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Office of the City Manager

IACTION CALENDAR

February 5, 2013

*(Continued from January 29, 2013)*

To: Honorable Mayor and Members of the City Council

From:  Christine Daniel, City Manager

Submitted by: Andrew Clough, Director, Public Works

Subject: Residential Preferential Parking: Adding Saturday Permit Requirement Near Commercial Areas, and Extending Football Day Fines

SUMMARY

At its meeting on December 13, 2011 Council referred to the City Manager to:

1. Evaluate which streets adjacent to commercial districts and within current Residential Preferential Parking zones did not have Saturday RPP permit requirements; and
2. Extend RPP permit requirements to Saturdays on those streets adjacent to commercial districts that do not currently have Saturday permit requirements; and
3. Look at extending the areas where double fines on Saturday football game days would be implemented to Areas I, J, K, C and F.

Staff has undertaken an analysis of these issues, some of which are more complex in terms of practical implementation than they may initially appear. An example is extending Saturday RPP permit requirements to streets adjacent to commercial districts, without imposing this restriction on outlying streets that are not comparably impacted. There would also be personnel allocation and expense impacts to the Public Works, Finance, and Police Departments that would not be covered by existing permit fee revenue. Without allocation of additional resources, implementation of these changes is not feasible.

CURRENT SITUATION AND ITS EFFECTS

Any analysis of future expansion of the RPP program, whether to specific streets on Saturdays, expansion of double-fines, or expansion of the RPP program in general, needs to consider the current balance of cost and revenue. An evaluation of the cost and revenue for the existing RPP program shows an annual operating deficit of approximately \$410,100 (see Attachment 1). New expenses to implement the proposed changes include staff time to conduct traffic and parking studies, new signage, public outreach, and increased demands for parking enforcement personnel.

In response to the Council's referral, the following information informs staff's analysis.

**1. Streets adjacent to commercial districts and within current RPP zones that do not have Saturday RPP permit requirements are:**

Area C – Downtown Berkeley vicinity: Addison Street 1800 block (to Grant Street), and McKinley Avenue 2100 and 2200 blocks.

Areas E, F & G – North Shattuck area: Hearst Avenue, Delaware Street, Francisco, Virginia, Lincoln, Cedar, Vine, and Rose Streets 2000 & 2100 blocks (1 block either side of Shattuck Avenue).

Area I – Downtown/Telegraph/west-south UC: All non-metered blocks.

Area J – between Adeline and Telegraph/Southside and Lorin District: All non-metered blocks.

Area L – around Alta Bates/Bateman neighborhood: Elmwood Avenue and Webster Street 2700 blocks.

On some streets in some of the RPP areas listed above, on-street parking is regulated by parking meters. In addition, streets in Areas A, B, D and K (see Attachment 2 or City website<sup>1</sup>) already have RPP permit requirements on Saturdays.

**2. Extending Saturday RPP permit requirements to streets adjacent to commercial districts that do not currently have Saturday permit requirements is problematic.**

It's possible to extend RPP Saturday permit requirements to only selected streets within an RPP area adjacent to and/or most impacted by nearby commercial activity. To do this would entail several steps, including either Council action (Ordinance and/or Resolution) to add Saturdays, or resident petitions requesting Saturday permit requirements. It may also be necessary to amend the Berkeley Municipal Code (BMC) to include Saturday permit requirements in those RPP areas.

However, there are potential problems with its implementation. It's not clear whether Saturday permit requirements can be functionally limited to only designated streets, without further impacts in the neighborhood. As parking is limited on some streets, parking spillover may be experienced in neighborhood streets that had not previously been impacted. In addition, signage would have to be specially designed to distinguish the new and limited restrictions on the designated streets from other RPP streets in the same area. Experience has shown, for example in the Trader Joe's vicinity, that even with standard or specially designed signs there can be misunderstandings that lead to contested citations. Finally, there are already challenges to providing sufficient enforcement coverage in areas that include Saturday restrictions, due to the extent of these areas and limited resources available on weekends. Saturday football games place additional demands on PEOs and Police staff to manage football traffic and parking.

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<sup>1</sup> RPP Map: [www.CityofBerkeley.info/Public\\_Works/Transportation/Parking\\_RPPMap.aspx](http://www.CityofBerkeley.info/Public_Works/Transportation/Parking_RPPMap.aspx)

Staff also anticipates the following consequences to adding Saturday permit requirements in RPP areas:

#### Consequences to the Residents and Service Providers

- Residents who presently don't need a permit, because they don't park on the street during weekday hours, would need to purchase a permit in order to park on Saturdays.
- Residents will need to purchase additional Visitor's Permits for weekend visitors and for yard or service workers who come on Saturdays.

