

To: Liza McNulty and the PRW Commission
From: Claudia Kawczynska
Date: June 4, 2026
Re: Draft Parking Implementation and Management Plan, Item 14 on PRW agenda

After attending both a recreational focus group and the general meeting on 6/3/26, I still have a few questions and comments about the Draft Parking Implementation and Management Plan.

Dynamic Management

I believe that more specifics about the “Dynamic Management” for this project should be required and what is meant by “routinely” reviewed be spelled out in more detail before its submission to the BCDC. It has been acknowledged that much is still missing from this draft (including which department is actually in charge of the meters, PRW or PW), or what possible modifications to this draft plan will be included.

“Dynamic” implies that modifications can be made at just about any time. But how will the public know about this? How can the public stay informed? How can the public alert staff about their concerns now and when this project is launched? This will be doubly challenging because, as we know, the marina is currently experiencing staffing shortages, and, to date, we still don’t know who will be in charge of this project. Would it be possible to calendar regular updates and reviews, perhaps assigning this to the PRW Commission calendar?

Dynamic wayfinding sounds expensive, can you give us an estimate of what the costs might be? And how will it be funded? Is this kind of wayfinding that in itself is “dynamic” meaning if changes are made to the component parts/lots, will it be difficult, and costly, to “reformat” the signage program? I ask because the various signage programs within the Waterfront Park (formerly known as CCP) have been less than successful.

Street Improvements

Can improvements to Marina Blvd of Seawall Drive qualify for Measure FF funding? Or other funding sources outside of the Marina Fund or Parks Tax?

Waterfront Benefits District

It is my understanding that there was interest, at least from the D1 councilmember, for the formation of a Waterfront Benefits District. Such a special district would allow the marina fund, and not the PW or GF, to retain any revenue that could be generated by paid parking. I also know there has been interest in expanding paid parking to the whole waterfront not just the recreation “heavy” south end. What is the status of this?

Equity

It is quite unclear to me, and to many others, to understand how Paid Parking protects Equity, since the lots most affected by paid parking are used by low income recreationist users? Can you detail what is meant by “not monopolized by any single user group”? I do hope it means ferry riders and not recreationists.

I know that staff has said repeatedly that the South Cove Lots are not under the purview of this Draft plan, but nonetheless they are probably the most important components of this parking puzzle and the whole Waterfront’s recreational ecosystem. They should not be separated out.

The whole planning process that was launched with the BMASP, morphed into the WSP, and the Pier/Ferry plan but this has been less than adequately handled since the start, hence the

many concerned, and articulate, stakeholder voices you have been hearing throughout this long process. Frankly it is all rather confusing to the public and even to someone, such as myself who has been involved with waterfront matters for more than 30 years.

The planning process and proposed changes to our much loved waterfront have been bifurcated, so during the BMASP, even though WETA took part in a few of the initial meetings, we were told that we could not discuss the pier, much less the ferry itself. 199 Seawall too, including its large parking lot, were also taboo. And now we hear that the misguided paid parking plan for the South Cove lots has nothing to do with the Pier/Ferry parking plan, it is too hard for me, with all that I have learned while serving on the PRW, to quite believe that.

So yes the marina fund is troubled, and back in 2025 the hotel hadn't paid its rent, but then a budget deadline loomed, so voila, we get a poorly conceived paid parking plan for the most used lots for recreationists, with no time for the public, via the PRW commission, to review this. The staff's plan was unveiled at a city council meeting, without the chance for the public to review it even hours before that meeting and the council blithely signs off on this paid parking plan, even though right before the vote, the hotel rent had been received. "Let them eat cake," sounds a lot like "no one likes to pay for parking" to me.

I am pleased that during the last two public meetings it was acknowledged that the public's input was important and ideas to solve this parking conundrum were asked for, so that modifications to the draft might be made. I just hope that those changes are also shared with the public before presenting the staff's plan to the BCDC and that, importantly, there is still time to reconsider a more equitable plan for parking in the South Cove lots.

