

City of San Rafael
Pt San Pedro Road
Parking Study Report

April 10, 2026

SAN RAFAEL
THE CITY WITH A MISSION

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POINT SAN PEDRO ROAD PARKING STUDY

CITY OF SAN RAFAEL, CA

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April 10, 2026

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1. EXECUTIVE SUMMARY

The City of San Rafael is evaluating opportunities to improve bicycle infrastructure along Point San Pedro Road between Embarcadero Way and Bayside Park. As part of this effort, the City is considering converting portions of the existing on-street parking lane into a Class II bicycle lane in order to provide a more continuous and safer bicycle facility along the corridor. Since installation of bicycle lanes may require reallocation of curb space currently used for on-street parking, the City conducted this parking study to evaluate whether the existing parking demand along Point San Pedro Road could be accommodated on nearby side streets or within nearby off-street parking facilities if on-street parking were removed.

Parking occupancy data were collected over a seven-day period during both midday and evening observation periods to capture representative weekday and weekend parking conditions. The study area included Point San Pedro Road as well as adjacent side streets and nearby off-street parking lots within approximately 200 feet of the corridor.

Using this data, a parking redistribution analysis was conducted to determine whether the parking demand currently accommodated along Point San Pedro Road could be redistributed to nearby parking supply. The analysis compared the average parking demand along each corridor block face with the available parking capacity on adjacent streets and nearby parking facilities.

The results of the analysis indicate that parking utilization along much of Point San Pedro Road is moderate to low, and that several nearby side streets have available parking capacity that could accommodate displaced vehicles if on-street parking were removed. As a result, most segments of the corridor appear capable of accommodating curb space reallocation for bicycle lanes without significant parking impacts.

However, a few locations were identified where nearby side streets already exhibit relatively high parking utilization and may experience localized parking constraints if corridor parking were removed. These locations include **Mooring Road, Harbor View Court, and Bellevue Avenue near the San Pedro Elementary School.**

Mooring Road and Harbor View Court are adjacent to the segment of Point San Pedro Road with the highest observed parking demand along the corridor, resulting in the greatest amount of reassigned parking demand in the analysis. Additionally, Bellevue Avenue has no available on-street parking inventory within 200 feet of Point San Pedro Road due to red curb restrictions, which limits its ability to accommodate displaced parking demand.

To mitigate the potential parking impacts at the above identified locations and include a bicycle lane, the following potential strategies were identified to address these constraints, including:

- Coordinating with nearby businesses to allow shared use of private off-street parking lots
- Evaluating median modifications to create additional roadway width and reducing the travel lane widths from 12’ to 11’.

These strategies would require coordination with property owners and stakeholders, as well as more substantial design and construction efforts. Therefore, they are considered longer-term opportunities.

In the near term, the following corridor-level recommendations are proposed in Table ES1.

Table ES1. Summary of Recommendations

Location	From	To	Recommendation
Eastbound Point San Pedro Road	Embarcadero Way	Harbor View Court	Remove existing sharrows (per SB 1216) during the slurry seal pavement project and provide supplemental signage (e.g., R4-19)
	Harbor View Court	Manderly Rd	Convert parking lane to Class II bicycle lane
	300’ East of Manderly Rd	San Pedro Cove	Retain existing on-street parking to support school pick-up and drop-off activity; maintain supplemental bicycle-related signage.
	200' east of San Pedro Elementary School	Bayside Park	Convert parking lane to Class II bicycle lane
Westbound Point San Pedro Road	Bayside Park	600' west of Embarcadero Way	Convert parking lane to Class II bicycle lane
	600' west of Embarcadero Way	Embarcadero Way	Remove existing sharrows (per SB 1216) during the slurry seal pavement project and provide supplemental signage (e.g., R4-19)

Overall, the study concludes that curb space along Point San Pedro Road can be reallocated to support bicycle infrastructure along most of the corridor while maintaining adequate parking availability within the surrounding street network. Targeted mitigation measures may be required at specific locations to address localized constraints.

2. INTRODUCTION

Study Background

The City of San Rafael is evaluating opportunities to improve bicycle infrastructure along Point San Pedro Road between Embarcadero Way and Bayside Park. This corridor serves as an important east–west connection linking residential neighborhoods, schools, commercial uses, and recreational destinations along the San Rafael waterfront.

Point San Pedro Road is classified as a Major Arterial roadway in the City of San Rafael General Plan 2040 and generally consists of two travel lanes in each direction separated by a raised median. Along portions of the corridor, on-street parking is currently provided along the curb.

Existing bicycle infrastructure along the corridor is inconsistent, consisting of a mix of:

- Class II bicycle lanes in limited segments
- Shared lane markings (sharrows)
- Roadway segments without dedicated bicycle facilities
- R4-19 or "Bicycle Passing Clearance", signs were observed at several locations requiring drivers to allow at least 3 feet of clearance when passing a bicycle.

The lack of continuous bicycle facilities can create challenges for cyclists traveling along the corridor and may discourage bicycle travel between residential areas, schools, and recreational destinations. To address these issues, the City is exploring the feasibility of installing Class II bicycle lanes along Point San Pedro Road to improve bicycle safety and connectivity.

Study Purpose

Implementing Class II bicycle lanes along Point San Pedro Road requires reallocation of existing curb space currently used for on-street parking along the corridor.

The purpose of this study is to evaluate whether on-street parking along Point San Pedro Road could be removed or reduced to accommodate bicycle lanes, and to assess the potential impacts of such changes on nearby parking conditions.

Specifically, the study evaluates:

- Existing on-street parking utilization along Point San Pedro Road
- Parking demand on nearby streets within approximately 200 feet of the corridor
- Available parking supply within nearby public and private off-street parking facilities
- Whether displaced parking demand could be accommodated on surrounding streets or parking lots if on-street parking were removed

The results of this analysis help determine whether curb space along the corridor can be reallocated to support bicycle infrastructure while minimizing impacts to nearby residents and businesses.

Corridor Context

Point San Pedro Road serves a variety of land uses within the study area, including:

- Residential neighborhoods
- San Rafael High School
- San Pedro Elementary School
- Local commercial uses

- Recreational and marina facilities

These land uses generate a mix of transportation activity throughout the day, including commuter traffic, school-related travel, recreational trips, and local neighborhood circulation.

The corridor also supports bicycle and pedestrian activity, particularly for trips connecting nearby neighborhoods to schools and waterfront destinations.

Related Corridor Initiatives

In addition to the bicycle lane evaluation, the corridor is currently the focus of several transportation initiatives being advanced by the City.

Slurry Seal Project

The City of San Rafael is planning a joint slurry seal pavement resurfacing project along the study corridor with the County of Marin. This project will include the re-striping of roadway markings and provides an opportunity to implement cost-effective roadway improvements as part of the resurfacing process. Potential improvements associated with the slurry seal project include the installation of Class II bicycle lanes, pedestrian safety enhancements such as high-visibility crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), rubber curb bulb-outs, and traffic calming strategies that may include reducing travel lane widths from 12 feet to 11 feet along portions of the corridor, which can help reduce vehicle speeds, create additional roadway space for multimodal improvements and reduce pedestrian crossing distances.

Coordinating bicycle and pedestrian improvements with the slurry seal project allows the City to implement these changes efficiently while minimizing additional construction costs and roadway disruptions.

Engineering and Traffic Survey (E&TS)

A recent Engineering and Traffic Survey (E&TS) evaluated operating speeds along Point San Pedro Road and recommended reducing the posted speed limit from 40 miles per hour to 35 miles per hour along the entirety of the corridor. The sections of Point San Pedro Road between Mooring Road and Marina Bouelvard and between Bayview Drive and Bayside Park are under the jurisdiction of Marin County.

Lower speed limits, combined with roadway design adjustments, can help improve safety for all roadway users. Because these initiatives are occurring concurrently, they provide an opportunity to implement coordinated corridor improvements that support safer multimodal travel**.**

State Policy Context: SB 1216 (Class III Bikeway Restrictions)

Recent state legislation, including **SB 1216**, places new restrictions on the use of Class III bicycle facilities. Effective January 1, 2025, the law prohibits installation of new shared lane markings (sharrows) on roadways with posted speed limits greater than 30 miles per hour, except under limited circumstances. As Point San Pedro Road has a posted speed limit of 35 mph, the use of sharrows is not permitted for new installations along this corridor. Consistent with this requirement, this study does not recommend new Class III facilities and instead prioritizes implementation of dedicated bicycle infrastructure where feasible, such as Class II bicycle lanes. In constrained segments where a dedicated facility cannot be accommodated, the corridor would function as a shared roadway with supplemental signage to improve driver awareness, recognizing that these treatments do not provide the same level of comfort or separation as dedicated bicycle facilities.

Study Area

The study corridor includes Point San Pedro Road between Embarcadero Way and Bayside Park. The analysis also includes:

- The first approximately 200 feet of each side street located within the corridor
- Public and private parking lots that serve adjacent land uses

Figure 1 illustrates the study corridor and surrounding streets included in the parking analysis and **Figure 2** illustrates the existing bicycle facilities and parking lots.

Report Organization

The remainder of this report is organized as follows:

- **Section 3 – Data Collection:** Summary of parking data collection methods and study periods
- **Section 4 – Field Observations:** Summary of observed traffic, parking, and bicycle conditions
- **Section 5 – Parking Utilization and Collision Analysis:** Evaluation of parking demand and available capacity and review of crash history along the corridor
- **Section 6 – Conclusions and Recommendations:** Summary of findings and recommended corridor improvements



Figure 1: Project Study Area

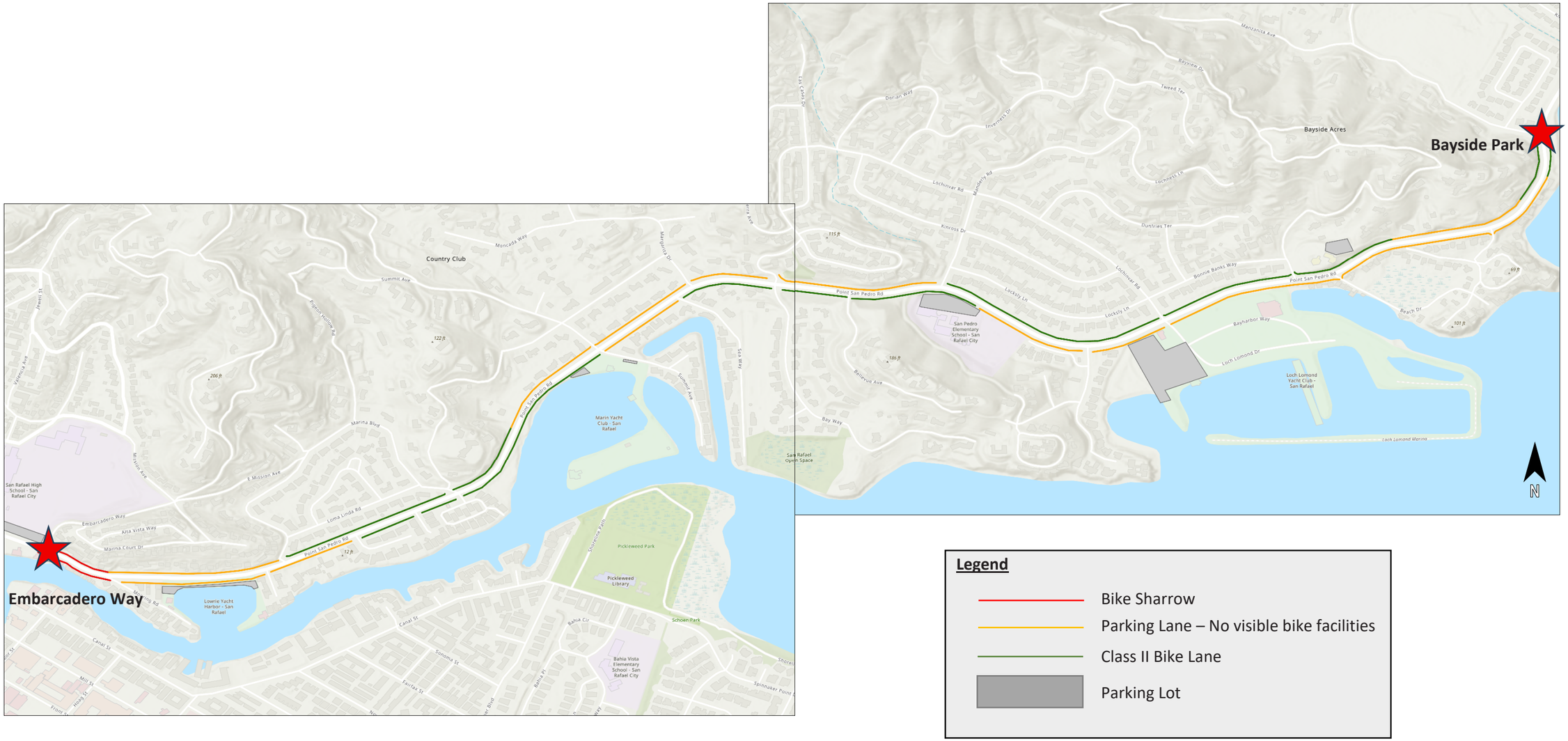


Figure 2. Existing Conditions

3. DATA COLLECTION

For this study, parking occupancy data and parking inventory data were collected by IDAX, a traffic data collection firm, for seven consecutive days, from Sunday December 14, 2025, to Saturday December 20, 2025.

Two observation periods were selected to capture typical parking activity during both daytime and evening conditions:

- **Midday Period:** 11:30 AM – 1:30 PM
- **Evening Period:** 8:00 PM – 9:30 PM

These time periods were selected to represent common peak parking conditions associated with residential, commercial, and recreational activities.

Parking data were collected for the following locations:

- On-street parking along Point San Pedro Road between Embarcadero Way and Bayside Park
- The first approximately 200 feet of each side street located within the corridor
- Public and private off-street parking lots serving nearby land uses

The data collection effort documented both parking supply and parking occupancy, allowing for evaluation of parking utilization across the study area.

Parking Inventory

For the purposes of the analysis, the study area was divided into smaller segments referred to as **block faces**. A block face represents one side of a roadway segment between two intersections.

This segmentation allowed for a detailed evaluation of parking utilization along individual portions of the corridor and nearby streets.

The parking inventory included:

- Total number of on-street parking spaces along Point San Pedro Road
- On-street parking supply on nearby side streets
- Available spaces within public and private off-street parking lots

Data Processing

Parking occupancy data were compiled for each block face and averaged across the seven-day data collection period for both observation periods. This approach allowed the study to capture typical parking utilization patterns while minimizing the influence of daily fluctuations.

The resulting dataset was used to evaluate:

- Average parking demand along Point San Pedro Road
- Available parking capacity on nearby streets and lots
- Potential redistribution of displaced parking demand if on-street parking were removed.

Figure 3 illustrates the block faces included in the analysis, and **Table 1** summarizes the block faces within the study area. A detailed complete data set is presented in **Appendix A**. Parking Occupancy maps are presented in **Appendix B**.

