BERKELEY - EL CERRITO
CORRIDOR ACCESS PLAN

Ashby and North Berkeley Stations:
On-Street Parking Management Strategies Being Considered
April 2022 Online Open House

What do we mean by on-street parking management?

On-street parking management refers to the rules a city uses to manage parking and other uses of the curb (such as loading zones) in the public right of way. This may be done with time limits, colored curbs, and/or fee-based programs like parking permits, meters, and pay machines.

How is the on-street parking managed today?

Berkeley's Parking Information website provides more detail about how the city currently manages parking throughout the city. In particular, the goBerkeley program is used to manage areas of high parking demand.

GoBerkeley targets having 1 to 2 available parking spaces per block (around 65% to 84% occupancy) during the busiest hours. It achieves these targets by regularly collecting parking occupancy data and then adjusting parking fees up or down, as needed. These on-street parking occupancy targets balance competing priorities of having public space dedicated to parking with having sufficient parking availability.

Today, parking near the BART stations is managed primarily through residential parking permits (RPP) as shown on Figure 1 and Figure 2. Berkeley's RPP website provides more information about the RPP program.

Figure 1: Existing City of Berkeley parking regulations around the Ashby BART station.

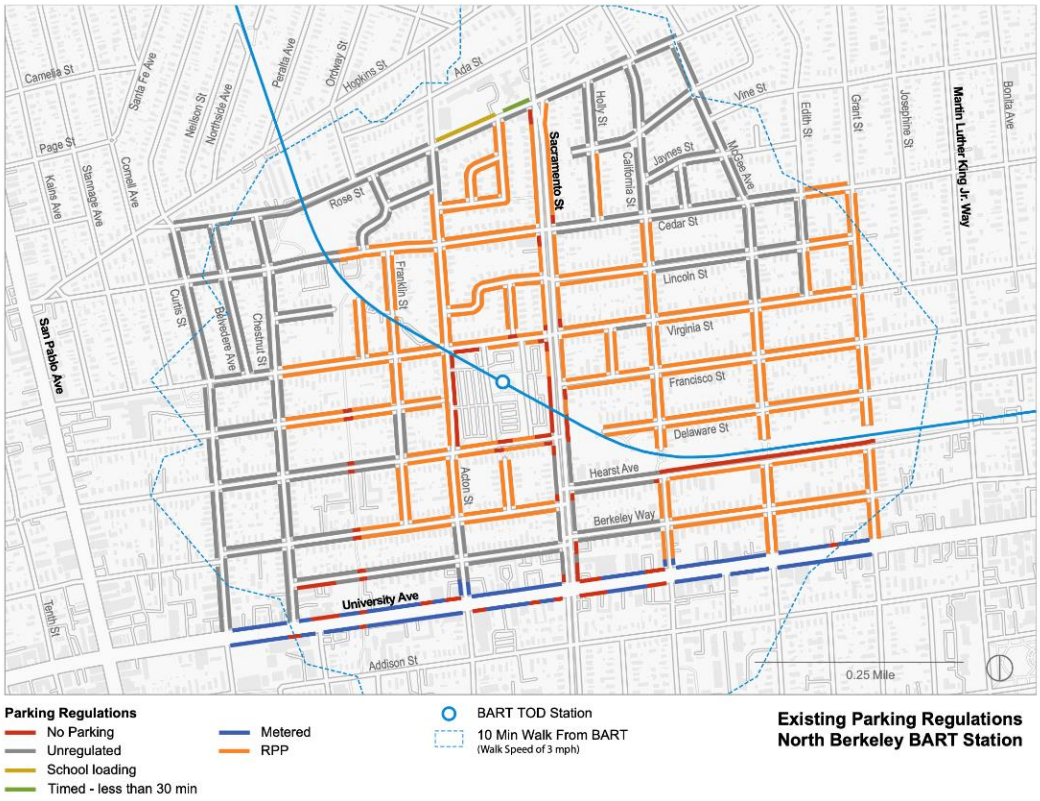

Figure 2: Existing City of Berkeley parking regulations around the North Berkeley BART station.

On-street parking occupancies around the Ashby station

Prior to the COVID-19 pandemic, based on a snapshot of an average weekday, between 65-70% of the roughly 4,200 on-street parking spaces in Berkeley within a 10-minute walk of the Ashby station were filled during an average weekday. These occupancies included BART riders who parked in the neighborhood, which is estimated to be 5% of all those who used the station on an average weekday.