Thanks for your consideration.

Claudia Kawczynska
Former Chair of the PRW Commission and Waterfront Commission

NO TIME LIMITS ON SOUTH COVE PARKING

DATE:	3 June 2026
PETITION ORGANIZER:	Tom Colton
ADDRESS:	1515 North St, Berkeley, CA 94703
CONTACT INFO:	tcolton@berkeley.edu 510-847-5771

The proposed 4-hour limit on parking at the South Cove lots would prevent most recreational use by sea kayakers. The Bay Area Sea Kayakers (BASK) club uses this location to conduct full-day classes and practice sessions on strokes, rescues, incident management, and paddling safely in bay chop. The location is ideal because it includes protected water for novices, and nearby windy, choppy conditions for practicing in realistic bay conditions. In addition, typical day paddles from here involve a 2-hour paddle out, landing on a beach for lunch, and a similar paddle back, with 45 minutes before and after to deal with boats and changing clothes. A 4-hour or even 6-hour time limit would preclude many paddlers from using this unique central-bay location.

We, the undersigned, oppose setting daytime parking limits on the South Cove lots.

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NO TIME LIMITS ON SOUTH COVE PARKING

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NO TIME LIMITS ON SOUTH COVE PARKING

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Miller, Roger

From: Robert <robert@alamolighting.com>
Sent: Thursday, June 4, 2026 5:01 PM
To: Miller, Roger; McNulty, Liza
Subject: Berkeley Marina Ferry/Parking

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello Roger, and Liza,

Please include these comments for the PRW agenda packet for the June 10 meeting, Item 14 on the ferry parking plan. I'm also copying Liza McNulty for consideration regarding the Big Ferry proposal.

I support ferries operating from the Berkeley Marina, which can fit in nicely, without disturbing the current sensitive and balanced equilibrium, *when they are kept to a small scale, operating from K-Dock, as they have in the past*. To do otherwise, on the far larger scale contemplated, will certainly, negatively, impede critical recreational activities, so vital to Bay Area citizens' physical health and mental well being.

I'm concerned that the value of these precious waterside recreational activities—including, walking, daydreaming, painting, swimming, windsurfing, kayaking, sailing...—is increasingly treated by planners as of less importance compared to the perceived necessity of creating a “transportation hub” at the Berkeley Marina. I oppose current Big Ferry and associated parking plans, and ask all involved to instead redouble your efforts to appreciate and cultivate the marina for its sacred primary purpose, as a park.

In the zoom discussion last night on Big Ferry parking, I was struck that, yes, planners were currently working with “stakeholders” (actually, every Bay Area citizen is a stakeholder in the Berkeley Marina) to address concerns regarding unreasonable 4-hour parking limits associated with the Ferry; however, I wonder how was it possible that anyone started with 4-hour parking as the default baseline assumption in the first place? This aspect of the Big Ferry plan, is just one example of how far removed planners are from the actual typical citizens' activities and usage of this park. This saddens me, reflecting the great push to create a *transportation hub*, while giving recreational activities a kind of second-class priority status.

The plan, envisioning over 900 Ferry commuters per day, using about 300 parking spaces, for another example, is far too optimistic and unrealistic. Park users will certainly be negatively impacted. Please stop this Big Ferry plan, and reconsider alternatives.

Similarly, the lack of protection for the planned new Ferry, against North wind and seas in the fall and winter—which every sailor knows, comes around each year like clockwork — reflects an apparent disconnect and lack of planning, for likely, predictable, negative scenarios.

Lastly, on a related note, I beg all involved to reconsider and not start charging for parking at the Berkeley marina—this will yield a profound negative impact on park users. The *net* revenue—after costs—if any, will be the proverbial “drop in the bucket” at best, and at worst, after all this effort and heartache, not net a financial benefit at all. Please don't do it.

