

**Subject:** Albany Data Comment

**Date:** Monday, April 10, 2017 at 3:51:45 PM Pacific Daylight Time

**From:** Penelope Crumpley <pcrumpley@albanyca.org>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

Good afternoon Andrea,

In reading the materials for the Albany Beach Project on your April 17, agenda, I see that you list " Scavenger or Homeless Person 39" in your daily use chart. I'm not sure how relevant it is for the purpose of the Design Review process, but that number is incorrect. We went through a two-year process to work with those experiencing homelessness at the Albany Bulb and there are no longer any homeless camping/living at the Bulb or the surrounding beach. My mayor, Peggy McQuaid, asked that I send you an update.

Sincerely,  
Penelope Crumpley  
Albany City Manager



# Friends of Five Creeks

*Volunteers preserving and restoring watersheds of  
North Berkeley, Albany, Kensington, south El Cerrito and Richmond since 1996  
1236 Oxford St., Berkeley, CA 94709  
510 848 9358 [f5creeks@gmail.com](mailto:f5creeks@gmail.com) [www.fivecreeks.org](http://www.fivecreeks.org)*

Apr. 12, 2017

Design Review Board  
Bay Conservaton and Development Commission  
c/oAndrea Gaffney, Bay Design Analyst  
455 Golden Gate, Suite 10600  
San Francisco, CA 94102

Re: April 17 hearing on proposed Bay Trail at Fleming Point, Albany (Buchanan to Gilman)

Dear Design Review Board Members and Ms. Gaffney:

As an all-volunteer group that has worked for 21 years to protect and restore watersheds and nature from Berkeley to Richmond, including projects on the Albany waterfront, Friends of Five Creeks is delighted that the proposed design for the Bay Trail at Fleming Point appears to strive to preserve this last remaining fragment of Berkeley's and Albany's original shoreline.

As you know, the sandstone bluff west of the race track is the remnant of El Cerrito del Sur, a smaller sister to Albany Hill, dynamited in the late 1930s to build the track and parking lots. These hills, Pt. Isabel (also dynamited), Brooks Island, the Potrero San Pablo, and hills across the strait are part of the Novato Terrane, mainly Jurassic "alien" sediments that stuck on the western edge of North American as it overrode ocean floor. The area is interesting historically in other ways. Fleming bought it from Domingo Peralta because, as a near island due to the Codornices marshes, it was valuable for cattle grazing to feed early San Francisco. Like Albany Hill later, the hill was used as an (unsuccessful) buffer for dynamite manufacturing. The New York Times ran a fascinating account of the deadliest explosion. During World War II, the race track was used to re-condition landing craft to re-take Pacific Islands.

As I understand the plans, the trail would rest on vertical supports across the steepest part of the sandstone bluff. This would **minimize** change to the existing contours and sensibly follow the art-restoration dictum of avoiding irreversible change. If this trail is someday obsolete, it could be removed and the bluff restored to something like natural condition.

We appreciate the East Bay Regional Park District's thoughtfulness in this matter, and hope you support this aspect of the design.

Sincerely,

Susan Schwartz, President, Friends of Five Creeks

*Friends of Five Creeks is a partner project of 501(c)3 Berkeley Partners for Parks*

**Subject:** Re: Method for sending written comment re BCDC Design Review of Bay Trail at Fleming Point  
**Date:** Wednesday, April 12, 2017 at 8:49:42 AM Pacific Daylight Time  
**From:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>  
**To:** Friends of Five Creeks <f5creeks@gmail.com>  
**CC:** Michaels, Jaime@BCDC <jaime.michaels@bcdc.ca.gov>, Miller, Hanna@BCDC <hanna.miller@bcdc.ca.gov>

Thanks Susan. Your comments will be noted.  
Kind Regards,

**Andrea Gaffney**  
Bay Design Analyst  
San Francisco Bay Conservation and Development Commission  
455 Golden Gate, Suite 10600  
San Francisco, CA 94102  
415.352.3643 Direct  
415.352.3600 Main  
415.352.3606 Fax

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**From:** Friends of Five Creeks <f5creeks@gmail.com>  
**Date:** Tuesday, April 11, 2017 at 10:42 PM  
**To:** Andrea Gaffney <andrea.gaffney@bcdc.ca.gov>  
**Subject:** Re: Method for sending written comment re BCDC Design Review of Bay Trail at Fleming Point

Thanks so much! Our letter for the April 17 meeting is attached.  
Susan S.

Susan Schwartz, President  
Friends of Five Creeks  
510 848 9358  
[f5creeks@gmail.com](mailto:f5creeks@gmail.com)  
[www.fivecreeks.org](http://www.fivecreeks.org)

On Tue, Apr 11, 2017 at 1:32 PM, Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov> wrote:

Hi Susan,

Thanks for your email. I am the secretary for the DRB so you can email me your comments. You're also welcome to attend the meeting and provide comment during the public comment period.

Thanks for your interest,

**Andrea Gaffney**  
Bay Design Analyst  
San Francisco Bay Conservation and Development Commission  
455 Golden Gate, Suite 10600  
San Francisco, CA 94102  
[415.352.3643](tel:415.352.3643) Direct  
[415.352.3600](tel:415.352.3600) Main  
[415.352.3606](tel:415.352.3606) Fax

**From:** Friends of Five Creeks <[f5creeks@gmail.com](mailto:f5creeks@gmail.com)>

**Date:** Tuesday, April 11, 2017 at 1:01 PM

**To:** Andrea Gaffney <[andrea.gaffney@bcdca.gov](mailto:andrea.gaffney@bcdca.gov)>

**Subject:** Method for sending written comment re BCDC Design Review of Bay Trail at Fleming Point

Hello -- this duplicates a phone message.

We would like to send a brief written comment to the Design Review Board for its April 17 meeting, basically praising attempts to avoid blasting away the bluff at Fleming Point, the last bit of remaining original shoreline in Berkeley or Albany.

Could you tell me the procedure? Maybe email you or some a .pdf, addressed how?

Thanks,

Susan Schwartz, President

Friends of Five Creeks

510 848 9358

[f5creeks@gmail.com](mailto:f5creeks@gmail.com)

[www.fivecreeks.org](http://www.fivecreeks.org)

**Comments and Proposed Alternative by Dan Johnson**  
**Albany Resident, Beach User, Bay Trail Commuter Cyclist**  
4/16/17

**Albany Beach Restoration and Public Access Project at Eastshore State Park – Phases 2 and 3**  
**BCDC Permit Number 2014.005.01**  
**Exhibit package dated 4/17/17**

Thank you for working to complete this link in the Bay Trail. I am a "super user" of this existing area, from several angles: I cycle on the Bay Trail to commute to work, I bring children to Albany beach, and also visit the area for my own recreation. I see flaws in the proposed design that warrant revisiting the essential layout of the north parcel. The attached Proposed Alternate is only one solution, meant to illustrate the critique described below. The specific solution may vary.

**1. Designers are creating unnecessary conflicts between users.** Please refer to annotated site plan, attached. These are unnecessary conflicts drawn into the current design:

- People who park vehicles have to cross the Trail to access the beach. Kids wander and don't look for cyclists. If a child is struck by a bike, it would be the fault of the design that brought them into conflict, and not the cyclist or child.
- Northbound cyclists have to circuit an out-of-the-way loop at the north end, before an unnecessary merge with northbound autos exiting the Entry Road at the existing roundabout.
- Trail cyclists coming west on Buchanan from Richmond who turn southbound onto the 20' Entry Road (as per current custom) become separated by fencing and have no way of rejoining the Trail without going through the handicapped parking area. Indeed, this is a shortcut compared to the maze-like north end of the Trail in this plan.
- The Entry Sign location misguides Trail cyclists and peds --- it's oriented to auto drivers using the new parking.
- Users walking from existing parking need to cross the Entry Road and Bay Trail to reach the facilities. Most motorized users of the new facilities will arrive on foot, pulling wagons or equipment from existing parking.
- If the Trail were east of the Entry Road & new parking instead of west of the road, it would un-do most of these conflicts that the designers have created.

