

Point San Pedro Road Proposed Roadway Restriping

Point San Pedro Road Community Meeting

December 15, 2021

Background

1971

- PSPR widened to 4 lanes in anticipation of substantial development in the current China Camp area. The need for the additional lanes was based on the anticipated development-induced increase in vehicle trips.
- Bay Conservation and Development Commission (BCDC) permit included bike lanes on PSPR as a requirement for the road project

1976

- China Camp State Park established, ending potential development opportunities

2020

- County begins renovating Bayside Park to address accessibility (ADA) concerns and rehabilitation needs
- BCDC revisits 1971 permit and requires County to provide bike lane along park frontage

2021

- Community concerned with loss of parking along park; safety issues
- County solution presented at a June, 2021 community meeting which addresses multiple concerns: use one of the eastbound vehicle lanes for the required bike lane

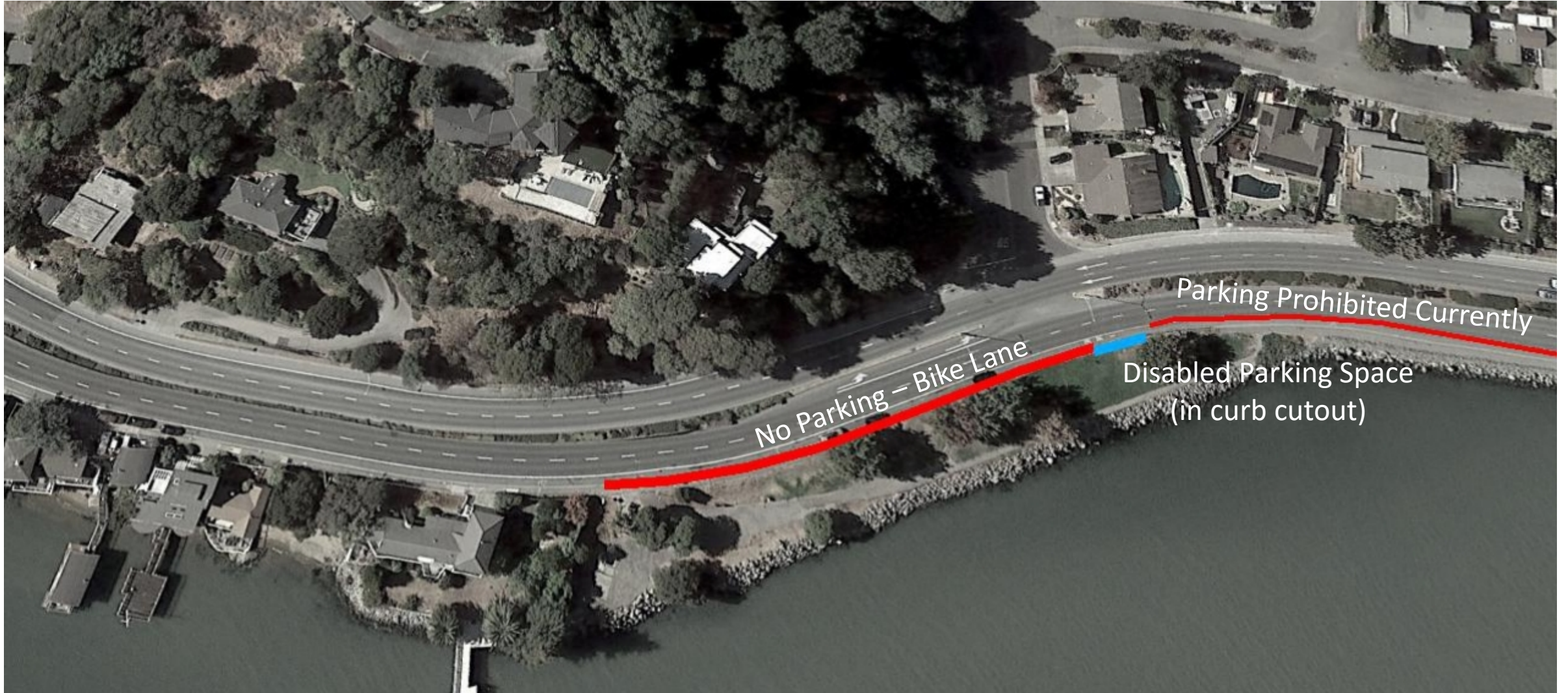
What's Happened Since June

- Park construction has concluded (turf to be installed later)
- County staff consulted with Bay Conservation and Development Commission (BCDC) to consider alternative approaches to address the permitting issue.