Yes, of course I understand the City's fiscal challenges, but parking fees at the marina are self-defeating, truly upsetting the present, working, delicate equilibrium. As noted above, this plan reflects a sad disconnect from actual marina park users, many low income, seeking a bit of solace in an increasingly stressful world. At the very least, can planners promise to study actual financial parking cost/benefit results after time passes, and rescind the program if it is shown to be a debacle?

I thank you sincerely for your service and consideration.

Robert Ofsevit

Miller, Roger

From: David Fielder <davidfielder@comcast.net>
Sent: Thursday, June 4, 2026 4:16 PM
To: Miller, Roger; McNulty, Liza
Cc: David Fielder; Claudia Kawczynska
Subject: PRW/Marina Parking Zoom comments

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Roger & Liza,

Please share with PRW.

Thanks, David

xxxxxxx

1. I almost commented on 75% reduction in Seawall Dr viewer parking (80 down to 20 spaces). That is sooo egregious. Regular users of that parking strip are well aware of how important it is. Comment that “walkers/bikers” are more important was really annoying - “out of car experience”, etc. Weather is huge factor in how people access/enjoy Seawall Dr.
2. Liza’s initial site photo/slide shows almost no recreational pier extension beyond the hilt breakwater. Also, no further pier remnants. Doubt those will be dealt with in future.
4. Nothing about fisherfolk parking near the pier, especially given all their gear, chairs, etc.
5. Emphasis on health benefits of the Marina at about 8:20 PM - recreation is too simplistic a description.
6. WETA siphoning \$ from BART and for minimal actual patron results - 8:15 PM or so.

xxxxxxx

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Parking Urgency

Imagine you are a Berkeley ferry commuter, not wanting to be late and miss your boat. Let's say the line for the Seawall parking lot is moving slowly. Rather than risk missing that ferry, you may well park in whatever lot looks quickest, even if it means a \$100 parking ticket.

That is expensive, but the city has made it easy for you: for \$500 per year, you can get a Waterfront Permit that exempts you from parking time limits. Such a deal! But what prevents Waterfront Permit holders from filling up the South Cove lots with all-day parking?

On many days this last year, the South Cove West lot was mostly full by 9:00 am with fishing charter boat patrons and riders of the small Genentech ferry. Add twenty Waterfront Permit holders from the much bigger WETA ferry, and that parking lot will get very full, indeed, every day. The \$500 Waterfront Permit will be useless for South Cove sailors or Adventure Playground families—the South Cove West lot will have no parking spaces available, short-term or all-day. They will all be full.

The Waterfront Permit program is a bad idea!

Even if there is no Waterfront Permit program, \$100 tickets may not keep the South Cove West lot free from all-day parking. How long will it take to fill that 400-space Seawall lot? Use.ai suggests a maximum rate of one car every 5 seconds, which would take 33 minutes to fill the lot. Rather than joining the resulting stop-and-go traffic on University Avenue, our ferry rider may well decide to park in the South Cove, accept the \$100 ticket and be on time for the ferry and for work.

Recreational Users are in a Losing Position In general, recreational users arrive late, when most of the parking lots have already been scouted by the ferry and charter boat riders. And many recreational users do not have the income for either normal paid parking or the occasional expensive "oops—missed the time limit" tickets. Bad deal for them, we should not let it happen.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

DYNAMIC PARKING MANAGEMENT

Who within the city government will be responsible for making sure that recreational parking remains available? It will take a talented person and a commitment from Berkeley to spend as much energy and money as is necessary to make it all work. Speaking as someone who has watched the process, I'd say that the city administration will need to work on credibility.

How many years after spending megabucks will you know the system works?
Don't you want to know before you build it?

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Paid Parking

As part of their parking study, Kittlelson conducted an Intercept Survey that asked about household income and frequency of trips to the Marina.

