

From: [Kate Eby](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Ferry parking proposal
Date: Saturday, December 3, 2022 8:12:28 PM

Hello,

I'm writing in regards to the proposal to charge for parking at the ferry dock and to express my extreme disagreement with the idea. If the goal is to encourage public transportation, a parking fee would have the opposite effect.

It raises the price of taking the ferry by a third, adding \$3 to a \$9 round trip fare, and makes it nearly twice as expensive as driving across the Bay Bridge (\$12 total vs \$7). The chart that appears as Figure 5 in your proposal uses some interesting math to make the parking fee look less burdensome than it actually is. The cost increase would severely decrease the incentive to take the ferry. Ferry service is already struggling to increase ridership because of the pandemic and the parking fee targets the majority of ferry riders. It would cause a significant loss of ridership for a valuable public transit service.

The proposal says charging for parking would ensure there are spaces available. I've never had any trouble finding a parking space at the Seaplane terminal, and I take one of the later boats (9:15am). Charging people extra for choosing transit would only discourage them from continuing to make that choice and it would force commuters onto the Bay Bridge.

If Alameda is trying to reduce driving then the city needs to ensure there are other viable options. It takes me 10 minutes to drive to the ferry. Taking the bus would triple that time to 30 minutes. I would spend more time getting to the ferry than riding the ferry! The current bus schedule does not provide an adequate alternative to driving. Your own report points out that just a single line services the Seaplane terminal and a single line connects to Harbor Bay and there is currently no service at all for the Main St terminal.

Cycling is a nice option in theory but the city has not provided enough infrastructure to make that a safe alternative. There are some great bike lanes in Alameda but they don't connect. In order to reach a good bike lane, cyclists are forced into dangerous situations if they're willing to risk streets without bike lanes, or into lengthy commutes if they're trying to stay safe and away from cars. The city can't put the cart before the horse and expect more people to bike without making more streets safe for cyclists.

The chart (Table 1) of comparable transit parking lots shows that nearly a third do not charge for parking. Alameda should be part of that trend to provide the best incentive possible to encourage public transit use for the long term.

I've been proud to call Alameda home but this proposal is counter productive and will do more harm than good.

Kate