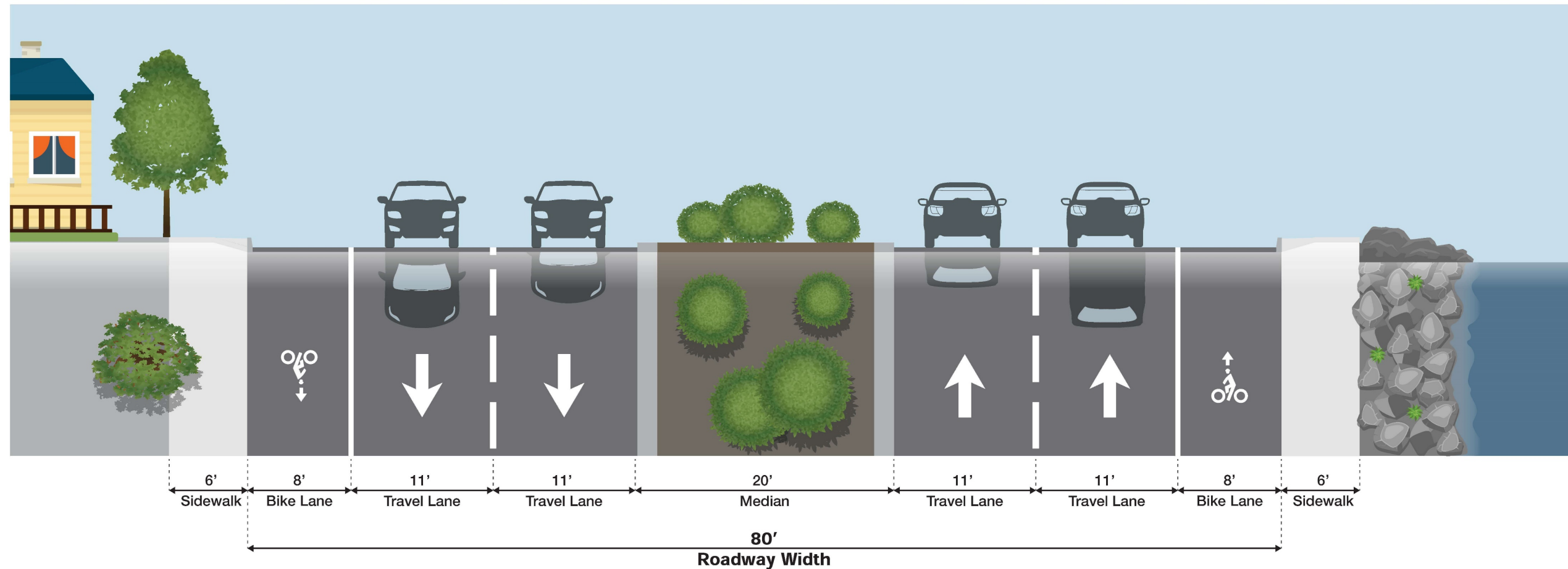
What's Happened Since June

- County's BCDC permit for the park is now out of compliance and enforcement action has been initiated.
- BCDC staff presented with road conversion alternative to address bike lane requirement and retain park frontage parking.
 - County would need to amend the current permit to reflect the proposal