Arithmetic: 33 respondents ($33 / 321 = 10.3\%$) reported a household income of \$25,000. From Figure 31, 130 respondents ($130 / 447 = 29\%$) visit “a few times a week”, let’s say 3 visits per week. For eight good weather months ($\times 4 = 32$ weeks) of the year, $3 \text{ visits/week} \times 32 \text{ weeks} = 96 \text{ visits per year}$. If parking were set at \$10 per visit, the parking for the 96 visits would be \$960, a crazy expense on a \$25K annual income. And a \$100 citation would be an economic wipeout! People would visit a lot less often, if at all.

From January 2022 Nelson/Nygaard study:

Table 1 Preliminary Nelson/Nygaard and City of Berkeley cost/revenue estimates

	NN Estimate	City Estimate
Annual revenue	\$780,000	\$550,000
Annual operating cost	\$340,000	\$550,000
Net annual revenue	\$440,000	\$0

What is Fair? When I park in the South Cove, I see young families bringing kids to Adventure Playground or picnics to Shorebird Cove. I think about my mother, many decades ago, taking us kids to the Golden Gate Park Panhandle and the other nearby free city parks. I also think about my sister, who lived in Berkeley as a single mom, working as a waitress, vet tech and art teacher, raising two sons on a shoestring. Please don't ask people like my mom or sister to pay for parking at the Marina or any other city park. People need parks to stay happy and healthy—please don't erect financial barriers to keep them away.

For the last ten years I have had a boat on J-Dock, and at ~\$320 per month I have cheerfully paid the Marina about \$38,400 for those ten years of slip fees. That actually makes financial sense both for the Marina and for me.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

How much would it cost to collect the parking fees? The original proposal for \$6.00 per day in the South Cove lots was expected to generate \$182,500 annually for the Marina Fund. Wow! That's an amazing amount of money! Too good to be true, let's look at some other estimates:

From January 2022 Nelson/Nygaard study:

The 2022 Nelson Nygaard table above shows two interesting sets of estimates: Nelson Nygaard: Revenue \$780,000, Operating cost \$340,000, net rev, \$440,000. Takes \$780,000 from marina patrons, only delivers \$440,000 to Marina Fund. Ooh—more plausible cost estimation, but incredibly inefficient tax collection!

City of Berkeley: Revenue \$550,000; Operating cost \$550,000, net revenue, zero! Massively inefficient tax collection—Sold your soul, got nothing in return! Why is this a good idea?

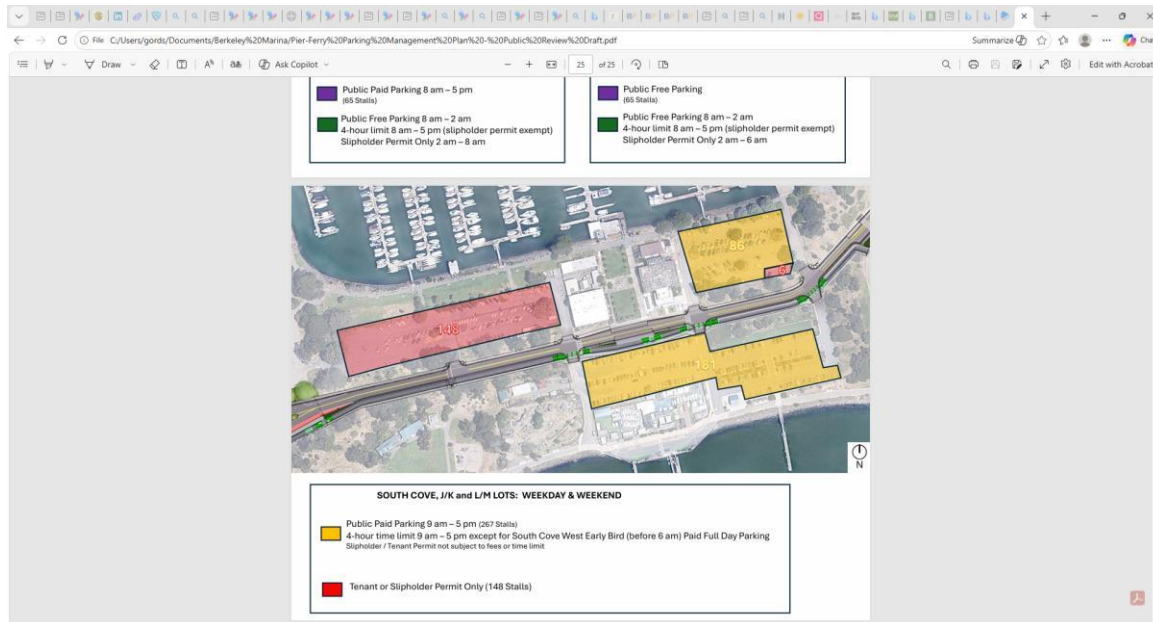
From April 2, 2019 proposal for \$10 parking fee: “The cumulative impact of the new South Cove Parking Fee is estimated to add \$26,000 in annual revenue to the Marina Fund (Fund 608). This revenue will offset the City's cost to collect the fee and maintain the parking lot. This fee is not expected to make a significant impact on the Marina Fund's \$1M structural deficit and projected insolvency within the next two years.”

