



DEPARTMENT OF PUBLIC WORKS

Agenda Item No: 5

Meeting Date: February 3, 2021

SAN RAFAEL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) AGENDA REPORT

Department: Public Works

Prepared by: Lauren Davini, Traffic Engineer
April Miller, Senior Civil Engineer

TOPIC: THIRD STREET PROJECT- LINDARO STREET INTERSECTION IMPROVEMENTS

SUBJECT: REPORT ON THE CONSIDERATIONS OF IMPROVEMENTS AT THE INTERSECTION OF THIRD STREET AND LINDARO STREET

RECOMMENDATION: Staff requests feedback on two design alternatives at Third Street and Lindaro Street.

BACKGROUND: Third Street, from Miracle Mile to Union Street is slated for pavement rehabilitation, traffic signal improvements, curb ramp and sidewalk upgrades, street lighting, and landscaping. These improvements are funded by the Transportation Authority of Marin (TAM) Measure A Expenditure Plan, a voter-approved sales tax providing funds for major roadway projects in Marin County and the State Local Partnership Program (SLPP). The main goals for the funding are maintaining vehicle through-put on a major arterial, while improving the experience for alternative modes. Third Street from Lindaro Street to Union Street was awarded additional funding through the Highway Safety Improvement Program (HSIP) administered by Caltrans. The corridor improvements are being designed by two different firms because of the way the funding is allocated, but the City plans to deliver one seamless project to the public.

The specifics of the design at this location were not included in the project study report to the City Council in June of 2019. The Council questioned whether the plan should close the driveway and staff agreed to evaluate closure. During the initial design phase City staff analyzed the closure, determined it was feasible and safer, and presented this concept in a September 2020 Community meeting. No significant comments were received at that meeting so City staff then moved forward with recommending the closure at the November 2, 2020 Council meeting. After the November council meeting many residents (especially to the south of the intersection) expressed concerns they were not notified of this change that they consider critical to their access. Based on this feedback, staff developed an alternative solution that maintains an exit only south to Lindaro from the City owned parking lot

This item is scheduled on the agenda to give the Committee a chance to examine the two alternatives and allow for public feedback.

More information about the project, including prior meetings, timeline, and design details can be found on the City of San Rafael [website](#).

ANALYSIS: The residents, business owners, and other users of Third Street have been involved with this project since the feasibility study commenced in 2017. While the project is largely an upgrade of aging infrastructure, the major enhancements include a bicycle connection from

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Marquard Avenue to Shaver Street, bulb-outs where feasible, and a proposal to close the city owned parking lot driveway that serves the Walgreens and other downtown businesses at the intersection of Third Street and Lindaro Street. This staff report focuses on the proposed improvements at Third Street and Lindaro Street. Existing conditions are shown in Figure 1.



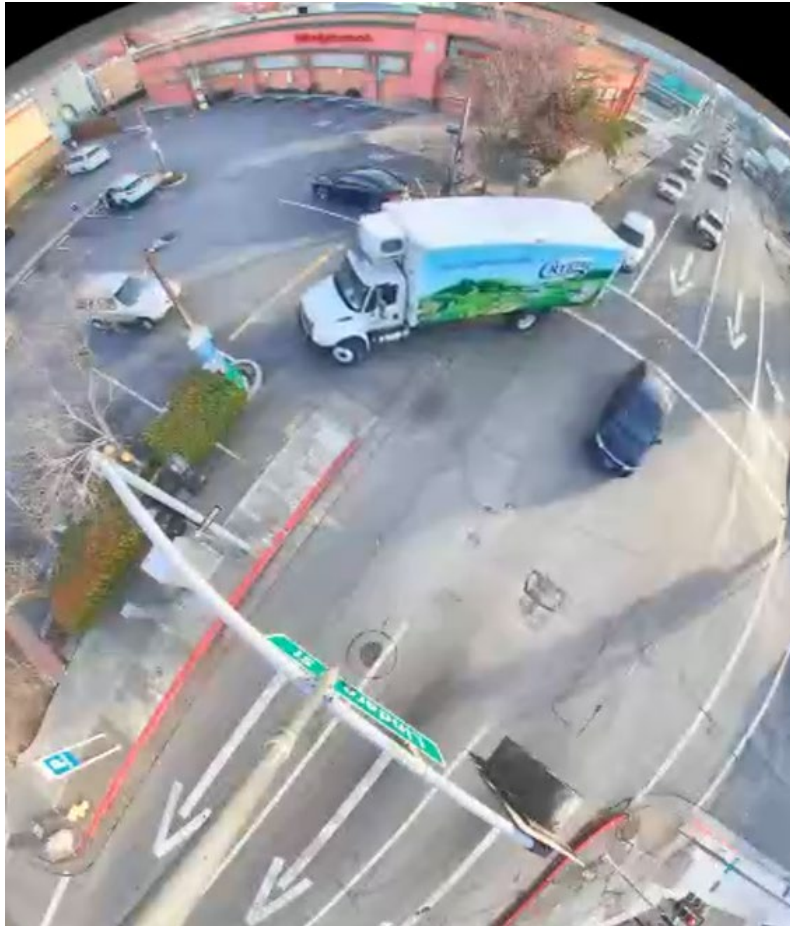
Figure 1- Aerial image looking to the north of existing city parking lot at Lindaro Street

