BERKELEY - EL CERRITO
CORRIDOR ACCESS PLAN

El Cerrito Plaza Station:
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.

The city and BART have conducted multiple studies over the last decade that point to the need to better manage on street parking. More information can be found at the below links:

El Cerrito Plaza On-Street Parking Study *(2021, ARUP/BART)*
On-Street Parking Study Report *(2019, Nelson\Nygaard/ City of El Cerrito)*
On-Street Parking Study *(2011, CHS Consulting Group/City of El Cerrito)*

On August 17, 2021, city staff, BART and the consultant team presented the background and development of an initial on-street parking management concept to El Cerrito's City Council and Planning Commission. That presentation can be found here.

How is the on-street parking managed today?

Today, parking near the station is managed primarily through a combination of 4-hour residential permit parking (RPP) and time-limited parking near businesses, as shown on Figure 1. El Cerrito's RPP website provides more information about the RPP program.

Figure 1: Existing City of El Cerrito parking regulations around the El Cerrito Plaza BART station.

On-street parking occupancies around the El Cerrito Plaza station

Prior to the COVID-19 pandemic, based on a snapshot of an average weekday, between 55-60% of the roughly 3,200 on-street parking spaces within a 10-minute walk of the El Cerrito Plaza station were filled during an average weekday. These occupancies included BART riders who parked in the neighborhood, which is estimated to be 11% of all those who used the station on an average weekday.

Figure 2 shows this parking occupancy data block-by-block within a roughly 10-minute walk of the El Cerrito Plaza station. It uses the target occupancy based on based on current parking management programs and research discussed in the On-Street Parking Study Report *(2019, Nelson\Nygaard*) of having 1 available parking space per block (around 85% occupancy during the busiest hours) to show which blocks are below the target (green and orange) or over the target (red). About 79% of blocks had parking occupancies below the target, meaning roughly 1,000 parking spaces that could be used to meet the target of 1 available parking space per block.

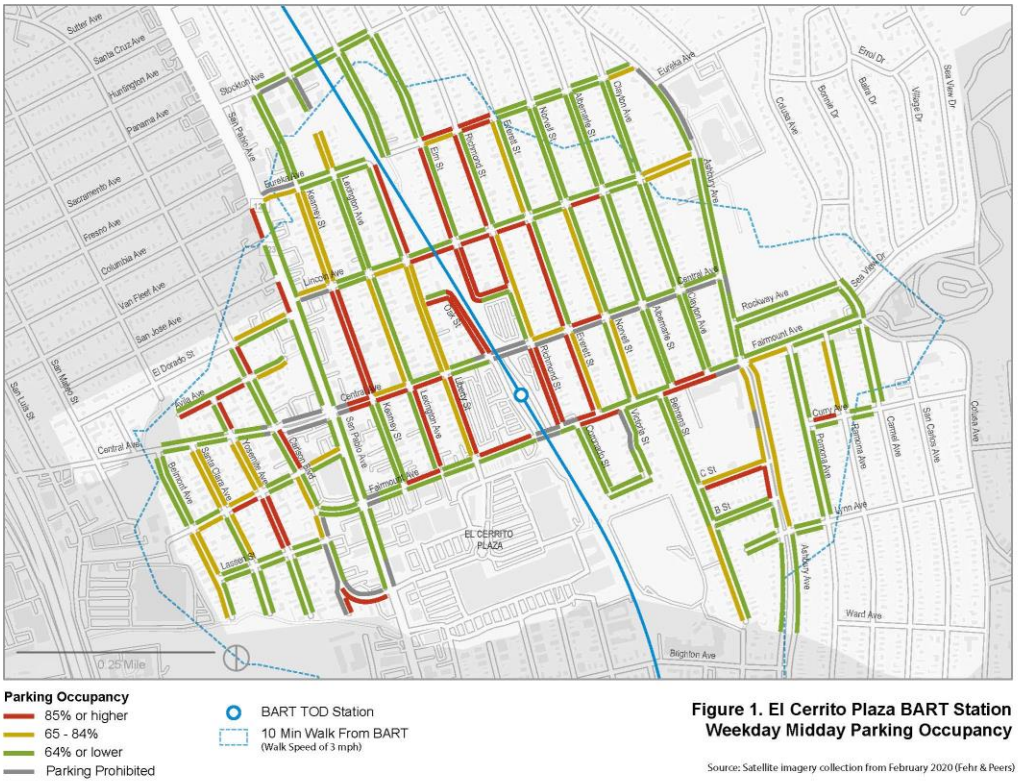

Figure 2: Approximate percentage of street parking within a 10-minute walk of the El Cerrito Plaza BART station that is occupied by parked cars during the midday on weekday before the COVID-19 pandemic. Blocks in green and orange have the capacity to accommodate additional parked cars.

