

Petition to Expand Parking at Harbor Bay Ferry Terminal

September 13, 2017

To the Alameda City Council:

On behalf of ferry riders who are impacted by the parking failures at Harbor Bay Ferry Terminal, we demand that the City of Alameda ("the City") work with WETA to expand parking and access to the terminal.

For years, the lack of parking and access to Harbor Bay terminal have been ignored. No meaningful action has been taken to improve these failures. Instead, the City and WETA have entirely shifted this burden onto ferry riders and their families. To make matters worse, the City implemented new parking restrictions in August, taking away over 100 parking spots immediately near the terminal. This is unacceptable. The City and WETA need to take action to provide meaningful solutions to this problem.

Over 200 ferry riders have already signed a Petition demanding change:

<https://www.change.org/p/gail-payne-transportation-coordinator-city-of-alameda-expand-harbor-bay-ferry-parking>

Below is a list of the major issues along with notes gathered from ferry riders. No single solution can solve everything. As such, the City and WETA must do everything possible, using as many solutions as possible to fix this problem now.

Thank you in advance taking this seriously. I welcome any opportunity to further discuss these issues with you.

Respectfully,

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1. EXPAND PARKING

The ridership at Harbor Bay grossly exceeds parking options available. Solutions:

- **Expand the parking lot:** Work with the WETA to expand parking to the adjacent vacant lot. If you continue to refuse this option, certainly, we expect the City and WETA to work towards meaningful alternatives that lessen the impact on hundreds of people that take the ferry everyday.
- **Add more street parking:** Open up additional parking on streets immediately adjacent to the terminal, i.e., Adelphian Way and Harbor Bay Parkway. The City and WETA must seriously work with BCDC on this. Withholding an entire mile's worth of potential parking for others to enjoy bay views is ridiculous. That mile of parking can easily be shared.
- **Change street cleaning:** Move street cleaning on Mecartney Road (currently every Tuesday) to the weekend, late nights, or Friday.

2. SATELLITE PARKING & SHUTTLES

There is currently no reliable way to get from satellite parking areas to the terminal. Solutions:

- **Offer a shuttle:** Offer a reliable shuttle service to satellite parking areas in Harbor Bay and East End locations that coincides with the ferry schedule. A dedicated shuttle on a small loop will be much more reliable than an AC transit bus that has to traverse through Oakland and Alameda on each loop.
- **AC transit is unreliable:** AC transit is not reliable, it is not feasible for working families with kids or for those outside Line 21. See more below.

3. AC TRANSIT

AC transit currently fails as a solution. Notes:

- **AC Transit is unreliable:** Since "Four Fast Ways" launched, AC transit is still unreliable. Morning buses have been absent, evening buses arrive almost 30 minutes after arrival. The vast majority of ferry riders commute into San Francisco for work. Many ferry riders need to pick up kids from schools/daycares in the evenings. They cannot be expected to deal with inconsistent transit.

AC Transit continued...

- **Improve AC Transit reliability:** If the City and WETA continue to push this option for ferry riders, the City and AC transit must ensure these buses are reliable.
- **AC Transit fails working families with kids:** AC Transit is not a solution for working families with young kids and school schedules (explained further below).
- **AC Transit Line 21 is limited:** AC Transit Line 21 only serves a portion of the geographic area where ferry riders are. This is not a meaningful solution for people outside of Line 21's reach.

4. WORKING FAMILIES

Working families are heavily impacted by parking failures at Harbor Bay terminal. Solutions and notes:

- **School/Daycare schedules:** Schools and daycares have set drop-off times, usually during 8:00am or 8:10am. Once kids are settled at school, there is precious little time to get to the ferry terminal. These parents are the last to arrive, unable to park nearby with essentially no time to deal with alternative transit for the 8:30am ferry. Many after school programs or daycares have 5:30pm pick-up times. Parents on the 5:00pm return ferry cannot wait 30 minutes for an AC transit bus to arrive. In order for these families to manage, parking at/near the terminal is imperative.
- **AC Transit is unreliable:** See above.
- **AC Transit Line 21 is limited:** Again, Line 21 only serves a limited geographical area and fails those outside of Line 21's reach. Families and schools are all over Harbor Bay and East End. Also as mentioned above, school/daycare schedules make this option meaningless for many. There is not enough time to engage with AC transit options.
- **Child safety:** For many parents, child safety and carseats eliminate AC transit as a meaningful option.
- **Uber/Lyft are not feasible:** Uber/Lyft continues to be pushed as the main solution for working families with kids. The sheer costs of taking private rides everyday is unfeasible. Carseats and child safety are also issues here.
- **Walking and biking are not feasible:** School and daycare schedules, as well as inclement weather, make this option unfeasible.
- **Expand parking for working families:** In order for working families to meet needs, more parking must be accessible at/near the terminal.
- **Adjust 8:30am Departure:** Adjusting the 8:30am departure by 5 or 10 minutes to better accommodate school schedules might allow parents more time to engage with alternative transit options (assuming they are reliable).

5. VALIDATED OR PERMIT OPTIONS

Validated or permitted parking are options that have been mentioned by the City, WETA and others. Notes:

- **Validated parking to eliminate non-ferry parking:** Validating parking for ferry riders would help to eliminate those that park in the lot for other reasons (e.g., Oakland Airport travelers).
- **Permitted parking to guarantee spots:** This would certainly help a select number of lucky people who are able to obtain a permit. However, the number of permitted spots would fall grossly short of the number of riders needing access to the ferry. Furthermore, it shifts yet additional costs/impact onto ferry riders. If permitted parking is pushed forward, it must coincide with several other meaningful alternatives for folks unable to obtain or afford a permit. Permitted parking cannot itself be the only solution. Especially if WETA and the City are unwilling to expand the current lot.