Figure 3 shows this parking occupancy data block-by-block within a roughly 10-minute walk of the Ashby station only in the city of Berkeley (Oakland data not available). It uses goBerkeley's target of having 1 to 2 available parking spaces per block (around 65% to 84% occupancy during the busiest hours) to show which blocks are below the target (green), within the target (orange) or over the target (red). About 42% of blocks had parking occupancies below the target, meaning roughly 500 parking spaces that could be used to meet goBerkeley's target of 1 to 2 available parking spaces per block.

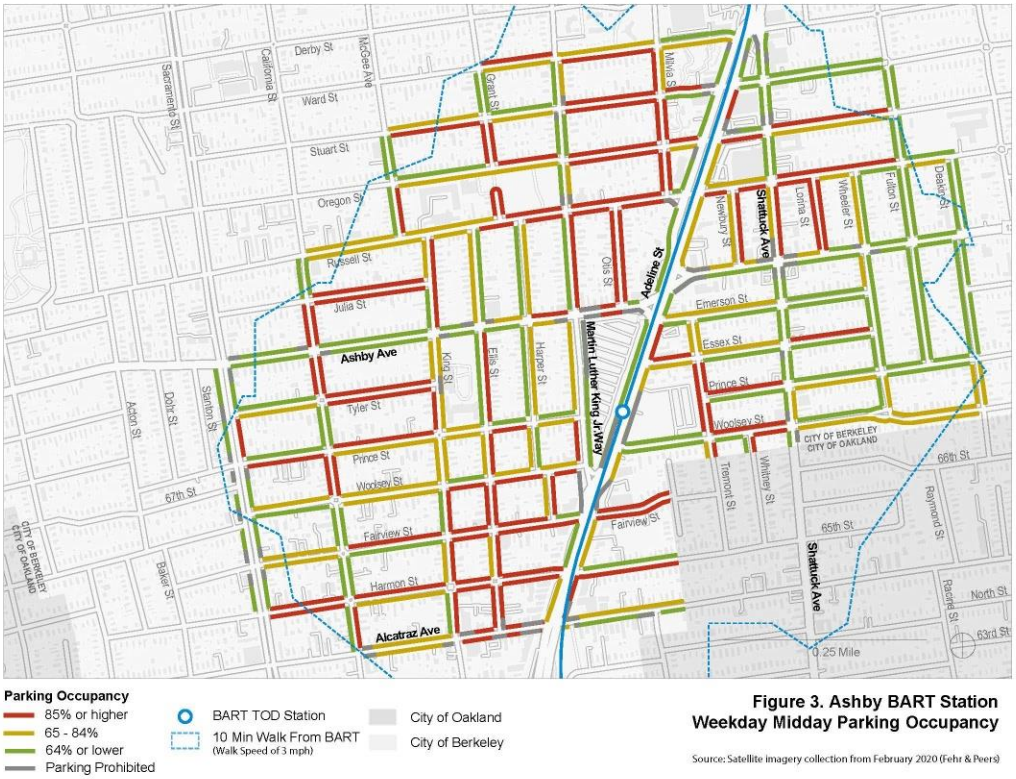

Figure 3: Approximate percentage of street parking within a 10-minute walk of the Ashby BART station that is occupied by parked cars during the midday on weekday before the COVID-19 pandemic. Blocks in green have the capacity to accommodate additional parked cars.

On-street parking occupancies around the North Berkeley station

Prior to the COVID-19 pandemic, based on a snapshot of an average weekday, between 55-60% of the roughly 2,900 parking spaces within a 10-minute walk of the North Berkeley station were filled during an average weekday. These occupancies included BART riders who parked in the neighborhood, which is estimated to be 4% of all those who used the station on an average weekday.

Figure 4 shows this parking occupancy data block-by-block within a roughly 10-minute walk of the North Berkeley station. It uses goBerkeley's target of having 1 to 2 available parking spaces per block (around 65% to 84% occupancy during the busiest hours) to show which blocks are below the target (green), within the target (orange) or over the target (red). About 58% of blocks had parking occupancies below the target, meaning roughly 650 parking spaces that could be used to meet goBerkeley's target of 1 to 2 available parking spaces per block.

