



CONSENT CALENDAR

November 9th, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin

Subject: Budget Referral: West Berkeley Residential Preferential Parking (RPP)

### RECOMMENDATION

That the City Council refers to the FY2023 budget process the funding of increased staffing, new enforcement vehicles, and sign installations necessary for the expansion of the Residential Preferential Parking (RPP) Program out of its current boundaries into West Berkeley, in zones to be identified and authorized by the Traffic Division of the Public Works Department, as well as for the enhancement of enforcement in existing RPP zones.

### CURRENT SITUATION AND ITS EFFECTS

Since 1980, the City of Berkeley's Preferential Parking Program has prioritized parking for vehicles registered to residential addresses in 16 Residential Preferential Parking (RPP) zones. Residents can apply for RPP permits through the City and, once granted, are exempted from the two-hour parking time limit in their designated zone.<sup>1</sup> The current extent of Berkeley's Preferential Parking Program is limited to the residential and commercial areas near the UC Berkeley campus. Currently, the City lacks the funding for robust enforcement of its existing RPP zones and runs an immense deficit on the program partially due to the limited citation revenue that accompanies a lack of enforcement.

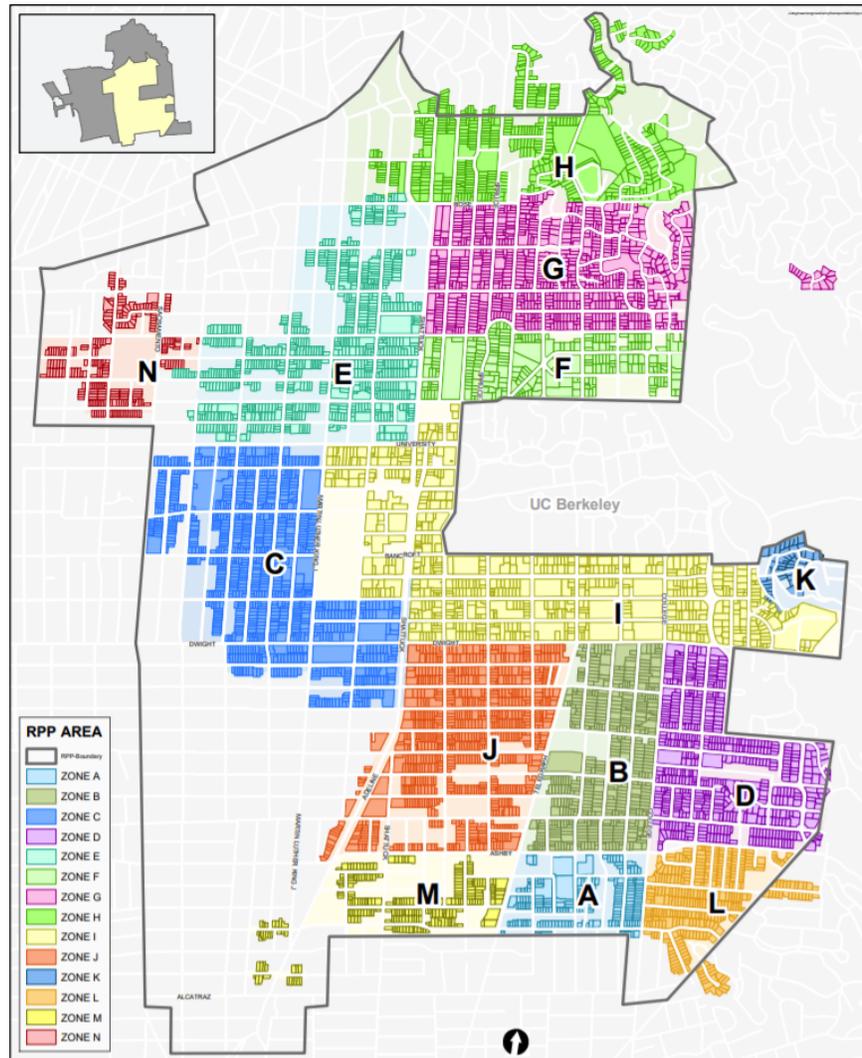
The enhancement of the existing RPP enforcement and the expansion of the RPP boundaries into West Berkeley with the addition of new RPP zones is desirable for the City for a number of reasons. For the advancement of Berkeley's climate change, transportation, and public safety goals, the City must do all it can to reduce car traffic originating elsewhere as well as within Berkeley. Studies have shown that car ownership and driving increases where parking is widely available at little cost.<sup>2</sup> This occurs even in areas with accessible public transportation. In order to reduce local greenhouse gas emissions from car trips, pedestrian and cyclist deaths through the reduction of personal vehicle use and traffic volume on streets used by cyclists and

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<sup>1</sup> [https://www.cityofberkeley.info/Customer\\_Service/Home/RPP\\_Residential\\_Preferential\\_Parking.aspx](https://www.cityofberkeley.info/Customer_Service/Home/RPP_Residential_Preferential_Parking.aspx)

<sup>2</sup> <https://bppj.berkeley.edu/2019/12/20/paying-attention-to-residential-parking-why-cities-should-care/>

pedestrians, and encourage transit ridership through added costs for parking, Berkeley must strengthen and expand the RPP program beyond its currently limited scope.



Current RPP boundary and zones.<sup>3</sup>

### FISCAL IMPACTS

All permit fees and citation revenues, including revenue from new enforcement staff, will be deposited in the General Fund. In turn, all new staff and equipment costs will come out of the General Fund. Costs include:

- Six (6) Parking Enforcement Officers (\$124,818 per FTE; total \$748,908/year), and one (1) Parking Enforcement Supervisor at \$138,065/year
- Six (6) parking enforcement vehicles (\$210,000 total), each equipped with standard automated license plate recognition (ALPR) systems at \$78,363 each (\$470,178), annualized over a five-year period
- New RPP sign installation, including labor and materials, at \$23,000 per year

<sup>3</sup> [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/RPP\\_R\(1\).pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/RPP_R(1).pdf)

ENVIRONMENTAL IMPACTS

Increased parking costs and strengthened enforcement is likely to reduce local car traffic and Berkeley's greenhouse gas emissions in turn.

CONTACT

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