**2. Bike parking.** I'm curious why the bike parking is located remotely at the toilet instead of with the other vehicle parking, near the final destination? Maybe designers are thinking that long-distance Bay Trail riders only need to stop at this facility to pee, before continuing on the Bay Trail? These riders won't have locks with them. What about riding to this facility from Albany with kids to play at the beach? Where do you park the cargo bike or bike-with-trailer? These riders will

have locks. There would be foot traffic at the toilets and trailer bikes might block the whole thing.

Bike racks should be as close as possible to the actual destination. As we all know, we are most likely to ride and lock our bikes if the bike racks are within sight of our destination. No one's final destination is the toilet. The racks should be near wherever we will be going - picnic areas or beach, or a busy, well-traveled area near the start of a hiking/walking trail. Development could be focused on the Cove Area, originally planned by the now defunct Albany Waterfront Committee to have picnic tables and benches. That is where Albany Strollers & Rollers (AS&R) funded 12 bike racks. The paperwork indicates 16 bike parking spaces, which is fewer than already exists.

**3. Bike rack spec.** The specification of ribbon/wave bike racks is incorrect. Amazing that design engineers are still specifying those ten years or so after they were removed from the standard, such as NACTO. Please specify Inverted-U type racks that provide two points of contact on the bike frame. Also bear in mind that long-frame cargo bikes, and bikes with trailers will be using this facility to bring kids and beach gear. This affects the layout of the bike racks.

**4. Bay Trail striping.** I am happy to see a separated ped lane, but would also like to see the bike lane separated by a dotted line with directional arrows. The Ohlone Greenway through Albany has been marked with separate lanes for almost 4 years and it is a success. There is not 100% compliance but such a configuration definitely adds to safety and comfort for all user groups.

**5. Bay Trail "Relaxed" and "Rapid".** Please appreciate that there are at least two types of rider on the Bay Trail, the "relaxed" recreational riders and the "rapid" commuters. The rapid riders will try to avoid conflicts with slower users. The commuters currently ride on Buchanan rather than the Bay Trail in order to avoid conflicts with slower users. Please facilitate entry and exit from the new portions of the Bay Trail onto Buchanan, as well as continuity of the "relaxed" Trail. This is illustrated in the Proposed Alternate attached.

**6. Too much asphalt?** I'm measuring 20,700 sq.ft. of new asphalt being put down --- about 1/2 acre --- in order to provide 20 vehicle parking spaces (3,700 sq.ft). This seems like an inefficient use of resources. Please return this site to passive recreation and keep the asphalt and motor vehicles out. Could all the vehicle parking and turnaround be concentrated on the north end, **focused on consolidating and enhancing existing development**, to keep the remainder of the property unpaved? Might this also reduce the project cost as well as future maintenance costs? We can cut asphalt by 50%.

**7. Consolidate and enhance existing development.** There appear to be half-complete facilities at the western terminus of Buchanan street. New development should strengthen and enhance these adjacent facilities instead of bringing motor

vehicles deeper into the site, creating more maintenance liabilities, and neglecting existing facilities. Turn over as much site as possible to recreation in a natural setting, accessible by active transportation (human power). Motor vehicles create dangers for people on foot and pedaling, especially children.

**8. Flood level.** I bike through this property on my commute to work. There is already 8" of standing water at the north end of the property after a big rain, making it impassable. Slide 19 notes that "a storm surge could add 2 to 2.5 feet to that indicated." The slide shows that the proposed Trail is level with the 2017 100-yr flood elevation. Does it make sense to design a throwaway facility that could be destroyed by next year's 100-yr flood?

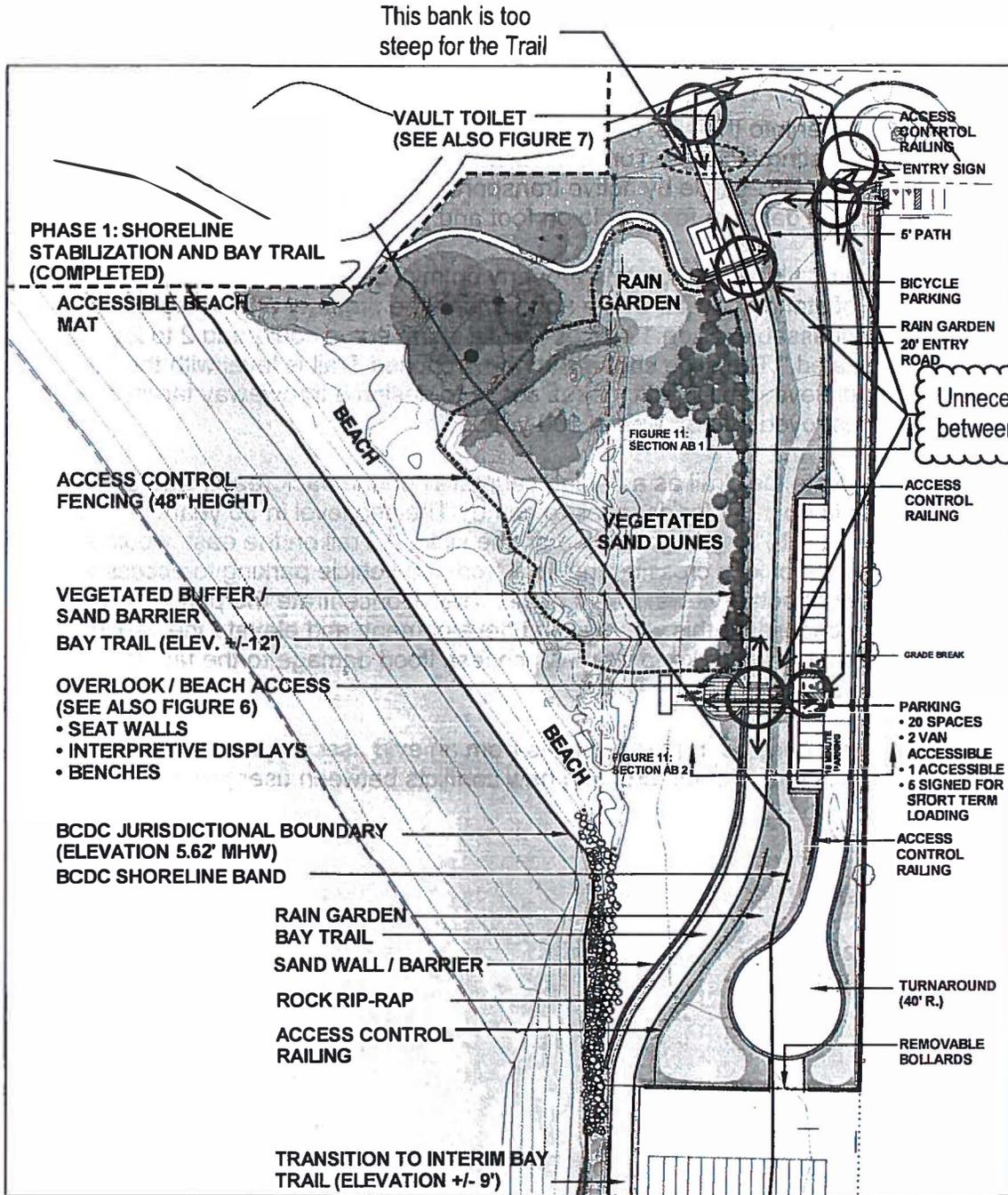
Why not elevate the Trail as a 3'-high causeway on the back (east) side of the property, to keep it dry for decades to come? The sea level in 30 years is estimated to be 16" higher, as noted on the slide. A Trail on the east would also remove the risk of kids crossing the Trail from the vehicle parking to access the beach. You get better views from a higher Trail. Concentrate the parking on the north end, consolidate this with existing development, and elevate the parking area on 18"-24" of fill to keep it dry. Much less flood damage to the facilities for decades to come.

