



Agenda Item No. 2

To: Building and Operating Committee/Committee of the Whole
Meeting of December 6, 2007

From: Alan R. Zahradnik, Planning Director
Denis Mulligan, District Engineer
Celia G. Kupersmith, General Manager

Subject: **DISCUSSION REGARDING CURRENT AND FUTURE LARKSPUR
FERRY TERMINAL PARKING NEEDS**

Recommendation

The following report is provided for informational purposes and no action is recommended at this time.

Background

The District's Larkspur Ferry Terminal (LFT) public parking lot was constructed in 1976 and provided less than 1,000 public parking spaces. At that time, the District provided an extensive feeder bus system to provide access to the LFT. Initially, about 25% of all morning peak ferry passengers used feeder buses, so the combination of park-and-ride and bus-and-ride access served the ferry passengers well. Over time, as the amount of feeder bus service dropped due to funding constraints, use declined to less than 10% of ferry riders while parking demand increased. The surface parking lot was reconfigured to increase the number of parking spaces several times between 1976 and 2000. A carpool parking area was established near the terminal entrance.

In 2001, the District evaluated additional on-site and new off-site parking options in response to severe overcrowding of the parking lot. Temporary overflow parking across the street from LFT was obtained from the Ross Valley Sanitary District. When that became unavailable, temporary overflow parking was established on the vacant railroad right-of-way above the District's property leased to the Marin Airporter. At about that same time, the District further expanded parking in the LFT surface lot to its present capacity of 1,599 (see attached summary, Table 1-1) spaces. In 2003, due to extremely low ridership and high operating costs, the District discontinued all feeder bus service to LFT.

Currently, nearly 2,000 vehicles are parked at and around LFT on most weekdays. The LFT parking lot regularly fills up on weekdays by 10 a.m. and overflows onto the periphery of the lot, onto East Sir Francis Drake Blvd. and across the street onto the railroad right-of-way above the Marin Airporter facility.

With Larkspur/San Francisco ferry ridership continuing to grow, District staff has begun studying options for addressing this parking shortage. Currently, there is a \$6.3 million LFT parking rehabilitation/improvement project in the District's 10-year capital plan as a "placeholder" for future construction. District engineers are preparing design plans and bid documents for a 150-space expansion of the surface parking lot this coming summer. This project will use up the remaining surface area on the LFT site and is the last parking expansion that can be accomplished at LFT without building a multi-level garage. Preliminary cost estimate for this surface lot work, including ADA-related improvements, is about \$1.5 million.

Staff and consultants have also developed preliminary parking concepts for a parking garage either at the main lot at LFT or at the District's property across the street that is currently leased to the Marin Airporter. In both concepts, continued use by the Marin Airporter is incorporated into the preliminary designs. Conceptual-level cost estimates for either parking garage are less than \$20 million.

The District was recently informed by the Metropolitan Transportation Commission that \$12.8 million in federal funds for ferry improvements is specified in the new Urban Partnership Program grant recently approved by the federal DOT for many projects in the Bay Area. As a result, District staff is now moving forward on these preliminary concepts to refine them further. District staff had an initial meeting with the City of Larkspur staff to advise them of our problem, share with them the staff concepts and receive their preliminary input. Overall, the meeting went well, with Larkspur staff indicating a strong interest in retaining the Marin Airporter and generally in support of the preliminary concepts. The next steps in the process will be to refine the concepts further and bring back to the Board a recommendation regarding which concept to move forward with via design and environmental analysis. This is anticipated to occur early in 2008.

Please note that in addition to the parking expansion analysis, staff also examined restoration of feeder bus services, but due to a lack of operating funds for such a large service expansion, staff determined that such expansion was not viable at this time. Additionally, upcoming improvements in bicycle and pedestrian access will help to make it possible to access the LFT by means other than a car, and potential long-term rail access to LFT would not be compromised by any parking improvement plans of the District.

Fiscal Impact

There is no fiscal impact associated with this informational report.

Attachment

Table 1-1

**Comparison of Larkspur Ferry Terminal Parking Spaces
Before and After October 2001 Re-striping Project**

	BEFORE	AFTER	CHANGE
Number of Parking Spaces			
Number of Unrestricted Spaces	1,297	1,494	+ 197
Number of Carpool Spaces	18	30	+ 12
Number of Accessible Spaces	24	26	+ 2
Number of Employee/Permit Spaces	49	49	none
Total Number of Parking Spaces	1,388	1,599	+ 211
Number of Bus Berths	8	9	+ 1
Number of Motorcycle Spaces	5	5	none
Number of Parking Rows	15 (rows A-N + carpool row)	18 (rows A-R)	+ 3
90-degree Parking Spaces			
Number of 90-degree spaces	1,388	1,353	-35
Width of Parking Bay – feet	57 ft.	54 ft.	-3 ft.
Width of Aisle – feet	24 ft.	22 ft.	-2 ft.
60-degree Parking Spaces			
Number of 60-degree spaces	NA	245	+ 245
Width of Parking Bay – feet	NA	49 ft.	
Width of Aisle – feet	NA	13.5 ft.	

Source: GGBHTD Planning Dept.