Paid parking will dramatically degrade the quality of time spent at the marina. Instead of sailing, walking, relaxing, and enjoying a magnificent place, there will be a constant push to figure out how to make do with expensive parking that just does not work. You see it in the suggestion, made recently by marina management, that people headed for the South Cove lots should drop off their gear (or their kids??), then drive up and park on Marina Boulevard, and walk back down. This is not an acceptable solution.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

J-Dock Slip Holders Parking



Six spaces are reserved in J-Dock for slip holders, which does not seem enough to accommodate the number of slips on the three J-Dock fingers. What is the basis for this choice? It should be clearly understood that easily available slip-holder parking is important to keeping slip occupancy high, which is what keeps the marina financially healthy. Don't get this wrong!

As shown, these spaces are located far away from the entrance to J-Dock—they would be better near the J-Dock ramp to make access easier.

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Lordships Cove Parking



The southern end of the 199 Seawall peninsula shows parking for the re-opened restaurant (see above). Also needed are parking and rigging areas for water access to the cove. It's a crowded area, and considerable design work is needed to make a usable solution. **This needs to be fully worked out before the parking lot is striped.** Sharing water access parking with restaurant parking would save a lot of space, though it might complicate negotiations for the restaurant.

Will we really use \$100 citations for time limit/permit violations?

Seems very steep from an equity point of view, is there another way to influence parking choices without making Marina parking unaffordable?

DRAFT PARKING MANAGEMENT IMPLEMENTATION PLAN

Berkeley Water Transportation Ferry Pier Project, Version: 6/5/2026 G. Stout 6/5/2026

Early Bird Full Day Parking is a tool to allow pre-payment for full-day parking where time limits normally apply. Proposed for use at the South Cove West lot, the program would allow visitors who arrive before 6 am to pre-pay for full day parking in that lot. For parking paid for after 6 AM, only the maximum four-hour time duration would be available. This allows early morning recreation visitors, including charter boat passengers, to access full day parking while excluding ferry commuters (ferry operations begin at 6:30 am).

Early Bird Parking is a generous gesture for charter boat anglers, though it surely will increase the number of all-day cars, which is bad for everyone else. We can predict that the west end of the South Cove West lot—important for families going to Shorebird Park and Adventure Playground—will be monopolized by all-day ferry rider cars that will keep families out. Not good.

Miller, Roger

From: Ellen Rodin <esrodin729@gmail.com>
Sent: Tuesday, June 9, 2026 9:34 AM
To: pk@well.com
Cc: McNulty, Liza; Miller, Roger
Subject: Re: [BWCC] Letter for Waterfront Commission agenda packet

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As a regular user of the entire marina area, I am finally grateful for a serious careful and clear discussion of the needs, parking needs especially, of the South Cove area. Thank you.