Table 1. Block Face Data based on Location

Location	Block Faces	# of Block faces
Point San Pedro	1, 4, 7, 10, 13, 14, 17, 20, 23, 26, 29, 32, 35, 38, 41, 44, 47, 50, 53, 56, 59, 62, 65	23
Side Streets	2, 3, 5, 6, 8, 9, 11, 12, 15, 16, 18, 19, 21, 22, 24, 25, 30, 31, 33, 34, 36, 37, 39, 40, 42, 43, 45, 46, 48, 49, 51, 52, 54, 55, 57, 58, 60, 61, 63, 64, 66, 67	42
Private Lots	68, 69, 70, 72, 73, 74, 75, 76	8

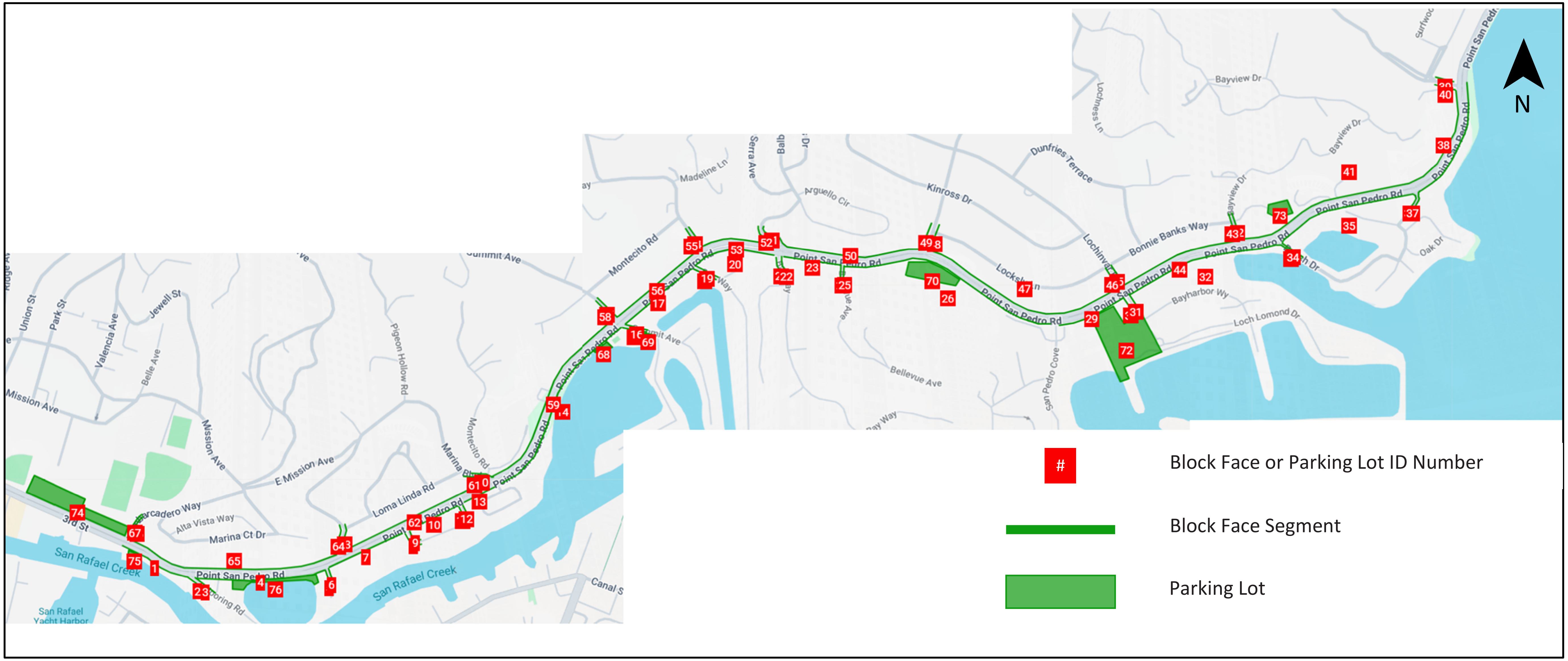


Figure 3. Location of the Parking Block Faces

4. FIELD OBSERVATIONS

Field observations at the project site were conducted during the same week as the data collection effort (December 18, 2025) to assess overall transportation characteristics along the corridor. Observations were completed during both the afternoon (12:00 PM – 3:00 PM) and evening periods (8:00 PM – 9:00 PM). These observations were used to supplement the parking data and provide additional context regarding corridor operations.

Traffic Operations

- Traffic along Point San Pedro Road was generally observed to operate smoothly during both observation periods. The corridor functions as a major arterial roadway, carrying moderate to high traffic volumes throughout the day.
- However, several vehicles were observed traveling at speeds exceeding the posted speed limit. The relatively wide roadway cross-section and long uninterrupted segments may contribute to higher traveling speeds.

Parking Activity

- Parking activity along Point San Pedro Road was observed to vary by location. Several segments exhibited relatively low parking utilization, with multiple available spaces during both observation periods.
- Other segments, particularly those adjacent to residential neighborhoods, exhibited higher parking demand.
- Residential streets such as Mooring Road, Harbor View Court, and Bayview Street appeared to rely more heavily on on-street parking, likely due to limited driveway capacity or homes without sufficient off-street parking.

Commercial and Recreational Uses

Commercial properties and marina-related facilities along the corridor provide off-street parking lots that serve customers and visitors. During field observations, several of these lots appeared to have available parking capacity, particularly during evening hours. However, some lots include signage restricting parking to tenants or customers, which limits their ability to absorb displaced parking demand from the corridor.

Bicycle Activity

- Bicyclists were observed traveling along Point San Pedro Road during the field review.
- In segments where bicycle facilities were absent or discontinuous, cyclists were observed traveling either within the travel lane or within the parking lane.
- These observations highlight the limited continuity of bicycle facilities along the corridor and support the City's interest in evaluating improved bicycle infrastructure.
- R4-19 or "Bicycle Passing Clearance", signs were observed at several locations requiring drivers to allow at least 3 feet of clearance when passing a bicycle.



R4-19 Sign

Specific findings and unique observations at the side streets are summarized below. Roughly the same

amount of on-street parking was observed between the afternoon and evening time periods.

Individual Side Street Observations (Starting from East to West)

Embarcadero Way

The survey began eastbound at 12:47 PM with Embarcadero Street showing full parking occupancy.

Mooring Road

Just west of Mooring Road, a cyclist was observed riding in the parking lane. Mooring Road was observed to be fully parked at the time of observation **(Figure 4).**



Figure 4. Fully Occupied Parking Observed during the Midday, along Mooring Road

Laurie Harbor

On Laurie Harbor (eastbound), "tenant parking only" signs were posted, and on-street occupancy was high despite low private-lot usage **(Figure 5).**



Figure 5. Tennant only Signage from a Private Parking Lot

Harbor View Court

At Harbor View Court, parking demand dropped off entirely; however, the side street itself was fully parked, with homes featuring small driveways and garages. Another cyclist was observed here as well.

Summit Avenue

Summit Drive had no parking occupancy adjacent to the yacht club. The parking lane ended where the single-family homes ended, and the bike lane began again.

Marine Yacht Club

Near the Marine Yacht Club, the posted speed limit increased from 35 to 40 mph.

Sea Way

Sea Way had zero occupancy, with no parking restrictions.

San Pedro Elementary

In front of San Pedro Elementary, only two cars were parked during the eastbound pass, while the westbound pass noted a 25-mph school-zone speed limit.

San Pedro Cove

San Pedro Cove is a private community with no side-street parking capacity and no parking demand.

Andy's Local Market

Andy's Local Market has substantial off-street parking that could absorb demand **(Figure 6).**



Figure 6. Andy's Local Market Parking Lot (Midday)

Beach Drive

Along Beach Drive, most homes had private driveways but still had on-street parking demand. Nearby side streets have no capacity.

Marine Drive

Near Marine Drive, bike lanes ended and parking areas began, though signage was inconsistent. Further along Point San Pedro Road, single-family homes have private driveways with no on-street demand, and the bike lane resumed where the single-family home lots ended. All parking spaces along Marine Drive were occupied.

Individual Side Street Observations (Starting from West to East)

Main Drive

Travelling westbound, the bike lane begins at Bayside Park, with "No-Parking-Anytime" signs posted.

Bayview Drive

East of Lochinvar Road through Bayview Drive, single-family homes without driveways relied heavily on on-street parking.

Lochinvar Road

Through Lochinvar Road, the bike lane ended and the parking lane began, with no parking demand.

Balboa Avenue

Balboa Ave had no parking capacity, and the bike lane ended where single-family homes began.

Marina Blvd

On Marina Boulevard, the bike lane ended west of the intersection as single-family homes began, with moderate on-street parking occupancy.

5. EXISTING CONDITIONS – PARKING UTILIZATION ANALYSIS

A parking utilization analysis was conducted to determine the feasibility of removing on-street parking along the Point San Pedro Road corridor, with an aim of shifting current demand from Point San Pedro Road to either adjacent side streets or public parking lots.

Analysis Assumptions

To evaluate whether on-street parking along Point San Pedro Road could be removed to accommodate Class II bicycle lanes, several assumptions were applied when redistributing parking demand to nearby streets and parking facilities. These assumptions are described below.

1. Side Street Parking Supply

- Each side street within the study area generally contains two block faces (one on each side of the street) between Point San Pedro Road and the next intersecting street.
- For the purposes of this analysis, the parking supply and demand for these two block faces were combined and treated as a single parking entity representing the side street segment.
- This approach simplifies the analysis by evaluating the total parking capacity available on each side street rather than evaluating each individual block face separately.
- Corner block faces located at the beginning and end of the corridor were evaluated individually, as they only include a single adjacent side street block face.

2. Private Parking Lot Restrictions

- Off-street parking lots located within the study area were reviewed to determine whether they were publicly accessible or restricted to private use.
- If a parking lot included signage indicating that parking was restricted to patrons, tenants, or customers of a specific business, the lot was classified as a Private Lot.
- For the purposes of the redistribution analysis, it was assumed that private lots could not accommodate displaced vehicles from on-street parking along Point San Pedro Road.
- Only parking lots without such restrictions were considered available to absorb displaced parking demand.

3. Distribution of Parking Demand to Multiple Side Streets

- In locations where a segment of Point San Pedro Road is adjacent to multiple side streets, the average parking demand observed along that corridor segment was assumed to be evenly distributed among the adjacent side streets.
- For example, if two side streets are located adjacent to a segment of Point San Pedro Road, it was assumed that each street would receive approximately 50 percent of the displaced parking demand.

Figure 7 illustrates an example of this condition, where the displaced parking demand from Point San Pedro Road is assumed to be distributed evenly between Mooring Road and Harbor View Court.

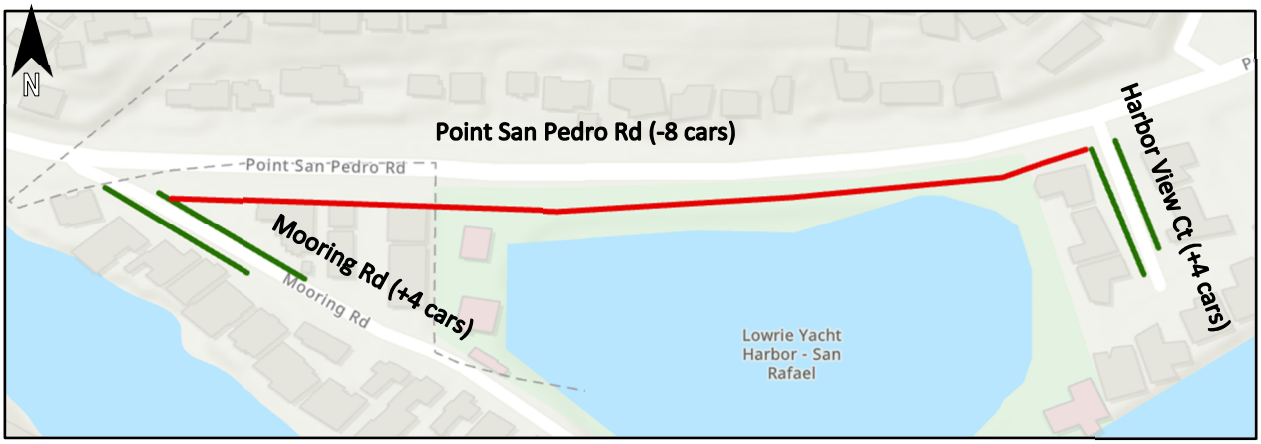


Figure 7. Distribution of Parking Demand to Two Side Streets

4. Distribution of Parking Demand to a Single Side Street

- In locations where only one adjacent side street is available to accommodate displaced parking demand, it was assumed that 100 percent of the displaced demand from that corridor segment would be redistributed to that side street.

Figure 8 illustrates an example of this condition, where the entire parking demand from the adjacent segment of Point San Pedro Road is assumed to be accommodated by the single nearby side street.



Figure 8. Distribution of Parking Demand to One Side Streets

5. Redistribution Hierarchy

The redistribution of parking demand followed a hierarchical approach intended to reflect realistic parking behavior:

- Displaced parking demand from Point San Pedro Road was first assigned to available public off-street parking lots, where applicable.
- Any remaining demand was then redistributed to adjacent side streets within approximately 200 feet of the corridor.

- This approach reflects the expectation that drivers may first seek available parking within nearby lots before utilizing on-street parking on residential streets.

6. Use of Average Parking Demand

- The redistribution analysis used the average parking demand observed along each block face of Point San Pedro Road during the seven-day data collection period.
- Using average demand helps represent typical parking conditions along the corridor and reduces the influence of short-term fluctuations that may occur during individual observation periods.

Analysis Methodology

The methodology used for this analysis is described below.

Step 1 – Calculate Average Parking Demand on Point San Pedro Road

Parking occupancy data collected during the seven-day survey period were used to calculate the average parking demand for each block face along Point San Pedro Road. For each block face, the following values were determined:

- Total parking supply
- Observed parking occupancy during each observation period
- Average parking demand across the data collection period
- The average parking demand represents the typical number of vehicles parked along each segment of the corridor and was used as the amount of parking that would need to be accommodated elsewhere if on-street parking were removed.

Step 2 – Identify Available Parking Capacity on Side Streets

For each side street included in the study area, the following values were calculated:

- Total number of on-street parking spaces
- Average observed parking demand
- Available parking capacity
- Available parking capacity was calculated using the following relationship:
- Available Capacity = Total Parking Supply − Average Parking Demand
- A positive value indicates that additional vehicles could be accommodated on the street, while a negative value indicates that the street is already operating near or above its available capacity.

Step 3 – Identify Available Capacity in Off-Street Parking Lots

Off-street parking lots within the study area were evaluated to determine whether they could accommodate displaced parking demand. For each lot, the following values were determined:

- Total parking supply
- Observed parking occupancy
- Available parking capacity
- Parking lots identified as private or restricted-use facilities were excluded from the redistribution analysis, as described in the Analysis Assumptions section.
- Only publicly accessible or unrestricted parking facilities were considered available to absorb displaced parking demand.

Step 4 – Redistribute Parking Demand from Point San Pedro Road

The average parking demand from each block face along Point San Pedro Road was then redistributed to nearby parking supply using the following process:

- Parking demand was first assigned to available spaces within nearby public off-street parking lots,

where applicable.

- Any remaining demand was then redistributed to adjacent side streets within the first approximately 200 feet of the side street.
- Where multiple side streets were adjacent to a corridor segment, the displaced parking demand was distributed evenly among those streets, consistent with the assumptions described earlier.
- Where only one side street was available, the entire displaced demand was assigned to that street.

Step 5 – Evaluate Remaining Parking Capacity

After parking demand from Point San Pedro Road was redistributed, the resulting demand was compared to the available capacity on each side street and within each parking lot. The remaining parking capacity was calculated as:

- Remaining Capacity = Available Capacity − Redistributed Parking Demand
- If the resulting value was positive, the side street or parking facility would have sufficient capacity to accommodate the additional vehicles.
- If the resulting value was negative, the location would likely experience parking shortages or over-utilization conditions.

