

GOBERKELEY SMARTSPACE: VIRTUAL COMMUNITY MEETING FOR THE SOUTHSIDE\TELEGRAPH NEIGHBORHOOD

Notes from 11-17-2021 Community Meeting 6:30 PM – 8:00 PM

Team: Dana Rubin, Gordon Hansen, Dianne Yee, Ayaka Habu

Number of Attendees: 8 people

Break-out Group, Session 1

Running Notes:

- **Resident:** One car household that mostly sits; however, street cleaning causes a cascade of everyone having to move their cars, circling to find a new spot.
- **Resident:** Difficult accommodating guests. Guests must do the 'two-hour' shuttle. It is more challenging when guests are interested in staying for a week or more.
 - Gordon clarifying existing guest parking program: one day visitor passes are available electronically and the city continues to sell hangtag permits for guests.
- **Resident:** Living in the neighborhood since 1974 and here when preferential parking was implemented because students were parking in the neighborhood. *"The historic preferential parking made the parking situation better, not good, but better."* Often, there are no parking spaces available on our block and we must find spaces on adjacent blocks.
- **Resident:** Original enforcement hours extended to Saturday to accommodate Game Days. But since Game days only happen handful of times, the Saturday enforcement limits visitors' ability to park. The 20-hang tags limit is not enough.
- **Recommendation by resident:** Resident tends to reserve them for gardeners or event visitors. Resident suggests getting rid of Saturday enforcement, and only limit enforcement on Game Days.
 - Gordon: Data was indeed collected during Game Day in 2017, and maps are showing overutilization on all streets. It is challenging to remove the current Saturday enforcement because Area B, D, A all have Saturday enforcement right now.
 - This would be a larger question that exceeds the scope of the project and require conversation with each RPP Area residents to see if they would also like to remove Saturday enforcement.
 - Area I and J are currently Monday-Friday – the upcoming pilot program may convert area I and J to be also through Saturday for simplicity.

Recommendation by resident: Could these changes set forth from the pilot program be accompanied by expanding and making guest policies more affordable? A booklet of guest passes?

– Gordon: In 2003, people were selling the visitor passes at a higher rate to others. Need to balance many different things as part of the proposal.

Recommendation by resident: If you are having a special event (party), you can buy a block of parking for that day.

- **Resident (typed question):** Does this area have unmetered or unlettered zone that will be impacted by this pilot?
 - Gordon: Yes, there are. There are several short segments of (E.g., Ellsworth) that have short-term time limits *unmetered and unlettered.* As we move into an implementation place for the consensus pilot, we will have to decide how we treat those segments.
 - West side of Ellsworth between Durant and Channing – is a one-hour or two-hour time limit. People still need to shuffle if they want to avoid the citation in these areas. Proposal is to reduce the need to shuffle.
- **Residents:** Prior to the RPP, all the parking spaces were taken by students and staff. It seems like this proposal won't decrease but rather increase students and staff parking in the neighborhood.

Gordon: Current on-street parking price is \$0.00, and people are shuffling to maintain that free parking. Gordon is curious that with a price-levy, it may reduce the number of shuffling. And with the introduction of pricing, we can actively manage parking availability by adjusting price periodically.
- **Recommendation by resident:** Resident response: Maps are showing over 85% occupancy. Resident tries to park on the street so their visitors can park in the driveway. RPP holders pay \$66 a year for the permit and should be free if the pilot is implemented. Concerned that students and staff will use more of the parking spaces the price students/staff pay on the street is less than the garage.
 - Gordon: Residents are paying pennies per hour for parking spaces that are in very high demand. Understand that it is a real challenge to find parking. We do not want to just help with two-hour shuffle but also want to better manage parking to ensure parking can be found quickly and easily. This is a real challenge right now.
 - Gordon: Imagine someone who needs to drive into the area. Right now, they are given the impression that they can park up to 2 hours and it is free, but they need to leave their place of business, in the middle of what they are doing, to avoid a citation. Challenge is that we are dealing with status quo that is disproportionately affecting members of our community. Can we find an incrementally better solution to help our most vulnerable?
- Receiving feedback about parking adjacent to Alta Bates – we want to solve the problems we can without creating new problems.

