

September 25, 2026

WATER TRANSPORTATION PIER-FERRY PROJECT PARKING AND TDM PLAN

FINAL Addendum

Introduction

This addendum supplements the parking analysis presented in the Berkeley Waterfront Transportation Pier-Ferry Project Parking and Transportation Demand Management (TDM) Plan (Parking and TDM Plan) (published March 7, 2025) by incorporating data recently collected by Waterfront Monitors and presenting additional analysis in response to public comments on the Plan.

The Final Parking and TDM Plan (August 26, 2026) presented the analysis of hourly parking counts collected by Quality Counts between 5:30 am and 9:30 pm on the following dates:

- Saturday, April 6, 2024
- Thursday, April 11, 2024
- Thursday, August 1, 2024
- Thursday, August 22, 2024
- Saturday, August 24, 2024

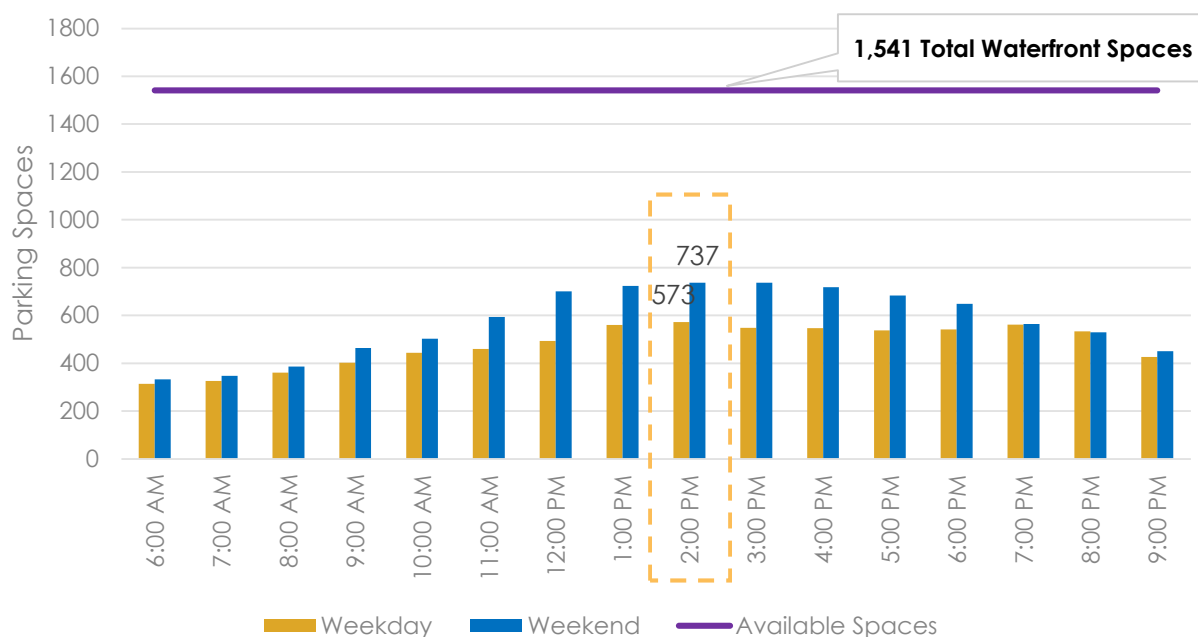
Additionally, Waterfront Monitors collected parking counts over the course of three years (May 28, 2021–February 12, 2024). The data was collected by counting the number of occupied spaces at each lot at 10 am and 8 pm, with limited counts also collected at 2 pm and 4 pm. The results were recorded on a paper survey form that was later entered into a spreadsheet maintained by Waterfront staff. Data was collected on a total of 667 days. The Kittelson analysis included 554 days of data, excluding those dates with incomplete data (defined as dates where data was collected in at least 10 or more parking lots). The data collection methods have been refined over time and continued through Spring 2024, including parking counts at 2 pm and 4 pm.