Step 6 – Identify Potential Parking Impact Areas

- The results of the redistribution analysis were used to identify locations where parking impacts may occur if on-street parking along Point San Pedro Road were removed.
- Side streets where the redistributed parking demand exceeded available capacity were identified as potential parking constraint areas.
- These locations are discussed further in the Results section and may warrant additional parking management strategies if corridor parking is removed.

This methodology provides a systematic approach to evaluating whether curb space along Point San Pedro Road could be reallocated to accommodate Class II bicycle lanes while maintaining adequate parking availability within the surrounding street network and nearby parking facilities.

Analysis Results

Using the methodology described previously, the average parking demand observed along each block face of Point San Pedro Road was redistributed to nearby parking supply, including adjacent side streets and publicly accessible off-street parking facilities. The results of this analysis are summarized below.

Overall Parking Capacity

The analysis indicates that many side streets within the study area have available parking capacity during both the midday and evening observation periods. In several locations, the available capacity on nearby streets and parking lots exceeds the average parking demand currently observed along adjacent segments of Point San Pedro Road. This suggests that a substantial portion of displaced parking demand could be accommodated within the surrounding parking system. In addition, some off-street parking lots within the study area were observed to have available parking capacity, particularly during evening hours. Where these facilities are publicly accessible, they may help absorb a portion of the displaced parking demand.

Areas with Sufficient Parking Capacity

Several segments of the corridor appear to have sufficient nearby parking capacity to accommodate displaced vehicles if on-street parking along Point San Pedro Road were removed. In these locations, nearby side streets exhibit relatively low parking utilization and contain a number of unoccupied spaces

during both observation periods. Under these conditions, redistribution of parking demand would likely have minimal impact on nearby parking availability, and curb space along the corridor could potentially be reallocated to accommodate bicycle lanes.

Areas with Potential Parking Constraints

While much of the study area exhibits available parking capacity, several locations were identified where nearby side streets are already experiencing relatively high parking utilization. As a result, these locations may experience localized parking constraints if on-street parking along Point San Pedro Road were removed.

The analysis indicates that Point San Pedro Rd may experience potential parking impacts due to unavailability of parking capacity at the following streets:

- Mooring Road
- Harbor View Court
- Bellevue Avenue (during the midday period)

In these locations, the available parking capacity on the side street is limited relative to the amount of displaced parking demand from the adjacent segment of Point San Pedro Road. As a result, redistributing parking demand to these streets could lead to increased competition for parking spaces or temporary parking shortages during peak periods.

Mooring Road and Harbor View Court

Mooring Road and Harbor View Court are both adjacent to the same block face along Point San Pedro Road. This block face exhibits the highest observed parking occupancy along the corridor, which results in the largest amount of parking demand being reassigned to these two side streets in the redistribution analysis.

Because the displaced parking demand from this segment is relatively high, the analysis indicates that both Mooring Road and Harbor View Court could experience parking constraints throughout the day if on-street parking were removed from Point San Pedro Road.

It is important to note that a private parking lot is located immediately adjacent to this segment of the corridor. For the purposes of this analysis, this lot was assumed to be unavailable to accommodate displaced on-street parking demand due to its private designation. If this parking lot were available for shared use, it could potentially help absorb some of the displaced demand at this location.

Bellevue Avenue

In the case of Bellevue Avenue, the portion of the street within approximately 200 feet of Point San Pedro Road is entirely red-curbed, resulting in an effective parking supply of zero spaces within the analysis area. Because no parking inventory exists on this portion of the street, any vehicles reassigned from Point San Pedro Road would exceed available capacity and would therefore need to be accommodated through other means. San Pedro Elementary School is located at this intersection and is likely the primary land use generating parking demand in this area. The school includes an off-street parking lot; however, for the purposes of this analysis, it was assumed that this private lot would not be available to accommodate displaced on-street parking demand.

Influence of Private Parking Lots

Several off-street parking lots are located along the corridor and provide parking for adjacent commercial or recreational uses. Although some of these lots appeared to have available capacity during the data collection period, many include signage restricting parking to customers, tenants, or patrons of specific

businesses. Because these restrictions limit public access, these lots were not assumed to be available for displaced parking demand in the redistribution analysis. If some of these lots were made available for shared parking, they could provide additional parking capacity and further reduce potential parking impacts associated with removing on-street parking along the corridor.

Summary

Overall, the results of the parking redistribution analysis indicate that:

- A large portion of the displaced parking demand could be accommodated within nearby streets and parking facilities.
- Several residential streets already exhibit relatively high parking utilization and may experience localized increases in parking demand.
- Private parking restrictions limit the ability of some off-street lots to absorb displaced parking demand.

Despite these localized constraints, the analysis suggests that curb space along portions of Point San Pedro Road could potentially be reallocated to accommodate Class II bicycle lanes while maintaining overall parking availability within the surrounding street network.

Table 2 and **Table 3** present the detailed parking calculations.

Table 2. Parking Analysis Calculations for Midday

ID	Location	Between	Block Face Category	Side of Street	Inventory	Average Demand	Average Occupancy Percentage	Inventory Minus Average Demand	Available Spaces on Side Street	Avg Demand from Pt San Pedro A	Avg Demand from Pt San Pedro B	Reassignment	Remaining Parking Capacity After Reassignment
Eastbound Direction													
1	3rd St	Embarcadero Way and Mooring Rd	Main Street	S	19	6	34%	13					
2	Mooring Rd	200ft passed Point San Pedro Rd	Side Street	W	3	0	14%	3	7	6	16	14	-7
3	Mooring Rd	200 ft passed Point San Pedro Rd	Side Street	E	9	5	52%	4					
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	Main Street	S	35	16	44%	19					
5	Harbor View Ct	200 ft from Point San Pedro Rd	Side Street	W	2	1	64%	1	0	16	3	9	-9
6	Harbor View Ct	200 ft from Point San Pedro Rd	Side Street	E	4	4	111%	0					
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	Main Street	S	18	3	16%	15					
8	Aqua Vista Dr	200ft from Point San Pedro Rd	Side Street	W	5	3	54%	2	5	3	0	1	4
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	Side Street	E	3	0	0%	3					
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	Main Street	S	0	0	0%	0					
11	Royal Ct	200 ft from Point San Pedro Rd	Side Street	W	4	3	82%	1	0	0	0	0	**0**
12	Royal Ct	200 ft from Point San Pedro Rd	Side Street	E	2	3	150%	-1					
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	Main Street	S	0	0	0%	0					
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	Main Street	S	0	0	0%	0					
15	Summit Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	7	0	0	0	7
16	Summit Ave	200 ft from Point San Pedro Rd	Side Street	E	7	0	0%	7					
17	Point San Pedro Rd	Summit Ave and Sea Way	Main Street	S	26	0	1%	26					
18	Sea Way	200 ft from Point San Pedro Rd	Side Street	W	9	0	0%	9	15	0	0	0	15
19	Sea Way	200 ft from Point San Pedro Rd	Side Street	E	6	0	2%	6					
20	Point San Pedro Rd	Sea Way and Bay Way	Main Street	S	0	0	0%	0					
21	Bay Way	200 ft from Point San Pedro Rd	Side Street	W	8	0	5%	8	14	0	0	0	14
22	Bay Way	200 ft from Point San Pedro Rd	Side Street	E	7	0	2%	7					
23	Point San Pedro Rd	Bay Way and Bellevue Ave	Main Street	S	0	0	0%	0					
24	Bellevue Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	0	0	4	2	-2
25	Bellevue Ave	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0					
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	Main Street	S	30	4	14%	26					
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	Main Street	S	22	0	2%	22					
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	0	0	0	0	0
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0					
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	Main Street	S	54	6	12%	48					
33	Beach Dr	200 ft from Point San Pedro Rd	Side Street	W	9	3	35%	6	10	0	6	3	7
34	Beach Dr	200 ft from Point San Pedro Rd	Side Street	E	4	0	0%	4					
35	Point San Pedro Rd	Beach Dr and Marine Dr	Main Street	S	41	6	14%	35					
36	Marine Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	3	6	0	3	**0**
37	Marine Dr	200 ft from Point San Pedro Rd	Side Street	E	4	1	21%	3					
38	Point San Pedro Rd	Marin Dr and Main Dr	Main Street	S	23	0	1%	23					

ID	Location	Between	Block Face Category	Side of Street	Inventory	Average Demand	Average Occupancy Percentage	Inventory Minus Average Demand	Available Spaces on Side Street	Avg Demand from Pt San Pedro A	Avg Demand from Pt San Pedro B	Reassignment	Remaining Parking Capacity After Reassignment
Westbound Direction													
39	Main Dr	200 ft from Point San Pedro Rd	Side Street	E	3	2	57%	1	24	1	0	0	**24**
40	Main Dr	200 ft from Point San Pedro Rd	Side Street	W	5	0	6%	5					
41	Point San Pedro Rd	Main Dr and Bayview Dr	Main Street	N	41	1	2%	40					
42	Bayview Dr	200 ft from Point San Pedro Rd	Side Street	E	5	0	0%	5	5	1	0	0	**5**
43	Bayview Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	Main Street	N	0	0	0%	0					
45	Lochinvar Rd	200 ft from Point San Pedro Rd	Side Street	E	4	1	25%	3	5	0	0	0	**5**
46	Lochinvar Rd	200 ft from Point San Pedro Rd	Side Street	W	3	1	38%	2					
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	Main Street	N	0	0	0%	0					
48	Manderly Rd	200 ft from Point San Pedro Rd	Side Street	E	2	0	14%	2	7	0	0	0	**7**
49	Manderly Rd	200 ft from Point San Pedro Rd	Side Street	W	6	1	14%	5					
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	Main Street	N	0	0	0%	0					
51	Balboa Ave	200 ft from Point San Pedro Rd	Side Street	E	6	0	2%	6	12	0	0	0	**12**
52	Balboa Ave	200 ft from Point San Pedro Rd	Side Street	W	6	0	0%	6					
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	Main Street	N	22	0	0%	22					
54	Margarita Dr	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0	0	0	1	0	**0**
55	Margarita Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
56	Point San Pedro Rd	Margarita Dr and Summit Ave	Main Street	N	35	1	2%	34					
57	Summit Ave	200 ft from Point San Pedro Rd	Side Street	E	3	1	29%	2	2	1	0	1	**1**
58	Summit Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
59	Point San Pedro Rd	Summit Ave and Marina Blvd	Main Street	N	37	0	1%	37					
60	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	E	4	0	0%	4	7	0	0	0	**7**
61	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	W	4	1	25%	3					
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	Main Street	N	0	0	0%	0					
63	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	E	4	1	32%	3	10	0	9	4	**6**
64	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	W	9	2	24%	7					
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	Main Street	N	37	9	24%	13					
66	Embarcadero Way	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0	0	0	0	0	**0**
67	Embarcadero Way	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					

Notes:

1. **Negative values** under "Remaining Parking Capacity After Reassignment" column indicate a deficit (not enough spaces).
2. **Positive values** under "Remaining Parking Capacity After Reassignment" column indicate remaining available capacity.
3. The color shading shown in the "Average Occupancy Percentage" column represents relative parking utilization levels for each block face. Green shading indicates low occupancy and greater parking availability, yellow and orange shading indicate moderate occupancy levels, and red shading indicates high occupancy or over-capacity conditions (greater than 100 percent occupancy).

Table 3. Parking Analysis Calculations for Evening

ID	Location	Between	Block Face Category	Side of Street	Inventory	Average Demand	Average Occupancy Percentage	Inventory Minus Average Demand	Available Spaces on Side Street	Avg Demand from Pt San Pedro A	Avg Demand from Pt San Pedro B	Reassignment	Remaining Parking Capacity After Reassignment
Eastbound Direction													
1	3rd St	Embarcadero Way and Mooring Rd	Main Street	S	19	10	50%	9					
2	Mooring Rd	200ft passed Point San Pedro Rd	Side Street	W	3	1	19%	2	4	10	17	18	-14
3	Mooring Rd	200 ft passed Point San Pedro Rd	Side Street	E	9	7	83%	2					
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	Main Street	S	35	17	49%	18					
5	Harbor View Ct	200 ft from Point San Pedro Rd	Side Street	W	2	2	93%	0	0	17	2	10	-10
6	Harbor View Ct	200 ft from Point San Pedro Rd	Side Street	E	4	4	107%	0					
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	Main Street	S	18	2	10%	16					
8	Aqua Vista Dr	200ft from Point San Pedro Rd	Side Street	W	5	3	51%	2	5	2	0	1	4
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	Side Street	E	3	0	10%	3					
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	Main Street	S	0	0	0%	0					
11	Royal Ct	200 ft from Point San Pedro Rd	Side Street	W	4	4	93%	0	0	0	0	0	**0**
12	Royal Ct	200 ft from Point San Pedro Rd	Side Street	E	2	3	143%	-1					
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	Main Street	S	0	0	0%	0					
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	Main Street	S	0	0	0%	0					
15	Summit Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	7	0	0	0	7
16	Summit Ave	200 ft from Point San Pedro Rd	Side Street	E	7	0	0%	7					
17	Point San Pedro Rd	Summit Ave and Sea Way	Main Street	S	26	1	4%	25					
18	Sea Way	200 ft from Point San Pedro Rd	Side Street	W	9	1	11%	8	14	1	0	1	13
19	Sea Way	200 ft from Point San Pedro Rd	Side Street	E	6	0	0%	6					
20	Point San Pedro Rd	Sea Way and Bay Way	Main Street	S	0	0	0%	0					
21	Bay Way	200 ft from Point San Pedro Rd	Side Street	W	8	0	0%	8	14	0	0	0	14
22	Bay Way	200 ft from Point San Pedro Rd	Side Street	E	7	1	10%	6					
23	Point San Pedro Rd	Bay Way and Bellevue Ave	Main Street	S	0	0	0%	0					
24	Bellevue Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	0	0	0	0	**0**
25	Bellevue Ave	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0					
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	Main Street	S	30	0	0%	30					
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	Main Street	S	22	0	0%	22					
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	0	0	0	0	**0**
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0					
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	Main Street	S	54	9	17%	45					
33	Beach Dr	200 ft from Point San Pedro Rd	Side Street	W	9	4	44%	5	9	0	5	2	7
34	Beach Dr	200 ft from Point San Pedro Rd	Side Street	E	4	0	4%	4					
35	Point San Pedro Rd	Beach Dr and Marine Dr	Main Street	S	41	5	11%	36					
36	Marine Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0	3	5	0	3	0
37	Marine Dr	200 ft from Point San Pedro Rd	Side Street	E	4	1	32%	3					
38	Point San Pedro Rd	Marin Dr and Main Dr	Main Street	S	23	0	1%	23					

ID	Location	Between	Block Face Category	Side of Street	Inventory	Average Demand	Average Occupancy Percentage	Inventory Minus Average Demand	Available Spaces on Side Street	Avg Demand from Pt San Pedro A	Avg Demand from Pt San Pedro B	Reassignment	Remaining Parking Capacity After Reassignment
Westbound Direction													
39	Main Dr	200 ft from Point San Pedro Rd	Side Street	E	3	2	67%	1	6	1	0	0	6
40	Main Dr	200 ft from Point San Pedro Rd	Side Street	W	5	0	3%	5					
41	Point San Pedro Rd	Main Dr and Bayview Dr	Main Street	N	41	1	1%	40					
42	Bayview Dr	200 ft from Point San Pedro Rd	Side Street	E	5	0	0%	5	5	1	0	0	5
43	Bayview Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	Main Street	N	0	0	0%	0					
45	Lochinvar Rd	200 ft from Point San Pedro Rd	Side Street	E	4	1	29%	3	5	0	0	0	5
46	Lochinvar Rd	200 ft from Point San Pedro Rd	Side Street	W	3	0	14%	3					
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	Main Street	N	0	0	0%	0					
48	Manderly Rd	200 ft from Point San Pedro Rd	Side Street	E	2	0	0%	2	8	0	0	0	8
49	Manderly Rd	200 ft from Point San Pedro Rd	Side Street	W	6	0	2%	6					
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	Main Street	N	0	0	0%	0					
51	Balboa Ave	200 ft from Point San Pedro Rd	Side Street	E	6	0	0%	6	12	0	1	0	12
52	Balboa Ave	200 ft from Point San Pedro Rd	Side Street	W	6	0	0%	6					
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	Main Street	N	22	0	4%	21					
54	Margarita Dr	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0	0	0	0	0	0
55	Margarita Dr	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
56	Point San Pedro Rd	Margarita Dr and Summit Ave	Main Street	N	35	0	1%	35					
57	Summit Ave	200 ft from Point San Pedro Rd	Side Street	E	3	0	14%	3	3	0	0	0	3
58	Summit Ave	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					
59	Point San Pedro Rd	Summit Ave and Marina Blvd	Main Street	N	37	0	0%	37					
60	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	E	4	0	0%	4	8	0	0	0	8
61	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	W	4	0	11%	4					
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	Main Street	N	0	0	0%	0					
63	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	E	4	2	61%	2	8	0	9	4	4
64	Marina Blvd	200 ft from Point San Pedro Rd	Side Street	W	9	2	24%	7					
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	Main Street	N	37	8	22%	13					
66	Embarcadero Way	200 ft from Point San Pedro Rd	Side Street	E	0	0	0%	0	0	0	0	0	**0**
67	Embarcadero Way	200 ft from Point San Pedro Rd	Side Street	W	0	0	0%	0					

Notes:

1. **Negative values** under "Remaining Parking Capacity After Reassignment" column indicate a deficit (not enough spaces).
2. **Positive values** under "Remaining Parking Capacity After Reassignment" column indicate remaining available capacity.
3. The color shading shown in the "Average Occupancy Percentage" column represents relative parking utilization levels for each block face. Green shading indicates low occupancy and greater parking availability, yellow and orange shading indicate moderate occupancy levels, and red shading indicates high occupancy or over-capacity conditions (greater than 100 percent occupancy).

