

Transportation Commission
 February 4, 2010 Staff Report
 Description of Alignments Studied in the Matrix
 Item 2, Attachment 3

The following options are included in the matrix for comparison against the no-build option. Each alignment is either from the September 2009 draft LPA, from Planning Commission direction, or is a modification of the Planning Commission direction designed to address a major issue.

Notes:

- Two-way Telegraph means all traffic (including private cars) on Telegraph.
- Two-way Telegraph options North of Dwight would include scramble crossings.
- Buffered angle parking would not include a median separating the parked cars from the traffic lanes. The buffer would consist of approximately six feet behind the parking spaces to allow the parked cars to back up without entering the traffic lane.

Segment	Option 1	Option 1a	Option 2	Option 3
1 - Telegraph South of Dwight	Center transitway (PC and Sept LPA)			
2 - Telegraph North of Dwight and Telegraph to Shattuck	2-way Telegraph + 2-way Bancroft (Bancroft-Telegraph connection) (PC)	2-way Telegraph + 2-way Bancroft (Dana-Durant connection) (PC with staff modification)	2-way Telegraph + Bancroft-Durant one-way couplet (Sept LPA and PC variant)	Telegraph-Dana one-way couplet + 2-way Bancroft (PC variant)
3 - Downtown	Center transitway with buffered angle parking (PC)		Center transitway with parallel parking (PC)	

Particular issues or features to consider:

Segment 1: Bike lanes on Telegraph

The revised plans show a northbound bicycle lane between Webster and Ashby; the previous plan did not have a bicycle lane on this block.

Segment 2: Right turn from Bancroft to Telegraph (Option 1)

The southwest corner of Bancroft and Telegraph would need to be significantly modified to allow buses to make the right turn from Bancroft to Telegraph. Approximately nine feet would need to be shaved from the sidewalk corner. Additional pedestrian space could be provided at this location by cutting-back the corner of the building currently located on the southwest corner.

In addition to the corner modifications, the street would have to be widened to allow the buses to turn from Bancroft to Telegraph. The curb would be cut back two feet from the northeast corner of Telegraph and Bancroft to the middle of the block between Bancroft and Durant. This sidewalk reduction would require the relocation of a fire hydrant and the possible loss of four trees. See Attachment 5 for details on the modifications necessary for Option 1.

This turn can be avoided by having the bus turn right on Dana, left on Durant and right on Telegraph (Option 1a). This alignment would allow for the southbound stop to be either at Bancroft and Dana or Durant and Telegraph. It would also require a corner to be modified (the southwest corner of Durant and Telegraph), but it would be a less significant modification. See Ease of Operation and Crossing Safety and Comfort comments in Evaluation Matrix.

Segment 2: Southbound intersection of Telegraph and Dwight (Options 1, 1a and 2)

The current configuration of the southwest corner of the Telegraph/Dwight intersection cannot accommodate significant volumes of traffic traveling southbound through the intersection. At the intersection of Telegraph and Dwight, southbound non-bus vehicle traffic on Telegraph would have to be diverted east (left) onto Dwight. To allow southbound traffic to continue south on Telegraph, the intersection of Telegraph and Dwight would have to be redesigned to eliminate the channelized right turn and the Dwight Triangle. Limited sight lines and problems with signal phasing make the current design of the intersection unsafe for significant southbound traffic.

If the southbound traffic is diverted east (left) onto Dwight, the BRT station could be located either at Dwight (on the Triangle) or at Blake. If the intersection is redesigned to allow southbound traffic to continue south on Telegraph, the station location would likely be at Blake.

Southbound through traffic was not an issue when southbound traffic was limited to buses and delivery vehicles because the volume of traffic travelling southbound across the intersection would have been fairly small, and this limited traffic would not have created a significant issue merging with the traffic

entering Telegraph from Dwight. See Traffic Circulation and Access comments in the Evaluation Matrix.

Segment 2: Location of bus stops on Bancroft (All options)

The bus stops on Bancroft Avenue are shown in approximate locations:

- The eastbound stop at Sproul Plaza would be located within the “Transit Zone” shown on the graphics; the exact location would be decided later.
- In Option 1a, the westbound stop closest to Sproul Plaza could be located either at Durant and Telegraph (as shown on Plan B) or at Bancroft and Dana (as shown on Plan C).
- The plans show an eastbound and westbound stop at Ellsworth, per the Planning Commission direction, and a stop on Shattuck at Bancroft. Depending on the location of the stops closest to Bancroft, it may be worth considering whether the Ellsworth stop is necessary, or whether one stop between Ellsworth and Shattuck could adequately serve the western portion of Bancroft and the southern portion of Shattuck.

Segment 3: Parking configuration options (Options 1 and 2)

Two options with center-running BRT lanes are studied in the matrix. Option 1 would keep diagonal parking but would remove the median separating the parked cars from the traffic lanes. Some parking (approximately 14 spaces) would be lost, the corner bulbouts would be cut back, increasing the pedestrian crossing distance by 19 feet, and there would be no opportunity for additional pedestrian or bicycle improvements. Option 2 would replace the diagonal parking with parallel parking. This option would have the following results: a loss of up to 50 parking spaces, an increase in pedestrian crossing distance of 29 feet, and a significant increase of extra space on both sides of the street that could be used for wider sidewalks, bike lanes or medians. The current version shows 5-foot wide bike lanes and 11 feet of additional sidewalk space. See Traffic Capacity; On-street Parking Supply; Crossing Safety and Comfort; Sidewalk Safety, Comfort and Amenities; and Bicycle Accommodation in the Evaluation Matrix.

Note: A final decision on use of any additional space would be made during the Downtown Area Plan Streets, Open Space and Improvement Plan (SOSIP) process. For the purpose of the LPA, only a decision on the type and location of BRT lanes, left-turn prohibitions and changes to the amount of parking is necessary for the FEIS/R analysis.