At the Parks, Recreation and Waterfront Commission meeting on March 12, 2025, some members of the public and some commissioners inquired about the number of midday (i.e. 2 pm or 4 pm) counts included in the data that is presented in the analysis. The purpose of this addendum is to provide additional information about the hourly and historical parking counts included in the Final Report and supplement the analysis with the data collected from April 2024 to August 2024 that included additional counts collected at 2 pm. This addendum also re-evaluates the availability of parking in the proposed ferry rider overflow lots at Marina Blvd and Skates/N Lot given the additional mid-day data. As discussed in the Parking and TDM Plan, City staff will use TDM and parking management strategies such as time restrictions and paid parking to ensure that ferry riders do not significantly impact current and future recreational activities.

WHEN IS THE PEAK DEMAND?

As shown in Figure 1, using hourly counts collected by Quality Counts, the Parking and TDM Plan concluded that 2 pm is the time of day when peak parking occupancy occurs throughout the Waterfront, although the peak occupancy remains effectively the same from 12 pm – 4 pm on weekends and 1 pm – 4 pm on weekdays.

Figure 1: Parking Utilization by Time of Day



Source: Parking and TDM Plan, Figure 4, Kittelson & Associates, Inc. 2024

Note: Total available spaces include 320 parking spaces in Seawall Lot, bringing the total to 1,541.

Table 1 and Table 2 present the weekday and weekend parking occupancy by time of day for each public lot based on the Quality Counts continuous data collection. Darker red shades indicate higher parking utilization relative to capacity. As expected, the timing of peak parking demand varies by lot depending on the location and types of activities it serves. For instance, the Skates/N Lot located near the Skates by the Bay restaurant experiences higher demand around 7 pm (dinner time). The South Cove West Lot reaches peak occupancy between 1 and 3 pm on both weekdays and weekends, reflecting the concentration of recreation activities that are typically busier during that time frame.

The City and WETA have conceptually planned for 250 vehicle parking spaces in the Seawall Drive Lot (formerly known as HS Lordship lot) to be utilized by weekday ferry riders (i.e. commuters).¹ The Parking and TDM Plan recommends using Marina Blvd and/or Skates/N Lot as designated overflow parking areas for the ferry riders because these lots were shown to be underutilized during the weekdays when commuter ferry riders would want to park. As shown in Table 1, on weekdays, in addition to the 250 dedicated spaces on the Seawall Drive Lot, ferry riders can access 83 (capacity (150) minus peak

¹As noted in Parking and TDM Plan, allocation of parking spaces between Seawall Drive lot, Skates/N Lot and Marina Blvd may change as City develops and implements shared parking management arrangements.

occupancy (67) unutilized spaces on Marina Blvd and at least 66 (137 minus 71) spaces in the Skates/N Lot. This value is quite conservative, since the peak occupancy in the Skates/N Lot occurs at 8 pm, long after most ferry riders would have departed. If only considering peak occupancy between 8 am – 6 pm, up to 84 spaces would be available for ferry rider parking in the Skates/N Lot. On weekends, as shown in Table 2, based on the Quality Counts data ferry riders have access to 80 (150 minus 70) unoccupied spaces on Marina Blvd and 35 (137 - 103) spaces in the Skates/N Lot (increasing to 75 spaces if only 8 am – 6 pm is considered).

Table 1: Weekday Parking Occupancy by Time of Day

Parking Lot	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	Capacity
D & E Lot	30	30	29	27	27	28	28	29	29	27	28	25	29	28	28	27	129
F, G, H & I Lot	52	53	50	50	48	40	41	45	44	45	45	45	46	47	49	49	115
J & K Lot	37	38	42	43	44	48	58	58	61	53	58	68	65	65	70	50	92
L & M Lot	36	39	37	37	45	46	45	47	44	44	40	41	49	55	32	32	91
Marina Blvd	48	47	47	52	56	54	51	49	58	67	64	45	47	53	54	43	150
O Lot	42	41	37	36	36	39	42	44	42	37	37	36	38	58	60	56	72
Seawall Drive Lot	0	3	3	5	6	4	1	3	2	3	5	3	4	5	4	1	320
Seawall Drive	28	26	24	32	26	27	26	33	36	41	39	38	37	41	49	45	90
Skates/N Lot	0	0	0	1	5	10	27	55	57	36	32	39	53	68	71	47	137
South Cove East	0	0	2	11	27	34	36	47	54	56	61	74	65	54	40	28	96
South Cove West	20	25	50	62	69	73	74	80	79	78	71	57	37	24	17	12	86
Spinnaker Way	18	19	30	33	38	41	47	51	48	45	53	61	62	59	57	35	127
Spinnaker Way Lot	3	4	4	4	5	5	6	7	5	5	5	4	3	4	3	3	36
Grand Total	314	325	356	394	433	450	482	548	560	536	538	534	537	562	533	427	1541