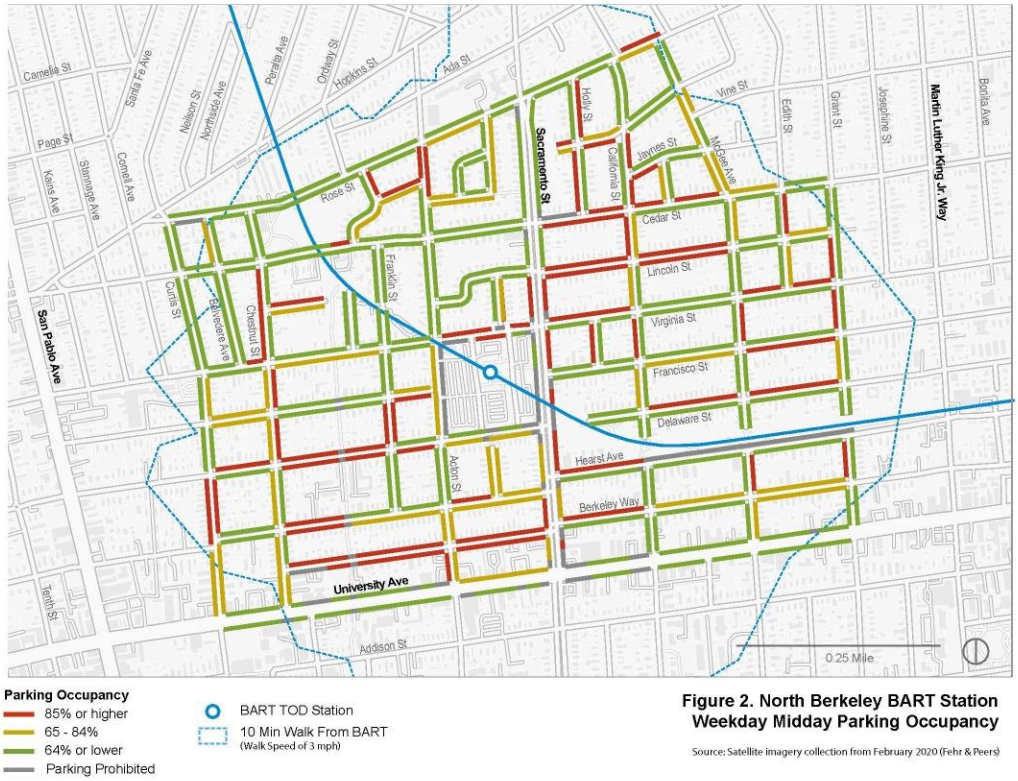

Figure 4: Approximate percentage of street parking within a 10-minute walk of the Ashby BART station that is occupied by parked cars during the midday on weekday before the COVID-19 pandemic. Blocks in green have the capacity to accommodate additional parked cars.

When do BART riders arrive and leave these stations?

Prior to the COVID-19 pandemic, most BART riders tended to arrive early in the morning and return from their trip by late afternoon/early evening, before the peak demand for on-street parking by residents occurred, as shown in **Error! Reference source not found.** and Figure 6. This demonstrates that the time of use for BART parkers and residents provides an opportunity to share public street space for resident and non-resident parking.