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 Figure 3. 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.

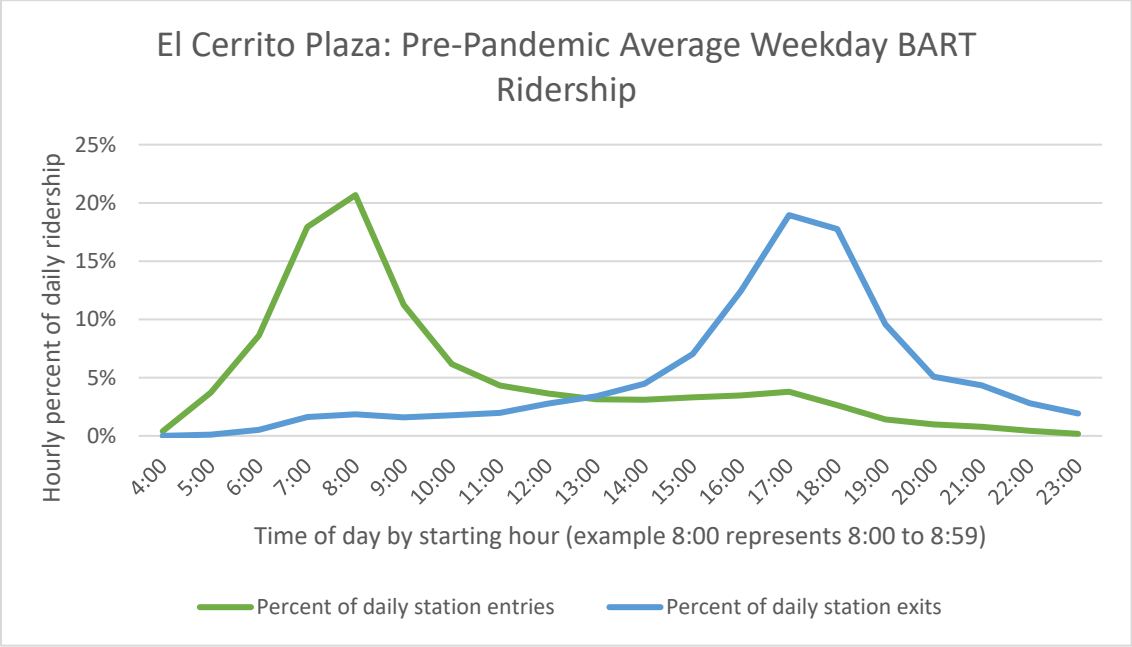

Figure 3: Prior to the pandemic, on a typical weekday, 63% of the daily riders who entered the El Cerrito Plaza BART station do so by 10AM (31% by 8AM plus 21% 8AM -8:59AM and 11% 9AM-9:59AM). Conversely, 59% of the daily riders who exited this station did so by 6 PM (27% by 4PM plus 12% 4PM-4:59PM and 19% 5PM-5:59PM).

Why improve parking management around this station?

There is generally a lot of concern from residents, workers, and BART riders about parking on streets around the El Cerrito Plaza BART station. These initial goals have guided our thinking about how to potentially 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 parking management costs** and **provide community benefits** with possible surplus funds.

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 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 station, as shown in Figure 4. 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 4: This map illustrates the parking area within a roughly 10-minute walk. Exact boundaries will be determined as the city advances the on-street parking management work in 2022/23.

[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

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

The city's Residential Parking Permit (RPP) program has not been updated in many years. These changes aim to ensure that nearby residents, and their guests, as well as visitors and employees of schools or nearby businesses can continue to park on-street in this area. Possible changes:

- Expand the size of the current Residential Parking Permit (RPP) zone.
- Make this RPP zone distinct from other RPP zones to prevent commuting in from other zones
- Enforce RPP later into the evening.
- Set a time limit or grace period for people to park without RPP permits that is effective, easy to enforce, and gives enough time for people to visit area stores, friends, and family.
- Do not allow residents of the new Plaza BART development to get RPPs.

