

Attachment B1-F Options for current draft LPA

Issue: Double parking on Telegraph is necessary for the businesses and street vendors, making the two-way option on upper Telegraph untenable.

Response: According to a 2007 study of parking in the upper Telegraph area, the issue is not a lack of loading zone areas for commercial vehicles, but a lack of short-term parking. About 60% of the loading zone use is by private passenger vehicles, suggesting that the zones are being used for short-term parking. About two-thirds of the double parking is by street vendors and passenger vehicles. As a result, there is a double parked vehicle somewhere on upper Telegraph about 70% of the time. These are indicators that a) enforcement is limited, and b) there is insufficient area for short-term parking. Following are suggestions focusing on passenger vehicle and street vendor uses:

- Convert on-street parking within about 100 feet of Telegraph on Dwight, Haste, Channing, Durant, and Bancroft to short-term (i.e., 10 to 20 minutes) parking. These spaces could serve a dual purpose such as loading in the morning before noon and then parking in the afternoon and evening.
- Provide a specific number of dedicated parking spaces in a City or UC lot for street vendors.
- Provide assistants to street vendors for loading and unloading merchandise, as well as providing security while the vendor moves his/her vehicle. This could be a new program or incorporated into the City's Host/Ambassadors program.

Issue: The proposed prohibition on left turns from Telegraph to Channing will make access to the Telegraph/Channing parking garage difficult.

Response: Left turn movements can be provided at Channing to access the parking garages along that corridor. No left turn pocket would be necessary if different signaling phases are given to each direction.

Issue: The prohibition of private vehicles in the south bound lane between Durant and Dwight will be detrimental to businesses on the west side of the street that rely on customers being able to unload heavy items in front of the business.

Response: The loading space at Moe's can be maintained and improved. Currently there is a short left-turn lane from Telegraph to Haste. This lane can be eliminated and used to provide additional loading between Dwight and Haste. The southbound lane on Telegraph could be converted to a regular mixed flow lane, shared by BRT, delivery vehicles, passenger vehicles, and bicycles. This would allow drivers to continue to unload heavy items on the west side of the street.

Issue: Loss of parking spaces south of Dwight is a concern for business owners and residents concerned about increased business parking in residential neighborhoods and loss of business.

The loss of parking in this area is due to the placement of left-turn lanes at all signalized intersections and/or due to the placement of BRT stations. Bus lanes per se do not require the removal of parking. One option for increasing parking availability is to limit left turns. The LPA document suggests that the traffic analysis investigate the trade-offs for eliminating the left turn lanes at Russell, Stuart and/or Blake as a way of minimizing parking loss. If these three turn lanes were eliminated, roughly 43 additional spaces might be preserved.

AC Transit has suggested one possible mitigation for the loss of parking on Telegraph – converting some parking spaces that are located adjacent to commercial uses and are located on side streets adjacent to Telegraph to metered use. No meters are proposed adjacent to residential land uses. Staff is not satisfied with this mitigation and have asked AC Transit in their analysis to look at a much broader toolbox of parking mitigations that could include a range of options including shared parking, increasing parking supply, and various pricing and management strategies.