



A Marin County Community

Board of Directors

March 7, 2022

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Re: Proposed Lane Reduction Plan, Pt. San Pedro Road

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Dear Dan, Bill, Damon, and Maribeth:

Board Members

Laurie Favaro
Scott Gerber
Dianne Fruin
Bob Lenz
Joe Tyszkiewicz

The lane reduction trial proposed by the City and County for Point San Pedro Road (PSPR) that eliminates one of the two eastbound vehicle lanes from Loch Lomond Drive to Riviera Drive presents several issues that the Bayside Acres Neighborhood Association (BANA) urges the County and City staff address before proceeding.

As BANA understands it, a key objective of the trial is to determine whether the proposed elimination of a lane will improve the safety of drivers, pedestrians and, most particularly, bicyclists who travel along PSPR. However nowhere has it been stated that the trial is to consider and measure the impact of the lane reduction on the residents of Bayside Acres and in particular, Chicken Point (CP) which is located on the Bay side of Pt San Pedro Rd. The majority of the lane reduction project is located within Bayside Acres which is thus, the most impacted neighborhood.

Our concerns are:

- The safety of vehicles and cyclists traveling on PSPR, especially given that the roadway is shared with multi-ton quarry and brickyard trucks.
- The impact on safety as residents enter and exit the side streets and driveways within Bayside Acres.
- The back-up risk for vehicles making left turns during busy traffic periods.
- The need for clear criteria regarding the outcome of the pilot project that indicate whether the pilot is successful.

CP residents on Beach, Oak, and Marine Drive emerge from these roads to head west on PSPR. To do so, drivers and cyclists must cross the eastbound lanes of PSPR and then stop within the median space to check for westbound traffic before proceeding. At that point, if there is westbound traffic, the vehicle must wait and becomes vulnerable to eastbound traffic that tends to accelerate and 'cut' the corner past Beach Drive. With two lanes, oncoming traffic can merge right to avoid that stationary vehicle. This problem may be exacerbated if there is only one eastbound lane. In addition, if there is a long line of

traffic heading east, as is frequently caused by the stacking of traffic at the red light at Loch Lomond Drive, drivers may take unnecessary risks in edging out into traffic. This is of particular concern with the speed of the eastbound traffic and the inattention of many drivers. In addition, the lane merger just east of Loch Lomond Drive will create a 'drag race' start at the green light to 'beat' the merge and potentially creating higher speeds, which will now be concentrated in one lane.

Bayview Drive, Main Drive and Knight Drive have a different issue with a single eastbound lane. Congestion may occur at certain times of the day if these left turn lanes back up into the single eastbound lane. This may be exacerbated at Bayview Drive if the proposed Daycare Center at St Luke's Church is approved and at Main and Knight Drives during Glenwood School's start and end. In addition, at Main Drive, the left turn occurs after a blind corner, and is often used by CP residents who wish to travel west on PSPR to make U-turns to avoid the risk of making direct left turns onto PSPR as mentioned above.

With all traffic merged to a single eastbound lane, vehicles may find it perilous entering onto PSPR due to a long convoy of eastbound traffic, particularly at certain times of the day with heavy commercial truck traffic traveling to the San Rafael Rock Quarry and McNears Brickyard. There is also a similar problem of vehicles slowing down to turn into driveways between Beach Drive and Bayside Park.

The project as proposed is devoid of safety measures designed to protect the residents of Bayside Acres and this raises many concerns about how the success or failure of the trial is measured.

To ensure that the residents of Bayside Acres have confidence in the results of the lane reduction trial, the criteria for the success of the proposal should be identified and communicated to the community before the trial begins. In addition to safety and functionality, a baseline of current traffic flow and congestion should be established (and published) against which to measure the impact of the lane reduction on the experience of daily users of PSPR. These measurements should include any changes in the delay of CP residents to exit onto PSPR. The results of this trial and its measured criteria should be clearly presented to the residents, businesses, and schools on PSPR before a decision is made to proceed with any permanent solution.

Representatives from the BANA Board would welcome the opportunity to work with the City and County to ensure that the trial and final decisions provide a safe and convenient environment for the local residents most directly impacted.

Thank you in advance for your consideration of our comments.

Sincerely,

David Tattersall,
President
Bayside Acres Neighborhood Association