Source: Quality Counts data from 2024 compiled by Kittelson & Associates, Inc. 2025

Note: Darker red cells represent the higher parking occupancy number relative to capacity.

Table 2: Weekend Parking Occupancy by Time of Day

Parking Lot	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	Capacity
D & E Lot	33	32	30	28	29	31	32	31	31	35	34	30	31	29	28	28	129
F, G, H & I Lot	35	34	35	34	34	31	34	30	33	35	35	34	31	33	32	34	115
J & K Lot	65	71	71	74	81	80	85	91	93	93	93	87	92	89	82	75	92
L & M Lot	34	36	34	36	32	35	44	47	51	47	49	44	41	36	32	34	91
Marina Blvd	48	48	49	45	48	54	57	54	49	45	46	52	58	66	70	66	150
O Lot	44	45	45	46	55	64	58	56	59	62	63	68	65	41	42	39	72
Seawall Drive Lot	0	0	0	0	1	4	8	18	25	25	21	17	17	12	8	2	320
Seawall Drive	27	24	25	28	27	28	35	45	49	50	46	54	60	51	45	45	90
Skates/N Lot	3	0	5	38	25	20	44	57	60	57	54	62	53	66	103	85	137
South Cove East	0	1	8	26	42	73	92	87	81	82	79	65	52	44	26	9	96
South Cove West	33	34	34	38	44	72	84	88	85	86	79	53	33	25	10	5	86
Spinnaker Way	7	17	28	44	56	69	91	81	87	88	90	97	98	70	54	31	127
Spinnaker Way Lot	5	8	10	13	17	24	23	21	17	17	13	15	12	5	1	1	36
Grand Total	333	347	372	448	489	583	685	705	717	718	700	676	640	563	530	451	1541

