

## LARA WEISIGER

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**From:** Trish Spencer  
**Sent:** Tuesday, June 07, 2016 12:40 PM  
**To:** LARA WEISIGER; Jill Keimach; Jennifer Ott  
**Subject:** Fwd: OPPOSITION to Recommendation to Adopt the Proposed Plan for Harbor Bay Ferry Terminal Parking and Provide Direction on Amendments to Alameda Municipal Code Section 12-17 (Preferential Parking) (Public Works 224)

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

**From:** "Lauren E. Garske" <legarske@gmail.com>

**Date:** 06/07/2016 11:23 AM (GMT-07:00)

**To:** Trish Spencer <TSpencer@alamedaca.gov>, Frank Matarrese <FMatarrese@alamedaca.gov>, Tony Daysog <TDaysog@alamedaca.gov>, Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>, Jim Oddie <JOddie@alamedaca.gov>

**Subject:** OPPOSITION to Recommendation to Adopt the Proposed Plan for Harbor Bay Ferry Terminal Parking and Provide Direction on Amendments to Alameda Municipal Code Section 12-17 (Preferential Parking) (Public Works 224)

Councilmembers:

I am writing to respectfully request that you **DENY Agenda Item 6-C, Recommendation to Adopt the Proposed Plan for Harbor Bay Ferry Terminal Parking and Provide Direction on Amendments to Alameda Municipal Code Section 12-17 (Preferential Parking) (Public Works 224)**. I am a resident of Harbor Bay, and along with my husband and 2-year old, have been commuting to San Francisco via the Harbor Bay Ferry on a daily basis for the last year and a half. As civic servants, we sincerely believe in the role of public transportation to reduce greenhouse gas emissions and alleviate roadway congestion. To this end, we are proudly a single vehicle family who uses public transportation at least 70% of the time. While the ferry is not the most affordable option for our daily commute, we choose it because it is the safest and most child-friendly mode of transportation available to us. However, getting to and from the ferry (or Fruitvale BART) via public transportation is a true challenge, particularly with a young child, and the City's proposed approach is not only insensitive to people who do not fit into the stereotype of being an individual driver living within walking distance, it is critically flawed in its logic.

**The City wants to impose parking limitations and fees on ferry riders *before* providing a suitable alternate solution to the demand for parking and transportation to the ferry terminal.**

b-C  
6/7/16

The ferry serves the public. The public streets, where people park, are not even on the front-side of private property. As the proposed plan before you today is structured, ferry riders are expected to pay for parking in the existing lot (assuming spaces are still available), rely on the decidedly poor existing transportation service, or walk (assuming this is a feasible option). Note that City buses are extremely slow, irregular, and even when running more predictably during the morning commute, full as local high schoolers also rely on this resource. What are commuters, who are bound to set ferry schedules, expected to do while the City and/or HOAs drag their feet on providing viable alternative transportation to the area??? If you want to encourage people to use alternative modes of transportation to the ferry terminal, provide those alternatives FIRST, whether improving existing resources or creating new ones, and determine the level of service needed as well as how to optimize performance.

### **Ferry commuters park on weekdays, during work hours.**

The impact of limited commuter parking on local residents and visitors to the public waterfront is likely much smaller than represented by the minority of individuals motivating this effort. What evidence is there – what data is there – to support the rationale of this flawed proposal? Local residents have plenty of private parking available between garages and driveways, even in front of their homes. Public use of the waterfront is limited during the work week as compared to weekends, when the Harbor Bay ferry does not operate. Commuters park on the backside of private property, which is rightfully public. Commuters are absent on weekends, presumably the peak use periods for residents and waterfront visitors alike. There is no commercial development to be impacted in this area. Commuters use the public space respectfully, and support a public enterprise by riding the ferry.

### **Many of our fellow commuters do not fit the supposed demographic of ferry riders.**

Some of the people we regularly commute with come from other cities nearby such as San Leandro – not walking distance or feasible via public transportation on a daily basis. Others friends commute together as married couples – two people in one vehicle. We are a family of three who commute together every day – three people in one vehicle. We frequently sit with another family of three who also make this trek with an 8-month old. Rather than imposing penalties on regular ferry commuters who don't happen to fit the City's assumptions, why not incentivize such good behavior somehow, such as creating carpool-only or family-friendly parking spots in the near-term? Or conduct a survey appropriately while also soliciting palatable alternatives from ferry riders?

I sincerely regret that I am unable to attend tonight's hearing and address you in-person but I have a toddler to care for tonight and will be up at 5:30am tomorrow to start my day. I trust that other members of our ferry rider community will be there to articulate these and the many other shortcomings and misguided assumptions of this proposed plan. I hope that you will hear, recognize, and address these, and come to the conclusion that while something does need to be done to accommodate the increasing ridership of the ferry service and the parking situation, **the City's proposed plan is premature and lacks sound rationale**. The City needs to engage the ferry riders in this process and hear our perspectives – not just the HOAs and City staff. Completing outreach post-hoc as suggested ("Prior to January 1, 2017") is nothing more than an exercise to be able to check a box when it is apparent that there is intention to move ahead with this critically flawed approach. **Please DENY the City's Recommendation to Adopt the Proposed Plan for Harbor Bay Ferry Terminal Parking.**

Respectfully,

Dr. Lauren E. Garske-Garcia

216 Puddingstone Road, Alameda, CA 94502

