Miriam Lens

From: Sherman Lewis [redacted] on behalf of Sherman <[redacted]>
Sent: Tuesday, January 15, 2013 3:40 PM
To: John DeClercq; Barbara Halliday; Fran David; Francisco Zermeno - Forward; Michael Sweeney; CityClerk; Marvin Peixoto; David Rizk; Morad Fakhrai; Al Mendall; Greg Jones; Mark Salinas; Kelly McAdoo
Subject: Stonebrae; Dec. 18 minutes

Stonebrae: I would appreciate it, and the City might find it interesting, if the City could request a report from Stonebrae or whoever is responsible on the endangered species habitat conservation area of about 100 acres in the middle of the southern part of the golf. I've not heard anything for many years.

Dec. 18 minutes: "Sherman Lewis question whether RPPs could be sold/transferred/rented..."
I don't recall asking that. I think I was talking about how people respond to incentives, and if the demand were there, a resident with a RPP might charge someone else to use it, breaking the rules, but enforcement would be difficult. More likely, a resident would charge someone else to use their on-site space and parking the RPP vehicle on the street, as occurs in San Francisco.

I am interested in using market economics to solve environmental problems, which requires rules that promote efficiency and easy management. A system with no RPPs, charges based on willingness to pay, parking open to all for any purpose, easy electronic collection with minimum restrictions on length of stay, use of funds locally, and local participation in prioritizing use of funds, would work better than RPPs and management that requires policing purpose of use.

I think the neighbors should have a chance to decide what they want. I suspect most of them do not need, or rarely need, on-street parking and would prefer neighborhood improvements. The few with many vehicles would have to pay some market rate, which is appropriate, and more spaces could be used by BART riders, visitors, and even member of the City Council if they are willing to pay. Nelson Nygaard could develop the informational material. Currently, a megaphone is held up for the few who want extra free public parking for private use, and those wanting improvements have not been heard from.

Concerning walking past retail coming out of the BART station, it is a very interesting proposition to analyze, because the details are the key: the distance can't be very long and has to be sized to the market, and the retail mix has to be aimed at what people want. When properly executed, it works like gangbusters. The current station area plan does not have it at all; the small retail is too far away, and the supermarket is too big for the BART exit market.

Concerning a shuttle, it is very easy to have one that is too slow, too infrequent, under patronized and over-subsidized. I've tried to figure out what would work.

A half mile walk from remote neighborhood parking takes ten minutes, while the Industrial shuttle I've proposed has a 3.5 minute run time and an 8.5 minute combined trip time (five minute average wait time plus 3.5 minute in-vehicle time), assuming a single bus using rapid bus technology. The shuttle is dubious for low demand hours, but can be supplemented with taxi vouchers based on cell phones, shared rides, and negotiated fares paid by the JPA. The concept, however, depends on a revenue stream from parking. The operating cost should be about $50 per hour, based on current rates in Union City.

--
Sherman Lewis

Professor Emeritus, CSU Hayward
President, Hayward Area Planning Association www.bayviewvillage.us
[redacted]