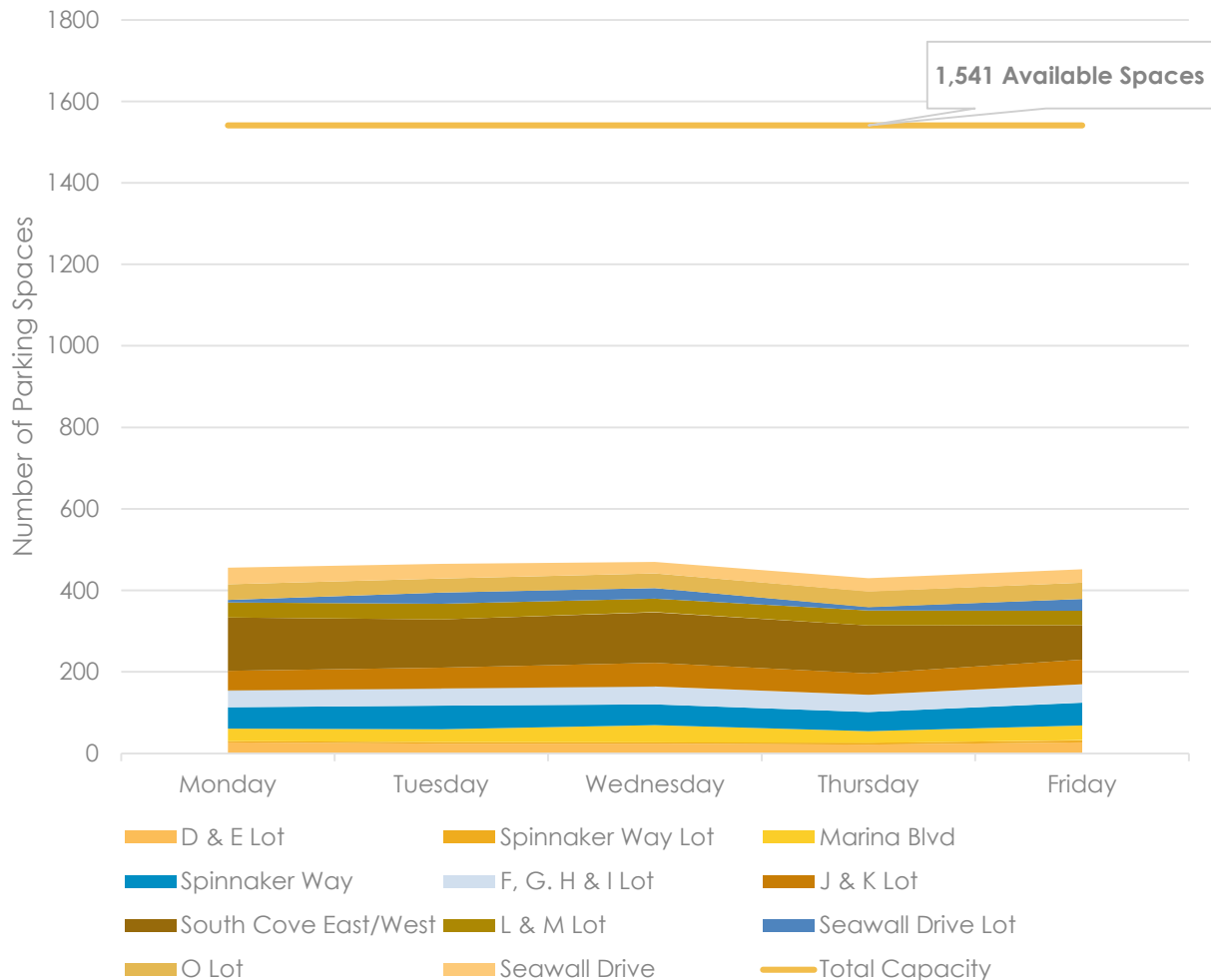
Source: Quality Counts data from 2024 compiled by Kittelson & Associates, Inc. 2025

Note: Darker Red lighted cells represent the higher parking occupancy number relative to capacity.