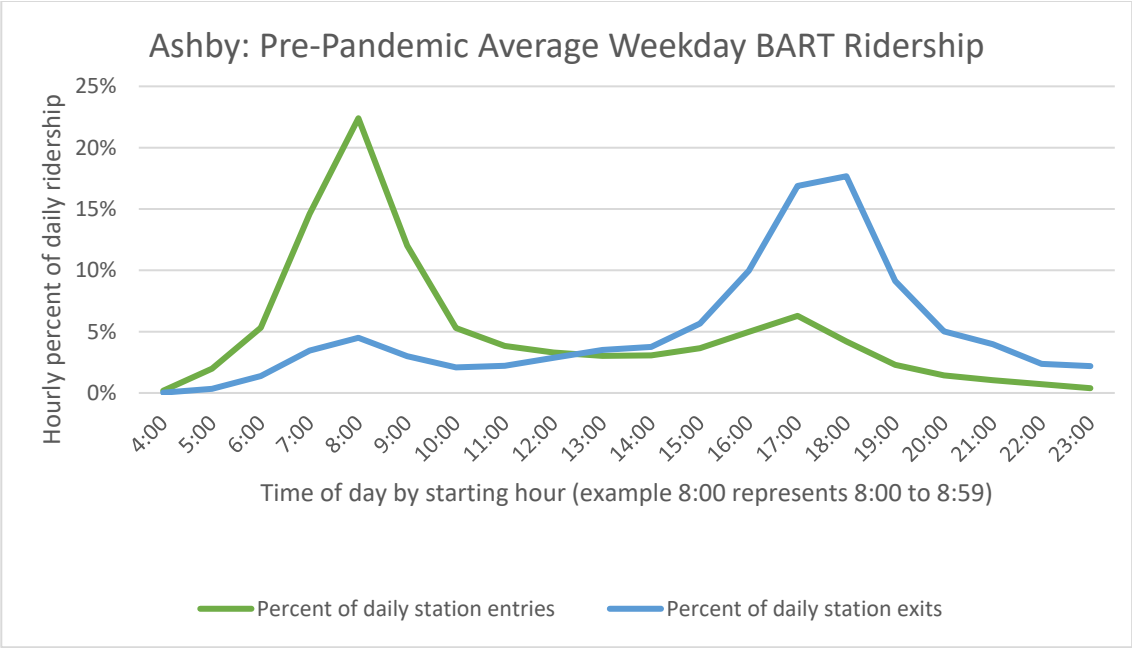

Figure 5: Prior to the pandemic, on a typical weekday, 56% of the daily riders who entered the Ashby BART station do so by 10AM (22% by 8AM plus 22% 8AM -8:59AM and 12% 9AM-9:59AM). Conversely, 60% of the daily riders who exited this station did so by 6 PM (33% by 4PM plus 10% 4PM-4:59PM and 17% 5PM-5:59PM).

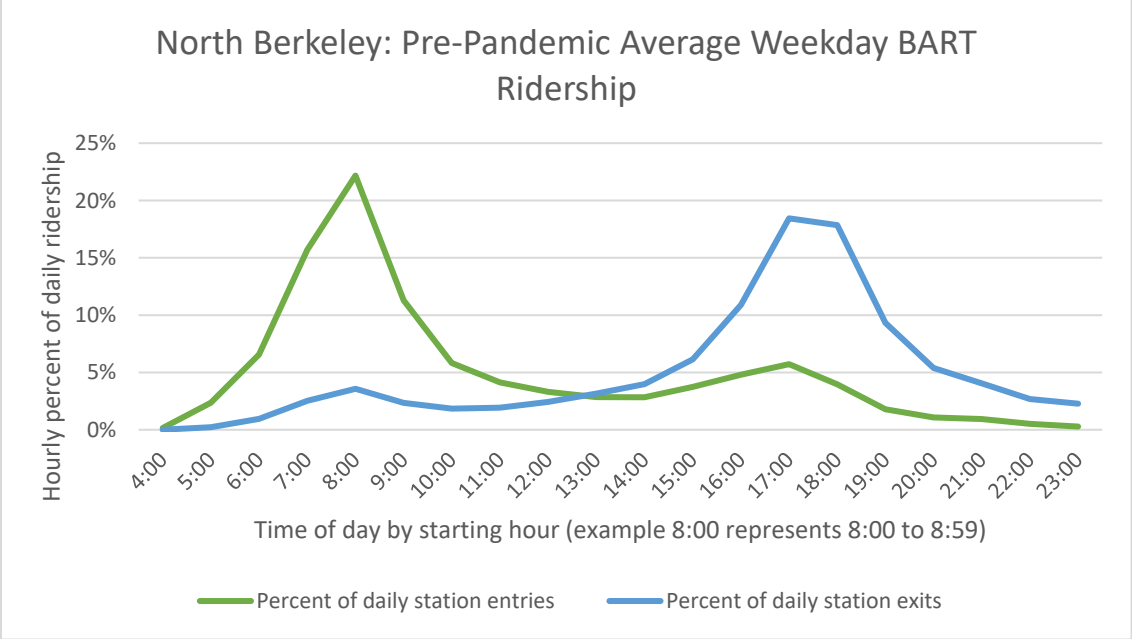

Figure 6: Prior to the pandemic, on a typical weekday, 58% of the daily riders who entered the North Berkeley BART station do so by 10AM (25% by 8AM plus 22% 8AM -8:59AM and 11% 9AM-9:59AM). Conversely, 58% of the daily riders who exited this station did so by 6 PM (29% by 4PM plus 11% 4PM-4:59PM and 18% 5PM-5:59PM).

Why improve parking management around these stations?