Thank you for considering these points from an avid user as you rework the north parcel layout to avoid creating new conflicts between user groups.

Kind regards,

Dan Johnson

510-325-5672  
danjoh99@gmail.com



Unnecessary conflicts between users



This drawing is conceptual and for planning and permit processing purposes only. Program information, scale, location of areas, and other information shown are subject to field evaluation and modification.

Figure 5

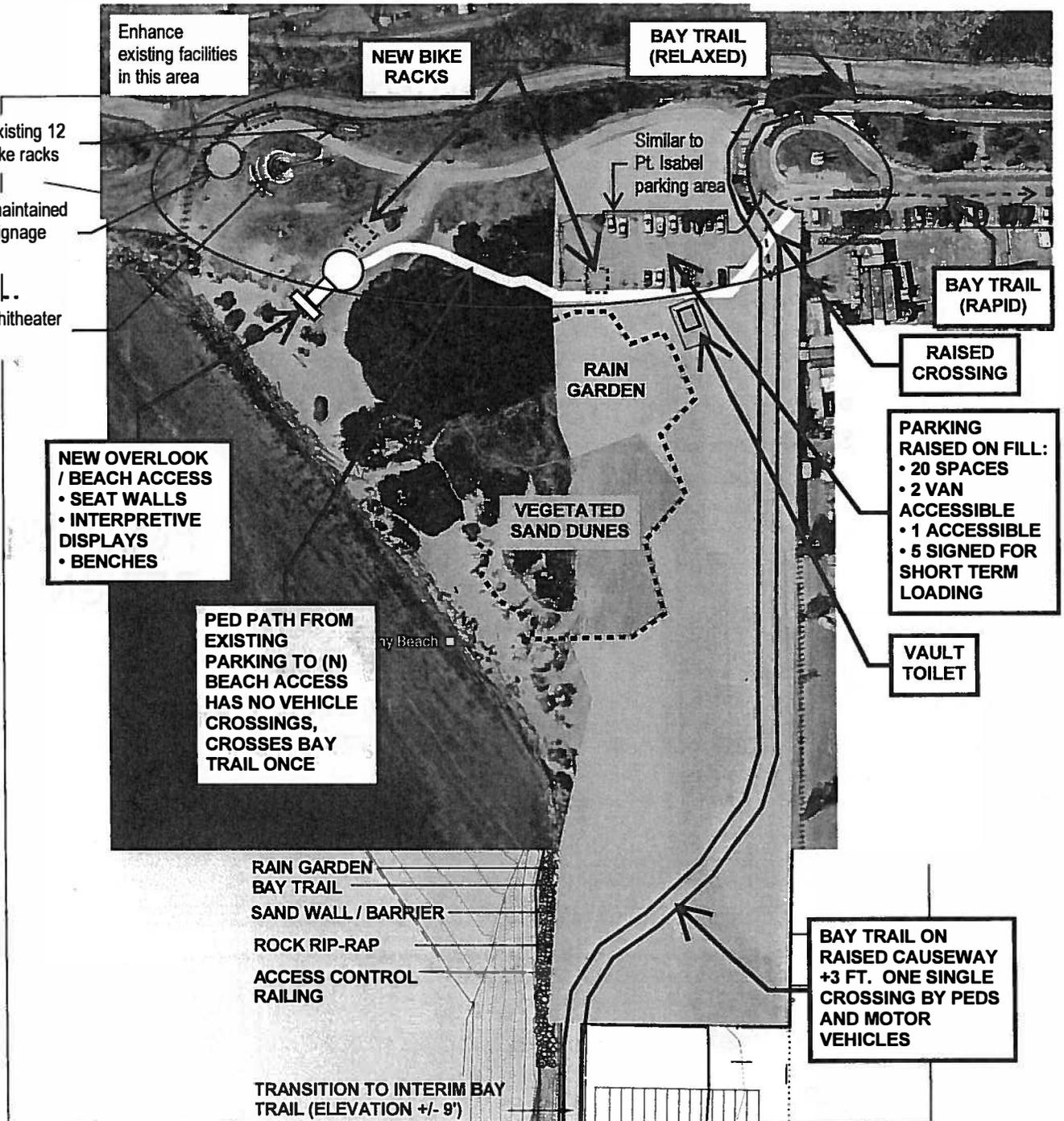
# ALBANY BEACH SITE PROGRAM

BCDC DESIGN REVIEW BOARD: APRIL 17, 2017

## ALBANY BEACH RESTORATION AND PUBLIC ACCESS PROJECT: PHASES 2 & 3 AT MCLAUGHLIN EASTSHORE STATE PARK



East Bay Regional Park District  
P.O. Box 5381, Oakland, CA 94605  
www.ebparks.org



**PROPOSED ALTERNATE**



This drawing is conceptual and for planning and permit processing purposes only. Program information, scale, location of areas, and other information shown are subject to field evaluation and modification.

Figure 5  
**ALBANY BEACH SITE PROGRAM**

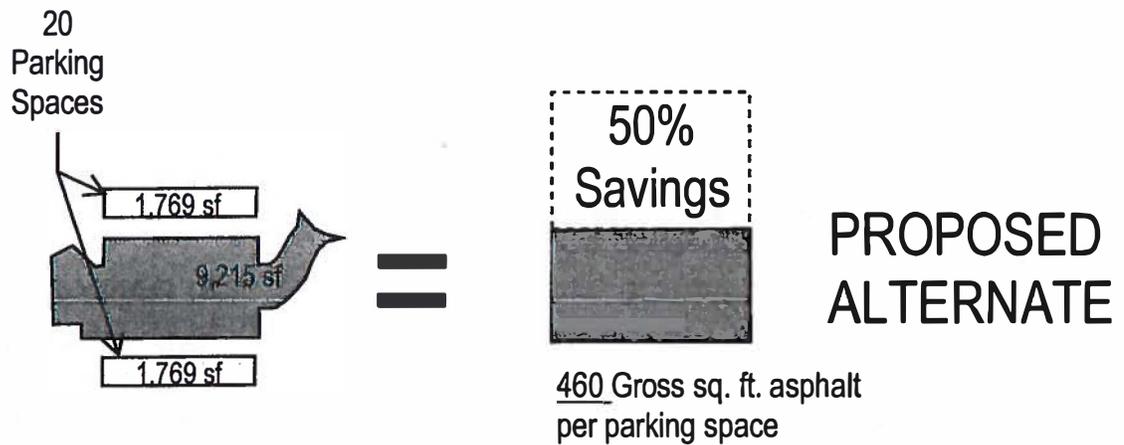
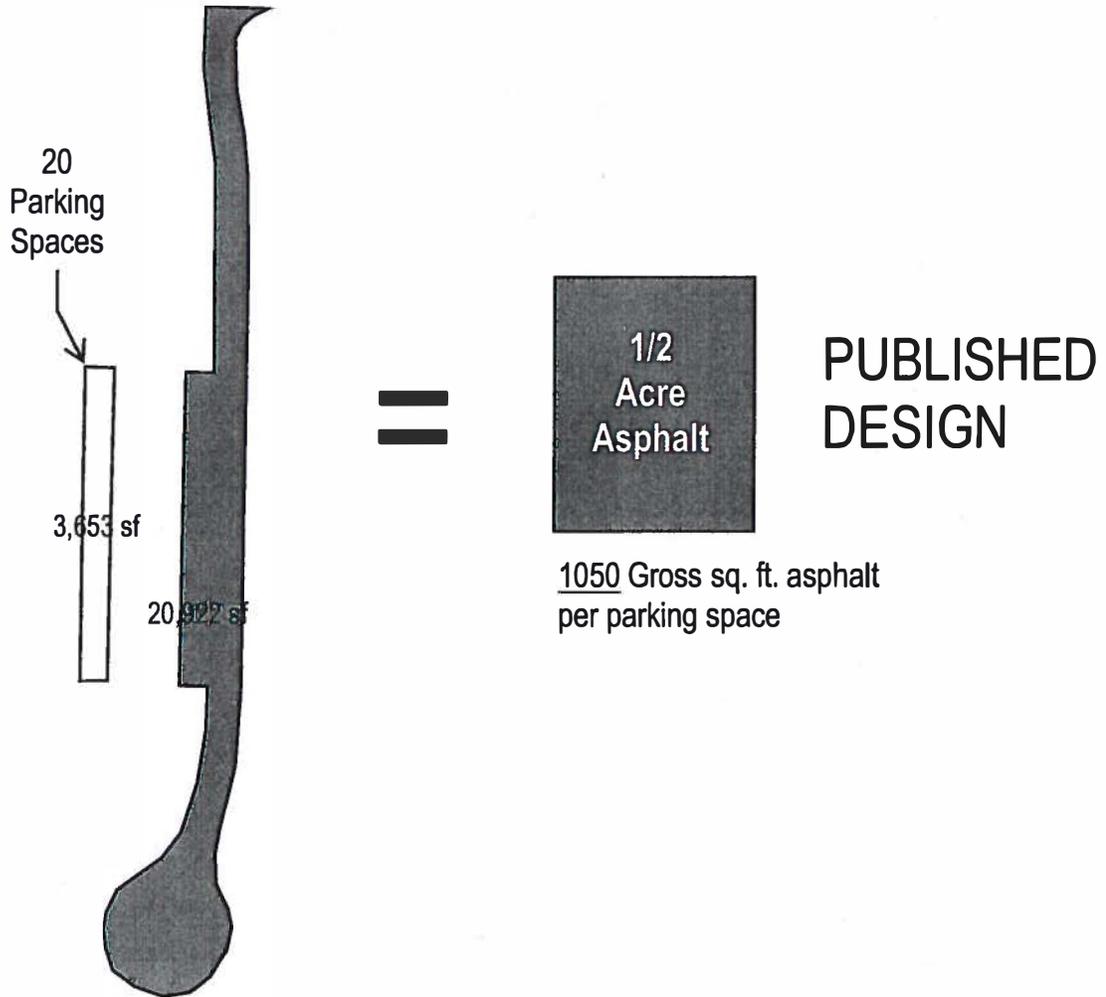
BCDC DESIGN REVIEW BOARD: APRIL 17, 2017