WEEKDAY MIDDAY PARKING OCCUPANCY, SPRING-SUMMER 2024

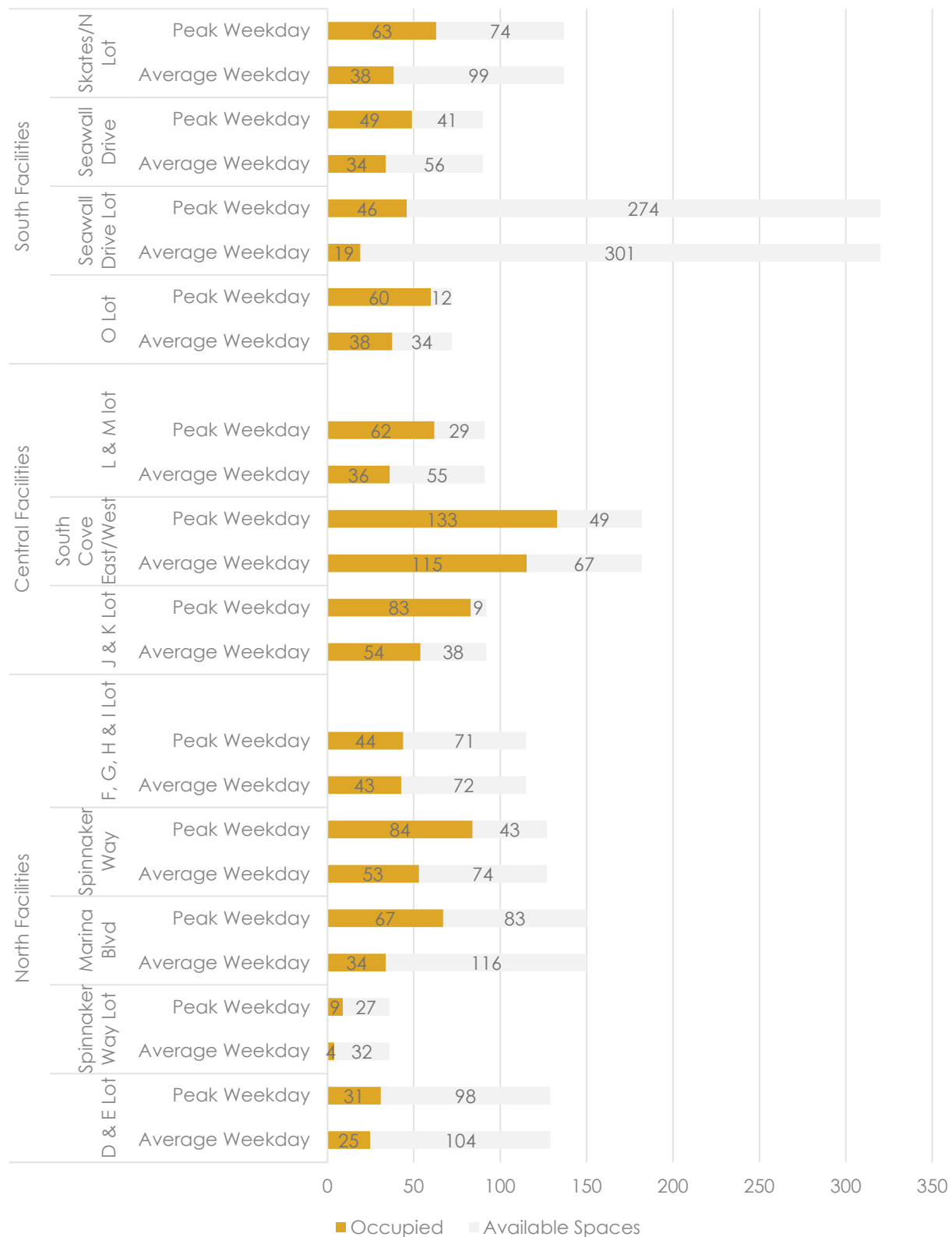
The following analysis is based on the parking counts collected by Waterfront Monitors over 29 days from April 2024 to August 2024 for the midday period (2 pm or 4 pm). As noted previously, this data was not included in the Final Study because it was collected after that work had been initiated. Figure 2 illustrates the average mid-day occupancy during each weekday by lot. The overall highest parking demand is observed on Wednesdays with 31% (470) spaces occupied.

Figure 2: Weekday Midday Parking Occupancy



Source: Data Collected by Waterfront Monitors between April 2024 and August 2024, compiled by Kittelson & Associates, Inc. 2025

Figure 3 compares weekday peak parking counts with average parking counts for this midday April-August data set. The data shows that during the peak mid-day weekday demand, approximately 83 parking spaces are available at Marina Blvd. and 74 parking spaces are available at Skates/N Lot. This is very similar to the findings from the hourly Quality Counts data regarding the available capacity at these specific parking lots.