Bayside Park Parking Restriction Under BCDC Permit



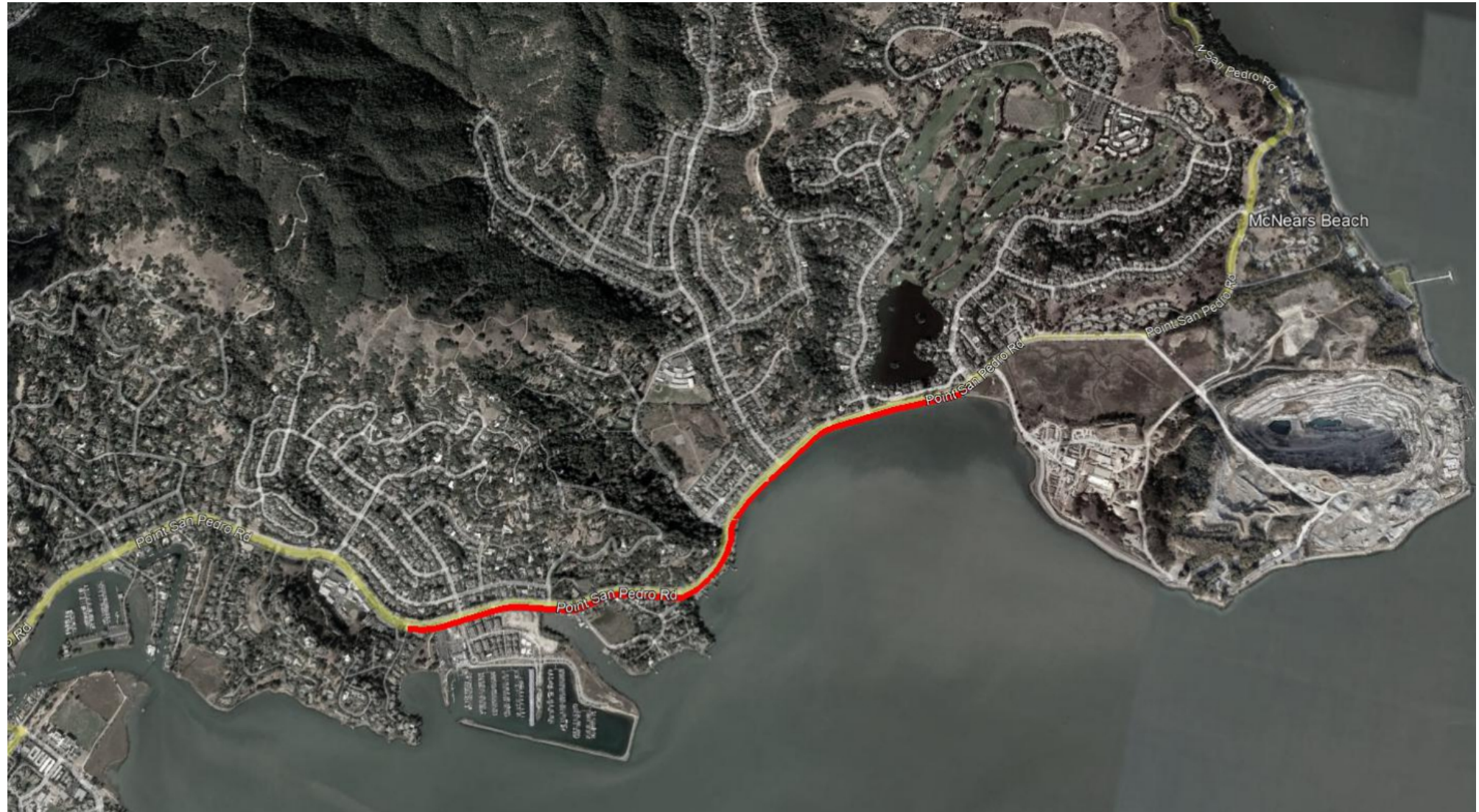
BCDC Permit Configuration – Bayside Park



Bayside Park Parking Restriction Under BCDC Permit

- Current two-lane traffic configuration remains
- Parking no longer permitted along park frontage to provide bike lane
 - Similar to roadway section east of Bayside Park
- Does not address current alignment and safety concerns in section between Bayview Drive and Main Drive
 - Visibility constraints remain
 - Bicyclists riding in vehicle lane

