

Chinatown Parking & Loading Pilot 華埠裝卸貨與停車措施試辦計劃



Background 背景

The community has voiced concerns around the lack of parking and access to key facilities, double parking and loading challenges, and disabled parking placard misuse. These issues impact the safety and vibrancy of Oakland Chinatown. Limited parking availability makes it more difficult for visitors to access businesses and encourages drivers to double park or misuse loading zones. Chinatown also has a large disabled and senior population with accessibility concerns. The Chinatown Loading & Parking Pilot project responds to constituent concern around parking and mobility challenges.

社區民眾對停車位不足、難以出入重要設施、併排停車、裝卸貨困難，以及濫用殘障停車證的問題表達關切。這些問題都會影響屋崙 (奧克蘭) 華埠的安全和繁榮。停車位有限是個大問題，因為遊客無法前往商家消費，也使得併排停車或濫用裝卸貨區的駕駛人增加，更可能造成安全問題。華埠有大量殘障和老年人口，他們都有行動不便的問題。「華埠裝卸貨與停車措施試辦計劃 (The Chinatown Loading & Parking Pilot Project)」的目的，是解決民眾對停車和交通問題的疑慮。



Schedule 時間表

Fall '18 秋天

Community Input
社區意見

Summer '19 夏天

Planning & Operations
規劃和營運

Winter '19 冬天

Pilot Launch
推出試辦措施

Proposed Solutions 建議解決方案

Time Limits 停車時間限制

Setting time limits is one of the ways that the City of Oakland manages parking availability and creates turnover. While most metered spaces have a time limit of 2 hours, there is a concentration of 1-hour metered spaces in the pilot area. Because enforcing time limits is labor-intensive and difficult, the City recommends **2-hour** time limits for metered parking in the pilot area.

設定時間限制是屋崙 (奧克蘭) 市管理停車位數量和刺激流動率的一種方式。雖然大部分計費停車位的時間限制是 2 小時，但試辦區域有集中 1 小時計費停車位。由於時間限制規定需要大量人力執法而且非常困難，因此市府建議試辦區域的計費停車位時間限制是 2 小時。

