

# City of Berkeley

**City Type:** City Center/Urban Neighborhood  
**Purpose:** Identify recommendations to develop concrete, locally appropriate policies and programs to meet the General Plan parking goals.

## Goals:

- Identify parking pricing strategies that emphasize
  - ❖ short term on-street parking and long term off-street parking
  - ❖ effective use of new parking technologies
- Identify parking strategies to encourage alternative modes of transportation
- Develop a parking management plan for Downtown Berkeley

## Findings:

### *On-Street Parking:*

- Midday Weekday Occupancy: 77 to 82 percent peak; Peak Hour: 1:00 PM
- Evening Weekday Occupancy: 88 to 96 percent; Peak Hour: 6:00 PM
- The majority of on-street downtown parking is regulated by 1-hour meters
- Overall, vehicles overstay posted time limits with stays ranging 1.23 to 1.78 hours

### *Off-Street Parking:*

- Most Utilized: Morning Weekday Occupancies: Range from mid-70 to high-90 percent
- Least Utilized: Evening Weekday Occupancies: Range from low-20 to 50 percent
- Select off-street facilities employ progressive parking rates throughout the day

## Stakeholder Participation:

- Progressive on-street parking pricing rates were found favorable if based on parking duration and applied for prime downtown locations
- Pricing revisions would be perceived as more acceptable if coupled with TDM options for downtown employees
- Neighborhoods are concerned about spillover from revised on-street rates
- Changes in on-street pricing should be accompanied with vigilant enforcement

## Recommendations:

- Connectivity and Wayfinding
- Transportation Demand Management (TDM)
- Adjust Parking Enforcement Times
- Parking Benefit District
- Graduated On-Street Pricing
- Parking Technology
- Update Residential Permit Program