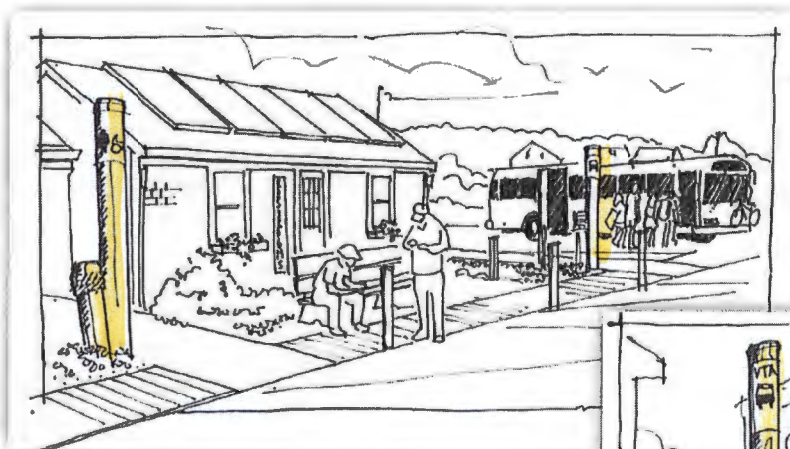


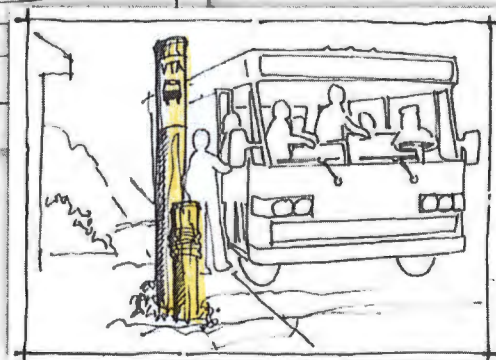
Above: Alternate proposed Bus turn-around at Comfort Station, with additional Market Employee parking.³

As noted in other sections of this report, it is crucial that the proposed VTA bus turn-around concept receive the support of the both the Planning and Conservation Commissions due to the proximity to and extension of existing boundaries. The proposed drive loop behind the existing Comfort Station will encroach onto the existing dune and/or marsh areas. These areas of disturbance will require protective measures, screening, etc., as determined by the Commission. It is our understanding that the proposed employee parking area / bus entry drive shown on the northern side of the existing Comfort Station is on an area previously disturbed, but will require the same level of review and care in design and construction.

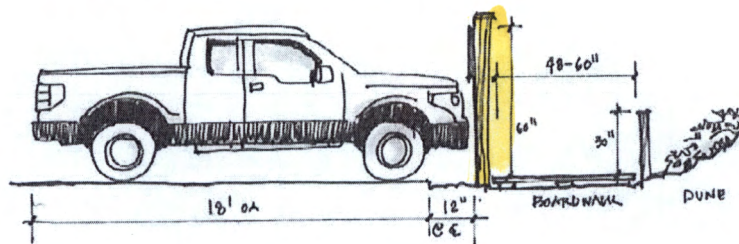


Above: Comfort Station with proposed Bus turn-around and pier-post signage.

Right: Bus stop with pier-post signage.



- i. The existing diagonal (45 degree) and 90 degree spaces are random width and do not meet the standard for standard vehicles, minimum 9 feet wide by 18 feet long. This causes the longer vehicles, such as pickup trucks to extend out into and reducing the traffic lane. Diagonal spaces require a longer space to accomplish this same standard.
- ii. The existing spaces include the front bumper overhanging past the precast concrete wheel stops. These wheel stops are not easily fixed to the ground since they sit diagonally on the edge of pavement and sand.
- iii. Along the eastern and beach edge, provide new round treated pier posts 6 inches in diameter x 72 inches above grade with chamfered tops placed at the centerline of each typical parking space in lieu of existing precast wheel stops. This would maintain the front line of parking, over the entire length.



Above: Typical parking / path interface.

- b. Reconfigure the center spaces. Revise turning radii and backing spaces meeting current engineering standards for one-way traffic where 45 and 90 degree parking spaces are provided. These standards vary for each of the specific combinations of parking and travel lanes. Turning radii should be designed to accommodate a VTA bus.

2. Scenario B

- a. Relocate the existing edge of pavement from Dutcher Dock to the beach parking as previously developed by Vineyard Land Surveyors.
 - b. This scenario will make the reconfiguration of the existing parking much simpler by maintaining the rear line of parking. The standardization of space width and the reconfiguration of the center parking arrangement could result in additional parking spaces.
 - c. Refer to Scenario A for additional recommendations.
3. Add directional arrows on paving, with turning lane markings around the center parking spaces. Provide marked drop-off spaces in the 'corners' along beach.
 4. Provide marked spaces for mopeds and motorcycles.
 5. Maintain access for trash and recyclable collection in the 'corners' along beach.⁴
 6. Maintain access for emergency vehicle access to beach.⁴
 7. Provide additional bicycle parking (ladder-back type racks) and encourage bicycle use in locations adjacent to the Comfort Station and beach entrance.
 8. Provide parking time limits for the varying locations dependent upon the specific use, such as Market pick-up, passenger drop-off, short-term and full-term parking.