



CITY OF OAKLAND
RESIDENTIAL DISABLED PARKING ZONE (RDPZ)
POLICY SUMMARY
Effective July 1, 2009

Introduction

It is the policy of the City of Oakland to establish on-street Residential Disabled Parking Zones (RDPZs) in the public right-of-way (only those within the City's control) where required by the Americans with Disabilities Act (ADA) of 1990. The City operates additional discretionary programs under which on-street RDPZs may be installed upon request by qualified individuals with disabilities and by public accommodations, as defined by the ADA.

The City has the authority to regulate on-street parking pursuant to California Vehicle Code (CVC) Division 11, Chapter 9 and Oakland Municipal Code Chapter 10.28 covering Stopping, Standing and Parking. The CVC does not obligate the City to provide on-street RDPZs. ADA does not mandate providing on-street parking for persons with disabilities. ADA does, however, prohibit discrimination on the basis of disability by public entities in its services, programs and activities.

The RDPZ policy is effective July 1, 2009, and supersedes the old Residential Blue Zone Policy dated August 1, 1998 and the Non-Residential Blue Zone Policy dated January 1, 2000.

Decision and Appeal

The Transportation Services Manager (TSM), in the Community and Economic Development Agency / Design, Engineering and Construction Services is responsible to administer the RDPZ program. The TSM will make the final decision on approval and denial, and, where applicable, location of RDPZs and will balance accessibility requirements with other site specific factors. In certain cases, the TSM may implement alternative measures to ensure equal access for persons with disabilities to on-street parking.

If the Applicant disagrees with any decisions made by the TSM, the Applicant shall have the right to appeal to the Office of the City Administrator / ADA Programs Division per the City's DPZ Grievance Procedure. The City ADA Coordinator in the City Administrator's Office / ADA Programs Division is responsible to review grievances by DPZ Applicants about decisions made by the TSM under the RDPZ policy.

Technical and Eligibility Requirements

On-Street RDPZ in Residential Areas

Qualified people with disabilities may request installation of on-street RDPZ. The RDPZ Applicant must meet all the following requirements:

1. The applicant has a disability as defined by the Americans with Disabilities Act of 1990 that prevents him or her from walking long distances and be in possession of a Disabled Person License Plate with adequate ID or a permanent Disabled Person Placard ID Card, as required by the California Vehicle Code Section 5007, 22511.55 or 22511.59.
2. The applicant is a full-time resident of the address in question. The Applicant shall provide two forms of proof of residency including: (i) a rental agreement or homeowner's insurance policy statement and (ii) one other form of proof, either utility statement or driver's license.
3. The applicant is the property owner. If the applicant is not the owner, the applicant shall provide written permission from the property owner to install the RDPZ.
4. The applicant provides a DMV vehicle registration in his/her own name or vehicle registration of his/her primary live-in caregiver who resides full time at the address in question. Vehicle registration street address must match the proposed RDPZ street address.
5. Off-street parking (driveway, garage, parking lot) is unavailable or where available, such parking is not accessible to persons with disabilities. An off-street parking space is defined as neither available nor accessible under the follow conditions.
 - a. Garage
 - i. If the applicant owns a lift-equipped van, the applicant either has no garage or the garage interior width is less than 17 feet.
 - ii. If the applicant owns a passenger vehicle, the applicant either has no garage or the garage interior width is less than 14 feet.
 - b. Driveway
 - i. If the applicant owns a lift-equipped van, the applicant either has no driveway or the driveway width is less than 17 feet, and/or the slope of the driveway is greater than five percent (5%) or 1:20.
 - ii. If the applicant owns a passenger vehicle, the applicant either has no driveway or the driveway width is less than 14 feet, and/or the slope of the driveway is greater than five percent (5%) or 1:20.
6. There is no existing RDPZ in the same block, on either side of the street, within 150 feet of the applicant's address, in any direction.
7. The surface of accessible parking spaces on streets and access aisles from street parking should does not exceed a 5% slope (1:20) in any direction and no other hazardous surface condition exists in the immediate area, such as a speed bump.
8. The applicant's residence is adjacent to a compliant corner curb ramp or the applicant's driveway substantially complies with curb ramp requirements per ADA Accessibility Guidelines Section 4.7: Curb Ramps.

Exception: If a compliant corner curb ramp does not exist or if the Applicant's driveway does not substantially comply with ADAAG 4.7, a RDPZ may still be installed if the Applicant meets all other eligibility requirements and signs a statement of understanding that the RDPZ does not fully comply with ADA regulations. The City will not install corner curb ramps, and will not permit or install mid-block curb ramps, for the purposes of installing RDPZ.

Remediation Program

The Remediation Program applies to all on-street RDPZs that were installed prior to June 30, 2009. On-street RDPZs on residential streets that do not comply with the RDPZ policy will be removed. The property owner will be given ninety (90) days prior notice before removal of an existing RDPZ. The Transportation Services Division shall complete remediation of all non-complying RDPZ by June 30, 2012.

Standards

The following standards apply to all on-street RDPZ constructed or reconstructed by the City or by others. Also see current City of Oakland Standard Details for Public Works Construction.

Perpendicular and diagonal (angled) on-street RDPZs shall be designed and constructed per ADA Accessibility Guidelines (ADAAG). For diagonal parking, one in every eight (but at least one) DPZ must be van accessible, with an access aisle that is eight feet wide. Where one-way traffic prevails, it may be necessary to increase the number of access aisles provided or permit backing into the space to locate the access aisle on the side of the vehicle where it is needed. An accessible route shall be provided from each access aisle to the sidewalk, usually necessitating the installation of curb ramps.

ADAAG does not contain technical specifications for accessible parallel parking, but the City requires a parking lane that is at least 7 feet wide by 20 feet long. An unobstructed access aisle of at least 36 inches in width parallel to the vehicle space must be available. If the parallel RDPZ is adjacent to a street crossing, then a corner curb ramp may serve it adequately. Some pedestrians with disabilities will, however, need accessible parking spaces close to a specific building or facility. The City will consider providing parallel RDPZ, and curb ramps, at mid-block or in other locations to provide a short or direct route to certain public accommodations. Mid-block curb ramps shall not be installed for RDPZ. All on-street RDPZ shall have standard accessible parking signs per ADAAG.