Collision Analysis

Crash data was collected from the California Crash Reporting System (CCRS) from January 1, 2023 to December 31, 2025, for all collisions within the City of San Rafael. The crashes were then filtered by their location, by selecting all crashes that occurred either on Point San Pedro Road or within 200' feet of the corridor, within the defined project study area.

There was a total of 33 crashes within a three-year span that occurred within the project study area. Of these 33 crashes, 9 crashes had victim(s) sustaining any injuries, with 0 crashes resulting in fatalities. There was only one occurrence of a crash involving a bicyclist, resulting in a minor severity injury, at the intersection of Point San Pedro Road and Magarita Drive.

Some common occurrences of California Vehicle Code (CVC) violations include, improper yielding for left turning vehicles, unsafe lane changes, driving at unsafe speeds, and vehicles exiting/entering private driveways and alleyways.

Summary of crash severity can be found in **Table 4.**

Table 4. Number of crashes by injury severity

Description	Crashes
Fatal Injury	0
Severe Injury	0
Minor Injury	2
Complaint of Pain/Possible Injury	4
Property Damage Only	8
Uknown	19
Total	**33**

6. CONCLUSION AND RECOMMENDATIONS

Based on the results of the parking redistribution analysis and field observations, several potential strategies were identified to address localized parking constraints and support the implementation of bicycle facilities along Point San Pedro Road.

The following section will discuss further potential recommendations and mitigations for bike connectivity for the identified impacted areas.

Recommendation #1 – Utilize Private Off-Street Parking Lots

Several private off-street parking lots are located adjacent to the side streets near Embarcadero Way and Harbor View Court. These parking facilities appear to have available capacity and could potentially accommodate some of the displaced parking demand associated with removing on-street parking along Point San Pedro Road.

For the purposes of this parking analysis, these lots were assumed to be unavailable for public use due to signage restricting parking to patrons or employees of adjacent businesses. For example, the Laurie Yacht Harbor parking lot is designated for use by customers and employees associated with the marina and nearby businesses.

However, field observations suggest that the parking demand along this portion of the corridor is likely associated with nearby retail, recreational, and marina-related land uses. As a result, vehicles currently parking along Point San Pedro Road may already be associated with these businesses.

The City of San Rafael could consider coordinating with local businesses and property owners to explore opportunities for shared parking arrangements or expanded access to these private lots. Allowing limited shared use of these facilities could help accommodate displaced parking demand while minimizing impacts to nearby residential streets.

An advantage of this strategy is that no additional infrastructure improvements would be required, as the parking supply already exists.

It is to be noted that these strategies would require coordination with property owners and stakeholders. Therefore, this should be considered as longer-term strategy.

Recommendation # 2 – Median Modification to Accommodate Bicycle Lanes

Median modifications would require extensive stakeholder coordination, substantial design and construction efforts. Therefore, it should be considered as longer-term strategy.

Embarcadero Way and Harbor View Court

Along the segment of Point San Pedro Road between Embarcadero Way and Harbor View Court, a raised center median currently runs along the roadway. These median limits the available roadway width needed to accommodate both a parking lane and a dedicated bicycle lane. One potential solution would be to reduce or partially remove sections of the center median to create additional roadway width. The additional space could then be used to install dedicated bicycle lanes in both directions while maintaining the existing parking lane. This option could be coordinated with the ongoing Point San Pedro Road Slurry Seal Project, which is expected to modify roadway striping. As part of that project, the travel lane widths are anticipated to be reduced from 12 feet to 11 feet, which may create additional space within the roadway cross-section. Together, the combination of lane narrowing and selective median reduction could provide sufficient width to accommodate bicycle lanes without removing existing parking.

Figure 10 and **Figure 11** illustrate the existing roadway cross-section and a conceptual cross-section showing how median modifications could allow installation of bicycle lanes while preserving on-street

parking.



Figure 9. Cross section location along Point San Pedro Road, west of Mooring Road

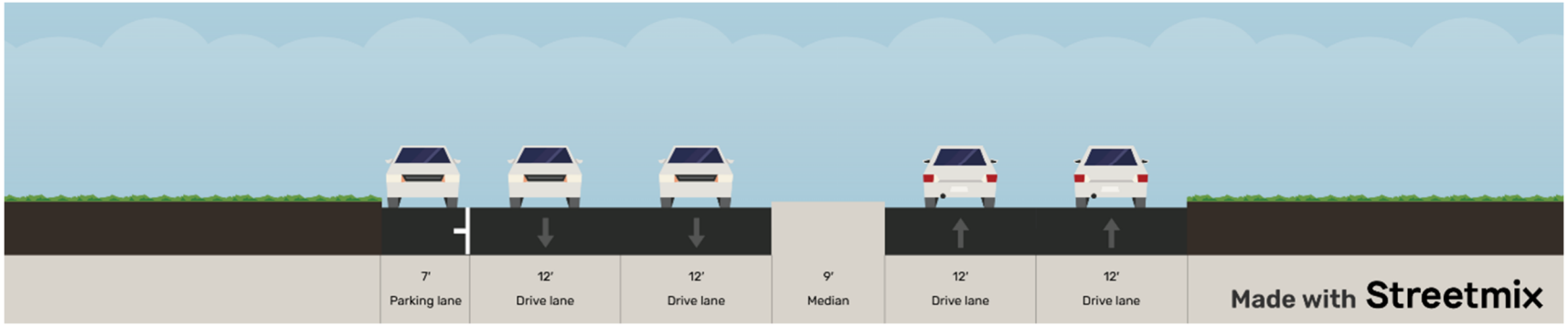


Figure 10. Point San Pedro Road, Existing Cross-Section west of Mooring Road

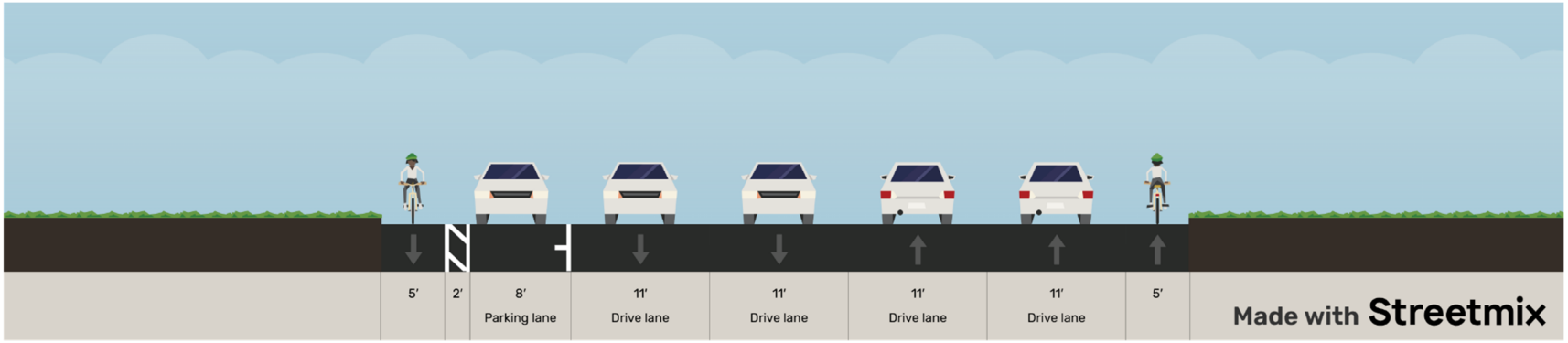


Figure 11. Point San Pedro Road, Proposed Cross-Section with No Median west of Mooring Road

300' East of Manderly Road to San Pedro Cove

Along the eastbound segment of Point San Pedro Road between approximately 300 feet east of Manderly Road and San Pedro Cove, the existing shoulder functions as an on-street parking lane adjacent to the school frontage. As shown in **Figure 13**, the current cross-section provides a bicycle lane in the westbound direction but does not include a bicycle facility in the eastbound direction. As a result, a gap exists in the eastbound bicycle network.

To address this gap, a potential solution is to restripe the roadway and modify the median to create sufficient space for a dedicated eastbound bicycle lane. The proposed cross-section is shown in **Figure 14.** Under the proposed configuration, travel lane widths would be reduced from 12 feet to 11 feet. In addition, the existing median would be narrowed from approximately 5 feet to 2 feet, and the westbound bicycle lane would be restriped from 8 feet to 5 feet. These modifications would improve eastbound bicycle network continuity while accommodating existing right-of-way constraints.

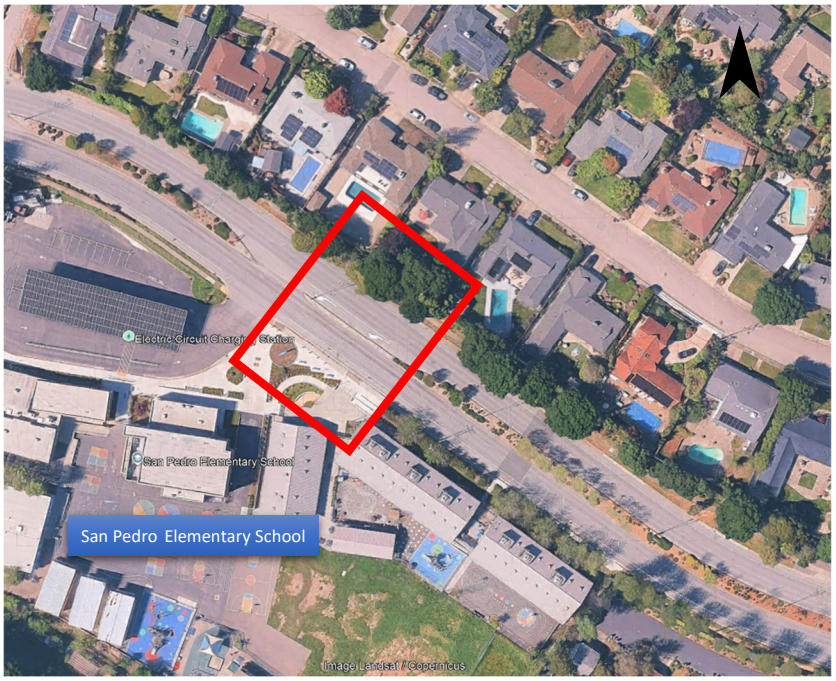


Figure 12. Cross section location along Point San Pedro Road near San Pedro Elementary School

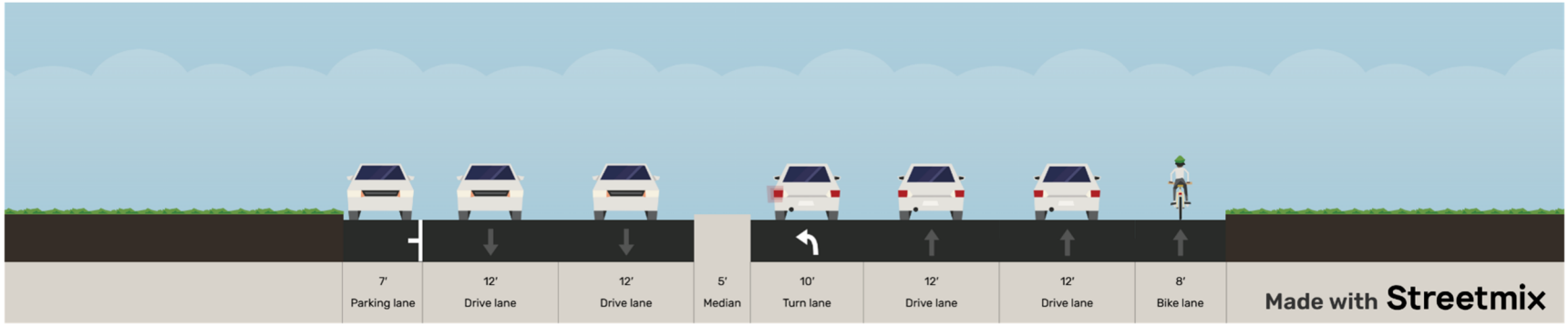


Figure 13. Point San Pedro Road, Existing Cross-Section near San Pedro Elementary

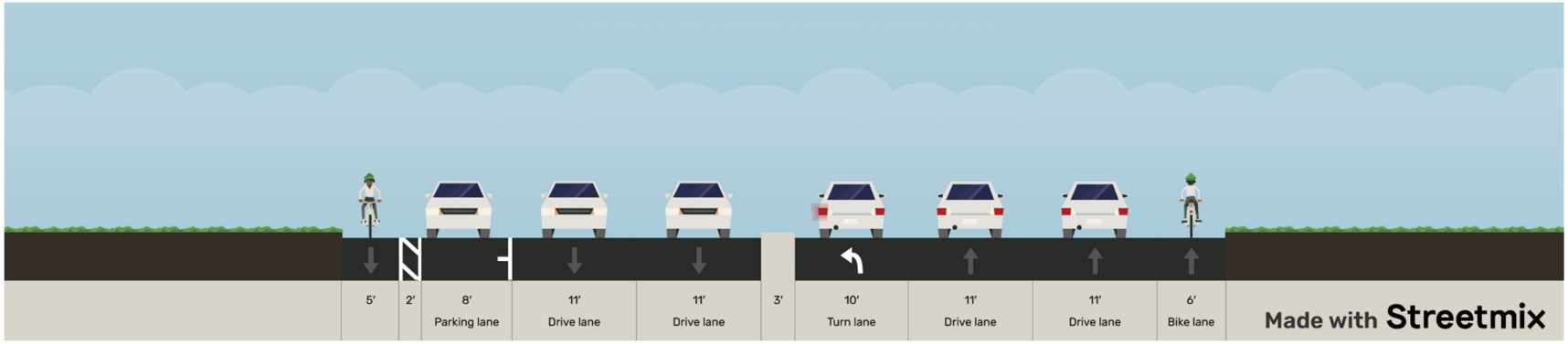


Figure 14. Point San Pedro Road, Proposed Cross-Section near San Pedro Elementary

Conclusion

This study evaluated whether on-street parking along Point San Pedro Road between Embarcadero Way and Bayside Park could be removed or reduced in order to accommodate Class II bicycle lanes, and whether the parking demand currently accommodated along the corridor could be absorbed within the surrounding parking system.