There is generally a lot of concern from residents, workers, and BART riders about parking on streets around BART stations. These initial goals have guided our thinking about how to manage on-street parking:

- **Help address the concerns of nearby residents and businesses and institutions** about not being able to find parking quickly and easily near home or work.
- **Provide a parking alternative** near the stations since BART rider parking at the stations will be reduced with future developments.

- Encourage people to walk, bike, or take transit to the station to **reduce greenhouse gas emissions and traffic** in the neighborhoods around the stations by charging for on-street parking.
- Earn revenue to cover the city's costs to **expand and improve enforcement** of RPP around these stations.

What are possible on-street parking management strategies to achieve these goals?

To achieve these goals, we have considered the following three strategies (described in more detail below):

- Ensure that all on-street parking in the station area is managed by residential parking permits (RPP) and/or time limits.
- Expand where and when RPPs are used to manage parking around the station.
- Allow non-residents (BART riders) to pay to park in RPP areas using demand-based pricing to ensure availability for all.

STRATEGY: Ensure that all on-street parking in the station area is managed by residential parking permits (RPP) and/or time limits.

This would apply to the area within approximately a 10-minute walk to the BART stations, as shown in Figure 7 and Figure 8. Having a consistent approach to on-street parking management will make it easier for drivers to understand the regulations and reduce their search for available parking, reduce collisions, congestion, and associated emissions. [12]

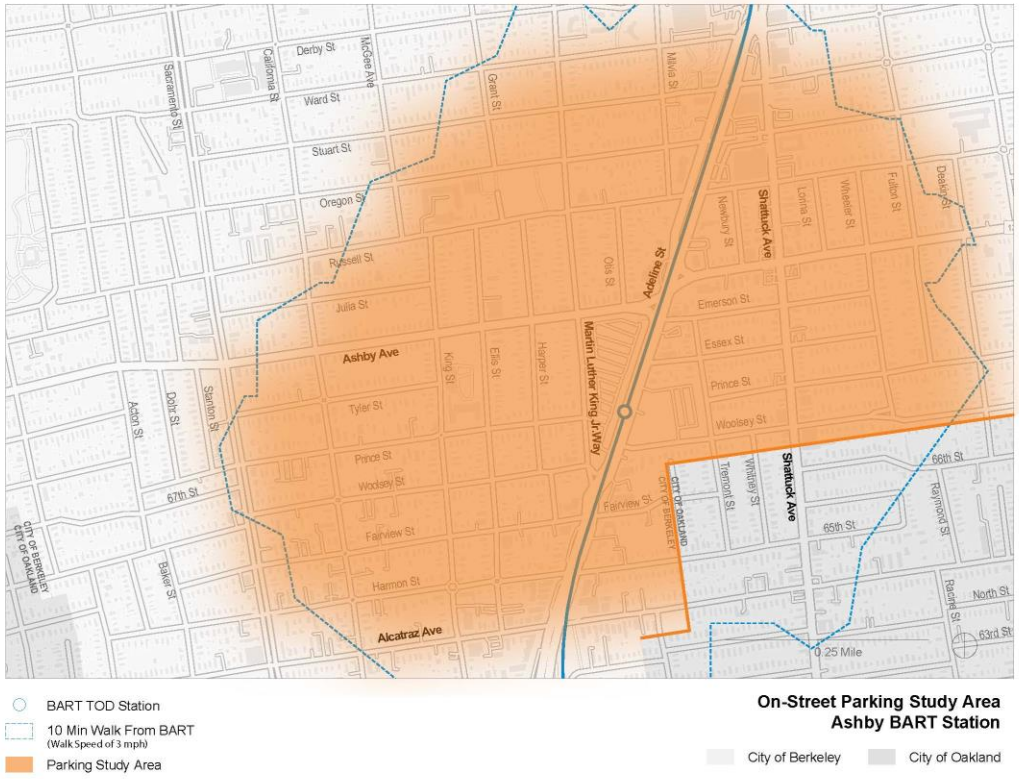

Figure 7: This map shows the parking area within a roughly 10-minute walk of the Ashby station. Exact boundaries will be determined as the City of Berkeley advances more detailed outreach and analysis.

