

Notes from Community-Led Forum on goBerkeley SmartSpace Project

December 8, 2021 at Life Adventist Church, 2236 Parker St, Berkeley CA

Format: Hybrid in-person and Zoom meeting. Comments transcribed from Zoom recording of event.

Speaker	Timestamp	Comment	Response from City Staff at Meeting
Jack	59:20	If I paid the \$12 for parking and the parking goes beyond 7 pm, is the parking still held at 8 hours or is it like now if its past 7 we can keep our car there. Would they get a ticket past 7?	No ticket past 7pm. If someone wanted to stay past 8 hours, they cannot do that.
Mary	1:02:22	Had 2 visitors stay, ended up paying the \$12 ticket herself. Already pay a lot for parking for herself and her son. Not fair to visitors to force them to pay for parking.	
Speaker #3	1:04:10	Change/expand boundary to stop at Dwight. These changes affect different groups of people. Had a visitor and their kid, making the visitor have to pay twice or carry their kid all the way to another paystation or he would have to move his car for the visitor to take the spot. Gave some examples of cities having visitor permits. Effect of Induced driving by allowing longer parking.	
Speaker #4	1:07:25	Why go from 2 hours to 8 hours? Suggested free and four?(more?) hours.	Data collected on website (not sure if this was the person being responded to)
Speaker #5	1:10:50	Lost credibility with virtual parking meters in front of people's houses. Number of housing units need to be projected with permits. AC transit cutting bus stops on telegraph, is the city with or against that? City staff should cut down on their vehicles and the use of city vehicles if they expect neighborhoods to give up cars and pay for parking. No restrictions to parking for city staff but everyone gets them.	In consultation with AC Transit, not sure how to answer. City staff with cars are stored in Center Street garage. Not all workers receive free parking.
Becky O'Malley	1:15:59	Would like to actual data on climate impact on the "2-hour shuffle." How can we put a stop to this idea? This project is a solution looking for a problem. Should have a data model before implementing idea.	City is interested in studying the two-hour shuffle more
Kit Van Buskirk	1:21:30	City states "cold starts" from vehicles as the chief reason for pilot study. Emissions from cold-starts are hard to define and cannot be accurately measured.	City is interested in studying the two-hour shuffle more
Speaker #9	1:24:19	A lot of residents in this area have metered parking. We're already paying for parking. [Rest of comment difficult to understand from recording.]	
Laura Watkins	1:29:07	2 hour parking was to prevent people from parking all day in the neighborhood. Even with the 2 hour restriction it is hard to find a spot. This would be a deterrent to drive to work and take transit. Does not see a lot of two hour shuffling because it is inconvenient. More new drivers will drive to work because they can park and stay all day. Campus workers fill the neighborhoods and the campus needs to provide better alternatives. Why is the neighborhood supposed to provide parking for people who don't live here.	

Speaker	Timestamp	Comment	Response from City Staff at Meeting
Speaker #11	1:32:08	Comment discusses wages and paying more for parking. The rest is unclear. [Comment difficult to understand from recording. Merchant who currently moves vehicle every two hours - paying more for parking would be major detriment to employee retention.]	Are you affected by the two-hour shuffle?
Kelly Hammargren	1:34:11	This approach seems backwards to attack parking without offering an alternative reliable and frequent mass transit.	Theres not a lot the city can do to implement those transportation methods. Work with merchants to make sure more people have the ability to take transit.
Speaker #13	1:35:51	Theres plenty the city can do to make transportation better. We used to be able to get visitor passes. Plenty of shuttles going to emeryville, downtown. Two-hour shuffle has never been a problem. Not broken, don't need to fix it.	
Speaker #14	1:39:32	By extending parking to 8 hours, merchants and employees will have difficulty finding parking cause those spots will be taken at 8am. The city makes us pay for preferential parking and at the same selling those parking spots to somebody else.	
Speaker #15	1:41:15	Owns a small business around college and ashby -	
Speaker #16	1:42:40	Seems like someone from The City of Berkeley sees a grant, applies for it, and gets then decides how to spend the money. They come up with a plan and tell neighborhoods we're doing this and they never asked us. Consult with business owners to make necessary changes.	
Speaker #17	1:44:54	Would love to get places without taking a long time through transit. What if I am unable to walk to bus stops in a few years. The city should be focused on getting better public transit.	
Speaker #18 (Gianna Ranuzzi)	1:46:37	[Comment could not be transcribed due to difficulty understanding from recording.]	
Speaker #18	1:47:18	People from all over the bay area store their cars in the neighborhoods. What happens to all the visitors, babysitters, cleaning people, gardeners, etc.	
Speaker #18	1:50:13	Answered someone's question	
Speaker #18	1:50:52	I would feel much better if The City committed itself to say that the neighborhoods have the final approval.	
Speaker #19	1:51:51	Are they building these streets for the people or are they building the streets for the people in power.	
Speaker #18	1:53:24	Driving for all their lives. Afraid to drive on Milvia at night, its very inconsistent. Parking on University and Channing that is not consistent. No signage for all the changes. We all want to lower the carbon footprint but do it a safe manner. It's a stupid idea.	
Speaker #20	1:55:23	CoB, merchants, and neighborhoods should meet to figure out a solution.	
Speaker #21	1:56:37	Customers need some place to park as well.	

