



POINT SAN PEDRO ROAD COALITION

"Promoting Quality of Life in our Community"

January 12, 2022

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Re: Coalition Comments on Proposed Lane Reduction Pilot for Point San Pedro Road

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

As the Coalition understands it, a key objective of the trial is to determine whether the proposed elimination of a lane will improve the safety of drivers, pedestrians and, most particularly, bicyclists who travel along PSPR and, though perhaps unstated, whether the negative consequences of those changes are tolerable to the residents who live on the peninsula accessed by the road. Our concerns are:

- The safety of vehicles and cyclists traveling on PSPR, especially given that the roadway is shared with multi-ton quarry and brickyard trucks.
- The impact on safety as residents enter and exit the side streets and driveways.
- The functionality and safety of the lane merge location and design.
- The need for clear criteria regarding the outcome of the pilot project that indicate whether the pilot is successful.

These issues and concerns are described in more detail below and should be addressed before the pilot project is initiated.

1. **Beach Drive and Marine Drive:** Many Chicken Point residents emerge from these roads to head west on PSPR. However, it is difficult to see if the westbound lanes on PSPR are clear until the driver pulls out to the cut in the median. At that point, if there is westbound traffic, the vehicle must wait and becomes vulnerable to eastbound traffic. With two lanes, oncoming traffic can merge right to avoid that stationary vehicle. This problem may be exacerbated if there is only one eastbound lane. In addition, if there is a long line of traffic heading east, drivers may opt to turn right and make a U-turn at Main Drive, adding to the issue described next.

2. **Main Drive and Knight Drive:** With a single eastbound lane, congestion may occur at certain times of the day if these left turn lanes back up into the single eastbound lane. This is especially acute at the Main Drive turn since eastbound traffic would be traveling at speed around a blind curve. Both Main and Knight Drive turn traffic are heavy during Glenwood School's start and end. The Main Drive turn becomes especially congested when there are several Chicken Point (Bayside Acres) residents using this intersection as the safer point to make a U-turn to travel west.
3. **Merge Location:** The original proposal presented in September 2021 indicated this merger was to occur on PSPR after the Loch Lomond Drive signaled intersection and be complete at or before the point where Bayview Drive intersects PSPR. The latest version shown at the December 2021 Zoom meeting shifted that merger to occur west of, and completing at, the Loch Lomond Drive intersection. In addition, the bike lane shifts to cross the rightmost lane prior to that intersection to continue between the through-lane and the (by then) right-turn-only lane onto Loch Lomond Drive.
- This appears to be a dangerous configuration that puts both vehicles and cyclists in jeopardy. The stretch of eastbound PSPR after San Pedro School curves left so that visibility of the Loch Lomond Drive intersection and the proposed merge area is significantly impaired. At that point, vehicles are driving at speed (and, as we know, often above the speed limit) and have only a very short distance to react to both the merge and the intersection signal. Simultaneously, they must merge left if they are in the right lane to go through the intersection, slow down if the light is red, and process the presence of bicyclists who might be crossing over that right lane to stay in the shifted bike lane.
 - The major (and only) entry to the San Pedro Cove subdivision on the right at this curve makes it difficult for residents to both enter and exit in the midst of shifting of lanes.
 - After the bike lane shift, cyclists are riding between two active vehicle lanes creating a dangerous situation for both vehicle drivers and cyclists.
4. **Merged Traffic Impact:** With all traffic merged to a single eastbound lane, vehicles may find it perilous entering onto PSPR due to a long convoy of eastbound traffic, particularly at certain times of the day with heavy commercial truck traffic traveling to the San Rafael Rock Quarry and McNears Brickyard. There is also a similar problem of vehicles slowing down to turn into driveways between Beach Drive and Bayside Park. In addition, passenger vehicles must share a single lane with these large commercial trucks that may have difficulty altering their speed. We are also aware that the Quarry has safety concerns regarding potential traffic impacts when the street sweepers are operating on the roadway. We believe this issue merits consideration.
5. **Criteria to Determine If the Lane Reduction Pilot Should Become Permanent:** To ensure that the public has confidence in the results of the lane reduction trial, the criteria for the success of the proposal should be identified and communicated to the community before the trial begins. In addition to safety and functionality, a baseline of current traffic flow and congestion should be established against which to measure the impact of the lane reduction on the experience of daily users of PSPR. The results of this trial and its measured criteria should be clearly presented to the residents, businesses, and schools on PSPR before a decision is made to proceed with any permanent solution.

Should the County and City decide to proceed with the lane reduction trial, the Coalition would be pleased to co-host a virtual or live community meeting in which County and City staff can respond to remaining safety concerns and present to area residents how the lane reduction trial will be conducted and evaluated.

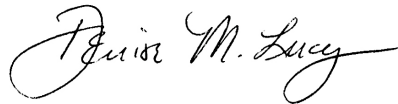
Finally, the Coalition views this project as an opportunity to continue to work with the City on short- and long-term strategies to improve and enhance the Esplanade between Bayside Park and Riviera Drive, a process which has already begun. We look forward to future long-term collaborations with the County and City on the Pt. San Pedro Road Corridor.

Thank you in advance for your consideration of our comments.

Sincerely,



Bonnie Marmor
Co-President



Denise M. Lucy
Co-President

cc:
Rosemarie Gaglione
Gustavo Goncalves
Pt. San Pedro Road Board of Directors