Parking occupancy data were collected over a seven-day period and used to evaluate existing parking utilization along the corridor, nearby streets, and adjacent parking facilities. The analysis then redistributed parking demand from Point San Pedro Road to nearby parking supply to determine whether displaced vehicles could be accommodated if curbside parking were removed.

The results of the analysis indicate that parking utilization along much of Point San Pedro Road is moderate to low, and that several nearby side streets exhibit available parking capacity during both the midday and evening observation periods.

As a result, the analysis suggests that a substantial portion of the displaced parking demand could be accommodated on nearby streets or within available off-street parking facilities if on-street parking along portions of Point San Pedro Road were removed.

However, few locations were identified where nearby side streets already exhibit relatively high parking utilization. In these locations, redistributing parking demand from Point San Pedro Road could result in localized parking constraints or increased competition for parking spaces. These locations include:

- Mooring Road
- Harbor View Court
- Bellevue Avenue (during the midday period)

Mooring Road and Harbor View Court are adjacent to the segment of Point San Pedro Road with the highest observed parking occupancy along the corridor, resulting in the largest reassignment of displaced parking demand. In addition, Bellevue Avenue is adjacent to the Elementary School and currently contains no available on-street parking inventory within 200 feet of the corridor due to red curb restrictions, limiting its ability to accommodate displaced parking demand.

To mitigate the potential parking impacts at the above identified locations, several potential approaches were identified to address these constraints, including:

- Coordinating with nearby businesses to allow shared use of private off-street parking lots
- Evaluating median modifications to create additional roadway width and reducing the travel lane widths from 12’ to 11’.

These strategies would require coordination with property owners and stakeholders, as well as more substantial design and construction efforts. Therefore, they are considered longer-term opportunities. For the near term, corridor-level recommendations are proposed in **Table 5**.

Despite these localized constraints, the overall analysis indicates that curb space along portions of Point San Pedro Road could potentially be reallocated to accommodate Class II bicycle lanes while maintaining overall parking availability within the surrounding street network.

Because Point San Pedro Road is also the subject of a planned slurry seal pavement project and a recent Engineering and Traffic Survey recommending a speed limit reduction from 40 mph to 35 mph, these initiatives provide an opportunity to implement coordinated corridor improvements that enhance safety and support multimodal travel.

Table 5 presents a summary of recommendations along the corridor.

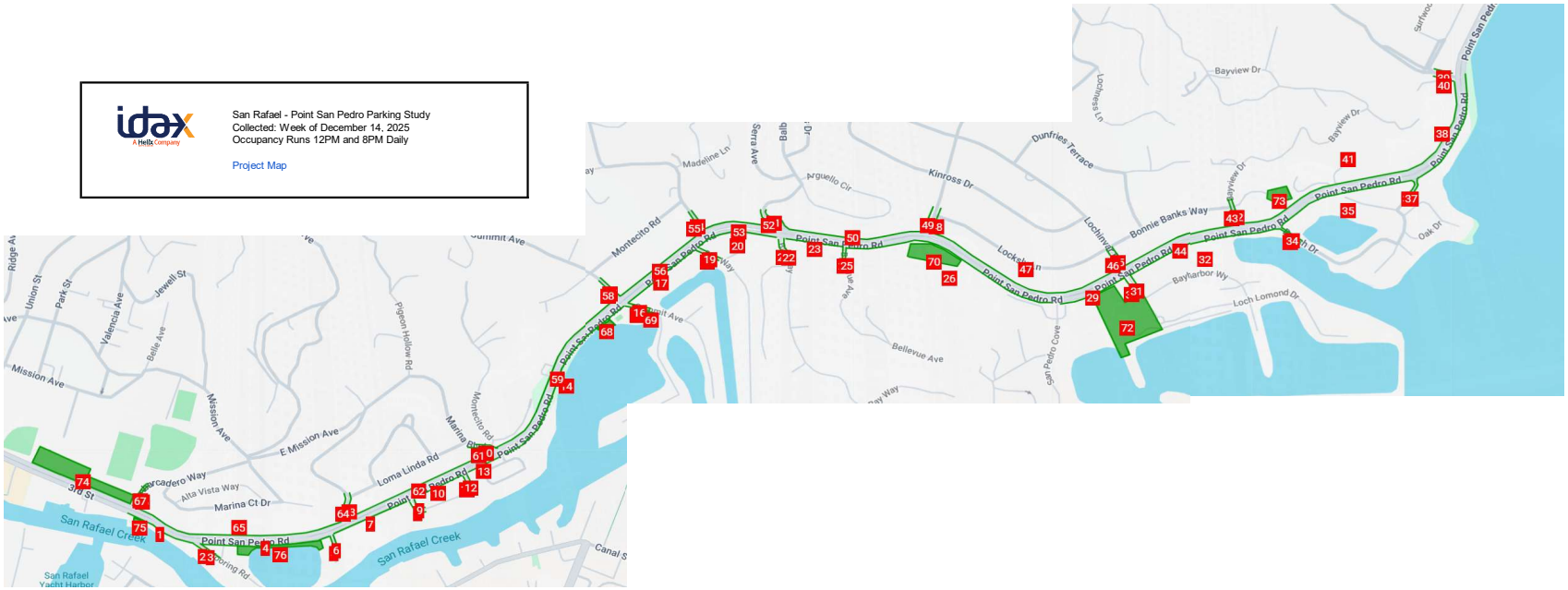
Table 5. Summary of Recommendations

Location	From	To	Recommendation
Eastbound Point San Pedro Road	Embarcadero Way	Harbor View Court	Remove existing sharrows (per SB 1216) during the slurry seal pavement project and provide supplemental signage (e.g., R4-19)
	Harbor View Court	Manderly Rd	Convert parking lane to Class II bicycle lane
	300’ east of Manderly Rd	San Pedro Cove	Retain existing on-street parking to support school pick-up and drop-off activity; maintain supplemental bicycle-related signage.
	200' east of San Pedro Elementary School	Bayside Park	Convert parking lane to Class II bicycle lane
Westbound Point San Pedro Road	Bayside Park	600' west of Embarcadero Way	Convert parking lane to Class II bicycle lane
	600' west of Embarcadero Way	Embarcadero Way	Remove existing sharrows (per SB 1216) during the slurry seal pavement project and provide supplemental signage (e.g., R4-19)

APPENDIX A – Raw Parking Data

San Rafael - Point San Pedro Parking Study
Collected: Week of December 14, 2025
Occupancy Runs 12PM and 8PM Daily

Project Map



ID	Location	Between	Side of Street	Inventory	Restriction1	Restriction2	Restriction3	Notes
1	3rd St	Embarcadero Way and Mooring Rd	S	19	2-Hour			
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3				
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9				
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35				
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2				
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4				
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18				
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5				
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3				
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	No Parking, Bike Lane			
11	Royal Ct	200 ft from Point San Pedro Rd	W	4				
12	Royal Ct	200 ft from Point San Pedro Rd	E	2				
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	No Parking, Bike Lane			
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	No Parking, Bike Lane			
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	Red Curb			
16	Summit Ave	200 ft from Point San Pedro Rd	E	7				
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26				
18	Sea Way	200 ft from Point San Pedro Rd	W	9				
19	Sea Way	200 ft from Point San Pedro Rd	E	6				
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	No Parking, Bike Lane			
21	Bay Way	200 ft from Point San Pedro Rd	W	8				
22	Bay Way	200 ft from Point San Pedro Rd	E	7				
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	No Parking, Bike Lane			
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	No Parking on Paved Roadway			
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	No Parking on Paved Roadway			
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	No Parking, Bike Lane	Passenger Loading Only 7AM - 4PM School Days 5 Minute Limit		
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22				
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	No Stopping Anytime			
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	Red Curb			
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54				
33	Beach Dr	200 ft from Point San Pedro Rd	W	9				
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	No Parking Within 6 Feet of the Center of Any Road			
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41				
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	No Parking Within 6 Feet of the Center of Any Road			
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	No Parking Within 6 Feet of the Center of Any Road			
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	No Parking, Bike Lane			
39	Main Dr	200 ft from Point San Pedro Rd	E	3				
40	Main Dr	200 ft from Point San Pedro Rd	W	5				
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	Red Curb	End Bike Lane, Share the Road	Bike Lane Begin	
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5				
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0				
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	No Parking, Bike Lane			
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4				
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3				
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	No Parking, Bike Lane			
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2				
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6				
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	No Parking, Bike Lane			
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6				
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6				
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22				
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0				
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0				
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35				
57	Summit Ave	200 ft from Point San Pedro Rd	E	3				
58	Summit Ave	200 ft from Point San Pedro Rd	W	0				
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37				
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4				
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	Red Curb			
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	No Parking, Bike Lane			
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4				
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9				
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	No Parking, Bike Lane			
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0				
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0				
68	Marin Yacht Club Lot	Point San Pedro Rd		12	Yacht Club Members & Guests Only			
69	Tennis Court Lot	Summit Ave		9	Yacht Club Members & Guests Only			
70	San Pedro Elementary School Lot	Point San Pedro Rd		64				Western overflow lot gate closed at night and on weekends
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148				
73	St Luke Prebyterian Church	Bayview Dr		60				Closed at night
74	San Rafael High School Parking Lot	3rd St		146				No parking on eastern panhandle due to space taken up by Christmas tree lot
75	Rubicon Yachts Lot	3rd St		10	Private Parking	No Parking for 101 Surf Sports Customers		
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	Lowrie Yacht Harbor Tennants Only			

ID	Location	Between	Side of Street	Inventory	SUNDAY - 12 PM RUN			SUNDAY - 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	8	0	42%	10	0	53%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	1	0	33%	0	0	0%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	4	0	44%	8	0	89%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	15	0	43%	16	0	46%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	1	0	50%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	4	1	100%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	3	0	17%	3	0	17%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	2	0	40%	2	0	40%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	0	0	0%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	4	0	100%	4	0	100%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	2	0	100%	2	0	100%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	0	0	0%	1	0	4%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	0	0	0%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	0	0	0%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	1	0	14%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	0	0	0%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	0	0	0%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	5	0	9%	9	0	17%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	4	1	44%	0	0	0%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	6	1	15%	5	0	12%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	1	0	25%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	0	0	0%	1	0	4%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	2	0	67%	2	0	67%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	1	0	20%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	1	1	2%	1	0	2%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	0	0	0%	2	0	67%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	0	0	0%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	2	0	6%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	1	0	33%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	0	0	0%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	3	0	75%	0	0	0%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	2	0	50%	2	0	50%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	3	0	33%	2	0	22%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	8	0	22%	13	0	35%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	1	0	11%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	0	0	0%	0	0	0%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	85	0	57%	33	0	22%
73	St Luke Prebyterian Church	Bayview Dr		60	3	0	5%	0	0	0%
74	San Rafael High School Parking Lot	3rd St		146	14	0	10%	0	0	0%
75	Rubicon Yachts Lot	3rd St		10	1	0	10%	0	0	0%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	13	0	30%	11	0	25%

ID	Location	Between	Side of Street	Inventory	MONDAY - 12 PM RUN			MONDAY - 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	6	0	32%	12	0	63%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	0	0	0%	1	0	33%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	5	1	56%	6	0	67%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	14	0	40%	15	0	43%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	1	0	50%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	3	1	75%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	3	0	17%	1	0	6%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	2	0	40%	2	0	40%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	0	0	0%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	4	0	100%	3	0	75%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	3	1	150%	3	1	150%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	0	0	0%	0	0	0%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	0	0	0%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	0	0	0%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	9	0	30%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	1	0	5%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	7	0	13%	9	0	17%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	3	0	33%	5	0	56%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	6	0	15%	5	0	12%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	1	0	25%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	1	0	4%	1	0	4%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	2	0	67%	2	0	67%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	0	0	0%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	0	0	0%	1	0	2%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	1	0	33%	1	0	33%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	0	0	0%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	2	0	33%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	1	0	3%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	0	0	0%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	0	0	0%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	1	0	25%	2	0	50%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	1	0	25%	3	0	75%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	3	0	33%	3	0	33%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	10	0	27%	8	0	22%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	1	0	8%	1	0	8%
69	Tennis Court Lot	Summit Ave		9	0	0	0%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	42	0	66%	2	0	3%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	87	0	59%	26	0	18%
73	St Luke Prebyterian Church	Bayview Dr		60	5	0	8%			0%
74	San Rafael High School Parking Lot	3rd St		146	115	1	79%	102	0	70%
75	Rubicon Yachts Lot	3rd St		10	2	0	20%	1	0	10%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	8	0	18%	12	0	27%

ID	Location	Between	Side of Street	Inventory	TUESDAY - 12 PM RUN			TUESDAY- 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	5	0	26%	9	0	47%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	0	0	0%	0	0	0%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	6	0	67%	9	0	100%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	15	0	43%	18	0	51%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	1	0	50%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	4	2	100%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	5	0	28%	1	0	6%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	3	0	60%	3	0	60%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	1	0	33%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	4	0	100%	3	0	75%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	1	0	50%	3	1	150%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	1	0	4%	1	0	4%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	0	0	0%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	1	0	13%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	2	0	29%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	4	1	13%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	1	0	5%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	8	0	15%	12	0	22%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	1	0	11%	5	0	56%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	6	0	15%	5	0	12%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	2	0	50%	0	0	0%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	0	0	0%	0	0	0%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	1	0	33%	3	0	100%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	0	0	0%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	0	0	0%	0	0	0%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	3	0	100%	0	0	0%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	1	1	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	0	0	0%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	0	0	0%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	0	0	0%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	1	0	3%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	0	0	0%	0	0	0%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	1	0	25%	3	0	75%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	2	0	22%	2	0	22%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	8	0	22%	9	0	24%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	0	0	0%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	45	1	70%	2	0	3%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	83	0	56%	29	0	20%
73	St Luke Prebyterian Church	Bayview Dr		60	4	0	7%			0%
74	San Rafael High School Parking Lot	3rd St		146	129	0	88%	14	0	10%
75	Rubicon Yachts Lot	3rd St		10	2	0	20%	0	0	0%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	9	0	20%	10	0	23%