Eastbound Road Conversion - Pilot Project Limits



Eastbound Road Conversion - Pilot Project Scope

- Results in continuous eastbound bike lane from San Pedro Cove to Biscayne Drive
- The right lane approaching Loch Lomond Drive becomes a right turn only lane into Loch Lomond.
 - Left lane continues straight
 - Remains as one lane to Riviera Drive where the road currently narrows to one lane
- Eastbound on-Street parking retained between Loch Lomond Drive and Main Drive (east end of Bayside Park)

Eastbound Road Conversion - Pilot Project Scope

- No changes to posted speed limits
- Layout done with paint within the current roadway; no hardscape/concrete work
- Does not affect emergency vehicle access
- Formalizes westbound bike lanes between Riviera Drive and Manderly Road with buffer striping and signage.
 - Results in continuous westbound buffered bike lane between Biscayne Drive and Balboa Avenue
 - Westbound will remain two vehicle lanes west of Riviera

Safety Enhancements with Pilot Project

- Discourages speeding
 - Improves safety for pedestrians and cyclists, particularly near the park
- Provides continuous bicycle facilities where cyclists must currently ride in traffic lanes
 - Striped buffer provides additional separation between vehicle lanes and bike lanes
- Improves visibility and sight lines
 - For residents backing out of driveways into Point San Pedro
 - For drivers exiting Beach Road and Marine Drive on to Point San Pedro
 - For drivers on Point San Pedro by shifting the lane away from the median wall

Safety Enhancements with Pilot Project

- Eases exiting and entering driver's side of parked vehicles
 - Removes current need to step into vehicle lane



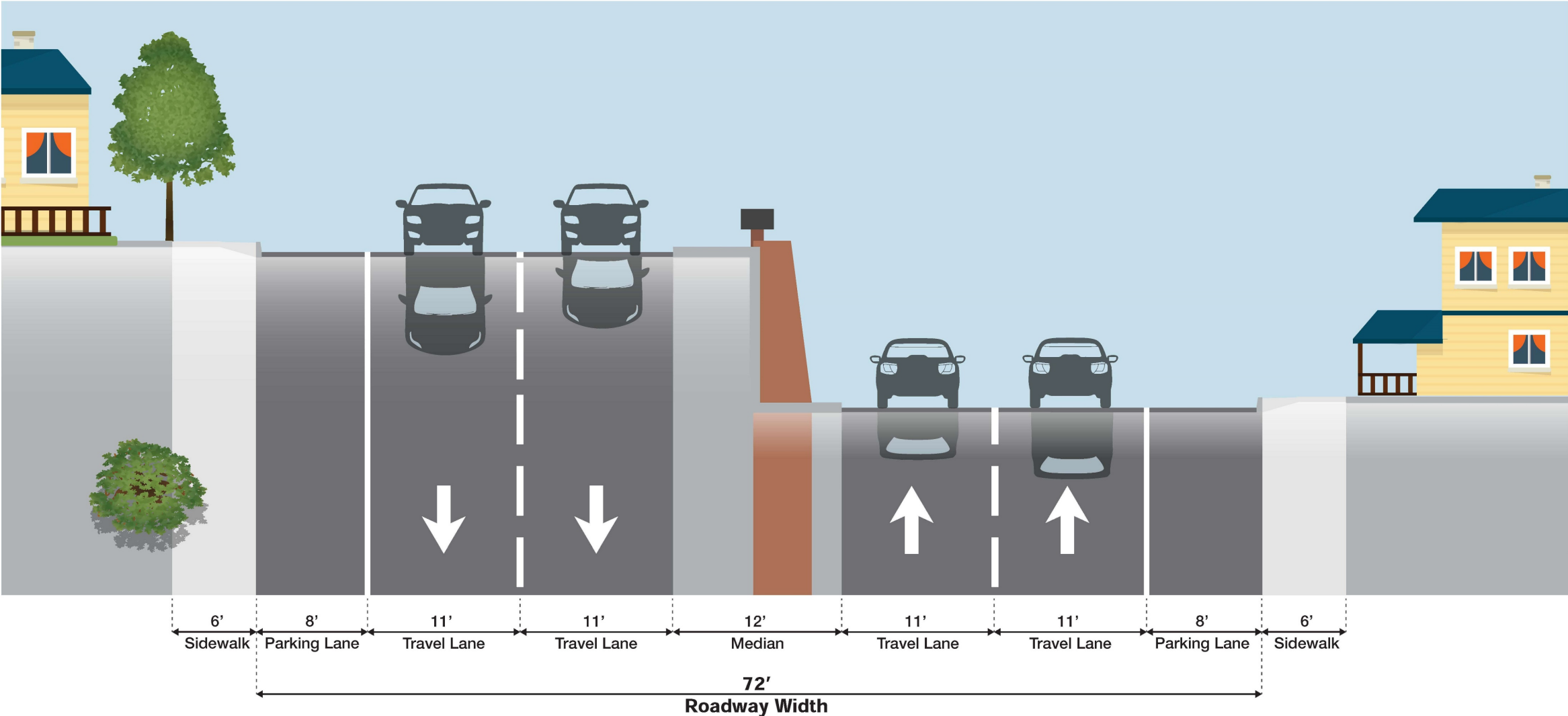
No Impact to Traffic Flow with Single Eastbound Lane