Figure 3: Peak Weekday vs Average Weekday Midday Parking Counts

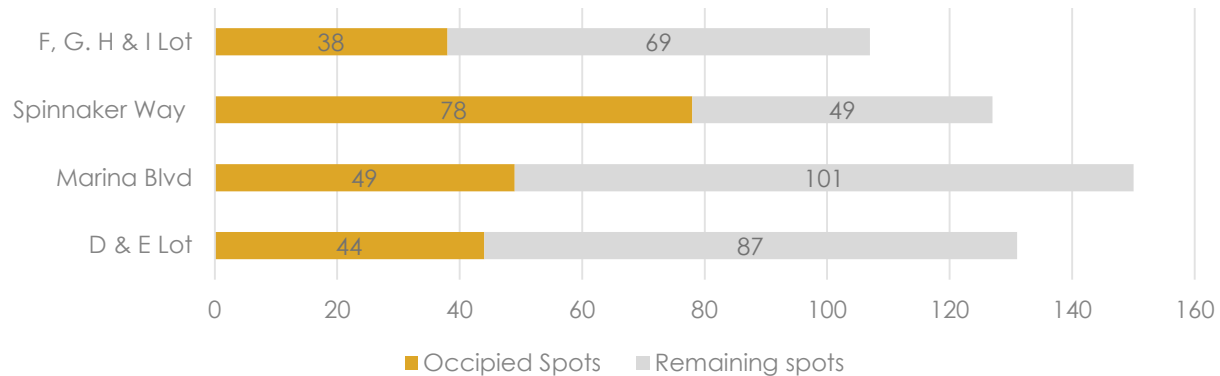
Source: City of Berkeley, Data Collected by Waterfront Monitors between April 2024 and August 2024

Compiled by Kittelson & Associates, Inc., 2025

WEEKEND MIDDAY PARKING OCCUPANCY

The dataset analyzed in the Final Study included mid-day car counts on 26 weekend days. In April – August, 2024, the focus was on weekday data collection, and only one additional weekend midday parking count was collected (on May 25, 2024). Figure 4 presents the May 25, 2024, weekend midday parking count.