[1] Litman, T. (2021) *Parking Pricing Implementation Guidelines*. November 5, 2021. p. 29 Source: https://www.vtpi.org/parkpricing.pdf Date Accessed: 2/3/22

[2] UK Energy Research Centre Technology and Policy Assessment (n.d.) *What Policies are Effective at Reducing Carbon Emissions from Surface Passenger Transport? Parking evidence table*. https://d2e1qxpsswcpgz.cloudfront.net/uploads/2020/03/transport-report-evidence-table-parking.pdf Date Accessed: 2/3/22

Figure 8: This map shows the parking area within a roughly 10-minute walk of the North Berkeley station. Exact boundaries will be determined as the City of Berkeley advances more detailed outreach and analysis.

STRATEGY: Expand where and when RPPs are used to manage parking around the station.

A goal is to ensure that nearby residents and their guests can continue to easily find on-street parking throughout the day and evening. How it could work:

- Maintain regulations in the Berkeley Municipal Code that **prohibit residents of the new BART developments** from getting RPP permits.
- **Expand current RPP zones** to include all non-metered blocks within about a 10-minute walk of these stations, as shown in Figure 9 and Figure 10.
- **Continue RPP enforcement days** of Monday through Friday.
- **Expand RPP enforcement hours** until 8PM.

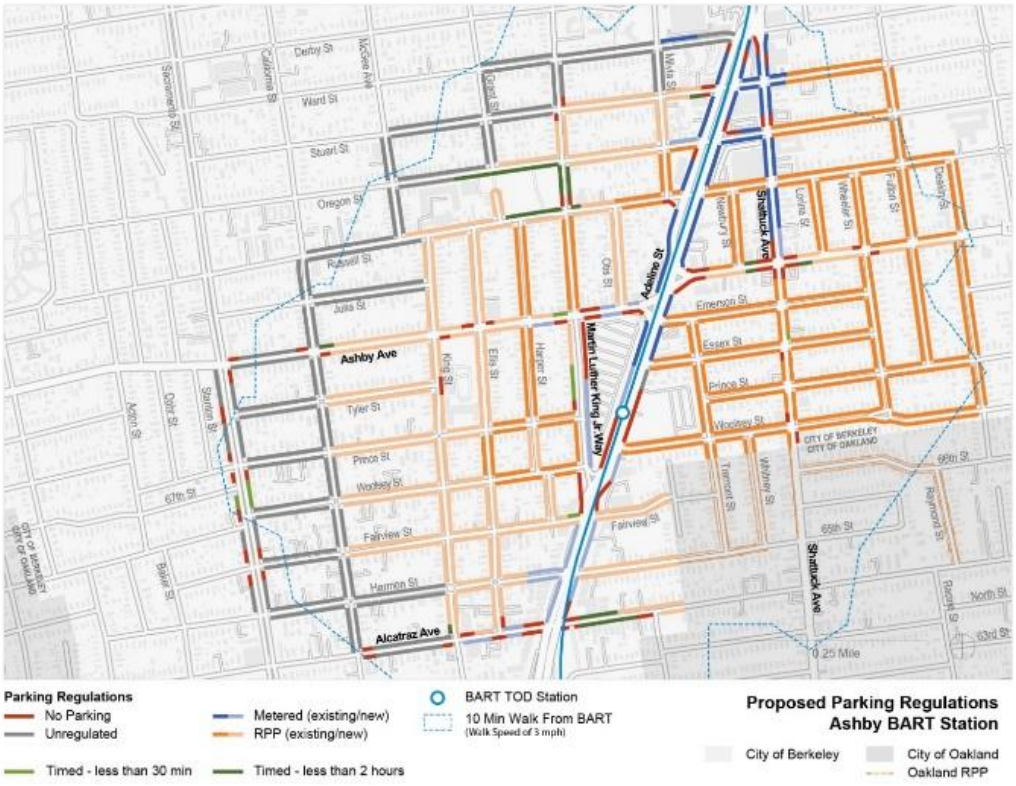

Figure 9: This map shows potential parking regulations for streets around the Ashby station. There is opportunity to expand parking management programs around this station in a way that more equitably balances demand for parking in the public right of way by residents, employees, and BART riders.

