West) be recertified.**