

Bicycle Hazards at the Ohlone Greenway Path Entrance From Masonic (in Albany, CA)

Some photos of the current bike path access point from Masonic/northbound (taken on February 6, 2008). I think they illustrate some TLC and housekeeping to make it even possible to get onto the path from Masonic?

Does this fall under Parks & Rec? Traffic & Safety?



Fig. 1: Patchy pavement, debris & orange "bollards" on the street immediately beforehand make the entry point from Masonic to the path difficult, especially at night (which is when people need to use it commuting northbound)



Fig. 2: another view, from across the street. Notice that the path is on the Albany side of the creek.



Fig. 3: Approaching from the south, about 25 ft away from entrance. Note that usually there is a car parked immediately adjacent to the traffic hump (near-side curb) in the evening. Further up, by the trash cans, that's a "No Parking" sign, but the No Parking hours are 12:30 pm - 3:30 pm, 2nd Monday of the month (i.e, only for street sweeping hours).



Fig.4: No parking sign indicating parking allowed anytime except for two hours during street sweeping hours, mid-day, 2nd Monday of each month. Also, it appears that this small area also falls in the "no man's land" between both street cleaning and road maintenance/repair jurisdictions for both Albany and Berkeley? Note the very bad pavement conditions immediately adjacent to the path entrance (in background).



Fig. 5: Imagine this at night!



Fig. 6: Another indication of the almost impossible access to path.



Fig. 7: Path entrance: North of the Creek, i.e.: Albany jurisdiction. Also note the Sign on the traffic/construction marker: "City of Albany"



Fig. 8: Closeup of poor pavement condition immediately in the access point on street



Fig. 9: More debris right by the entry point to the path



Fig. 10: "City of Albany: All Dogs Must be on Leashed." Uh, huh??



Fig. 11: Tricky hairpin turn to get back heading Northbound on bicycle path



Fig. 12: shared bike/ped path (southwest bound) merging with bike path; peds are forced to the narrow strip on the right, which then ends narrows and ends abruptly in the middle of the creek overcrossing. Suggestion for the eventual reconfig: the path can maybe veer to the left a bit at this point to give those merging from the right some room?



Fig. 13: and last but not least, this is one of the reasons i'm not buying it when i'm told the bike path is SO MUCH smoother than the ped path (this is the bike path)

Thanks for your consideration.

Sherie Reineman
834 Cornell Avenue
Albany, CA 94706
bikedive@mac.com