- Capacity standard is 1,100 vehicles per hour per lane
- Minimal “friction” in the one lane section
 - No traffic signals or stop signs
 - Few intersections
 - Separated by median from westbound traffic
 - No commercial driveways

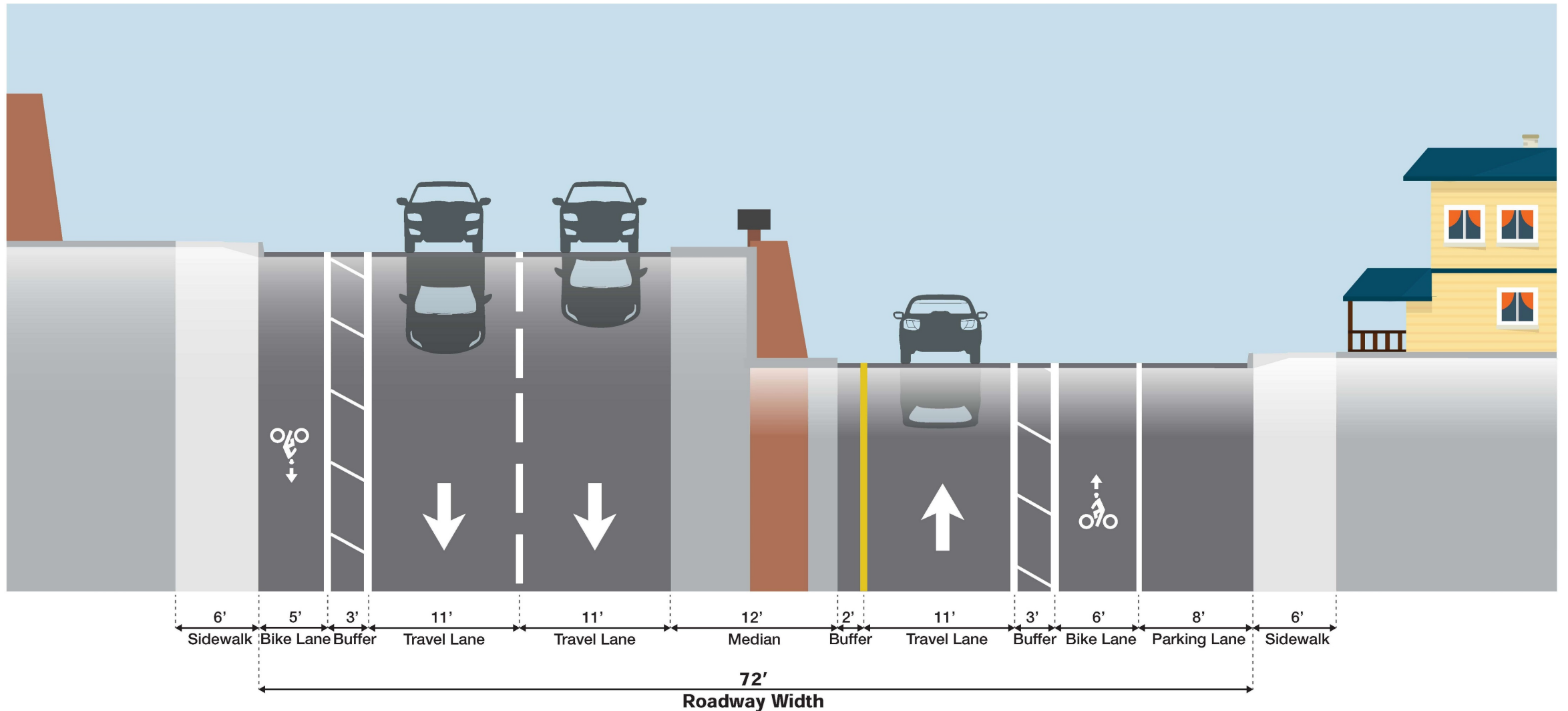
Point San Pedro Road at:	Average Daily Traffic (ADT)	ADT Eastbound	AM Peak Hour Eastbound	PM Peak Hour Eastbound
Marina Blvd	17,807	8,873	619	761
Manderly Road	15,752	7,863	593	652
Lochinvar Road/ Loch Lomond Drive			393	512
Knight Drive	11,159	5,547	210	470