**Healthy Parks Healthy People**

East Bay Regional Park District  
P.O. Box 5381, Oakland, CA 94605  
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**ALBANY BEACH RESTORATION AND PUBLIC ACCESS PROJECT: PHASES 2 & 3**  
AT MCLAUGHLIN EASTSHORE STATE PARK

# TOO MUCH ASPHALT



**Subject:** Albany Beach Restoration and Public Access Project  
**Date:** Sunday, April 16, 2017 at 7:58:09 PM Pacific Daylight Time  
**From:** Dan Johnson <danjoh99@gmail.com>  
**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

Ms. Gaffney,

It's great to see the Albany portion of the Bay Trail in a design process and becoming a reality. However, as an avid user of this area, I feel the current design for the northern parcel at Albany Beach is creating many unnecessary conflicts between users. Current funding could also be used to strengthen and enhance existing, incomplete development, instead of overextending new, duplicate facilities with yet more roadway into the site.

The planners should meet with current users of this area to identify safety and usability flaws in the current plans.

Please review my attached comments and illustrations. Thank you for considering this input. My comments are also available at this link: [https://drive.google.com/file/d/0B\\_UQt6OwFxlqHR1cGhfNDh0VE0/view?usp=sharing](https://drive.google.com/file/d/0B_UQt6OwFxlqHR1cGhfNDh0VE0/view?usp=sharing)

Kind regards,  
Dan Johnson  
510-325-5672 cell



April 16, 2017

Dear BCDC Design Review Board,

I would like to thank the East Bay Regional Park District for their diligent work on this missing link in the Bay Trail, which has been eagerly anticipated by East Bay residents for many years. Already, Phase 1 of the Albany Beach Restoration and Public Access project has brought positive change. My elderly mother has enjoyed using the new Phase 1 path along the Neck which is now accessible to wheelchair and walker users.

I received the plans via the BCDC announcement on April 11 and since then have reviewed the plans and re-walked the site, which I typically visit several times a week. There are many good aspects to the Phase 2 and 3 design, but as a long-time user of the entire Albany Waterfront I would like to suggest some possible changes to improve safety and to maximize the opportunity for flexible use by diverse constituencies and creative programming of the site. Although this project focuses on the Beach, it will have a major impact on access to the Bulb and the Plateau, which should also be considered.

I am a member of Albany Strollers and Rollers, a bicycle and pedestrian advocacy group with about 650 members that has been a leading advocate and supporter of this Bay Trail connection. Although I do not speak for the group in the details of my comments, since there has not been time for us to form a consensus in the five days since we first saw these plans, I can say that our membership is eager to share our local knowledge of the site and provide input to the trail planners and would welcome the opportunity and adequate notice from EBRPD in order to do so.

Speaking as an individual, then, I would suggest that the current plan does not adequately coordinate proposed amenities with existing facilities, including parking and group gathering areas.

It also does not adequately address circulation. This part of the Bay Trail gets a lot of through traffic from Richmond to Berkeley. This includes commuter cyclists, both slow and fast recreational cyclists, and runners, often in large training groups. This use will only increase with the improvements.

Conflicts between these users and people crossing their path as they go from the existing and new parking lots not only to the Beach but to the Plateau, Mudflats Viewing Platforms, and the Bulb should be considered.

I am writing with suggestions that generally echo (and go beyond) ideas represented in the "Proposed Alternate" that Dan Johnson, Albany resident, has submitted along with his comments in his revision of Figure 5, Albany Beach Site Program (I am providing his sketches as a location guide to my comments).

Please consider the following suggested changes:

#### **A. Circulation and parking**

1. Consolidate the parking at the north end of the site to reduce the amount of impermeable surface in the project and reduce conflicts among different users.
2. Consolidate the overlook, accessible beach mat, and interpretive elements at the north end of the site and coordinate them with existing amenities to facilitate use of the park for environmental education, group gatherings, and for staging stewardship and wellness activities. Please note that there is an existing overlook with interpretive signs just a few feet north of the project boundary that is not shown in Figure 5. There is also an existing concrete group seating element (or mini-amphitheater) at this location called "The Cove," on City of Albany land. "The Cove," which faces away from the water, is currently used for environmental education and other gatherings and could be enhanced if the overlook represented in Figure 6 were located near this area rather than in the southern location in the proposal. Clustering these elements could form a useful assemblage of seating, gathering, and interpretive elements that link the Beach, the Bulb, and the Plateau in addition to reducing circulation conflicts.
3. Leave the southern part of the site less developed with less impermeable surface, eliminating the long driveway and turnaround. (The huge racetrack parking lot provides plenty of emergency vehicle access.)

4. Locate the Bay Trail to the east of the parking so that people can go from their cars straight to the beach and trails to the Bulb and Plateau without creating collisions on the Bay Trail. In the current proposal, people carrying beach chairs, babies, kites, fishing coolers and wrangling dogs and kids across the Bay Trail could be a hazard.

5. Eliminate the pedestrian/bike traffic jam area at the north end of the current proposal that will result from channeling people from the narrow east-west portion of the existing trail to the new north-south portion. This spot near the bird sculpture turnaround is often filled with foot traffic, dogs, baby strollers, marathon-training tables, people meeting for group hikes, etc.

6. Increase the amount of parking. Given the improvement to amenities, the 15 added permanent spots will not be sufficient. Even without the attraction of the new Bay Trail segment, parking fills up all the way east along the Buchanan Street Extension to the freeway on weekends.