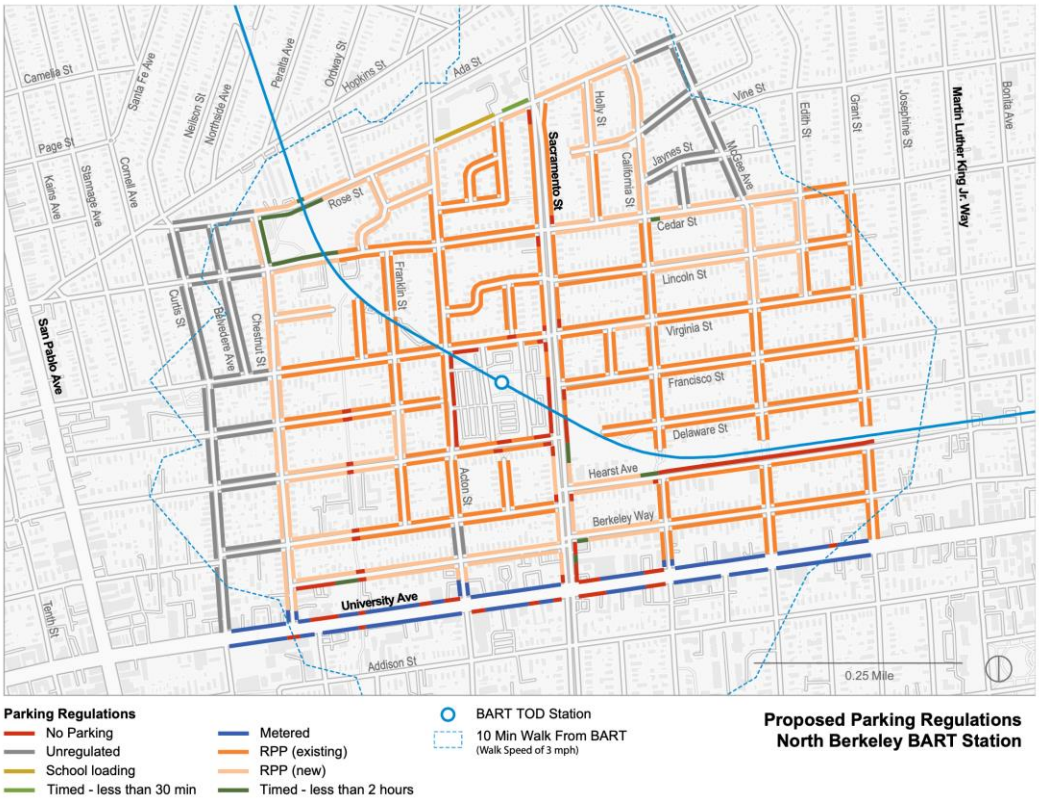

Figure 10: This map shows potential parking regulations for streets around the North Berkeley station. There is opportunity to expand parking management programs around this station in a way that more equitably balances demand for parking in the public right of way by residents, employees, and BART riders.

STRATEGY: Allow non-residents (including BART riders) to pay to park in RPP areas using demand-based pricing to ensure availability for all.

Allowing non-residents to park on blocks with RPP but charging them to do so would be a way for the city to pay for expanding when and where RPP is enforced. It would also make it easier for people from outside the neighborhood to park on-street to get to BART who may not have another option. How it could work:

- **Continue the 2-hour grace period** for non-residents when parking on RPP block faces to provide flexibility for short-term parking and guests.
- **Charge non-residents hourly rates** for parking after the 2-hour grace period during RPP enforcement hours.
- The city would periodically collect parking occupancy data and then adjust hourly parking fees up or down, as needed, to **ensure 1 to 2 parking space availability** for every block at the busiest times.
- **Time-of-day pricing** to enable the city to set parking rates when demand from BART riders is highest to ensure parking availability for every block. For example, rates in an RPP zone could be set at $2 per hour from 9AM—2PM (when demand from BART is highest) and then $0.50 per hour from 2—8PM. Time-of-day pricing requires more detailed analysis and community feedback.
- **Enable pay-for-parking by non-residents** by mobile phone apps (currently ParkMobile provides this option in Berkeley), at pay stations in the neighborhood, and/or at BART stations.
- The city could use the revenue generated by non-residents to pay for **expanded RPP enforcement**. BART would not receive revenue from the on-street parking.

What's next for parking management near the Ashby and North Berkeley stations?

The on-street parking management concept presented here is just a starting point. BART and the City of Berkeley will be further collaborating on a parking management proposal. BART has taken some initial steps to collect data and input, but more analysis and input from residents, workers, and BART riders must happen before settling on a specific proposal.

Using public input and data, the city will continue more detailed outreach and analysis to determine the approach to managing parking around the stations. Any changes will need to be approved by City Council prior to the anticipated construction of the North Berkeley and/or Ashby developments in 2025.