Break-out Group, Session 2

- Gordon meeting with Elmwood Merchants Association on Friday (11-19) to find the best way to reach employees – a piece that has been missing so far . Previously in 2019, we have also conducted door-to-door communication with the Merchants Association. So, we are in close contact with the Merchants Association.
 - **Recommendation by resident:** Give employees passes for Saturday garage.
 - **Messaged Question:** Who's on the Community Advisory Group?
 - Gordon: Alex Knox (TBID), John Seravic (Elmwood board member), Helen Walsh (Rep. from disability community), Mark Humbert CENA resident and former president of neighborhood association), Riley Anderson (Associated Students of UC Berkeley), Seamus Wilmot (UC Berkeley Parking and Transportation)
 - **Messaged Question:** All meetings are virtual or in person?
 - Gordon: Would like to be with you in person, great way to understand who we are and what we bring to the table. We will stay virtual to stay safe, for now.
 - **Messaged Question:** What's the pilot program's impact on service providers?
 - Gordon: What are they currently doing due to the 2-hour limit? They may be losing productivity due to 2-hour shuffle, and the potential \$49 citation. It may be of relief for them to have a max-8 hours.
 - **Messaged Question:** Will people have to walk 2 blocks to pay?
 - Gordon: We want to encourage people to use phones as a primary payment method but that will not be required. Currently these metered locations are proposed. Not set in stone. We want to locate kiosks where it makes sense, seeking recommendations of their placement.
 - **Messaged Question:** Why not encourage people to take transit?
 - Gordon: Yes, we are making sure that TBID follows the 2009 Commuter Benefits Ordinance– employers with more than 10 employees need to offer some sort of travel benefit. We are also talking about ways to bring in an Easy Pass program – talking to TBID and the Chamber.
 - **Resident:** How will revenues generated from this be used?
 - Gordon at a *minimum*, these revenues will go back into the parking meter fund – It will fund ongoing metered parking, enforcement, and infrastructure improvements like replacing and purchasing parking meters, general fund takes some, use funds to improve quality of infrastructure.
- Resident:** Parking is a finite quantity, there is only a certain number of spaces. If You all more people to park here, how are you increasing parking availability?
- Gordon: There are couple of things at play. We know from complaints coming to council members' office to share that people are doing the using limited on-street spaces and having to shuffle. The payment is a choice point – do I

want to pay to use this parking spot? Incremental change: looking for one or two open spaces per block. Adjust the price to create the availability. Folks look at the price and decide whether it's for them. In a sense, doing the best we can to manage a finite resource.

- **Recommendation by resident:** 1. There is a block between Elmwood area and the southside area which is not part of the pilot project. I would like to suggest strongly that that area be monitored during your parking study to figure out what is happening different at that block. 2. There are only 20 enforcement officers. 3. I find it difficult that there will be more availability with this proposal.
- **Recommendation by resident:** Can we limited visitors from using RPP parking areas? We have a lot of traffic calming measure that prevent through traffic in residential neighborhoods. Is there a similar type of treatment that can stop outsiders from getting into RPP parking areas?
- **Resident:** Why is 2-3 available spots per segment good for neighborhood? Why do you think you can monetize our neighborhood?
 - Gordon: The availability spots is to help stop circling around. Pricing is not to make money, it's to manage demand.

Additional questions received after end of formal meeting:

- **Recommendation by resident:** if the objective is to lower CO2 emission, City should be more proactive about helping businesses achieve things like shuttles.
- **Resident:** if council approves this, will parking meters and sign be implemented next summer?
 - Gordon: a worthy goal; takes about six weeks to order new signs and traffic maintenance would prioritize implementation. Running concurrently will be launch activities – letting people know about the pilot as much as possible. Signage: have something like what Seattle, Washington.
- **Recommendation by resident** Proposed parking meters locations are far from each other. It's specifically important when it's far away from the commercial corridor, to have a map to help visitors.
- **Resident:** The zip code is one of the most expensive in the country.
- **Recommendation by resident:** Consider grace periods to give time to walk to payment kiosks.
 - Gordon: We do not want to penalize people if the infrastructure or in the program isn't set up properly – there are many operational considerations to discuss