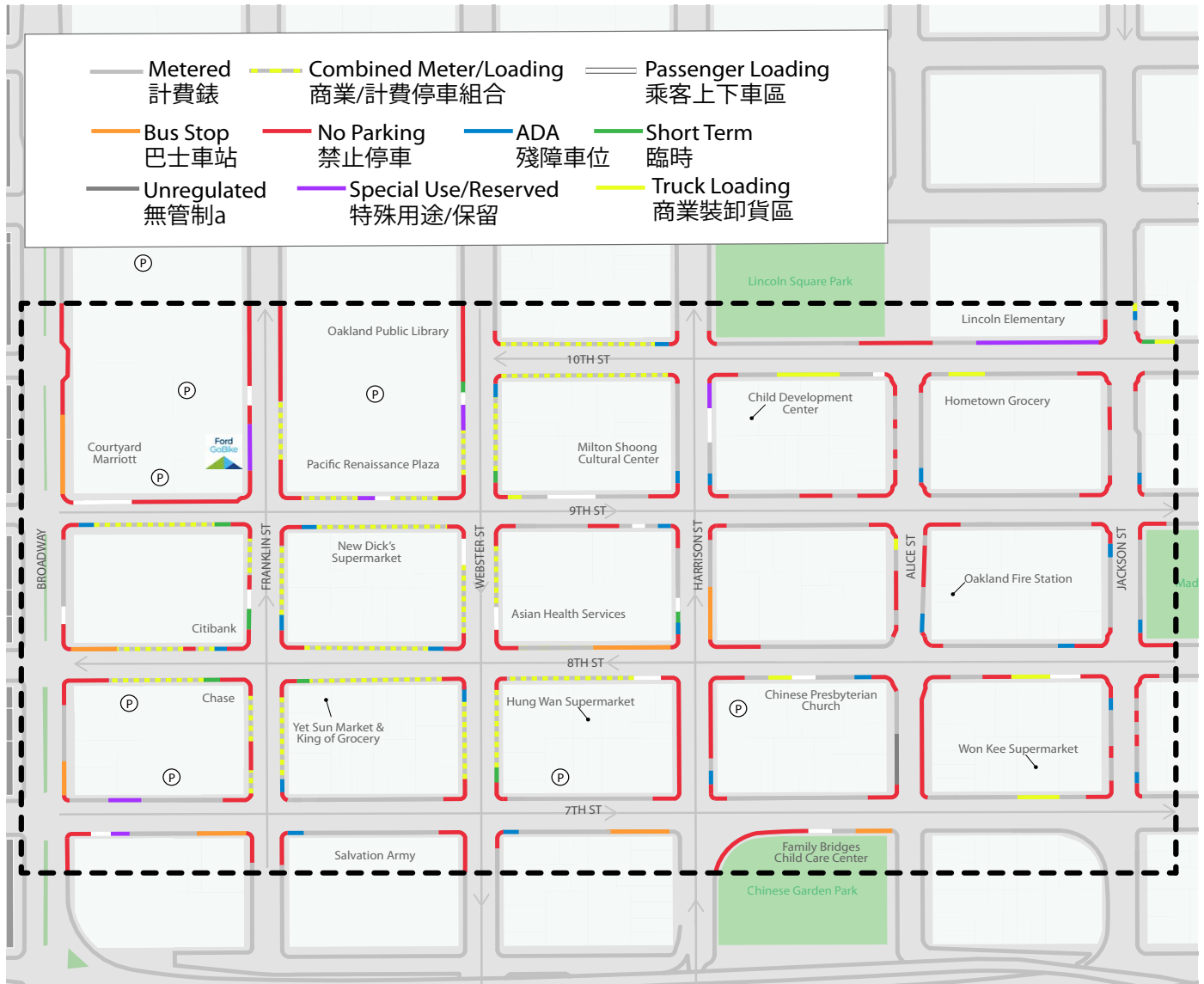
Curb Regulations 路邊停車管制

The City proposes regulating all parking spaces that are currently unregulated in the pilot area. While the majority of curb spaces are currently metered parking only, proposed regulations will convert some of these to combined commercial/metered parking to address key issues in the neighborhood. A commercial split loading zone is a metered yellow zone that permits metered loading and unloading for part of the day and general metered parking during all other meter hours.

The number of existing ADA or blue curbs is very low considering the high proportion of residents that are disabled and/or above the age of 65. Proposed regulations will increase ADA accessibility.

市府建議試辦區域內現時沒有時間限制的停車位設定時間限制。現時大多數路邊停車位屬於計費停車位，提議將其中一些轉換為商業/計費停車組合，以解決第 8 街和第 9 街附近的關鍵問題。商業分離裝卸貨區 (split loading zone) 是黃色計費專區，可在一天中特定時段進行裝卸貨工作 (計費)，其他計費時段則適用一般計費停車規定。考慮到殘障人士和/或 65 歲以上的居民比例較高，現有的殘障 (ADA) 或藍色路邊的數量非常少。

Pilot Area Proposed Curb Regulations 辦區域路邊停車管制提議



Curb Regulation 路邊停車管制	Existing 現有	Proposed 提議
Combined Commercial/Metered 商業/計費停車組合	0	162
Meter 計費錶	321	284
Unregulated 無管制	98	4
Commercial (Yellow) 商業裝卸貨區 (黃色)	64	12
Passenger Loading (White) 乘客上下車區 (白色)	21	31
Short-Term (Green) 臨時 (綠色)	1	9
ADA (Blue) 殘障車位 (藍色)	3	25
Special Use/Reserved 特殊用途/保留	10	10
Total Spaces 合計	518	536

For more information or comments,
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了解更多信息或是評論，
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