## **B. Hardscape and seating elements**

1. Design hardscape elements for multiple uses. For example, the overlook/paved beach access area (Figure 6) would be attractive for yoga and tai chi and environmental education and art in nature gatherings. An overlook is a different function from beach access path, and while the two functions can be adjacent, the overlook/tai chi area should be designed so that people accessing the beach can pass without colliding with people who are stationary, whether they are reading interpretive signs, exercising, or listening to an environmental education talk. Locating this overlook and coordinating it with the existing overlook and the Cove at the north end of the site would increase usability.

2. Clearly name and label amenities both at the site and on visitor maps. Having legible meeting points is useful to organizers of educational and other events and reduces staffing needs.

3. Add more multi-use, flexible seating (low walls of varying heights rather than just benches) to improve accessibility for people with limited mobility and people with small children. Low seating walls near the toilets will be useful.

4. On steeper parts of the trail, in addition to railings, add seating in the form of simple low walls or blocks to provide resting spots for people who cannot walk long distances.

5. Add picnic tables under the eucalyptus to provide seating in a relatively wind-protected area.

6. Consider the importance of seating on the beach to families and people with limited mobility. Currently the pilings that lie along the beach at the wrack line provide seating for these groups. These should not be removed without considering these needs.

7. Expand interpretive elements to include the human as well as the natural history of the site, including the history of dynamite manufacturing, the flattening of Fleming Point for the racetrack, World War II naval activities, and the tradition of informal art along the East Bay shoreline.

8. Add trash can locations and design to the plans, as well as bag dispensers for dog waste.

9. Because of the sweeping views at the site, avoid excessive signage and where possible, avoid signage on tall poles that interrupt views such as those shown in the images for Sections 2, 3 and 4.

## **C. Bicycle access**

1. Design turning radii and the location and space allocated for bike racks to accommodate long-tail bikes, bike trailer, and bikes trailing kayak carriers. Many people ride bikes with trailers to bring kids to the waterfront.

2. Consider possibilities for a future separate higher-speed route for bicycle commuters who want to use as straight a line as possible from Richmond to Berkeley.

#### **D. Water access**

1. A location for future on-site storage for water craft such as kayaks and stand-up paddleboards (like the attractive small building at Mission Creek in San Francisco) should be at least set aside. To provide equitable and affordable access to water sports to people who cannot afford their own equipment or are unable to transport it, low-cost rentals and/or water sports coops are essential.
2. Consider possible locations for future showers/equipment rinsing. Albany Beach is a rare high-quality swimming beach on San Francisco Bay. Providing showers or even hoses for rinsing equipment and feet would make it more usable for swimmers, windsurfers, kiteboarders and stand-up paddleboarders.

#### **E. Drainage, sand management and plantings**

1. The northern half of the existing racing track parking lot within the project boundaries floods to a depth of more than half a foot each winter. How will drainage be handled?
2. In section AB1 there is no sand wall indicated and in section AB2 the sand wall looks quite low. This may be inadequate to prevent sand from encroaching on the trail. Airborne sand flying up and over the wall as well as direct drifts may be an issue.
3. Sand walls should be tall enough to sit on to provide seating for people with mobility limitations and others as well as help keep sand off the trail.
4. It should be noted that the water current carries sand from the south to the north. Sand accumulation is more reliable and copious at the north end of the beach, both because of the current and because the steeper escarpment at the north end prevents the sand from blowing away. The question of sand supply should be considered in the design. Permanent access (i.e. overlook and paved access) at the north end may be preferable to the south end. The plan indicates sand will be added to southern end of site. Rather than using a design that requires expensive replenishment of sand, the natural tendencies of the sand should be respected.
5. Plantings immediately adjacent to the trail should be low-growing and should be sized so they do not require regular trimming. In the Berkeley portion of the Bay Trail large plants encroach on the trail and cause safety hazards.
6. If the fence to protect habitat runs below or close to the high tide line, access to the beach and the southern rocky shore will be severely limited, a situation that will be worsened by sea level rise.

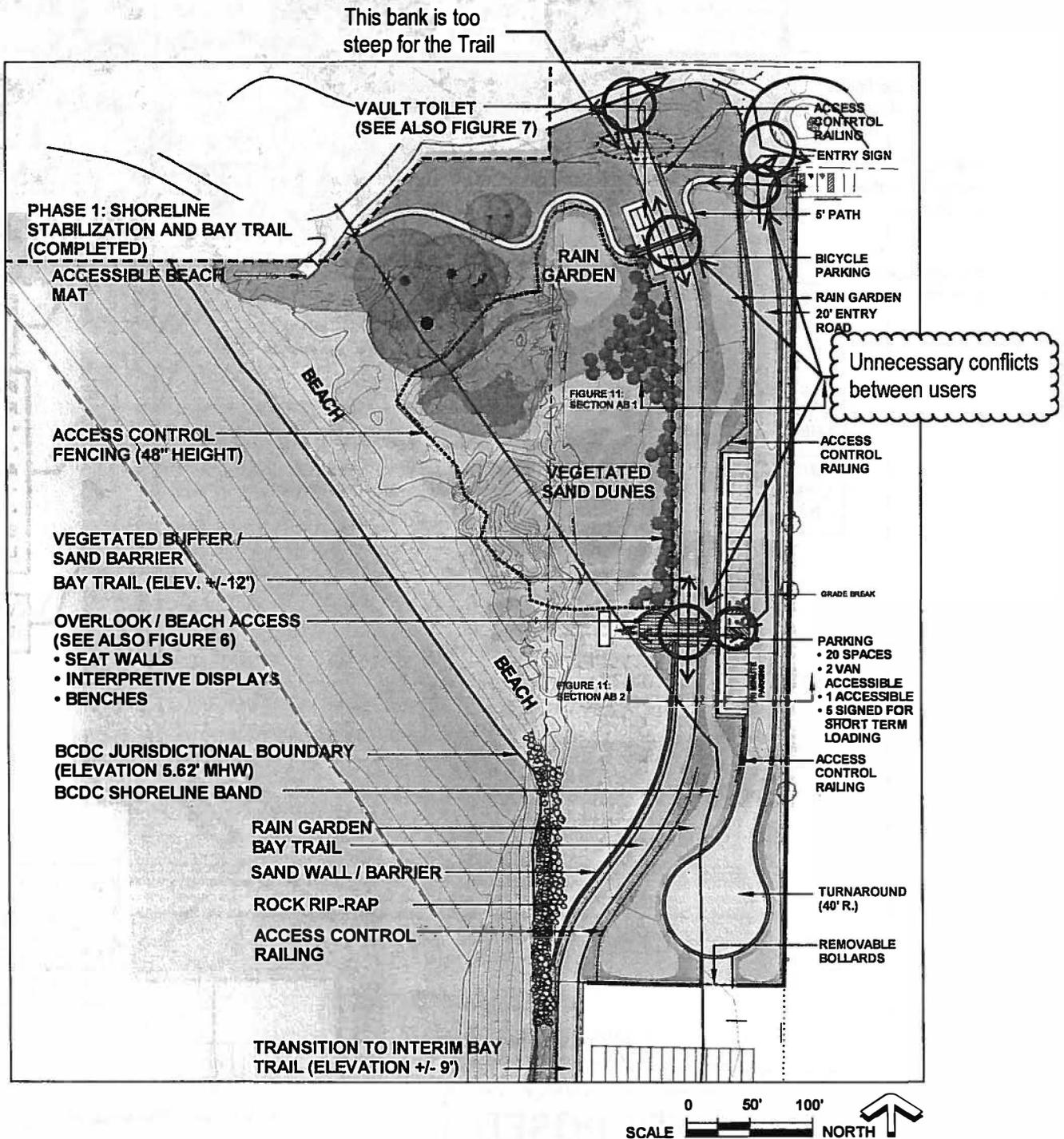
#### **F. Future thinking**

1. In addition to planning for sea level rise, plan for changes and increases in human uses.
2. Until now, most cyclists arrive at the site by bicycle rather than bringing their bicycles onto cars. With the completion of this portion of the Bay Trail, more people from more distant locations will drive their bikes to the site and start a ride there. Also more families will drive kids' bicycles and tricycles to this spot.
3. Use by water sports enthusiasts (kayaks, SUPs, kiteboarding, swimming) is likely to increase.
4. With the increasing ethnic diversity and artistic creativity of the Bay Area, outdoor spaces will

increasingly be seen as social and community spaces. Providing amenities for social gatherings and creative expression as well as nature viewing will serve our evolving community. The sheltered "jockey parking lot" at the southern end of the trail could be a particularly good spot for a social space.