The intersection of Third Street and Lindaro Street is a four-legged, 90-degree intersection, except the north leg serves a city-owned parking lot driveway (versus being a typical street) and there is a stop-controlled side street (Lootens Place) just 60 feet to the west. Historical turning movement counts from 2016 and 2017 indicate 80 vehicles use the driveway during the a.m. peak hour and 110 vehicles use the driveway during the p.m. peak hour. In order to “standardize” the intersection of Third Street and Lindaro Street, the project proposal presented at the November 2, 2020 [council meeting](#) closed the north leg (parking lot driveway) to vehicles.

Closing the City owned parking lot driveway to Walgreens would:

1. Eliminate a conflict point along Third Street between turning vehicles and pedestrians walking on the north side of Third Street.
2. Eliminate a non-standard intersection approach. There are countdown pedestrian heads for pedestrians traveling east-west, but no curb ramps that would indicate to a pedestrian that they are crossing a signalized intersection.
3. Minimize the slow-down that occurs in lane #3 (northmost lane) on Third Street due to vehicles wishing to make a westbound right when there is a vehicle at the driveway waiting to go south.
4. Eliminates cut-through traffic in a parking lot.
5. Eliminate the conflict between southbound through movements and northbound left movements.
6. Eliminates congestion for vehicles backing up in the city owned lot while drivers are waiting for the light to change.
7. Eliminates traffic conflicts in the lot between drivers pulling in and drivers backing out of parking stalls.
8. Allows the addition of three parking spaces in a high demand area.

Figure 2 illustrates a few of the current issues.



*Figure 2- Southbound vehicle is shown reversing to make room for truck making westbound right.
December 16, 2020. 8:39 a.m.*

After the November 2, 2020 City Council meeting, approximately 13 letters were received and 40 residents and/or business owners signed a petition asking City Council and Staff to reconsider the closure of the Walgreens driveway. The main concern is that they would have to drive further to get to their destinations downtown, resulting in increased vehicle-pedestrian conflicts at adjacent intersections because of the additional turns. Staff met with several residents in the field and reviewed their concerns in detail.

ALTERNATIVES: Staff investigated the following alternatives:

- 1- Close the Driveway
- 2- Improve the driveway and convert it to one-way southbound (Exit Only)

After assessing the concerns from the residents and business owners, staff developed an alternative solution to make the north leg of the city owned parking lot serving Walgreens driveway “exit only”. This would partially or fully meet each of the goals mentioned above. The north leg would be narrowed to only accommodate outbound vehicles (shortening the crossing distance for pedestrians) and would be upgraded with accessible ramps to be consistent with a standard street crossing. The closure would move all vehicles destined for the Walgreens parking lot to Lootens Place, which is designed to accommodate trucks and vehicle volumes.

Figure 3 shows the proposed alternative of an “exit only” driveway.



Figure 3 Exit Only proposal from City owned parking lot at Lindero Street

PUBLIC OUTREACH: Public Works and the consultant teams have held several meetings and outreach events over the last three years to receive feedback from community members and key stakeholders for the Third Street projects. Additionally, the Public Works Department has maintained an updated project website and met with residents and business owners virtually and onsite to discuss key issues, including the proposed closure of the driveway for the city owned parking lot serving Walgreens. The BPAC meeting is part of the public outreach to hear all comments and concerns and determine the best path forward.

FISCAL IMPACT: The fiscal impact would be minimal between the alternatives.

RECOMMENDATION: Staff is requesting the Committee and public provide feedback on the closed driveway versus the one-way southbound “exit only” driveway.