



Office of the City Manager

INFORMATION CALENDAR
September 9, 2014
(Continued from June 24, 2014)

To: Honorable Mayor and Members of the City Council

From:  Christine Daniel, City Manager

Submitted by: Andrew Clough, Director, Public Works

Subject: Expansion of Residential Preferential Parking Citywide, Adjacent to Commercial Areas

INTRODUCTION

There has been periodic interest by Councilmembers and residents to extend Residential Preferential Parking (RPP) Citywide. Most recently, in March 2014¹, Council referred to the City Manager expansion of RPP to impacted areas beyond the current zones, especially those with mixed residential and commercial uses, such as in West Berkeley. The current RPP program helps reduce the impact of short-term parking on residential neighborhoods, minimizes traffic and greenhouse gases, and makes parking available for residents, particularly in neighborhoods adjacent to commercial districts. This report addresses fundamental issues related to the potential expansion of the RPP boundary area to encompass all or most of the City, in order to address both the current referral and cumulative past inquiries to expand the Program to other locations.

CURRENT SITUATION AND ITS EFFECTS

There are currently 14 RPP zones (A-N) covering the central parts of Berkeley, usually neighboring commercial areas. The existing RPP zones are bounded roughly on the north by Rose, Hopkins and Eunice Streets; on the east by UC Berkeley; on the south by Woolsey and part of 62nd Street; and on the west by Sacramento and Chestnut Streets.

The existing expanse of RPP zones does not include all commercial districts and residential neighborhoods within the City, and leaves out residential areas adjacent to, or including commercial activity where residents feel impacted by competing parking demands. The current request is to consider how the RPP Program can be extended, in particular, to mixed use areas outside the existing Program boundary, providing parking availability for both residents on these blocks and customers of neighboring businesses.

The City Council adopted the initial RPP Ordinance No. 5,247-N.S. in March 1980, and following the September 1988 certification of the Environmental Impact Report (EIR), in accordance with the California Environmental Quality Act (CEQA) guidelines, Council approved expansion of the RPP Program in February 1989. The EIR analysis was

¹ March 11, 2014 report: www.cityofberkeley.info/Clerk/City_Council/2014/03_Mar/Documents/2014-03-11_Item_05_Expansion_of_Permit_Parking.aspx

conducted for a study area shown on the Residential Permit Parking Map², and 14 RPP areas have been designated to date.

Permit parking has been established for the majority of blocks within the EIR study area, approximately 1,600 street segments, and there are about another 300 blocks that do not have permit parking restrictions. Streets within the established boundaries, and in conformance with Berkeley Municipal Code Section 14.72.050(A)(1), are added to the Program when residents on specific blocks submit the qualifying number of signatures (exceeding 51%) on petitions to “opt-in” to the RPP Program, and a parking survey of the blocks shows that 75% of the available on-street parking spaces are occupied during the mid-morning and mid-afternoon time periods. There are presently no options for residents on streets outside the study area boundaries certified by Council in 1988 to petition for inclusion in the RPP Program.

BACKGROUND

The purpose of the initial RPP Ordinance was to protect neighborhoods from an influx of non-resident vehicles and related traffic; to assure continued quality of life for residents; and to provide for parking in neighborhoods for the residents of those neighborhoods. The program reserves available parking during the day (typically 9:00 a.m. to 7:00 p.m. Monday through Friday, and some blocks on Saturday) so residents, and their visitors, can park within a reasonable distance of their home or destination with minimum effort. With the exception of streets around Trader Joe’s, parking in RPP areas is limited to 2 hours for vehicles not displaying an RPP parking permit.

ENVIRONMENTAL SUSTAINABILITY

Expansion of the RPP Program could encourage some drivers who work in commercial areas to gravitate towards using public transportation. At the same time, based on the observations of streets in the existing RPP Program, especially around residential areas adjacent to commercial zones downtown, it is expected there will be some rotation of non-resident vehicles every 2 hours, which could have an adverse impact on air quality and gas consumption.

POSSIBLE FUTURE ACTION

Council could approve any number of new resident petitions to “opt-in” to the RPP Program within the existing boundaries, and/or take action to expand the RPP Program boundaries further or Citywide.

Any expansion of the RPP program would impact Public Works and demands on Transportation staff. In particular, the Traffic Engineering Assistant, who has primary responsibility for managing the RPP Program in addition to other assignments (including managing disabled parking permits, special events traffic plans, and Neighborhood Services community parking; responding to public requests; and maintaining Transportation web content and the traffic data base). Without additional resources,

² Environmental Impact Report Study Boundaries Residential Permit Parking – Area Map:
[www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/RPP_R\(1\).pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/RPP_R(1).pdf)

managing any possible expanded RPP Program will adversely impact the response and delivery times for existing tasks.

In addition, enforcement of RPP regulations on additional streets around the City would make new demands on Police – Parking Enforcement personnel and related resources for citation processing. Finance would also be affected, as the volume and expense of annual permit renewals and additional special use permits, such as those for visitors and in-home care would increase.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Using GIS mapping of commercial clusters, and comparing them to the adjacent residential areas, staff estimates that if the RPP Program is expanded Citywide about 300 additional blocks may be eligible to opt-in to the RPP Program. Based on this estimate, and assuming that 75% of eligible blocks apply to the Program over a 5-year period, a Citywide expansion of RPP will require additional resources from several City Departments.

It's important to note that current revenue from RPP permit fees does not offset existing expenses for the Program. Any expansion of the RPP Program without adjusting fees to meet all associated costs will increase the deficit. Further analysis would be required to determine what the amount of new fees would need to be for a revenue-neutral outcome.

Expanding RPP Citywide to an estimated 300 additional blocks is anticipated to add the following additional expenses to the current cost of the Program:

Public Works Transportation

- Program implementation and management: additional 0.56 FTE for estimated cost of almost \$70,000.
- Signage installation and maintenance, based on \$500 per block: \$150,000

Police Department Parking Enforcement

- Parking Enforcement Officers: additional 7.6 FTE for estimated cost of \$727,000
- Equipment: additional 7.6 vehicles for estimated cost of \$79,000

In addition, there are yet to be determined costs associated with Finance Customer Service for the permit renewal process, printing and postage, as well as citation processing and adjudicating of contested citations.

CONTACT PERSON

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Related Links:

1: EIR Study Boundaries Residential Permit Parking – Area Map:
[www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/RPP_R\(1\).pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Public_Works/Level_3_-_Transportation/RPP_R(1).pdf)