- At the peak, 512 vehicles per hour is one vehicle every 7 seconds

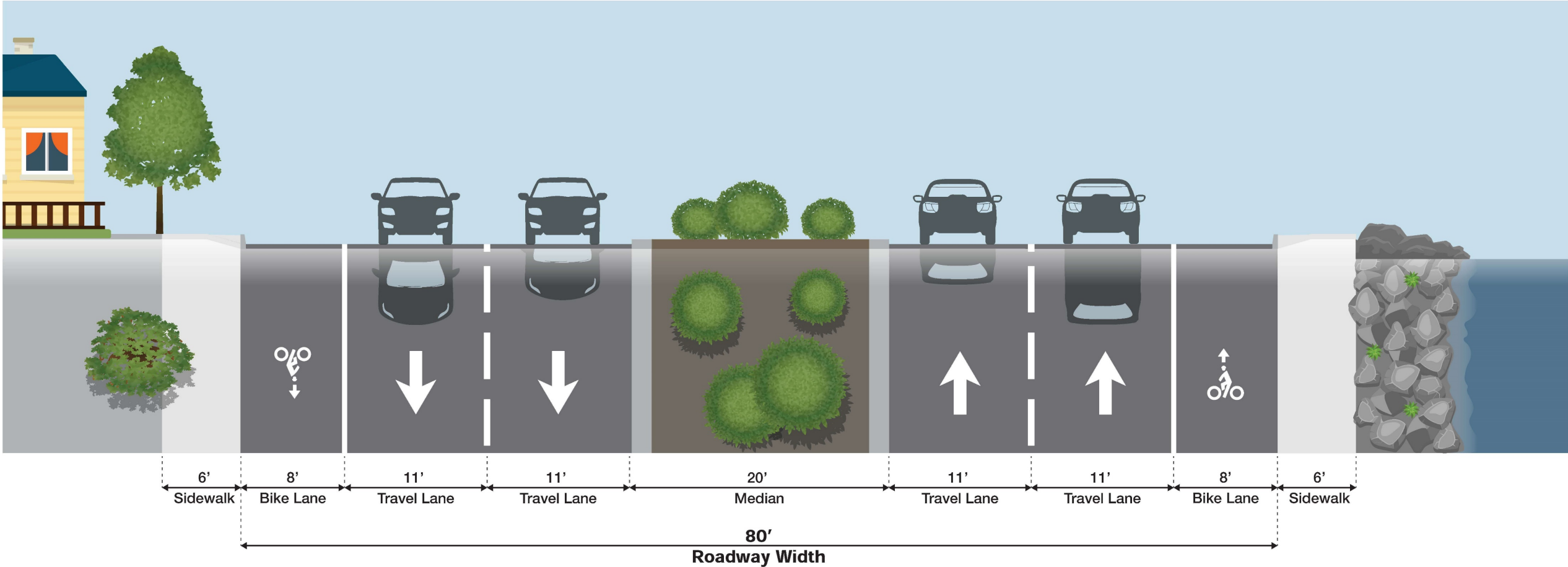
Current Configuration - Loch Lomond to Main Drive