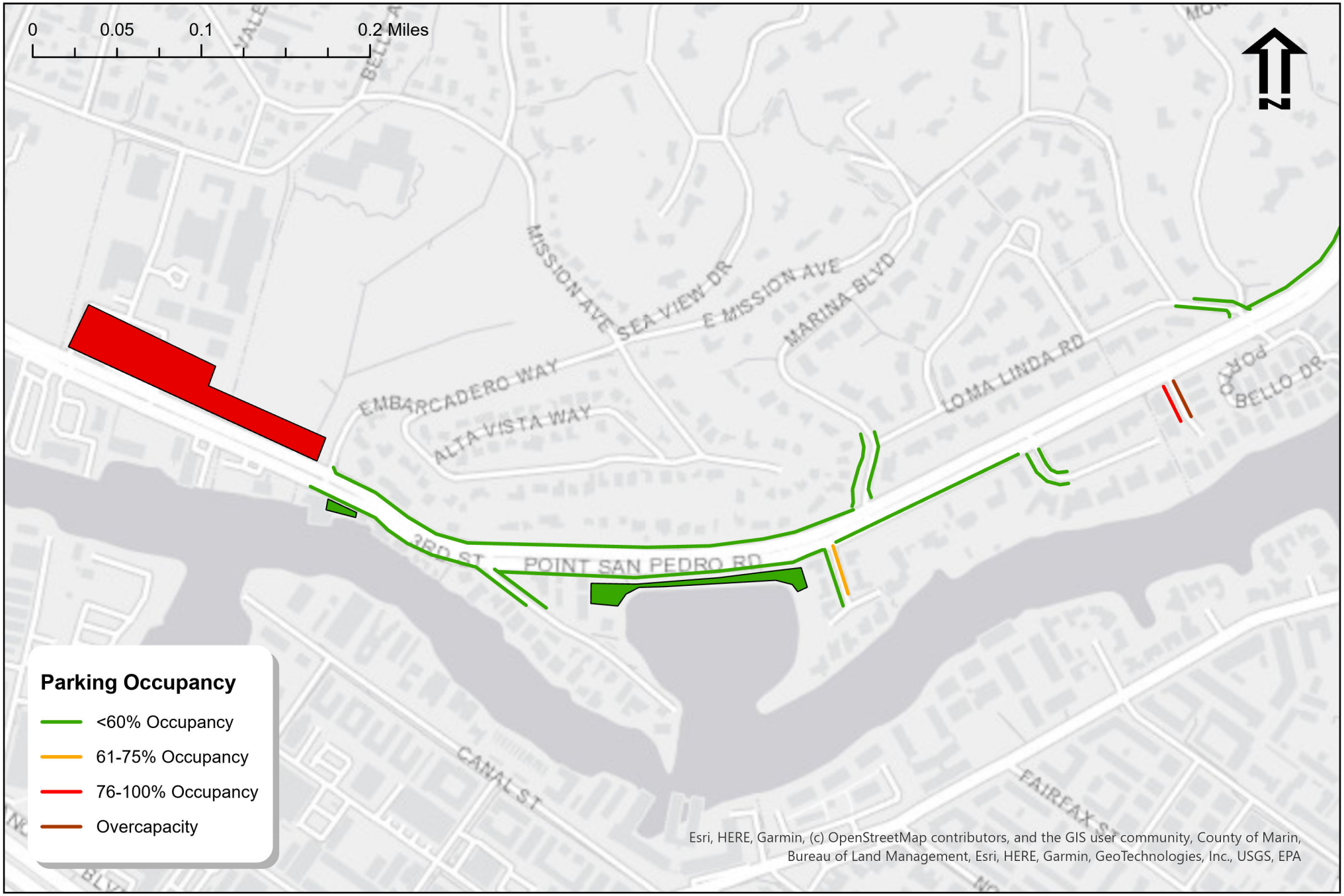
ID	Location	Between	Side of Street	Inventory	WEDNESDAY - 12 PM RUN			WEDNESDAY - 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	7	0	37%	7	0	37%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	0	0	0%	0	0	0%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	3	0	33%	5	0	56%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	16	0	46%	18	0	51%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	1	0	50%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	3	1	75%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	4	0	22%	1	0	6%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	3	0	60%	2	0	40%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	0	0	0%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	3	0	75%	4	0	100%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	2	0	100%	2	0	100%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	0	0	0%	4	0	15%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	1	0	11%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	1	0	17%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	0	0	0%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	1	0	14%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	6	1	20%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	0	0	0%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	6	0	11%	10	0	19%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	3	0	33%	3	0	33%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	1	0	25%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	6	0	15%	7	0	17%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	1	0	25%	3	0	75%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	0	0	0%	0	0	0%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	2	0	67%	2	0	67%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	0	0	0%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	0	0	0%	1	0	2%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	2	0	50%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	2	0	67%	0	0	0%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	1	0	50%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	4	0	67%	1	0	17%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	0	0	0%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	0	0	0%	1	0	33%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	0	0	0%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	1	0	25%	0	0	0%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	2	0	50%	3	0	75%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	2	0	22%	3	0	33%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	10	0	27%	6	0	16%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	0	0	0%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	52	0	81%	2	0	3%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	87	0	59%	34	0	23%
73	St Luke Prebyterian Church	Bayview Dr		60	5	0	8%			0%
74	San Rafael High School Parking Lot	3rd St		146	131	1	90%	5	1	3%
75	Rubicon Yachts Lot	3rd St		10	1	0	10%	0	0	0%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	9	0	20%	6	0	14%

ID	Location	Between	Side of Street	Inventory	THURSDAY - 12 PM RUN			THURSDAY- 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	6	0	32%	8	0	42%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	0	0	0%	1	0	33%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	4	1	44%	8	0	89%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	16	0	46%	18	0	51%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	1	0	50%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	3	1	75%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	1	0	6%	1	0	6%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	3	0	60%	3	0	60%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	0	0	0%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	2	0	50%	4	0	100%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	3	1	150%	2	0	100%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	0	0	0%	0	0	0%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	5	0	56%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	0	0	0%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	1	0	14%	1	0	14%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	5	0	17%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	1	0	5%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	7	0	13%	9	0	17%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	2	0	22%	6	0	67%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	4	0	10%	7	0	17%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	1	0	25%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	1	0	4%	0	0	0%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	1	0	33%	2	0	67%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	0	0	0%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	1	0	2%	0	0	0%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	0	0	0%	0	0	0%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	1	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	1	0	50%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	1	0	3%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	1	0	33%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	1	0	3%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	1	0	25%	0	0	0%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	1	0	25%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	1	0	11%	2	0	22%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	11	0	30%	10	0	27%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	6	0	67%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	39	1	61%	3	0	5%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	91	0	61%	27	0	18%
73	St Luke Prebyterian Church	Bayview Dr		60	4	0	7%	0	0	0%
74	San Rafael High School Parking Lot	3rd St		146	111	1	76%	118	0	81%
75	Rubicon Yachts Lot	3rd St		10	1	0	10%	1	0	10%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	12	0	27%	10	0	23%

ID	Location	Between	Side of Street	Inventory	FRIDAY- 12 PM RUN			FRIDAY - 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	3	0	16%	9	0	47%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	1	0	33%	1	0	33%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	3	0	33%	8	0	89%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	16	0	46%	18	0	51%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	2	0	100%	2	0	100%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	3	1	75%	4	2	100%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	2	0	11%	1	0	6%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	3	0	60%	3	0	60%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	1	0	33%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	3	0	75%	4	0	100%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	3	1	150%	3	1	150%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	0	0	0%	0	0	0%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	0	0	0%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	2	0	25%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	3	0	10%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	0	0	0%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	5	0	9%	11	0	20%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	5	0	56%	6	0	67%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	6	0	15%	1	0	2%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	1	0	25%	3	0	75%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	0	0	0%	0	0	0%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	2	0	67%	1	0	33%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	1	0	20%	1	0	20%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	1	0	2%	0	0	0%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	1	0	33%	0	0	0%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	0	0	0%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	6	0	27%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	1	0	3%	3	0	9%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	0	0	0%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	1	0	3%	1	0	3%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	0	0	0%	1	0	25%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	2	0	50%	2	0	50%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	3	0	33%	3	0	33%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	6	0	16%	6	0	16%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	0	0	0%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	37	0	58%	2	0	3%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	97	0	66%	39	0	26%
73	St Luke Prebyterian Church	Bayview Dr		60	1	0	2%			0%
74	San Rafael High School Parking Lot	3rd St		146	43	0	29%	44	0	30%
75	Rubicon Yachts Lot	3rd St		10	1	0	10%	0	0	0%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	11	0	25%	8	0	18%

ID	Location	Between	Side of Street	Inventory	SATURDAY- 12 PM RUN			SATURDAY - 8 PM RUN		
					Occupancy	Illegally Parked	Occupancy Percentage	Occupancy	Illegally Parked	Occupancy Percentage
1	3rd St	Embarcadero Way and Mooring Rd	S	19	10	0	53%	12	0	63%
2	Mooring Rd	200ft passed Point San Pedro Rd	W	3	1	0	33%	1	0	33%
3	Mooring Rd	200 ft passed Point San Pedro Rd	E	9	6	0	67%	8	0	89%
4	Point San Pedro Rd	Mooring Rd and Harbor View Ct	S	35	17	0	49%	18	0	51%
5	Harbor View Ct	200 ft from Point San Pedro Rd	W	2	2	0	100%	1	0	50%
6	Harbor View Ct	200 ft from Point San Pedro Rd	E	4	3	1	75%	3	1	75%
7	Point San Pedro Rd	Harbor View Ct and Aqua Vista Dr	S	18	2	0	11%	5	0	28%
8	Aqua Vista Dr	200ft from Point San Pedro Rd	W	5	3	0	60%	3	0	60%
9	Aqua Vista Dr	200 ft from Point San Pedro Rd	E	3	0	0	0%	0	0	0%
10	Point San Pedro Rd	Aqua Vista Dr and Royal Ct	S	0	0	0	0%	0	0	0%
11	Royal Ct	200 ft from Point San Pedro Rd	W	4	3	0	75%	4	0	100%
12	Royal Ct	200 ft from Point San Pedro Rd	E	2	3	1	150%	2	0	100%
13	Point San Pedro Rd	Royal Ct and Porto Bello Dr	S	0	0	0	0%	0	0	0%
14	Point San Pedro Rd	Porto Bello Dr and Summit Ave	S	0	0	0	0%	0	0	0%
15	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
16	Summit Ave	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
17	Point San Pedro Rd	Summit Ave and Sea Way	S	26	1	0	4%	1	0	4%
18	Sea Way	200 ft from Point San Pedro Rd	W	9	0	0	0%	1	0	11%
19	Sea Way	200 ft from Point San Pedro Rd	E	6	0	0	0%	0	0	0%
20	Point San Pedro Rd	Sea Way and Bay Way	S	0	0	0	0%	0	0	0%
21	Bay Way	200 ft from Point San Pedro Rd	W	8	0	0	0%	0	0	0%
22	Bay Way	200 ft from Point San Pedro Rd	E	7	0	0	0%	0	0	0%
23	Point San Pedro Rd	Bay Way and Bellevue Ave	S	0	0	0	0%	0	0	0%
24	Bellevue Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
25	Bellevue Ave	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
26	Point San Pedro Rd	Bellevue Ave and San Pedro Cove	S	30	0	0	0%	0	0	0%
29	Point San Pedro Rd	San Pedro Cove and Loch Lomond Dr	S	22	0	0	0%	0	0	0%
30	Loch Lomond Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
31	Loch Lomond Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
32	Point San Pedro Rd	Lock Lomond Dr and Beach Dr	S	54	7	0	13%	6	0	11%
33	Beach Dr	200 ft from Point San Pedro Rd	W	9	3	0	33%	3	0	33%
34	Beach Dr	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
35	Point San Pedro Rd	Beach Dr and Marine Dr	S	41	4	0	10%	3	0	7%
36	Marine Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
37	Marine Dr	200 ft from Point San Pedro Rd	E	4	2	0	50%	0	0	0%
38	Point San Pedro Rd	Marin Dr and Main Dr	S	23	0	0	0%	0	0	0%
39	Main Dr	200 ft from Point San Pedro Rd	E	3	2	0	67%	2	0	67%
40	Main Dr	200 ft from Point San Pedro Rd	W	5	0	0	0%	0	0	0%
41	Point San Pedro Rd	Main Dr and Bayview Dr	N	41	1	0	2%	1	0	2%
42	Bayview Dr	200 ft from Point San Pedro Rd	E	5	0	0	0%	0	0	0%
43	Bayview Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
44	Point San Pedro Rd	Bayview Dr and Lochinvar Rd	N	0	0	0	0%	0	0	0%
45	Lochinvar Rd	200 ft from Point San Pedro Rd	E	4	1	0	25%	1	0	25%
46	Lochinvar Rd	200 ft from Point San Pedro Rd	W	3	1	0	33%	0	0	0%
47	Point San Pedro Rd	Lochinvar Rd and Manderly Rd	N	0	0	0	0%	0	0	0%
48	Manderly Rd	200 ft from Point San Pedro Rd	E	2	0	0	0%	0	0	0%
49	Manderly Rd	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
50	Point San Pedro Rd	Manderly Rd and Balboa Ave	N	0	0	0	0%	0	0	0%
51	Balboa Ave	200 ft from Point San Pedro Rd	E	6	1	0	17%	0	0	0%
52	Balboa Ave	200 ft from Point San Pedro Rd	W	6	0	0	0%	0	0	0%
53	Point San Pedro Rd	Balboa Ave and Margarita Dr	N	22	0	0	0%	0	0	0%
54	Margarita Dr	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
55	Margarita Dr	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
56	Point San Pedro Rd	Margarita Dr and Summit Ave	N	35	0	0	0%	0	0	0%
57	Summit Ave	200 ft from Point San Pedro Rd	E	3	1	0	33%	0	0	0%
58	Summit Ave	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
59	Point San Pedro Rd	Summit Ave and Marina Blvd	N	37	0	0	0%	0	0	0%
60	Marina Blvd	200 ft from Point San Pedro Rd	E	4	0	0	0%	0	0	0%
61	Marina Blvd	200 ft from Point San Pedro Rd	W	4	1	0	25%	0	0	0%
62	Point San Pedro Rd	Marina Blvd and Marina Blvd	N	0	0	0	0%	0	0	0%
63	Marina Blvd	200 ft from Point San Pedro Rd	E	4	1	0	25%	3	0	75%
64	Marina Blvd	200 ft from Point San Pedro Rd	W	9	1	0	11%	2	0	22%
65	Point San Pedro Rd	Marina Blvd and Embarcadero Way	N	37	8	0	22%	9	0	24%
66	Embarcadero Way	200 ft from Point San Pedro Rd	E	0	0	0	0%	0	0	0%
67	Embarcadero Way	200 ft from Point San Pedro Rd	W	0	0	0	0%	0	0	0%
68	Marin Yacht Club Lot	Point San Pedro Rd		12	0	0	0%	0	0	0%
69	Tennis Court Lot	Summit Ave		9	0	0	0%	0	0	0%
70	San Pedro Elementary School Lot	Point San Pedro Rd		64	15	0	23%	1	0	2%
72	Andy's Local Market Parking Lot	Loch Lomond Dr		148	77	0	52%	61	0	41%
73	St Luke Prebyterian Church	Bayview Dr		60	0	0	0%			0%
74	San Rafael High School Parking Lot	3rd St		146	7	0	5%	1	0	1%
75	Rubicon Yachts Lot	3rd St		10	1	0	10%	0	0	0%
76	Lowrie Yacht Harbor	Point San Pedro Rd		44	11	0	25%	8	0	18%