Sincerely,

Susan Moffat  
Albany Resident  
[Moffat.susan@gmail.com](mailto:Moffat.susan@gmail.com)  
510-926-2771



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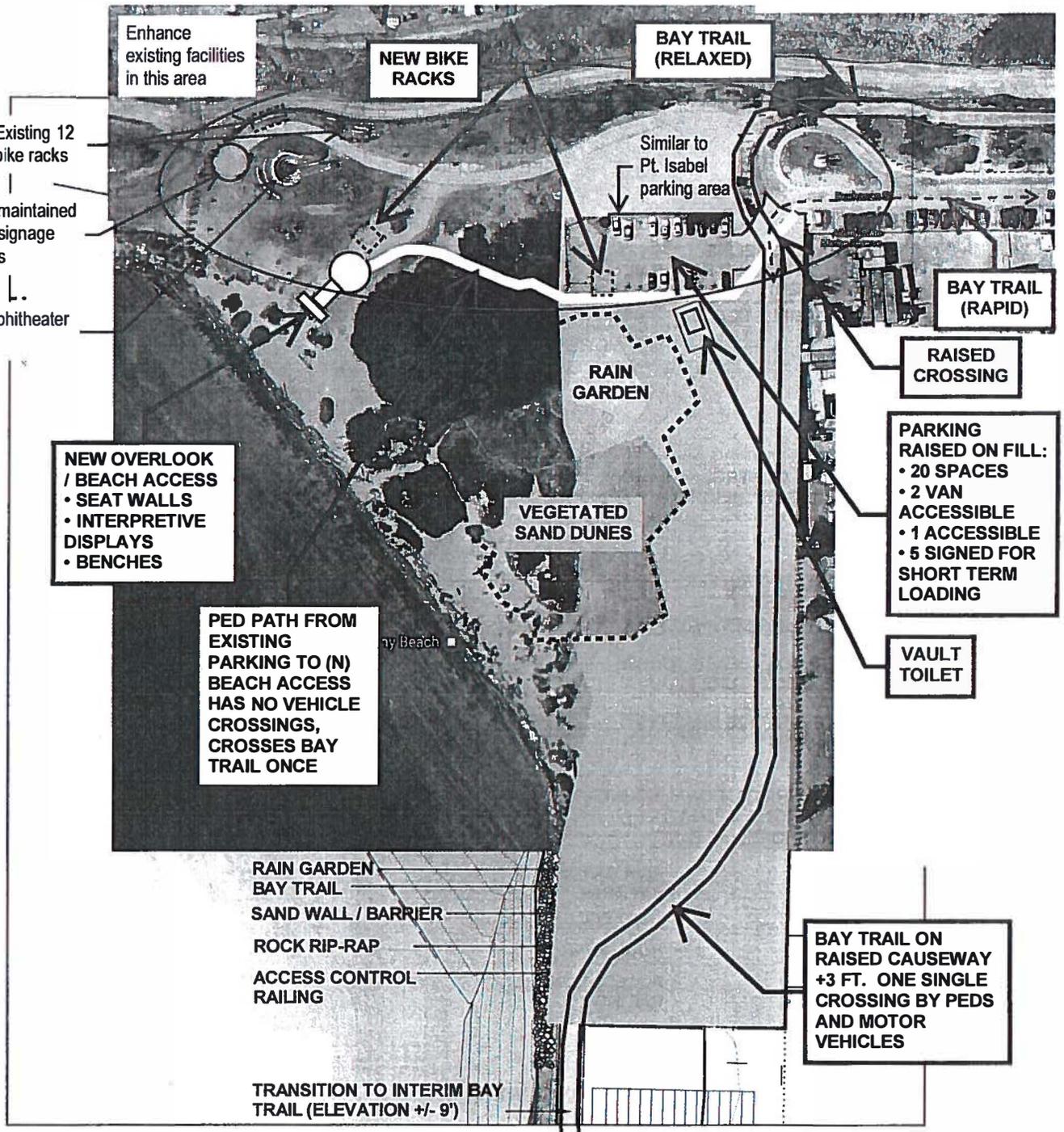
Figure 5  
**ALBANY BEACH  
 SITE PROGRAM**

BCDC DESIGN REVIEW BOARD: APRIL 17, 2017



East Bay Regional Park District  
 P.O. Box 5381, Oakland, CA 94605  
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**ALBANY BEACH RESTORATION AND PUBLIC  
 ACCESS PROJECT: PHASES 2 & 3  
 AT MCLAUGHLIN EASTSHORE STATE PARK**