Figure 4: Weekend Midday Parking Data

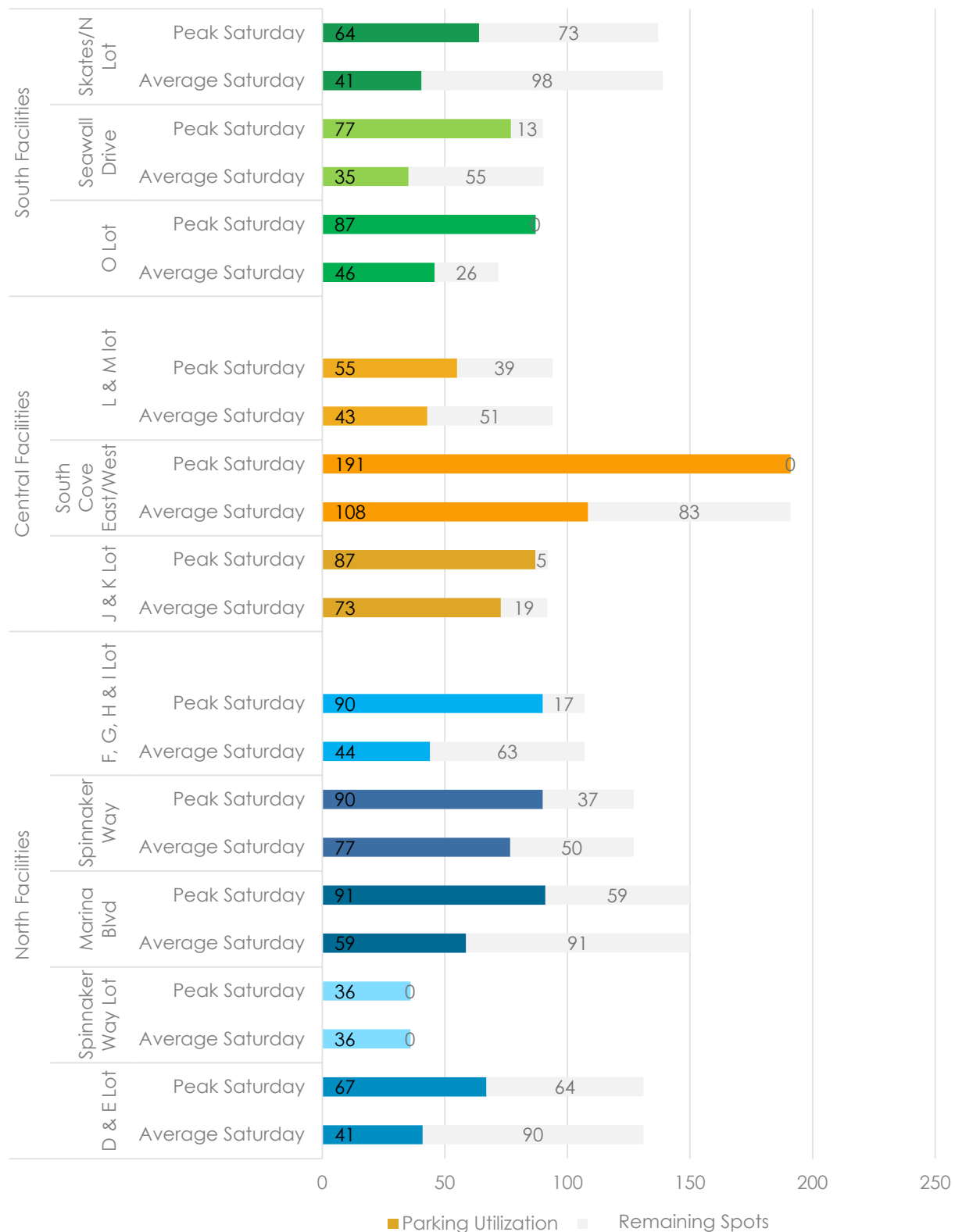


Source: City of Berkeley, Data Collected by Waterfront Monitors on May 25, 2024.

Compiled by Kittelson & Associates, Inc., 2025

The Final Study identified April 1, 2023 as the peak Saturday of the data analyzed. Figure 5 (which was included in the Final Study) shows the average parking utilization on weekends (Saturday) in comparison with the peak Saturday on April 1, 2023. As shown in Figure 5, certain lots had more than double the occupancy on the peak Saturday compared to an average Saturday. Nevertheless, even on the peak Saturday, overall Waterfront public parking was 75% occupied with 306 spaces remaining. During the peak Saturday, centrally located lots observed 82% occupancy, and South Cove East/West reached full occupancy at 100%.

Comparing Figure 4, which reflects data collected on May 25, 2024 and Figure 5, which reflects data collected from 2021 to 2024 that was presented in the Parking and TDM Plan, Marina Blvd. has a similar occupancy level of about 33% with between 91 and 101 spaces available on average weekends.

Figure 5: Parking Utilization on Weekends (Average Saturday vs Peak Saturday)

Source: Parking Counts collected by Waterfront Staff from 2021 to 2024, data compiled by Kittelson & Associates, Inc. 2024

Note: Data does not include Seawall Drive/ Shorebird Lot.

Conclusion

The parking occupancy data by time-of-day (i.e. Quality Counts data) indicates that while peak demand varies based on the parking lot, the overall peak demand for parking at the Waterfront occurs around 2 pm on both weekdays and weekends. Based on the Quality Counts data set, during the weekday peak period, approximately 83 parking spaces are available at Marina Blvd. and 74 parking spaces are available at Skates/N Lot. On weekends, 59 spaces remain available at Marina Blvd. and 73 spaces are available at Skates/N Lot. This midday analysis confirms that although the mid-day data gathered in April-August 2024 varies somewhat from the Quality Counts Data previously presented, the recommended overflow lots—Marina Blvd. and Skates/N Lot— offer sufficient capacity to accommodate overflow demand for parking from ferry riders on both weekdays and weekends.

The parking occupancy data collected from April to August 2024 aligns well with the earlier data collected between May 2021 and February 2024 that informed the Parking and TDM Plan. That plan estimated a weekday parking demand of 421 spaces for ferry users (171 more than the 250 spaces currently available at Seawall Drive) without TDM measures. With TDM strategies in place, demand is projected to drop by 65 spaces to 356. Additional parking management tools, such as expanding capacity at the Seawall Drive and/or Skates/N lots and adding wayfinding signage, could further help to manage parking. Combined, the Seawall parking lot, together with overflow parking at the Marina Blvd. and Skates/N Lot, offer sufficient parking stalls to accommodate ferry riders in currently unoccupied parking stalls without any impact to parking availability in other parking lots.