

From: Evan Lovett-Harris [REDACTED]
Date: January 31, 2020 at 1:55:02 AM EST
To: Sheri Hartz <shartz@emeryville.org>
Subject: [External] Comments re parking plan

Dear Sheri,

Please share my comments below re the parking plan with the city council.

Thanks,
Evan

Dear Members of the Emeryville City Council,

I'm glad that you're thinking about parking in the North Hollis area and the Triangle Sub Area. This is a great opportunity for the city to make a choice about how people who live, work, shop and play in Emeryville get around.

I believe that the currently proposed parking plan with individual segments of regulated auto parking will continue to encourage people who work in Emeryville to drive a car and park on residential streets (many of which are already at capacity) in an effort to find "free" parking. I believe that the city should focus its efforts to encourage people who visit or live in Emeryville to walk, take public transit, bike, scoot, or skateboard to get around. To this end, I believe that there should be residential parking permits (with fee reductions for low-income residents), parking meters (with no cost parking for those with disabled placards), or commercial loading zones on every segment of curb in both of these neighborhoods that isn't reserved for a higher use. I'd define a higher use of the curb as something that enhances peoples lives and/or brings people together (ie parks, bio-swales, larger sidewalks, community kitchens, bike lanes, bike parking, art installations, fruit tree orchards, free boxes, picnic tables, community gardens, musical instrument petting zoos, native plant nurseries, arts and crafts stations, maker spaces, loose part play zones, etc).

I invite you all to dream up ways that we can improve the experience of living in or visiting Emeryville, reduce greenhouse gas emissions and support our local businesses. I believe that a creative and thoughtful approach to the use of the curb can do all of this and more. I urge you to develop a comprehensive curb-use plan (including parking) rather than a piecemeal parking plan with many uncontrolled streets.

Sincerely,
Evan Lovett-Harris