Speaker	Timestamp	Comment	Response from City Staff at Meeting
Speaker #22	1:58:26	Church parking lot available for free for parking for teachers whenever [unclear if also for public use].	
**Section below is for comments presented in the Zoom chat box			
Becky O'Malley	0:43:00	Where can your data be seen?	
Laura Watkins	0:45:59	Why not allot permits to business for their employees?	
Becky O'Malley	0:48:28	If whatever data you have could be made available, it would be possible to model the effect of your proposed scheme before trying it.	
Becky O'Malley	0:56:31	WHY do you want to stop free parking for two hours?	
alfred rothman	1:00:00	why is the city permitting building an apartment on telegraph and webster with only 10 parking spaces for 110 apartments?	
Becky O'Malley	1:00:12	Demand-based parking sounds like voodoo economics to me. Why don't we ask Bob Reich what he thinks? or some of our nobel winners?	
Andy Johnson, Bateman	1:02:00	Gordon, Cold Starts are defined by EPA (1993) as between 12 and 36 hours of engine cooling off time. So-called "two hour shuffles" are not cold starts.	
michelle davies	1:07:21	when is parking the busiest?	
michelle davies	1:07:29	do you have exact data	
michelle davies	1:11:59	how do you define "abuse" when you say that people abuse visitor passes ? maybe they are "abusing" it because the city does not have the proper parking needed? I just don't see how passes can be "abused"	Later community member response - students were making photocopies of passes, so City switched to scratch-off hangtags with limited numbers
Laura Watkins	1:18:21	There will not be more spaces. As is it is already difficult to find a space on those streets. If we add people leaving their cars there all day parking will be even more impacted. Why is the city prioritizing campus worker - especially when the campus is closing a campus lot (Dwinelle) right now? 2-hour parking means that spaces clear out regularly allowing workmen, visitors, etc. to park AND allowing residents who depend on their permits to find slots. If campus workers can dump there cars there all day, every day, no one else will ever find a place. The solution to the 2-hour shuffle is for the university for provide a solution for their workers transit needs.	
michelle davies	1:24:26	since housing is ridiculously expensive, many, many, many, people need to live in one house/apartment. this means there isn't enough parking where you live because there are limits per unit/house. WHY do we have to pay more when we can barely afford to live here, whether we are workers, students, elders, whatever. all comes back to how expensive it is to just exist here	

Speaker	Timestamp	Comment	Response from City Staff at Meeting
michelle davies	1:27:51	i understand encouraging public transit, but the city needs to act to effectively and thoroughly to truly ask residents this. we need cheaper public transportation, HIGHER PAY for bus drivers if you want to retain drivers and increase worker satisfaction, more bus stops, and more consistent pickup times	
Laura Watkins	1:49:55	Campus can do distant lots with shuttles, see new lots. City could encourage this, OR was he is saying, more city shuttles. Emeryville does it.	
Laura Watkins	1:51:03	... but special permits don't work if the streets are already filled with random longterm parking.	
Laura Watkins	1:52:17 oh, and the city's proclaimed anti-parking stance really needs to start taking into account that electric cars are going to be the norm in another decade or though. Where will they be parked?	
michelle davies	1:58:49	exactly what i was saying, the city needs to act to effectively and thoroughly expect residents to bus. we need cheaper public transportation, HIGHER PAY for bus drivers if you want to retain drivers and increase worker satisfaction, more bus stops, and more consistent pickup times	
michelle davies	2:00:57	also, can we stop blaming working-class people for climate change and stop holding us accountable and hold the large companies accountable that ARE RESPONSIBLE for the pollution and such. just wrong to blame citizens when we are literally trying to survive	
michelle davies	2:09:08	hopefully the city re-evaluates public transportation and its current functioning. or maybe we will have to demand this and work towards the change. capitalism divides us and discourages communal decision making. the community here is amazing and capable of making decisions for themselves and knowing what is best and it would be great to eventually see the city change how it functions in the future	
Laura Watkins	2:09:20	YES, pause and rethink. Figure out what needs solving. (2-hour shuffle for small businesses, give 'em permits) Campus workers, tell UC to step up to the plate. But don't entice drivers to come to campus by giving them cheap neighborhood day-long parking.!	
Laura Watkins	2:10:27	Yep, I won't be able to park near Telegraph businesses. There is only so much parking. Do we want these spaces to be car storage for campus workers all day?	