#### Consequences on Businesses

- Less on-street parking available for Saturday customers.
- Less on-street parking available for employees.

#### Consequences to the City

- Need to increase number of parking enforcement officers and/or incur overtime costs.
- Need to increase number of visitor permits allowed per residents.
- Potential increase in number of contested violations.

### **3. Extend Double Fines on Football Days to Areas I, J, K, C & F**

Staff has considered recommending the extension of football day double-fines to RPP areas I, K and F. While these areas could benefit from becoming football day zones, areas C and J are too far away from the stadium to benefit significantly from being included in this restriction. Given the existing operating deficit of the program, it appears unlikely that extending these fines would result in positive net revenue.

#### Consequences to Residents and the City

- Need to increase number of visitor permits allowed per residents.
- Need to increase number of parking enforcement officers and incur overtime costs.

#### BACKGROUND

There are currently 14 RPP areas (A through N) in Berkeley. Within the City's RPP areas, vehicles are limited to 2-hour parking unless a valid RPP permit for that specific area is affixed to the vehicle. In most RPP areas regulations are enforced Monday through Friday only. In some of these areas, nearby commercial activity on Saturdays attracts non-area residents who park their vehicles for long periods. In residential areas near the UC stadium, parking fines on football days in RPP areas A, B, & D are doubled to minimize impacts during games.

#### POSSIBLE FUTURE ACTION

In light of the existing operating deficit associated with running the current RPP program, and additional resources needed to implement, manage and enforce the contemplated expansions to the RPP program, there is no other action planned at this time. As previously stated, it's possible to amend the BMC to add Saturday permit requirements to specific RPP areas, and only enact the regulation along streets adjacent to commercial activity. This could result in spillover parking along adjacent blocks without

Saturday permit requirements, and trigger residents on those streets to petition with a simple majority to extend Saturday permit requirements to their street. This approach would entail additional staff time in several departments, and costs to put new restrictions in place.

#### FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Any future action would require additional funding and resources. Additional program revenue could be generated by increasing current RPP permit fees; and a full cost analysis would be conducted by staff if Council gives direction to pursue this. Otherwise any changes to expand the program would only compound the current fund deficit.

