
From: Serge Bonte
Sent: Tuesday, June 11, 2024 1:13 PM
To: City Council
Cc: Arango, Ed
Subject: re: 6.11.24 Meeting Agenda Item 6.1 Holistic Citywide Review of Street Parking Regulations

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Honorable Mayor Showalter and City Council Members:

I won't be able to attend your meeting but wanted to share a few comments on that agenda item.

First I'm 100% behind removing useless signs on our sidewalks. Right near me, there is a "No parking Bike Lane" on El Monte even though there is already no parking at all on El Monte :) . I think it's on a Miramonte sidewalk stating Bike Lane (as if pedestrians needed to know there was a bike lane next to the curb ?).

Staff report does a good job detailing all the rules for parking regulations. Where the report is lacking is how these rules are enforced and when enforced how effective they are.

We all have seen vehicles parked too close to a crosswalk (marked or unmarked), parked where there is red paint, blocking all or parts of one's driveway, parked for weeks without moving, double parked, blocking sidewalks when vehicles don't quite fit in one's driveway.....

In short, there doesn't seem to be any systematic enforcement. Some enforcement like 72 hours parking seems complaint driven. A process that comes with all sorts of bias and seems to result in very selective enforcement for just one category of vehicles (the ones our less fortunate neighbors are forced to live in). -which I thought was the impetus for that holistic review-

I believe that when we set some regulations on parking, We also need to make the investment (technology and human power) to enforce them consistently and fairly.

As an example, City could invest in mobile ALPR technology as a means to enforce parking time restrictions (time limits, 72hours parking...) or geographical ones (RPP when it gets off the ground). Then patrol all our streets (not just based on complaints) regularly (even use a self driven car to save money) and issue tickets for any infraction..

Similarly, a mobile camera ought to be able to catch red paint infractions, vehicles not parked 20 feet away from a marked or unmarked crosswalk.....

There are other parking issues that can not be solved via regulations -even if enforced-: delivery vehicles (USPS, Amazon, doordash., uber lyft...). All Residents use them (at a minimum USPS) and they expect their goods (including their mail) to be delivered in a timely fashion. In commercial areas, there is typically a delivery area (on or off street). Since deliveries are now ubiquitous , Mountain View should establish a few on every of our streets including narrow/residential ones like mine. It might cost a few residential street parking spots but I personally would welcome the tradeoff with not having my street blocked or hard to navigate many times a day especially when I'm biking.

Sincerely

Serge Bonte

From: James Kuszmaul
Sent: Tuesday, June 11, 2024 9:51 AM
To: City Council
Cc: Ramirez, Lucas; Ramos, Emily Ann; Showalter, Pat; Kamei, Ellen; Hicks, Alison; Matichak, Lisa; Abe-Koga, Margaret;
Subject: Item 6.1: Holistic Citywide Review of Street Parking Regulations

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Mayor Showalter & City Councilmembers,

Mountain View YIMBY is thrilled to see that the City is proactively updating its street parking regulations and planning the management of our public spaces as we welcome new neighbors to Mountain View. Given this, we have several comments on the design of future parking regulations to ensure that we best encourage and accommodate new housing while ensuring that we also are continually improving the safety, sustainability, and convenience of our streets:

- We oppose any sort of impact fee on new developments to pay for the implementation of an RPP program. Mountain View already has extremely high fees on new housing, and we should be rewarding car-light developments rather than punishing. Developments with little to no parking will result in safer, more sustainable, and less congested streets, and we should encourage this.
 - Additionally, any new fees on new developments should be explicitly accounted for alongside Mountain View's Housing Element commitments to reduce barriers to building new housing.
- We do encourage the city to proactively plan for RPP's or similar programs when new developments mean that street parking is likely to become congested. This may also mean strategies like proactively raising the prices of parking permits as new developments reach occupancy.
- We would like to see more parking regulations going forward explicitly account for the wide variety of uses that may require street space other than car storage for residents:
 - Encouraging easy-to-use and well-enforced loading zones for deliveries, pickup/dropoff, moving trucks, etc. In many cases, these sorts of loading zones help far more people than the equivalent space being used for general parking. However, they have to be well-designed so that they are actually used and so that using said loading zones does not e.g. result in cars consistently blocking bike lanes.
 - Ensuring that available parking is not exclusive to local residents.
- We would also be interested to hear if the city has any plans for how to consistently & proactively enforce parking regulations going forward.

We look forward to the updated regulations that will allow the city to better accommodate new housing growth, bike lanes, street calming, street trees, improved bus stops, and any number of other issues.

Thank you for the opportunity to comment,

James Kuszmaul
On behalf of MV YIMBY