**PROPOSED  
ALTERNATE**



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Figure 5

**ALBANY BEACH  
SITE PROGRAM**

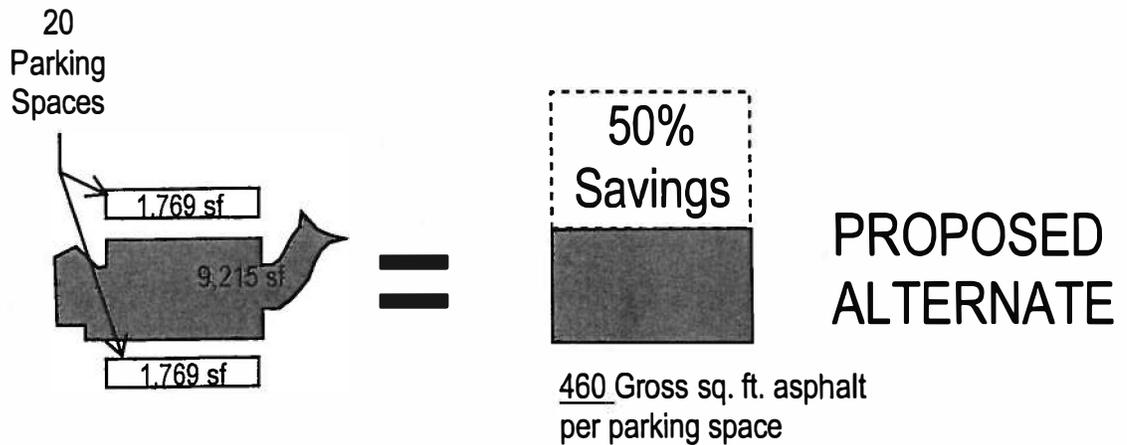
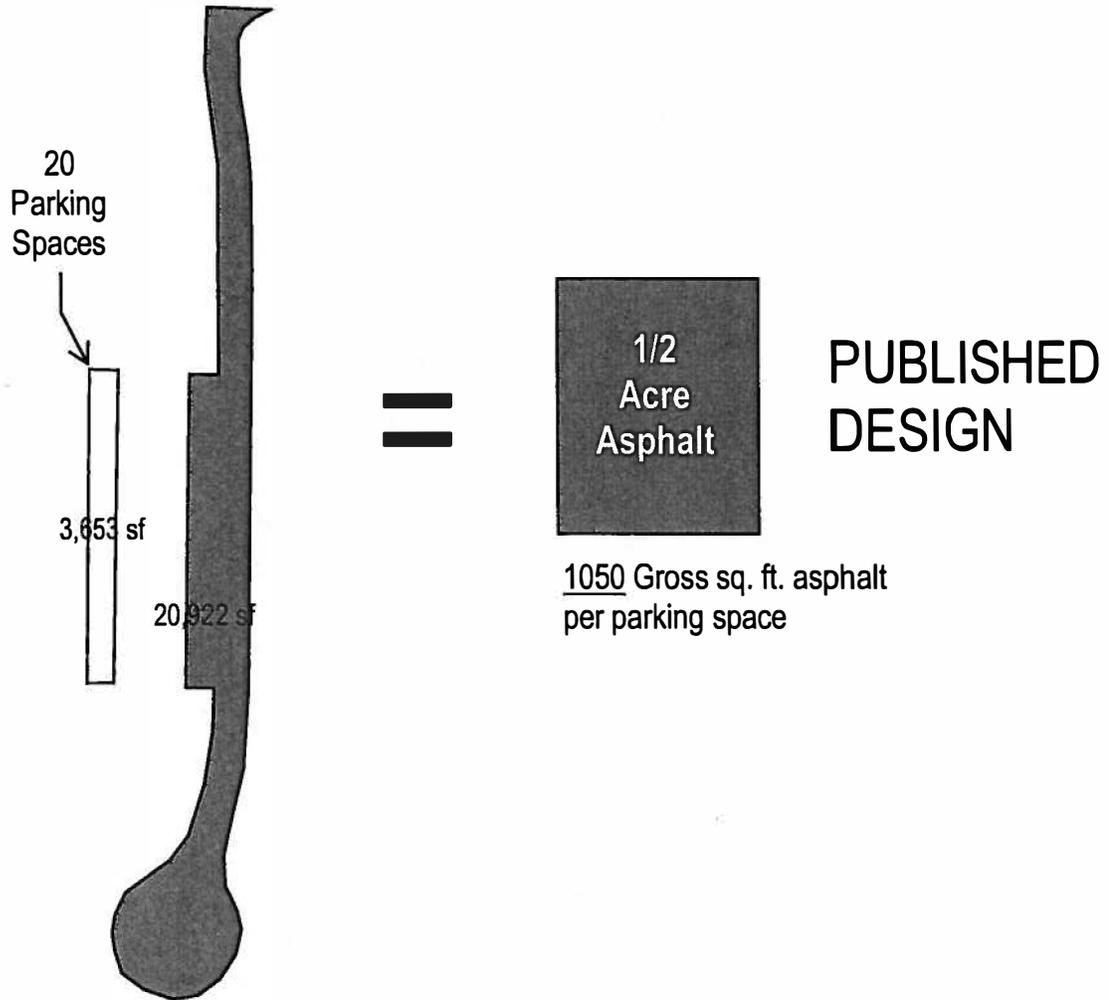
BCDC DESIGN REVIEW BOARD: APRIL 17, 2017

**ALBANY BEACH RESTORATION AND PUBLIC  
ACCESS PROJECT: PHASES 2 & 3  
AT MCLAUGHLIN EASTSHORE STATE PARK**

**Healthy Parks  
Healthy People**

East Bay Regional Park District  
P.O. Box 5381, Oakland, CA 94605  
www.ebparcs.org

# TOO MUCH ASPHALT





**Subject:** comments on Albany Beach Restoration and Public Access Project

**Date:** Sunday, April 16, 2017 at 11:55:58 PM Pacific Daylight Time

**From:** Susan Moffat <moffat.susan@gmail.com>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

**CC:** Gomez, Grace@BCDC <grace.gomez@bcdc.ca.gov>

Dear Andrea,

Please find attached my comments for the Albany Beach Restoration and Public Access Project for tomorrow's Design Review Board meeting. I have also attached "170417 Comments and Alternative.2" (comments and figures from Dan Johnson) in order to include his figures on pages 4,5 and 6, which I refer to in my comments. I don't intend to attach his comments to my comments, only the three figures, but my Adobe Acrobat is not working so I can't extract just those pages. Just mentioning this in case it would be possible for you to include only the figures and not his comments with my comments.

Is it too late for DRB members to receive this in their packet? I apologize for the late submission of comments but we have had a very short time to review the plans, which were not provided for review by EBRPD prior to their being sent out by BCDC for the DRB meeting.

Thanks for any assistance you can provide in getting these comments to the DRB.

Best regards,  
Susan Moffat

P.S. Hi Grace! Hope you are well!

Monday, April 17, 2017 at 8:47:49 AM Pacific Daylight Time

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**Subject:** Albany Beach Restoration and Public Access Project

**Date:** Sunday, April 16, 2017 at 10:19:01 PM Pacific Daylight Time

**From:** Adam Prost <adamprost01@gmail.com>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bccdc.ca.gov>

Dear Ms. Gaffney,

I am so excited that the Albany connector portion of the Bay Trail is moving forward! The plans are beautifully rendered and the components in and of themselves look great and make huge headway into accommodating local residents/ users. On that note, knowledgeable residents and frequent users have brought up some relevant concerns. I'd like to request that the East Bay Regional Park District sit down with current users of this area to identify and modify potential safety and usability conditions in the current designs.

Thank you very much for your attention,

Adam Prost

545 Pierce St #2207

Albany, CA 94706

415.967.8788

[adamprost01@gmail.com](mailto:adamprost01@gmail.com)

**Subject:** Bay Trail Request for Community Design Input  
**Date:** Sunday, April 16, 2017 at 6:26:01 PM Pacific Daylight Time  
**From:** Merry Selk <merryselk@gmail.com>  
**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>  
**CC:** Susan Moffat <moffat.susan@gmail.com>

**Bay Design Analyst, Andrea Gaffney at: [andrea.gaffney@bcdc.ca.gov](mailto:andrea.gaffney@bcdc.ca.gov)**

I am happy to learn that the long-awaited Albany portion of the Bay Trail is moving forward. But in light of serious design concerns, I strongly request that the East Bay Regional Park District sit down with current users of this area to identify and correct crucial safety and usability flaws in the current designs."

I join others who use the Albany beach and Bulb area in raising serious concerns about the current design — particularly the extent of concrete and the apparent prioritizing of parking over the safety and enjoyment of cyclists, pedestrians and trail users.

I have seen descriptions of a bike and walking trail that unnecessarily crosses traffic, outmoded wave bike racks near the toilets but not enough racks near the beach, and much too much concrete and exposed parking.

Please allow users to weigh in on this important Albany amenity.

Sincerely

*Merry Selk*  
1016 EVELYN AVE  
Albany CA 94706

[merryselk@gmail.com](mailto:merryselk@gmail.com)  
home: 510-524-1898  
cell: 510-708-0820

Monday, April 17, 2017 at 8:48:28 AM Pacific Daylight Time

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**Subject:** Albany Beach Restoration and Public Access Project

**Date:** Monday, April 17, 2017 at 12:40:04 AM Pacific Daylight Time

**From:** Lisa <littleferrier@hotmail.com>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

Dear Ms. Gaffney,

Albany residents are excited for the shoreline improvements and completion of the Bay Trail in our community. Along with others, I have concerns about the current design in terms of user/visitor safety and usability and hope that the East Bay Regional Park District will schedule a meeting with current users of the area to refine the details of the plan.

Best regards,

--Lisa Ferrier

Albany City Resident



Albany Strollers and Rollers  
524 Talbot Avenue  
Albany, CA 94706

17 April 2017

Bay Conservation and Development Commission

Re: proposed Bay Trail along Golden Gate Fields

Dear Commissioners and staff,

Albany Strollers & Rollers (AS&R), a service and advocacy organization with 650 member households supporting active transportation, is excited that after decades of hope the East Bay Regional Park District is on the verge of filling the only remaining gap in the Bay Trail between northern Richmond and west Oakland.

