

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

Notes from 12-15-2021 Community Meeting 6:30 PM – 8:00 PM

Team: Dana Rubin, Gordon Hansen, Dianne Yee, Ayaka Habu, Ezra Pincus-Roth, Tom Brown

Number of Attendees: 66

## Break-out Group (Room 3)

- **Resident:** What's the problem we are dealing with? How many merchants and employees? I don't see the scope from the merchants.
  - Ezra: This has been part of a long ongoing problem. I was at Cal and worked on projects that worked with merchants in Elmwood. It's been an iterative process. If there's a merchant on the call, please share.
- **Resident:** How many merchants are there? How many employees? How many walk? Bike? We don't have a basis for the problem. If we park all the employees in the neighborhood, where will residents park? We need more data to gauge the problem. People can find parking all the time. I worry if we change things, we'll keep people from visiting merchants
  - Ezra: Regarding quantitative data, I'd say speak with Gordon. We have snapshots of the data that we will be sharing.
- **Resident AND Merchant:** I work in real estate and my employees have to go into the field or into the office. They need their car. I've always made accommodations for employees to park off the street. We purchased a parking pass for an employee for a particular block. A lot of merchants and their employees can take public transit. They can get clipper cards. My understanding was RSPP was to encourage for people not to drive.
  - Ezra: you touched on a transit clipper pass. Cal students get this through AC Transit. Imagine that but for neighborhood as a means of increasing options.
- **Resident:** Tell me about your firm and why the city has hired you. Can't it do the work itself?
  - Ezra: consultants help expand capacity
- **Resident:** Are you going to be helping to set up the criteria for before and after the pilot? We've worked to nail that down. How will we define and measure the problem?
  - Ezra: we take a snapshot of before and after. We make sure conditions are similar between the two. We've had folks drive around and time how long it takes to go from point A and point B. We've done snapshots to count parking occupancy.
- **Resident:** Is there a premise that you're testing? Hypothesis?

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- Ezra: in the spirit of the grant, we want to reduce the negative externalities that increase climate change effects.
- **Resident:** I want to talk about Alta Bates. I didn't know the merchants had a parking problem and I've lived here 20 years. We're not talking enough about Alta Bates/Sutter that don't provide parking for their employees. We're focusing too much on the small businesses,
  - Ezra: we had a meeting like this about a month ago and they mentioned. I'll note that its something to pay more attention to. Are there opportunities for these programs to be shared with AB? Do you see a benefit for yourself?
    - **Resident:** I see Kaiser and people there are always driving to work. Maybe they had benefits Sutter doesn't do. Maybe if Sutter was forced to meet the needs of employees more? If these people were provided parking, would it give... if people who work on College need more parking, that might open up opportunity if there wasn't so much AB.
- **Resident:** Alta Bates does a lot of parking and has a shuttle. They try but they can do better. I read in BerkeleySide that the project was dead. Then I was told by CityCouncil and Mayor that it was dead. I'd like to know if the project is dead. I'd like to see the problem before we solve it. I need to see the bigger picture. And be upfront with the neighbors.
  - Ezra: I want to be clear, what's NOT happening is the original proposal – metered parking being added to the RPP zone. It's no longer on the table. WE recognize that there's still more opportunities to provide parking and reduce the number of trips.
  - **Resident:** when we did permit parking, the city is supposed to meet with employers with more than 10 employees to manage their TDM The city hasn't been doing this. I don't see anyone from Office of Econ Dev. They used to speak to the businesses more.
- **Resident:** What I heard is you're the data guy. Why didn't the meeting start with numbers? It's alarming you're hiding the numbers from us. It's also odd to me that here's the city with UCB
- **Resident:** The biggest pollution comes from the line of Traffic up Ashby since Claremont and Domingo were restriped to have only one lane going up the hill. Is that CalTrans? Something needs to be done about that. It starts at 2PM every day. It's a huge polluter. Much more than any 2-hour movement of cars. Isn't MTC supposed to coordinate these things?
  - Ezra: Yes, in theory. They model and help us inform our decisions. They look at things from a regional perspective.
- **Resident:** I agree with the last point on Woolsey. There's a line to get onto Claremont to get onto Ashby. It starts at 3 and those cars idling for hours compared to someone moving their car once a day. In the meantime, if we had a

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number of the two-hour shuffle. You're asking for comments but haven't given us data.