Bay Trail at West Harbor

THE PROJECT

• Look at alternative design options for the Bay Trail along Marina Boulevard from Scott to Baker

• Count the number of people walking, biking or driving

• Gather community input

GUIDING PRINCIPLES

• Ensure safety for people walking and biking

• Provide uninterrupted views of the Bay

• Meet parking and loading needs for berth holders

• Enhance the experience along the urban waterfront

COMMUNITY MEETING #2

Purpose

• Respond to questions from Community Meeting #1

• Present design options

• Gather input on proposed design options

Next Steps

• Present results of Community Meeting #2 to BCDC in February 2014

• Conduct Community Meeting #3 in March 2014
San Francisco Bay

Aerial

Marina Green Parking Lot

Marina Green

Marina Boulevard

West Harbor

West Parking Lot

East Parking Lot

Yacht Club

Yacht Road

Parallel Parking

Yacht Road

St. Francis Yacht Club

Project Area

Bay Trail at West Harbor
Nearby Parking

Bay Trail at West Harbor
Answers to Your Questions

Question: I heard a rumor that commuters park at the Marina Green parking lot and leave their cars there all day. Is this true?

Answer: Staff conducted a field visit and did not notice any park-and-ride activity. There are no shuttle bus pick up locations along Marina Boulevard in this area and buses are restricted from driving along Marina Boulevard.

Question: Where is the property line? What areas of the project area are considered part of the Recreation and Parks Department?

Answer: See plan at right.

Existing Parking Layout

Bay Trail at West Harbor
Option 1
Existing Configuration

15 Permitted Parking Spaces
- Only permit holders may park here at all hours of the day.

36 Shared Parking Spaces
- Available to the general public Monday through Friday 6 AM - 10 PM.
- Only permit holders may park here Monday through Friday 10 PM - 6 AM, and all day Saturday, Sunday and Holidays.

Bay Trail at West Harbor
Option 2
Relocate Parking

Option 2a
Relocate All Parking to the
Marina Green parking lot

Option 2b
Relocate All Parking and Create Vehicle
Loading Spaces near the gates

Conceptual Parking Layout

Legend
Permit loading spaces
Entry/exit
5 car parking area
Street furniture
5 car access
Bay Trail at West Harbor
Option 3
Relocate Some Shared Parking

Conceptual Parking Layout

Legend
- Permitted Parking
- Shared Parking
15 Permitted Parking Spaces
12 Shared Parking Spaces

Bay Trail at West Harbor
Option 4
Relocate All Parking to the Curb

Issues:
• Relocates parking from Recreation & Park property to DPW property – need to resolve how marina berth holder parking permits would be provided and enforced
• Issues related to ADA could make this option infeasible
• Parking at street creates a “dooring hazard” on both sides of vehicles – need buffers on both sides
• Tracks under pavement prevent creation of parking bays and may create construction issues for rolled curb

Conceptual Parking Layout

Bay Trail at West Harbor

Permitted Parking
Shared Parking
Rolled Curb
Door buffer zones required
Tracks prevent parking bays

Legend
- Per ite Par in S ace
- a in S ace
- 5 ace
- Seatin P c et R enc e

15 Permitted Parking Spaces
36 Shared Parking Spaces
Path Use: Pedestrian, Cyclist & Parking Counts

In 2011, the city measured the path use in 18 one-hour intervals at the intersection of Marina Blvd and Scott St. The counts took place in the morning, afternoon, and evening during the summer, fall and winter.

The existing path is divided between parking, and bike and ped use. The drive aisle for parking access is considered shared space between all modes.

### Allocation of Space

- **Summer Counts**
  - Bicycles: 51%  
  - Pedestrians: 47%  
  - Parked Cars: 2%

- **Fall Counts**
  - Bicycles: 50%  
  - Pedestrians: 48%  
  - Parked Cars: 2%

- **Winter Counts**
  - Bicycles: 40%  
  - Pedestrians: 58%  
  - Parked Cars: 2%

*Of the 57 parking spaces available at the time counts were taken, 26, or roughly 46%, were occupied in Summer Counts.

*Of the 57 parking spaces available at the time counts were taken, 39, or roughly 68%, were occupied in Fall Counts.

*Of the 57 parking spaces available at the time counts were taken, 23, or roughly 40%, were occupied in Winter Counts.

<table>
<thead>
<tr>
<th></th>
<th>Summer</th>
<th>Fall</th>
<th>Winter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycles</td>
<td>896</td>
<td>897</td>
<td>524</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>821</td>
<td>849</td>
<td>754</td>
</tr>
<tr>
<td>Parked Cars</td>
<td>26</td>
<td>39</td>
<td>23</td>
</tr>
</tbody>
</table>

Total counts taken in the morning, afternoon, and evening.