

The results indicate for most of the seven blocks along Masonic, the maximum number of parked cars can be accommodated by the parking on the west side of the street (figure and data attached). Note this finding does not include the oversize vehicles parked on Masonic, including recreational vehicles, large hauling trucks, boats and boat trailers. We do not feel that the city is under any obligation to provide parking for these oversize vehicles, but this is obviously a matter of opinion. The number of such vehicles was tallied on the attached data sheets for your information, however.

Another factor to consider with regard to the proposal to install bike lanes on Masonic is that the Measure F project list currently includes "midblock speed treatments" on Masonic to calm traffic at a projected expense of \$20,000. It is unclear what treatments are being considered (speed humps? chokers?), but we are proposing that an additional or optional method that might be more effective on those blocks where parking can be removed is to install bike lanes. This will achieve calming at the same time as providing a broadened range of infrastructure, and is therefore a more efficient use of city land. In contrast, "midblock speed treatments" alone are a single purpose solution that will offer no tangential benefit beyond traffic calming.

Bike lanes on Masonic in parallel to the bike path through the Greenway may seem redundant, but it is in accord with our desire to accommodate the full range of bicyclist abilities in a single corridor. Such infrastructure recognizes that cyclists are not a monolithic user type, but rather range in speed from near pedestrian to near automobile and in ability from meandering somewhat with no knowledge of safe riding on the road to riding a straight line with a highly developed sense of safe road riding. A single facility cannot hope to accommodate this full range of cyclists. Providing parallel facilities for different types of cyclists accommodates this range, and has the tangential benefit of providing for the possibility of individual cyclists changing skill and speed within the single corridor they are familiar with. This flexibility is important to helping cyclists make the transition to more skill and higher speeds, which is critical to allowing them to displace longer and longer car trips with bicycle trips. As a precedent, this parallel facility strategy was recently proposed by ASR and incorporated in the successful grant application for designing bike facilities along Buchanan. Implementation of this strategy will now be studied as a part of that project.

If you should decide against the suitability of bike lanes on Masonic, we have an alternate recommendation that is a bit outside of our normal purview. Please still consider the elimination of the parking on the east side of Masonic where ever possible in favor of expanding the Greenway. This will provide more critically needed park space in Albany and reduce urban runoff, which is important for our creeks. While this may seem like a trivial addition of space, it is actually approximately an acre of land.

4) BART's consultant on the Greenway restoration has recommended installing bulbouts at the street crossings, presumably excepting Solano due to the adjacent AC Transit stops and west bound Marin due to the need for the informal right turn pocket. We support these bulbouts and suggest they should extend the entire width of the Greenway to again incorporate more land into the Greenway and to calm automobile traffic crossing the

Greenway. However, the width of the bulbouts must be carefully designed. There are several examples of bulbouts in the area which project into the roadway to such an extent that they force cyclists into the automobile lane, which is hazardous. The bulbouts must be kept sufficiently narrow to prevent this.

Further, the "leading" edge of the bulbouts should be made safer for east-west bicyclists via any of a number of means. The "leading" edge should have reflectors to warn nighttime cyclists of the approaching impediment. The curb angle on the "leading" edge could be laid back such that a cyclist would be able to ride up over the curb in a worst case scenario.

Drivers should also be notified of the Greenway crossings with signage on the approaching cross streets. This should serve to reduce conflicts at the intersections.

5) The existing pedestrian path meanders through the Greenway. The design of this path is more conducive to recreation and enjoyment of the Greenway itself rather than passing through while traveling elsewhere. This seems to accord with the types of users we have anecdotally observed on this path. It seems that pedestrians who desire to travel most efficiently to their destination use either the bicyclist path or the sidewalk on the west side of Masonic currently. Therefore we propose keeping the existing pedestrian path, or some equivalent, as a more meandering, recreationally-oriented path.

The surface of the current path is in poor condition, however, and should be replaced. In keeping with the recreational nature of this path, we propose replacing it with a decomposed granite surface. This surface is more recreational by nature, and would better accommodate such users as runners, many of whom seek out unpaved surfaces for their greater give, and therefore reduced impact on the leg joints.

6) There is currently no defined access to the Greenway at Garfield. There is no crosswalk and the grade of the Greenway rises somewhat precipitously a couple feet at the intersection. Therefore residents of the adjacent neighborhood must cross to the Greenway a bit away from the intersection, which is hazardous. The Greenway paths must connect directly to the intersection such that nearby residents can cross the street at the appropriate location.

Beyond providing path connections to this intersection, consideration should be given to installing a cross walk in coordination with the traffic calming plans for Masonic. We say "consideration" because we are aware the issue of cross walk installation can be tricky. We have heard some findings that crosswalks induce a reduction in safe behavior by pedestrians, and as pedestrians have a de jure right to cross at any intersection with or without a striped crosswalk, cross walk utility must be considered carefully.

Thank you for your consideration. We look forward to continuing participation in making the most of the opportunity to improve Albany's portion of the Ohlone Greenway. Please contact Nick Pilch, ASR representative on this project, if you have

any questions. His email address is nicky@mindspring.com and his phone number is 525-4841.

Sincerely,
Albany Strollers and Rollers