APPENDIX B – Parking Occupancy Maps

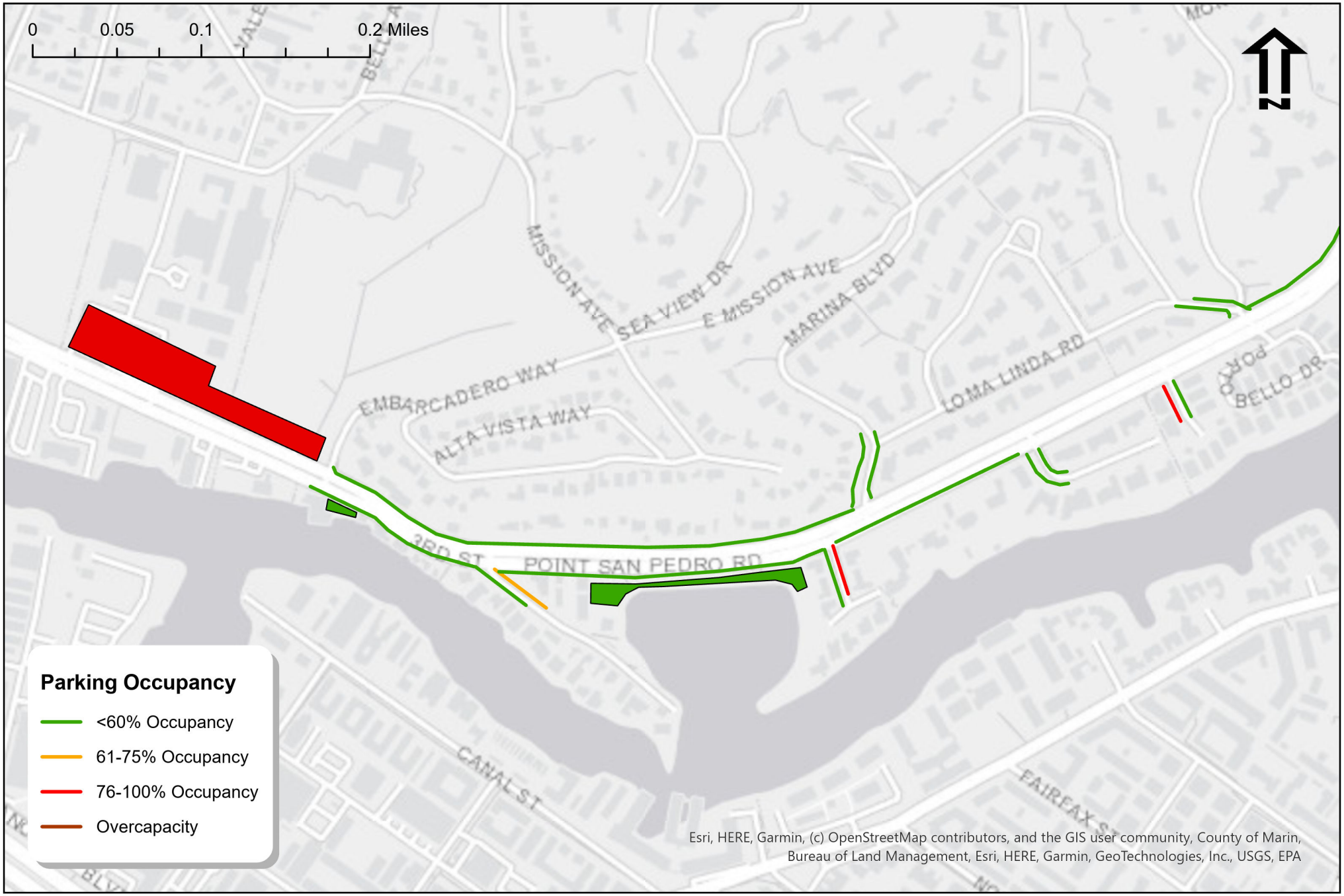


Monday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 15th, 2025

Figure 3

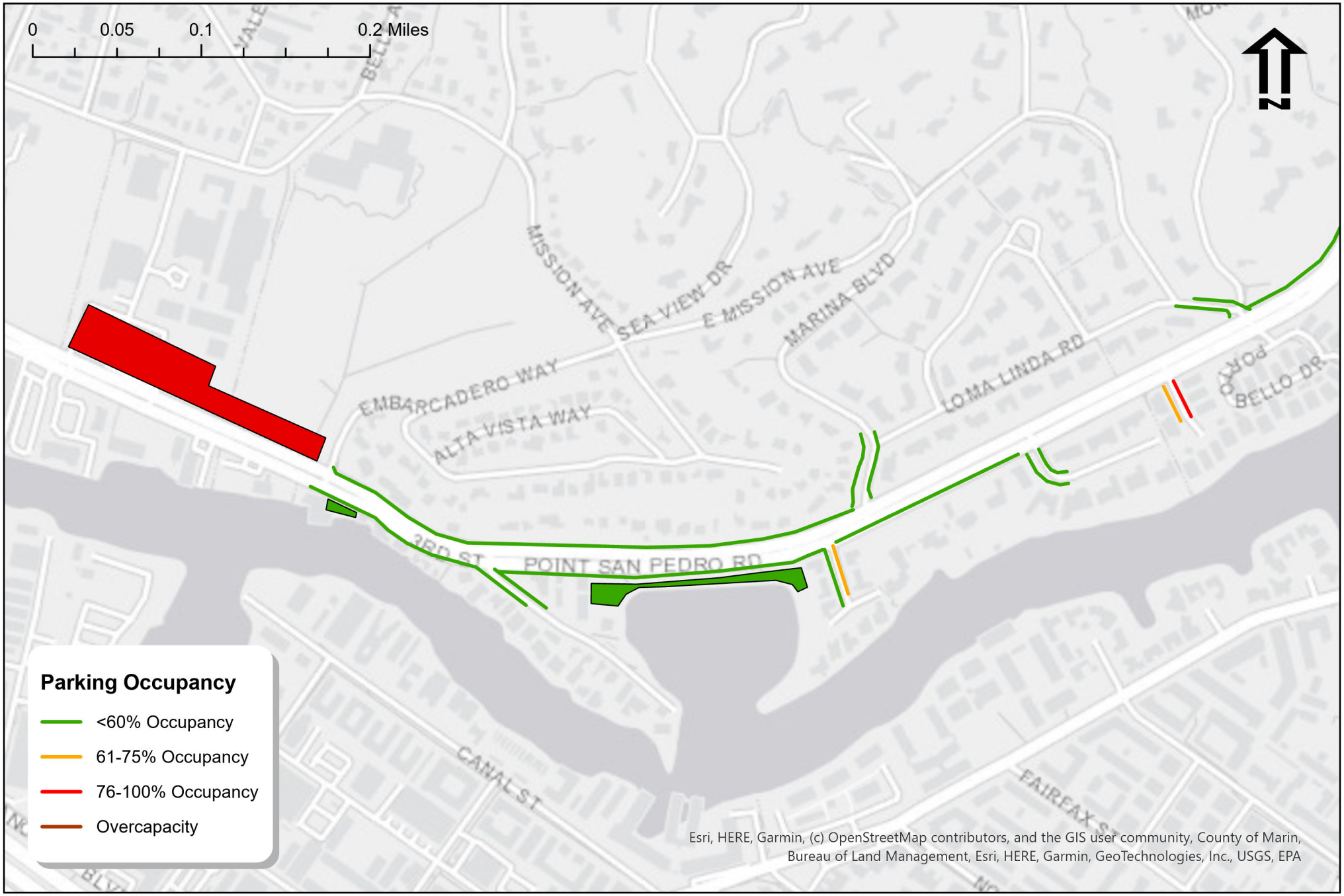


Tuesday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 16th, 2025

Figure 5

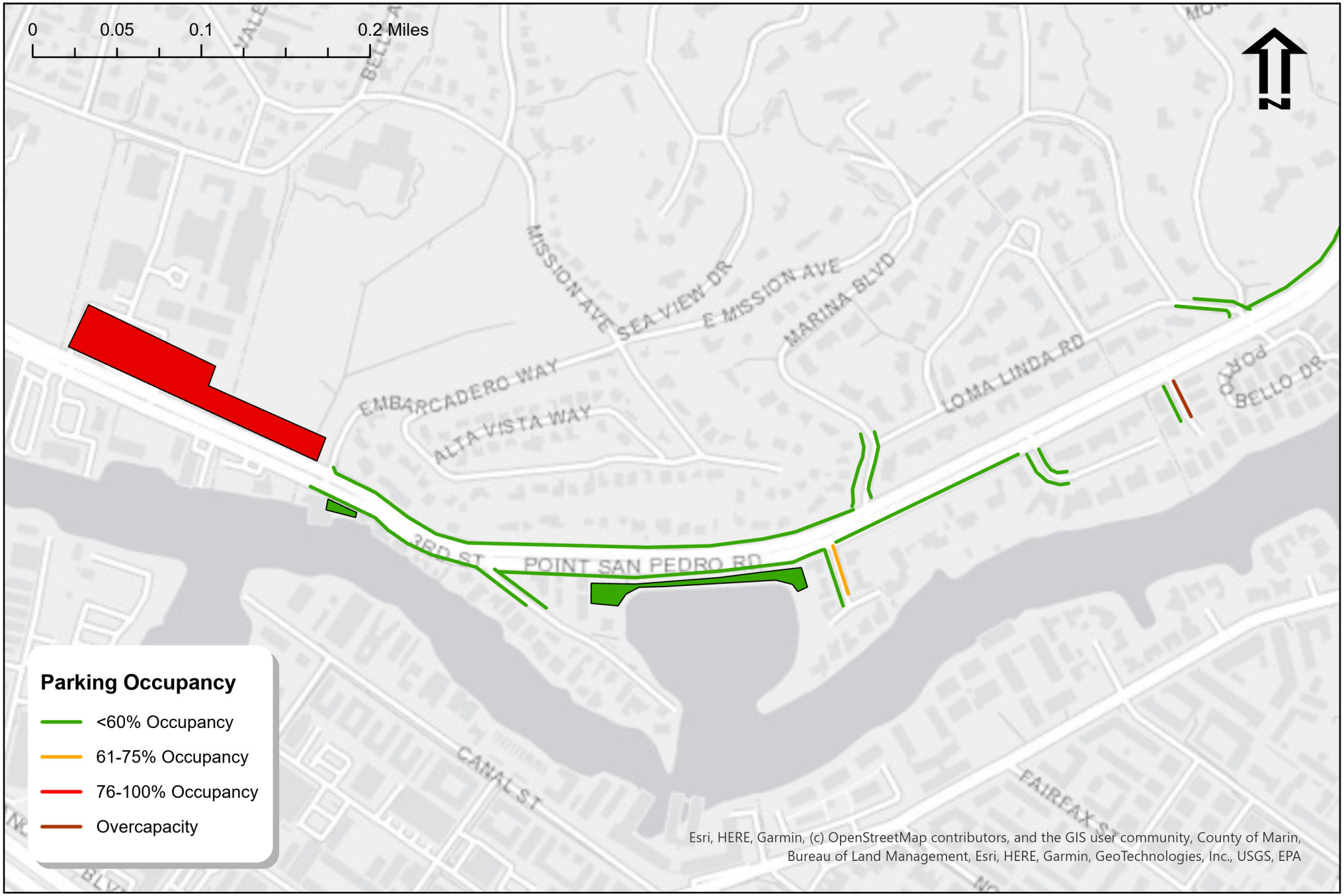


Wednesday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 17th, 2025

Figure 7

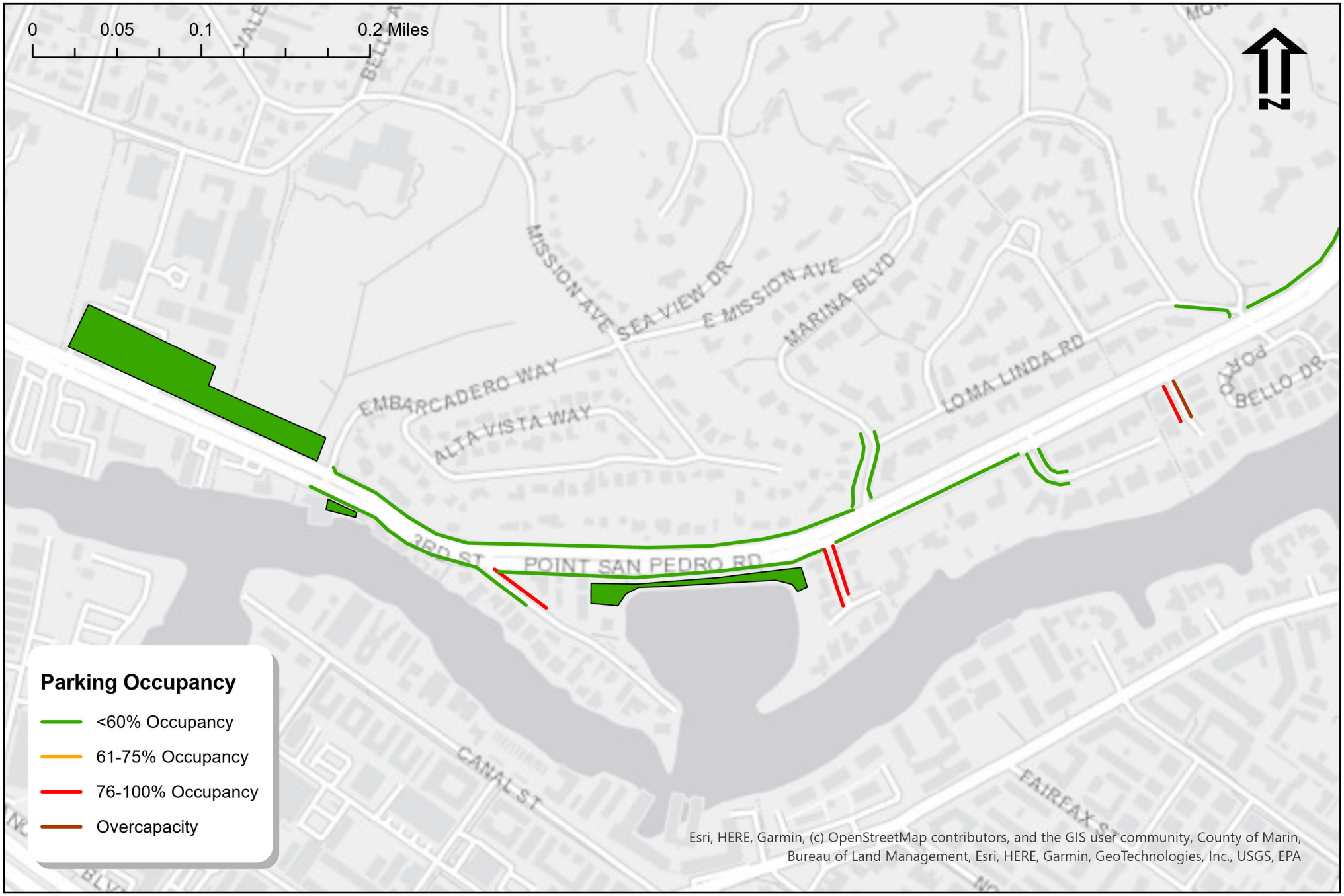


Thursday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 18th, 2025

Figure 9

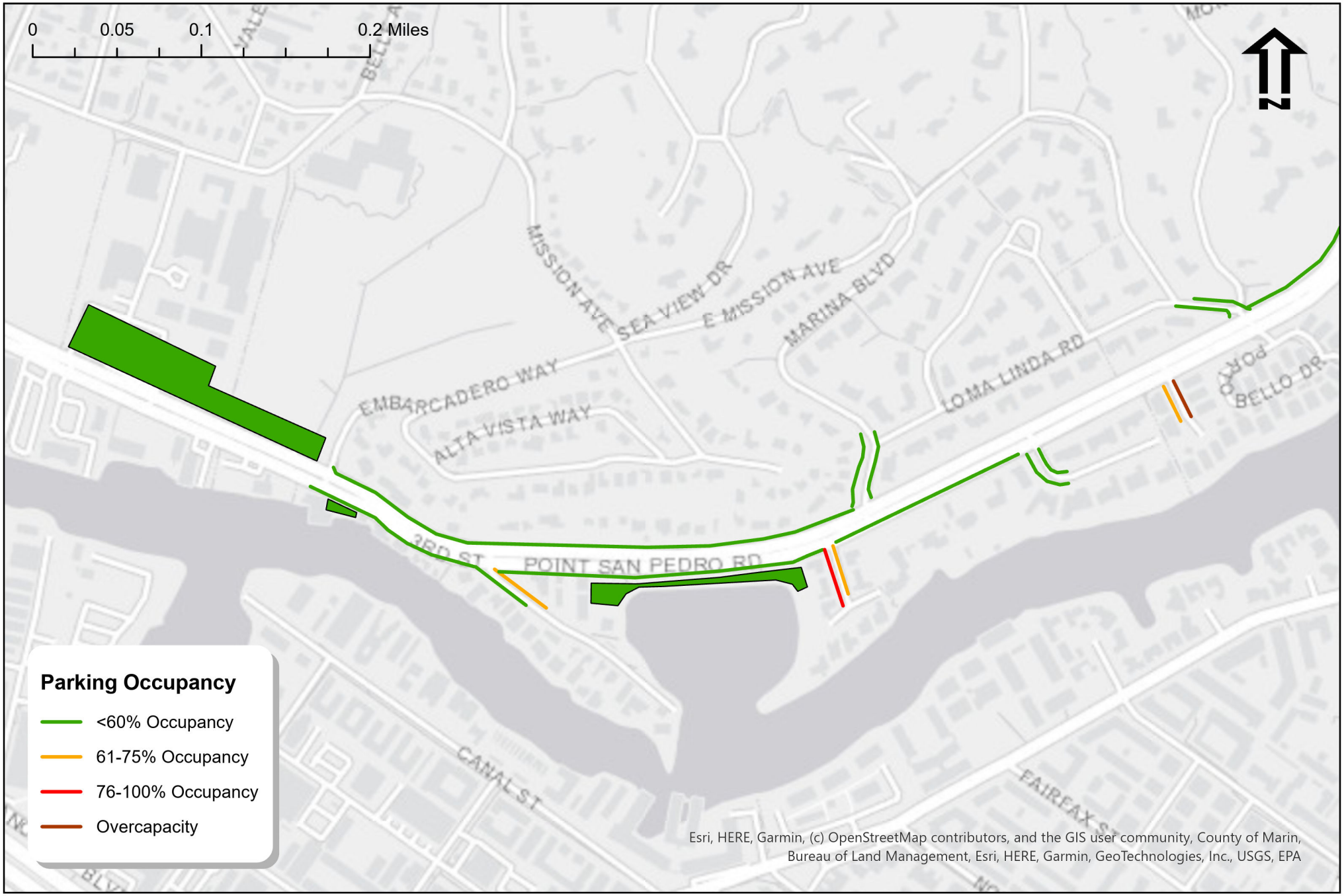


Friday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 19th, 2025

Figure 11

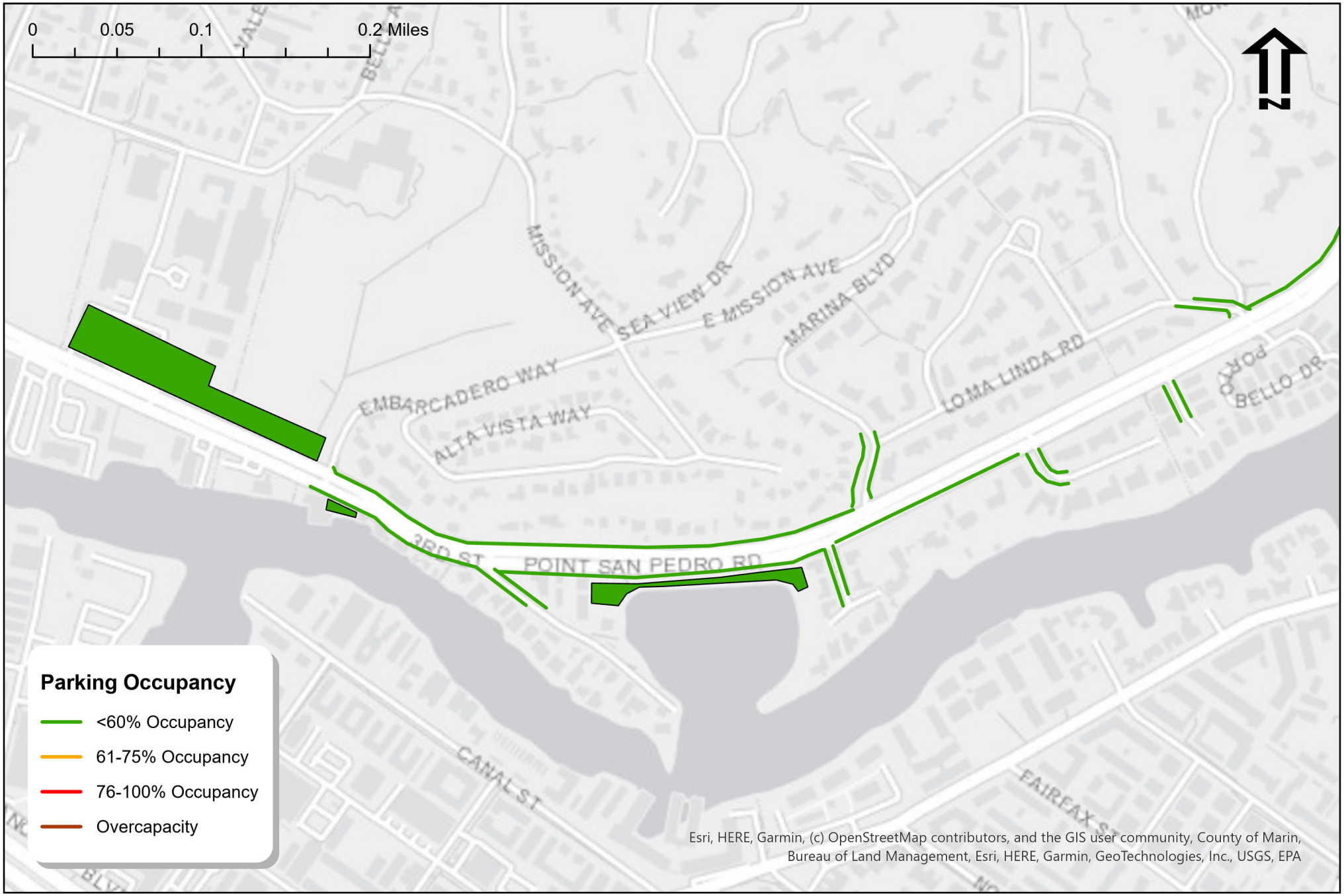


Saturday Parking Occupancy - 12pm

City of San Rafael - Point San Pedro Rd Parking

December 20th, 2025

Figure 13



Sunday Parking Occupancy - 12pm

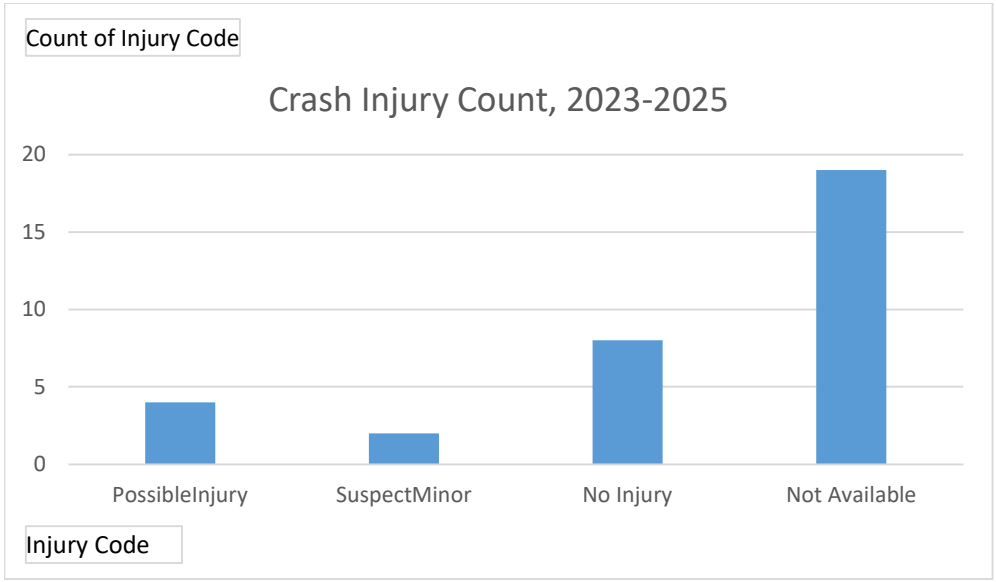
City of San Rafael - Point San Pedro Rd Parking

December 14th, 2025

Figure 1

APPENDIX C – Crash Data Sumary

Collision Id	Report Number	PrimaryRoad	SecondaryRoad	Crash Date Time	Collision Type Des	MotorVehicleInvolvedWithDesc	NumberInjured	NumberKilled	Injury Code	Weather 1	LightingDescription	PedestrianActionDesc	Primary Collision Factor \
4542973	SR25-00314	POINT SAN PEDRO	LOCH LOMOND DR	1/17/2025 18:23	HEAD-ON	OTHER MOTOR VEHICLE	<Null>	<Null>	No Injury	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	21801(a) VC
4681758	9350-2025-00399	POINT SAN PEDRO RD E/B	MANDERLY RD	3/24/2025 7:25	HIT OBJECT	FIXED OBJECT	0	0	No Injury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	VC 22350
4892994	SR25-05436	LOCH LOMAND DRIVE	POINT SAN PEDRO ROAD	9/24/2025 9:23	SIDE SWIPE	OTHER MOTOR VEHICLE	3	<Null>	No Injury	CLEAR	DAYLIGHT	NOT IN ROAD	21453(a) CVC
2374982	SR24-02325	POINT SAN PEDRO	MAIN DRIVE	4/19/2024 15:57	REAR END	OTHER MOTOR VEHICLE	<Null>	<Null>	No Injury	CLEAR	DAYLIGHT	CROSSING - NOT IN CROSSWALK	22350 CVC
2800174	9350-2024-00970	POINT SAN PEDRO W/B	PT SAN PEDRO ROAD / MARGARITA DRIVE	7/14/2024 12:25	OVERTURNED	NON-COLLISION	1	0	No Injury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	IMPROPER BRAKING
4391186	SR24-05036	PT SAN PEDRO RD	LOCHNIVAR RD	9/8/2024 13:30	SIDE SWIPE	OTHER MOTOR VEHICLE	2	0	No Injury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 cvc
4394567	SR24-05008	POINT SAN PEDRO	LOCHNIVAR ROAD	9/6/2024 15:54	BROADSIDE	OTHER MOTOR VEHICLE	<Null>	<Null>	No Injury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21453(a) CVC
2539944	SR2304756	POINT SAN PEDRO	MOORING RD	7/31/2023 10:18	BROADSIDE	MOTOR VEHICLE ON OTHER ROADWAY	0	0	No Injury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21801A
4613369	SR25-01554	THIRD ST	EMBARCADERO WY	3/21/2025 21:23	SIDE SWIPE	PARKED MOTOR VEHICLE	<Null>	<Null>	Not Available	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22107 VC
4656436	SR25-02138	16 AQUA VISTA DR	AQUA VISTA DRIVE	4/18/2025 13:47	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	<Null>
4725755	SR25-03193	POINT SAN PEDRO	MANDERLY RD	6/8/2025 12:26	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 cvc
4793825	SR25-04407	MARINA BLVD	PT SAN PEDRO RD	8/6/2025 15:25	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 CVC
4901185	SR25-05856	POINT SAN PEDRO RD	LOCH LOMOND DR	10/16/2025 14:56	REAR END	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 CVC
