



goBerkeley SmartSpace Parking Pilot Project

Elmwood Community Meeting #2
December 15, 2021



Presented by:
Gordon Hansen
Department of Public Works
Transportation Division
City of Berkeley

Welcome and Logistics



- Introductions
- Zoom setup & etiquette
 - Accessibility – closed captioning available
 - Open chat tonight
 - Feedback during breakout groups – please “raise hand”



Agenda



1. Revisiting the project background and goals
2. What we heard from you
3. Alternative options for the pilot in the Elmwood
Breakouts: your feedback
4. Next steps



Project Background



goBerkeley Pilot Project (2013-2015)

- City successfully tested demand-based pricing and longer time limits to improve parking in business districts
- Received feedback about “two-hour shuffle” that we could not address directly

goBerkeley SmartSpace Pilot Project

- Address “two-hour shuffle” problem learning from goBerkeley approach and leveraging new technologies
- Opportunity for closer look at how parking is used in RPP areas
- Project funded by grant from Metropolitan Transportation Commission testing strategies to reduce greenhouse gas emissions



Project Goals



1. Reduce “two hour shuffle” occurrences and associated greenhouse gas emissions from this activity
2. Increase parking availability on residential streets
3. Increase information about and/or facilitate access to alternatives to driving and parking – create lasting shifts in commuting behavior
4. Improve customer service and technology related to City’s parking program



Project Goals



Support Residential Parking Users

Who	Considerations
Residents	<ul style="list-style-type: none">• Ensure residents/RPP permit holders are able to find an on-street parking spot when needed
Local employees	<ul style="list-style-type: none">• High stress, risk of citation, and quality of life impacts due to need to move cars every two hours
Merchants/employers	<ul style="list-style-type: none">• Lost productivity & financial impacts due to “two hour shuffle”
Residential workers	<ul style="list-style-type: none">• The two hour time limit causes challenges for longer term stays or work shifts

Methods

- Quantify “two-hour shuffle” and its associated greenhouse gas emissions
 - Duration of stay analysis
 - Parking search time analysis
- Assess parking occupancy in pilot areas
- Qualitative analyses – surveys, experiences

Frequency

- Before, during, and after pilot changes go into effect

What We Heard from You



Feedback/Concerns

- Current RPP restrictions were hard-won and work well for residents
- Presence of Alta Bates and its expensive off-street parking a major complicating factor
- Finding a parking space not a problem on my street
- Noted other potential sources of greenhouse gas emissions – e.g., street congestion and backups
- Seeking more information on scope of the problem





Feedback/Concerns

- Visitor paid parking concept would...
 - Significantly interfere with daily experience for residents – two-hour free parking works well
 - Invite more long-term parking, especially from Alta Bates employees, affecting residents' ability to find a spot
 - Invite more competition between residents and visitors, particularly for folks without driveways
 - Cause spillover parking into non-pilot areas
 - Bring unwanted infrastructure (kiosks) into neighborhood
 - Adversely impact the local employees and businesses we're trying to help



What We Heard from You



Suggestions

- Don't do hourly paid parking in RPP areas
- Provide additional parking passes for local business employees, considering parking supply
- Facilitate commute options – transit, shuttles
- Alta Bates should provide better options for their employees
- Build a parking lot or utilize existing lots (public or private)
- Consider longer unpaid time limits – 3 or 4 hours



Alternate Options



Introduction

- These are alternatives for consideration, and further analysis is required
- The alternatives are not standalone and could be implemented in tandem



Introduce parking passes for local merchant employees

Strategy:

- Provide a number of passes allowing local business employees to park in RPP areas

Pros:

- Allows legal parking in RPP areas, eliminating need to do “two-hour shuffle” for permit holders

Cons:

- Could encourage more driving to the area
- More new permits could limit efficacy of existing RPP permits

Alternate Strategies



Provide commute benefits & options for local employees

Strategy:

- Work with merchants to evaluate feasibility of transit pass program or providing other commute benefits

Pros:

- Provides alternatives to driving and parking for local employees who have access to transit

Cons:

- None



Extend RPP time limits in some locations

Strategy:

- Extend unpaid RPP time limits to three (3) or four (4) hours
- Consider in parts of area, EXCEPT Area A, due to Alta Bates

Pros:

- Provides additional flexibility for household workers, residential visitors, household workers
- Could lead to fewer occurrences of car shuffling

Cons:

- Could induce demand for driving to the area

Your Thoughts and Feedback



- What are your thoughts about the alternatives presented tonight?
- Do you have further suggestions for the pilot project?



Next Steps



- Continue to evaluate the alternatives with your feedback
- Next community meeting late January/early February 2022





Take Our Online Survey

<https://smartspace.goberkeley.info>

Next Community Meetings

Late January/early February 2022

Dates to be confirmed

Gordon Hansen, Senior Transportation Planner
ghansen@cityofberkeley.info / 510-981-7064