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 do not have RPP – and possibly on blocks that do have RPP – but charging them to do so would be a way for the city to pay for parking management and potential community benefits. 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:

- Have **two price zones,** as shown on Figure 5 – parking further from the station would be priced lower than parking closer to the station.
- Use **time of day pricing** to find the lowest price possible that would ensure that it is easy for anyone (whether resident or non-resident) to quickly find a parking space. This means varying rates by time of day (and possibly weekdays vs. weekends) so prices can be lower during off-peak times and higher when demand is highest.
- **2-hour grace period** -- potentially allow the first two hours to parking to be free for non-residents when visiting area stores, offices, friends, family, and possibly a library if it is built in this location.
- **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 parking space is available** for every block at the busiest times.
- **Time-of-day pricing** to find the lowest price possible that would ensure that it is easy for anyone (whether resident or non-resident) to quickly find a parking space. This means varying rates by time of day (and possibly weekdays vs. weekends) so prices can be lower during off-peak times and higher when demand is highest. Time-of-day pricing requires more detailed analysis and community feedback.
- **Enable pay-for-parking by non-residents** by mobile phone apps and at pay stations in the BART station and/or in the neighborhood.
- The revenue generated would be used for the city to run the **parking management program** and provide other possible neighborhood and **community benefits**. BART will not receive revenue from the on-street parking.

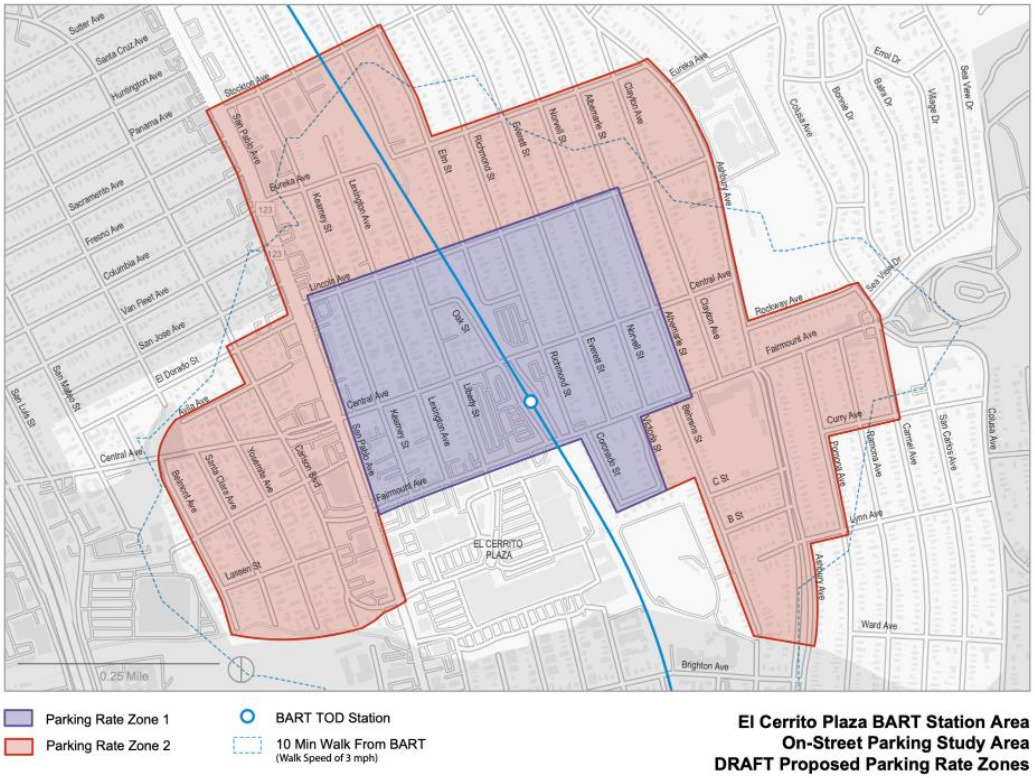

Figure 5: This map shows the potential zones. Exact boundaries and price ranges will be determined as the city advances the on-street parking management work in 2022/23.

What's next for parking management near El Cerrito Plaza station?

The on-street parking management concept presented here is just a starting point. 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. In 2022/23 the City of El Cerrito plans to lead an outreach process to get more detailed input and feedback. BART and the City of El Cerrito are pursuing funding to further develop an on-street parking management approach and then implement before the first phase of development construction begins (anticipated in 2024).