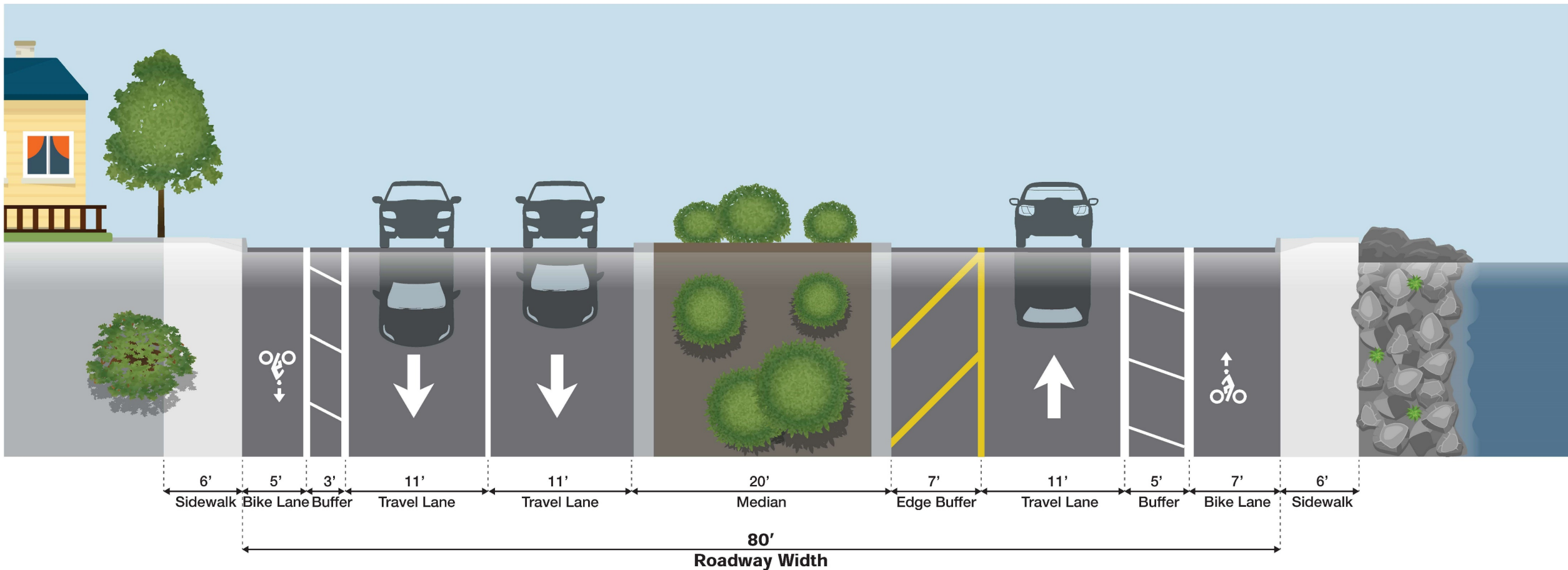
Pilot Configuration - Loch Lomond to Main Drive



Current Configuration - Main Drive to Riviera Drive



Pilot Configuration - Main Drive to Riviera Drive



Eastbound Road Conversion Evaluating Outcomes

- Data collected before and during the pilot
 - Vehicle and bicyclist counts
 - Vehicle speeds
 - Collisions

Questions and Comments

- Questions and Comments?
 - Now, using the Zoom chat function
 - After tonight's meeting by emailing Dan Dawson, Principal Transportation Planner at ddawson@marincounty.org