Unfortunately, AS&R finds there are flaws in the proposed trail design that reduce its safety and usability. For instance, the numerous crossings of the trail to get to the beach create more conflict points than necessary, and the connection to the existing trail at the north end is so circuitous as to negatively impact the trail's usability. To the south, the trail ends at a perpendicular parking area alongside a road. It is unclear how northbound trail users, particularly people riding bikes, are supposed to safely access the trail.

Various design and planning professionals that are AS&R members have proposed solutions, some of which will be presented at your meeting. AS&R is generally supportive of these, but because your agenda packet is the first time the plans have been publicly available to AS&R's knowledge, the organization has not had time to cohere around a particular set of proposals. The East Bay Regional Park District has not otherwise previously reached out to AS&R regarding the design previously, or to any other community stakeholders to AS&R's knowledge. Consequently AS&R asks you to direct the Park District to engage with AS&R, and other local stakeholders, to discuss the design of the trail and how it might be improved to address the above concerns.

Thank you for your consideration. If you have any questions or feedback, please feel free to reach me at [pdjordan@lbl.gov](mailto:pdjordan@lbl.gov) or 510 418-9660.

Respectfully,

Preston Jordan  
Co-founder  
Albany Strollers and Rollers

AS&R is a service and advocacy group founded in 2004 to support active transportation in Albany. It has 650 member households.

**Subject:** Albany Bay Trail design

**Date:** Monday, April 17, 2017 at 8:51:45 AM Pacific Daylight Time

**From:** Preston D. Jordan <pdjordan@lbl.gov>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bccdc.ca.gov>

Hello Ms. Gaffney-

I am with Albany Strollers & Rollers (AS&R), a community group founded in 2004 that provides service and advocacy for active transportation in Albany that has grown to 650 member households. You can visit [albanystrollroll.org](http://albanystrollroll.org) if you would like to get more of a sense of AS&R's work.

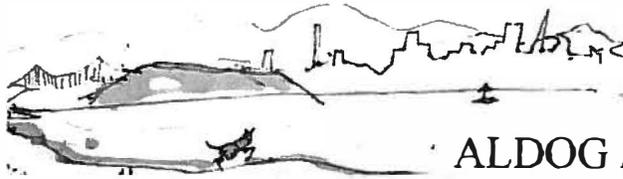
As explained in the attached letter, AS&R just learned a few days ago that designs for the proposed next segment of Bay Trail in Albany are available for the first time as part of the Commission's agenda packet for today. This segment has been talked about literally for decades, so AS&R is quite excited the East Bay Regional Park District took over the effort and has persisted through a just about every challenge possible to bring in this project.

AS&R does have concerns about some of the trail design details though. In its more than decade of advocacy, AS&R has found that details matter down to the inch to provide excellent active transportation infrastructure. In the case of this design there are some aspects that seem off by tens or even hundreds of feet. Unfortunately due to the short time available, the organization has not been able to develop a set of recommended design improvements. Rather, it hopes the Commission will ask the Park District to sit down with AS&R for the first time to discuss the proposed design and how it might be improved.

The attached letter provides this same input in a more formal manner. If you, any other staff, or the Commission have any questions or feedback for AS&R, please send them along to me.

Thank you and the Commission for the work you do.

Preston Jordan  
co-founder  
Albany Strollers & Rollers



ALDOG Albany Landfill Dog Owners Group & Friends

17 April 2017

Ms. Andrea Gaffney  
San Francisco Bay Conservation and Development Commission  
455 Golden Gate Avenue, Suite 10600  
San Francisco, CA 94102

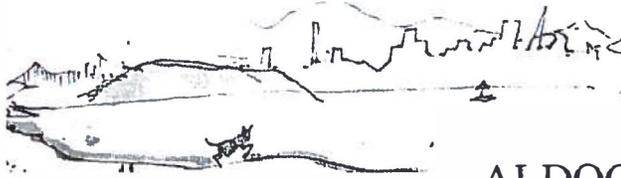
Dear Ms. Gaffney:

Thank you for the opportunity to comment on the Albany Beach Restoration and Public Access Project design.

I lead a large user group, founded in 2011, that is very familiar with the area and this project. We're dogwalkers but also cyclists, joggers, kiteboarders, picnickers, people who visit the area for art and music, etc.

We commend the East Bay Regional Park District (EBRPD) on the successful and attractive implementation of Phase One of the project last year. We do have some concerns about the placement of the Bay Trail in Phase Two. Having observed park user groups almost daily for the past several years, we believe the current design could be improved to minimize hazards. Specifically:

- 1) Having a bike lane between the parking lot and the beach seems to invite injuries. In our experience, people coming to and leaving the beach often have their arms full, are trying to corral kids and dogs, are on their phones, and are likely to be preoccupied and not very alert as they step onto the new Bay Trail segment.
- 2) At the north end of the project area, the new Bay Trail segment appears to us to end with a sharp turn onto a paved path that is heavily used by pedestrians. This happens to be the one stretch of path *always* used by visitors to the Albany waterfront who have mobility issues or are pushing children in strollers, etc., as they move, often slowly, up an incline toward the beach viewing point. We think routing all Bay Trail cycle traffic onto this path may not work well.
- 3) Today, cyclists and groups of cyclists frequently come down the Fleming Point hill at speed, head across the parking lot, and weave their way through an opening in the fence by the heron sculpture turnabout on Buchanan Street. It's unrealistic – and maybe not desirable – to expect all of these cyclists to use the new Bay Trail instead. It seems likely that some will opt to navigate instead through the new, narrow parking lot to reach the Buchanan Street entrance directly – creating hazards for them, pedestrians, and vehicle traffic in the lot.



**ALDOG** Albany Landfill Dog Owners Group & Friends

We feel it would be better to designate the paved path above the beach as a pedestrian- and ADA-only path. We'd like to see the bike trail split off north of Fleming Point, run along the eastern edge of the new parking lot, onto Buchanan Street, and then rejoin the existing Albany Bay Trail.

Failing that, we would encourage the park district to install fencing or other barriers along the entirety of the path along the beach, on both sides, except at a few very well-marked crossing points.

Sincerely,

Mary Barnsdale  
Co-founder, ALDOG

**albanycadogs@gmail.com 510-473-2626 P.O. Box 6518, Albany, CA 94706**

**Albany Landfill Dog Owners Group & Friends is a project of PIDO, a 501(c)3 non-profit organization**

**Follow us on Twitter @ albanycadogs**

**ALDOG.org**

Monday, April 17, 2017 at 12:35:51 PM Pacific Daylight Time

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**Subject:** ALDOG comments on EBRPD's Albany Beach project, Phase Two

**Date:** Monday, April 17, 2017 at 11:37:00 AM Pacific Daylight Time

**From:** Mary Barnsdale <marybarnsdale@att.net>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

Dear Ms. Gaffney,

Attached please find ALDOG's comments for the Albany Beach Restoration and Public Access project design review.

Best,

Mary Barnsdale

**Subject:** Albany Beach Restoration and Public Access Project

**Date:** Monday, April 17, 2017 at 2:24:38 PM Pacific Daylight Time

**From:** Angela Armendariz <adarmendariz@yahoo.com>

**To:** Gaffney, Andrea@BCDC <andrea.gaffney@bcdc.ca.gov>

Dear Ms. Gaffney,

I am an Albany resident who just learned, through Albany Strollers & Rollers (AS&R), a local bike and pedestrian advocacy group of which I'm a member, that the Albany portion of the Bay Trail is moving forward and that plans are in development - hooray, this is very exciting! I am a regular user of the area, and look forward to the new developments. Members of AS&R identified some issues with the current plan, and I know that some community members may be in attendance at today's meeting to present those issues. I am also concerned about the safety and usability of certain aspects of the design and I hope that the East Bay Regional Park District will work closely with AS&R, or other regular users of the space, to correct the design flaws before moving forward.

Sincerely,  
Angela