4919913	SR25-06245	POINT SAN PEDRO ROAD	MANDERLY ROAD	11/5/2025 20:06	HIT OBJECT	FIXED OBJECT	0	0	Not Available	RAINING	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22350 VC
4967835	SR25-06853	PT SAN PEDRO RD	LOCH LOMOND DR	12/7/2025 14:58	BROADSIDE	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21801(a) CVC
4980425	SR25-07005	THIRD ST	MARY ST	12/15/2025 12:13	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 vc
2434931	SR24-03879	THIRD ST	MOORING RD	7/9/2024 18:25	SIDE SWIPE	PARKED MOTOR VEHICLE	<Null>	<Null>	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	23152(a)(b) CVC
2446153	SR24-00149	POINT SAN PEDRO	MARGARITA DR	1/7/2024 20:04	SIDE SWIPE	PARKED MOTOR VEHICLE	0	0	Not Available	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22107
4411769	SR24-05454	POINT SAN PEDRO ROAD	MANDERLY RD	9/27/2024 7:39	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107 CVC
4421310	SR24-05630	POINT SAN PEDRO	SAN PEDRO COVE	10/5/2024 20:21	SIDE SWIPE	OTHER OBJECT	0	0	Not Available	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	23152
2515365	SR23-02704	KNIGHT DR	POINT SAN PEDRO RD	4/29/2023 10:17	SIDE SWIPE	PARKED MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107
2536222	SR23-04510	POINT SAN PEDRO	PEACOCK DR	7/19/2023 4:20	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22350
2556946	SR23-06493	3RD ST	EMBARCADERO WY	10/15/2023 20:30	HIT OBJECT	FIXED OBJECT	0	0	Not Available	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22350
2554992	SR23-05788	PT SAN PEDRO RD	MARIN A BL	9/16/2023 15:49	REAR END	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	<Null>	22350
2565367	SR23-07069	POINT SAN PEDRO	BAY WY	11/10/2023 14:20	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107
2568808	SR23-07660	POINT SAN PEDRO	LOCHINVAR RD	12/8/2023 8:30	REAR END	OTHER MOTOR VEHICLE	0	0	Not Available	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21801A
2583833	SR23-07862	3RD ST	GRAND AV	12/18/2023 13:29	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	Not Available	RAINING	DAYLIGHT	NO PEDESTRIANS INVOLVED	22107
4775948	SR25-04106	75 LOCH LOMOND DR	POINT SAN PEDRO ROAD	7/22/2025 21:24	HEAD-ON	FIXED OBJECT	1	0	PossibleInjury	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	22350
2373873	SR24-02397	PT SAN PEDRO RD	SUMMIT AVE	4/23/2024 22:41	REAR END	PARKED MOTOR VEHICLE	1	<Null>	PossibleInjury	CLEAR	DARK-STREET LIGHTS	NO PEDESTRIANS INVOLVED	23152(a)(b) VC
3491282	SR24-04328	POINT SAN PEDRO RD.	PEACOCK DR.	8/2/2024 14:15	BROADSIDE	OTHER MOTOR VEHICLE	1	0	PossibleInjury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21804(a) CVC
4479930	SR24-06241	POINT SAN PEDRO RD	MARGARITA DR.	11/1/2024 12:40	OTHER	BICYCLE	1	0	PossibleInjury	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21801 (a) CVC
2445970	SR24-00314	POINT SAN PEDRO	MOORING RD	1/16/2024 8:55	BROADSIDE	OTHER MOTOR VEHICLE	1	0	SuspectMinor	CLOUDY	DAYLIGHT	NO PEDESTRIANS INVOLVED	21804A
2535072	SR23-04222	POINT SAN PEDRO RD	MANDERLY RD	7/5/2023 11:54	BROADSIDE	OTHER MOTOR VEHICLE	2	0	SuspectMinor	CLEAR	DAYLIGHT	NO PEDESTRIANS INVOLVED	21801A


Count of Injury Code
Crash Injury Count, 2023-2025
20
15
10
5
0
PossibleInjury
SuspectMinor
No Injury
Not Available
Injury Code