



Staff Report

To: Board of Harbor Commissioners
From: Mike Rademaker, CEO/Harbormaster
Date: July 17, 2026
Subject: Proposed Boat Launch Parking Area Traffic-Flow Improvements

Background

The parking area adjacent to the Crescent City Harbor District boat launch serves a combination of passenger vehicles, pickup trucks, vehicles towing boat trailers, and other larger vehicles. Because vehicles towing trailers require considerably more space to turn and maneuver than ordinary passenger vehicles, the placement of parked vehicles near the principal travel path can impede traffic even when those vehicles are otherwise lawfully parked.

Staff has observed that the present limits of the red-curb no-parking area do not provide sufficient clearance under all conditions. A vehicle may lawfully park immediately beyond the existing red curb while still narrowing the usable travel area and interfering with the movement of vehicles towing boats. The attached photographs illustrate the existing condition and the proposed areas of improvement.

DISCUSSION

Photograph 1 depicts the parking and circulation area from a distance. The blue pickup truck visible near the upper center of the photograph is positioned near a location where parked vehicles can restrict the convenient flow of traffic through the boat-launch area.



Photograph 2 shows the same vehicle from a closer position and different angle. The existing red curb identifies the present no-parking area. The pickup truck is parked immediately beyond the end of the red curb and therefore does not appear to be violating the existing parking restriction. Nevertheless, its location illustrates that the current no-parking boundary does not extend far enough to preserve adequate maneuvering space.



Photograph 3 depicts the same location from an angle that more clearly illustrates the effect on vehicles towing boat trailers. The turning path and overall length of a truck-and-trailer combination require substantially more clearance than an ordinary passenger vehicle. A vehicle parked near the end of the existing red curb can narrow the available travel lane and make it more difficult for boat-launch users to enter, exit, turn, or align their trailers safely.



Staff therefore recommends extending the existing no-parking area far enough to preserve a practical turning and travel corridor.

Photograph 4 depicts another portion of the same parking lot. Staff recommends that the parking spaces on the left side of the photograph be restricted to passenger vehicles only. Larger trucks, vehicles towing trailers, oversized vehicles, and similar vehicle combinations parked in that location may project farther into the circulation area or otherwise reduce the maneuvering space available to boat-launch users.

Restricting this portion of the lot to passenger vehicles would preserve the usefulness of the existing parking spaces while reducing the likelihood that larger vehicles will obstruct traffic. The restriction could be communicated through posted signs, pavement markings, curb markings, or a combination of those measures.



CONCLUSION

The current configuration permits vehicles to park lawfully in locations that may nevertheless impede the movement of trucks towing boat trailers. Extending the existing red-curb no-parking area and reserving the identified portion of the lot for passenger vehicles would improve traffic flow, provide clearer direction to motorists, and reduce avoidable conflicts within the boat-launch parking area.