

LARA WEISIGER

From: Debi Ryan <debi@proudplanet.com>
Sent: Tuesday, February 04, 2020 2:04 PM
To: Marilyn Ezzy Ashcraft; John Knox White; Tony Daysog; Malia Vella; Jim Oddie
Cc: City Clerk; Eric Levitt
Subject: Support to Consider Requiring Paid Parking at Any Future City Owned or Operated Parking Lots – Item 9-A Referral on the February 4, 2020 Regular Meeting of the City Council
Attachments: CASA Letter of Support Paid Parking Referral_02_04_20.pdf

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Mayor Ashcraft and City Council Members:

Attached please find CASA's letter of support for item 9-A on the City Council agenda - Referral to Consider Requiring Paid Parking at Any Future City Owned or Operated Parking Lots, Including the Main Street Ferry Terminal.

Regards,
Debi

Debi Ryan
Vice President
Community Action for a Sustainable Alameda
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p | 415.519.4131

February 4, 2020

Dear Members of the City Council:

Mayor Marilyn Ezzy Ashcraft
Vice Mayor John Knox White
Councilmember Tony Daysog
Councilmember Jim Oddie
Councilmember Malia Vella

RE: Support to Consider Requiring Paid Parking at Any Future City Owned or Operated Parking Lots – Item 9-A Referral on the February 4, 2020 Regular Meeting of the City Council

On behalf of Community Action for a Sustainable Alameda (CASA) we are writing to express our support to: Consider Requiring Paid Parking at Any Future City Owned or Operated Parking Lots, Including the Main Street Ferry Terminal.

The City's recently approved Climate Action and Resiliency Plan (CARP) details on pg. 21-22 that as of January 2020 "about 70 percent of Alameda's annual GHG emissions" will come from Transportation, and in order to reach the City's newly set sustainability goals, "Alameda must achieve deep cuts in transportation emissions." Directly affiliated with these goals are the many committed projects of Alameda's new Transportation Choices Plan (TCP), several of which are now in progress and working towards implementation. Other modal shift-related projects will equally gain more community awareness, funding and positive approval when parking management via a paid parking strategy – which can be low cost to start - is set in place.

As pertains to requiring paid parking to Alameda's Main Street Ferry Terminal, and other terminals in the future, this action will directly:

- reduce the number of on-island drive alone trips to the ferry, thus reducing traffic
- reduce the number of on-island drive alone trips to the ferry, thus reducing GHG emissions
- encourage citywide carpooling to the ferry
- encourage increased biking to the ferry on the Cross Alameda Trail (opening Feb 29th!)
- encourage increased ridership on AC Transit Line 96 to Seaplane Lagoon
- provide revenue to the city, from local drivers, for other transportation related projects and to further implement existing goals of the CARP

In conjunction with opening this discussion, it's our view that the City must equally continue its momentum to forward new, innovative and affordable transportation options that more easily enable the Alameda Community to travel cross-island to its ferry terminals without the use of single-occupancy vehicles (SOV).

However, it is time to consider this requirement. We support moving forward with this Referral.

Sincerely,



Debi Ryan, Vice President
Community Action for a Sustainable Alameda

LARA WEISIGER

From: Morgan Bellinger <morgan@movephotography.com>
Sent: Monday, January 27, 2020 6:21 PM
To: City Clerk
Subject: 2020-7642

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I'm writing in support of council member Vella's idea to charge for parking at all city-owned lots. I think taxing residents who don't drive for a resource that only car owners can use comes quite close to taxation without representation. Please forward my email as necessary to attach it to that agenda item. Thank you.

LARA WEISIGER

From: Gabe <astorax@gmail.com>
Sent: Monday, January 27, 2020 8:10 AM
To: City Clerk
Subject: Charging for parking legislation

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Please forward this message on to the City Council:

I saw on the February 4th agenda that Councilmember Vella is proposing a referral (File # 2020-7642) to consider paid parking at all city lots, and is specifically calling out the Main Street Ferry Terminal.

I'd like to strongly object.

There's a couple of problems with this:

- 1) There's no public transit to the Main Street Terminal.
- You CANNOT consider paid parking when there is no reasonable alternative. I realize the bike lobby is strong, but the ableist bias of that lobby makes it an unreasonable solution to the parking issues. Without reasonable bus lines (and reasonable is of course open to interpretation but I'd settle for SOMETHING over nothing) there is no reasonable alternative to driving
- 2) Parking is a regressive tax. It affects lower income residents more than it does the affluent.
- 3) I don't see any clear indicator by Councilmember Vella what the funds would be used for. I don't know if that's normal in a referral or not, but if I'm going to propose something which will affect most of the residents of my town, I'd like to see a reason why beyond "I just want more money".

Please please do not consider this. We need more transit, not less, and even though Vella will say that charging for parking will reduce traffic, the reality is it won't because there's no alternative. It will just cost folks more money they may or may not be able to afford.

Thanks for consideration,
Gabriel Weiss
Alameda resident