I will also point out, again (I have tried to provide this information twice before) that the Rails to Trails organization substantial research shows that Providing better access to nearby already existing amenities and businesses, for example on fourth Street and fifth Street both north and south of university Avenue, is the most effective way of generating revenue for the city and creating access to the marina without actually building on the marina. You should check out “rails to trails”,, they have actual research.

Please keep me informed. Thank you.

Ellen Rodin Attorney at Law Sent from Gmail Mobile

On Tue, Jun 9, 2026 at 9:11 AM Paul Kamen <pk@well.com> wrote:

Was anybody at the Marina last Saturday? (5/31) The Cal Sailing Club was having one of its monthly “Open House” days with free sailboat rides for the public. Berkeley Yacht Club was hosting a high school graduation party. Weather was typical for a summer day.

The parking lots for South Cove, East and West, were full and then some, with many cars illegally double parked. The O-Dock/N-Dock parking lot, by BYC, was also full with many cars illegally double parked. The M-Dock lot had some space, but on weekends these are “Permit Only” and many cars without permits were illegally parked.

There were a few legal “after-10 AM” spaces remaining in the Skates/N-dock parking area. It would only take one weekend ferry departure after 10 AM to fill up those few spaces as well.

The point is that the “baseline analysis” of parking load is a gross underestimate of peak weekend summer parking demand. And that does not count additional parking demand if a recreational pier is added as promised. And it underestimates potential restaurant parking: The old Hs. Lordships building has a 600-seat banquet room upstairs. (And it does not include all the Genentech bus who look for parking in the South Cove area.)

The other point is that parking will be a serious problem for Skates restaurant. Without convenient parking it will threaten the viability of that business, costing the City \$200K-\$400K in revenue per year. Skates should have been in the planning loop much earlier in the process, but this seems to have caught them by surprise.

We already lost one landmark restaurant (Hs. Lordships) thanks to the City’s failure to require the lease-holder to stay current on safety and structural maintenance. We now have a shell of a building that can’t possibly generate any revenue for the Marina Fund for at least eight years, maybe longer, even if a new restaurant operator signs on today.

Let’s not go the same route with Skates.

The ferry parking plan tries to put ten pounds of potatoes in a five pound bag. Does not fit. Usurpation of recreational parking and reduced restaurant revenue are both inevitable under the current proposal.

Please respect the CEQA requirements, and go back to a planning process that includes some substantive alternatives as required.

Paul Kamen, Naval Architect, P.E.

(Six-term former Chair, Berkeley Waterfront Commission, and Berkeley Marina berther since 1977)

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Miller, Roger

From: Fran Haselsteiner <franhaselsteiner@gmail.com>
Sent: Tuesday, June 9, 2026 3:49 PM
To: McNulty, Liza; Miller, Roger
Subject: [BWCC] Letter for Waterfront

I previously submitted a comment regarding the ferry proposal (see below). FYI: I was a member of the Transportation Commission for nearly ten years.

One more point: The proposal for a Berkeley ferry does not make practical sense given the highly likely development of the Albany park proposed for the former racetrack. First, as I recall, the Albany shore does not require the kind of dredging needed for the Berkeley ferry. Second, the Albany tract has more space for parking. Third, the park will be a destination for the region. Commuter use of the Berkeley Marina is inconsistent with its intrinsic purpose as state recreation land.

Thank you for considering my views.

Fran Haselsteiner
District 2 resident since 1984

Comment, 4/11/26:

Let's please not pretend that the ferry project will actually improve the transbay commute. Has anyone calculated how many single-passenger trips would be eliminated if those riders used the ferry? I doubt it would be anything more than five minutes' worth on the Bay Bridge.

State and municipal land intended for recreation will host all-day parking for commuters.

As one who commuted daily to the city for 15 years, even with a transit subsidy I could not afford to pay for a ferry. Nor would it deliver me to my destination at SF Civic Center Plaza. Instead of paying for bus and BART, I would have been paying for bus (with transfer), ferry, and SF Muni.

I also wish to express concern about the toxic waste generated by dredging.

I am a homeowner and resident of Berkeley since 1984.