#### CONTACT PERSON

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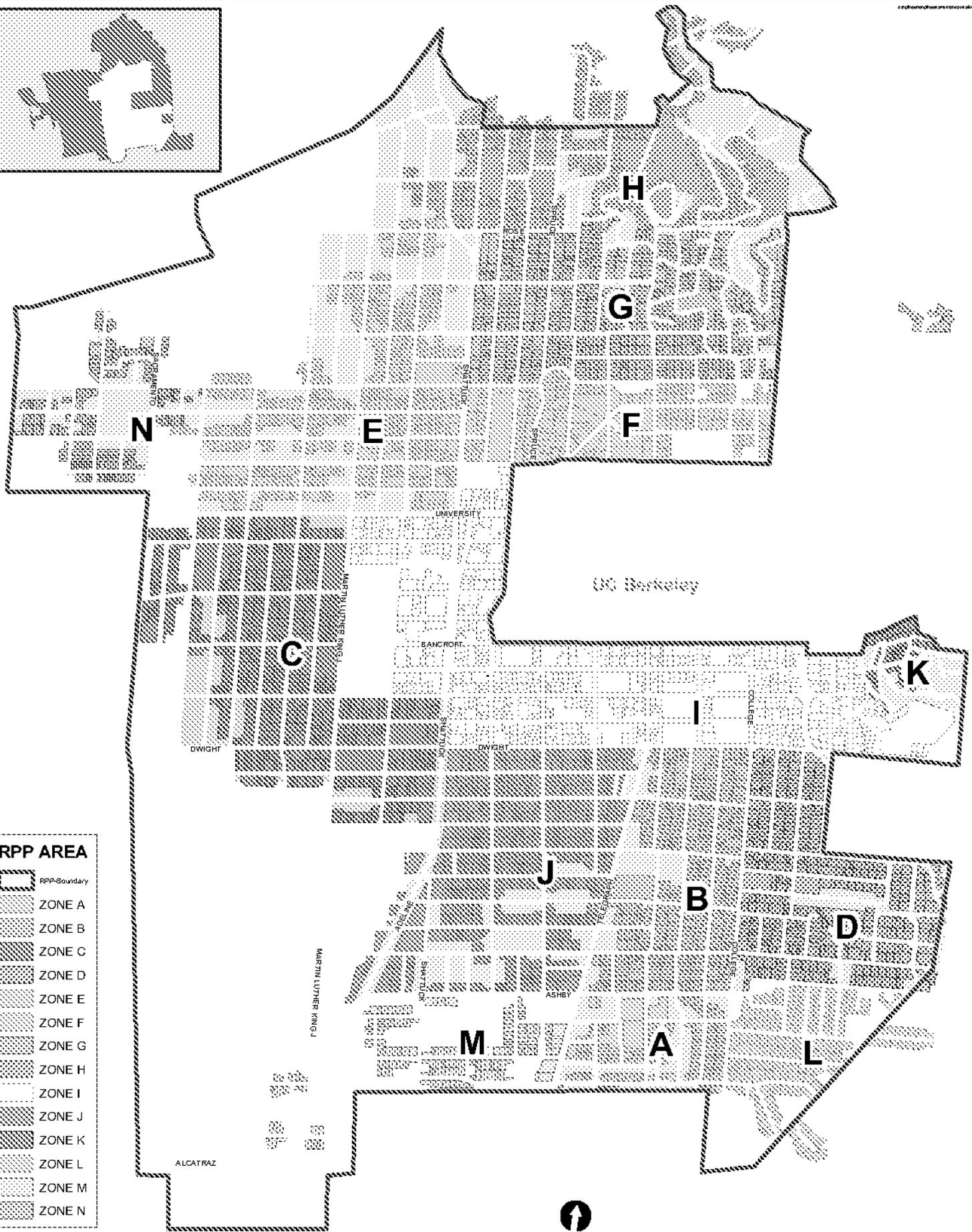
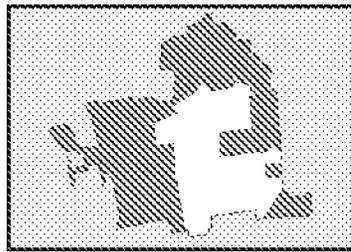
#### Attachments:

1: RPP Cost/Revenue Table

2: RPP Area Map:

[www.CityofBerkeley.info/Public\\_Works/Transportation/Parking\\_RPPMap.aspx](http://www.CityofBerkeley.info/Public_Works/Transportation/Parking_RPPMap.aspx)

| Cost elements of the current RPP Program                            | Annual                             |                    |
|---|------------------------------------|--------------------|
|   | Cost                               | Revenue            |
| <b><u>Enforcement</u></b>   |                                    |                    |
| PEOs in BPD   | 25                                 |                    |
| 1 PEO: annual salary w/benefits                                     | \$95,650                           |                    |
| Proportion doing RPP enforcement                                    | 14.4                               |                    |
| Annual cost of PEOs doing RPP                                       | \$1,377,360                        | \$1,377,360        |
| Annual cost of vehicles used for RPP<br>(replacement & maintenance) | \$10,417                           | \$198,006          |
| <b><u>Finance Customer Service</u></b>                              |                                    |                    |
| Permit costs  | \$26,000 - \$30,000 range          | \$28,000           |
| Staff costs   |                                    | \$283,000          |
| <b><u>PW Transportation</u></b>                                     |                                    |                    |
| PW Transportation staff @ 0.34 FTE                                  | $\$172,640 \times 0.34 = \$58,698$ | \$58,698           |
| Sign installation & maintenance                                     |                                    | \$46,380           |
| <b><u>Revenues Generated</u></b>                                    |                                    |                    |
| RPP Permit fees   |                                    | \$717,458          |
| BPD Parking Enforcement cost recovery from RPP citations            |                                    | \$863,878          |
| <b>TOTALS</b>   | <b>\$1,991,444</b>                 | <b>\$1,581,336</b> |
| <b>NET</b>  | <b>(\$410,108)</b>                 |                    |



**RPP AREA**

-  RPP-Boundary
-  ZONE A
-  ZONE B
-  ZONE C
-  ZONE D
-  ZONE E
-  ZONE F
-  ZONE G
-  ZONE H
-  ZONE I
-  ZONE J
-  ZONE K
-  ZONE L
-  ZONE M
-  ZONE N

**UNIVERSITY AVENUE PROJECT STUDY CORRIDOR  
 REGIONAL PLANNING AND DESIGN AREA MAP**