

From: Cameron Tanner [REDACTED]
Sent: Tuesday, July 13, 2021 12:38 PM
To: Distrib- City Clerk <City.Clerk@cityofsanrafael.org>
Subject: Traffic 101-N between Golden Gate bridge and Larkspur

Hi,

The exit at Larkspur to Richmond bridge must be fixed. There is a great thread on it currently here which I recommend reading https://nextdoor.com/p/4TbMT5zgKG6r?utm_source=share&extras=MzkwNzY5NTM%3D . I encourage you to read the comments and forward to officials.

Thousands of commuters sit in an additional hour of traffic every day because of this one exit, which could be remedied with a new design.

Kind Regards,
Cameron

From: doug gawoski [REDACTED]
Sent: Tuesday, July 13, 2021 10:49 AM
To: Distrib- City Clerk <City.Clerk@cityofsanrafael.org>
Subject: 580-101 connector comment

Dear San Rafael Council Members

I've lived in San Rafael for 26 years and have seen traffic increase on 101 and 580 over these years. The following is my personal observations. I'm not sure TAM has the studies to support these observations as they can only count traffic and not determine origin and destination.

The TAM finding using count studies (and not actually driving in this traffic for decades) is that most east bay traffic originates from Southern Marin and not San Francisco. My observation is most afternoon northbound commute traffic comes from SF.

When I worked in San Francisco in the '90's to 2000, commuter traffic would regularly back up on 101 northbound in Mill Valley and Corte Madera. There was about a 6 month window of easy evening commute from SF to San Rafael when 101 was widened, which was subsequently filled by East Bay commuters using Marin as the link between SF and the East Bay and beyond.

Those east bay commuters use the Sir Francis Drake east exit until backed up. Then the Bellam exit, and finally using the central downtown exit as a cloverleaf. The backup at the Sir Francis Drake exit drives Ross Valley traffic into Central San Rafael.

There are two interesting anomalies in traffic patterns that need further study:

Why is afternoon northbound 101 traffic worse than morning southbound 101 traffic?

Why was there only a small window of good SF to San Rafael commute after the 101 widening by extending the commuter lane through San Rafael?

If most drivers using the Richmond San Rafael bridge originate from jobs in Southern Marin, there should no difference between afternoon and morning commute.

Drivers accessing the bridge using East Francisco Blvd exited before the section of widened highway so how do you explain the increase in traffic about 6 months after this widening? Did drivers suddenly change job or home locations, or did drivers working in SF and living in the east bay and delta eventually find a better commute?

I think both questions can be answered by the 101 widening and also changes in toll direction at the Golden Gate and Richmond San Rafael bridges. My observation is that 101 northbound afternoon traffic became worse and morning 101 into SF slightly better after these bridges changed to one way tolling.

Currently the afternoon drive through Marin across these bridges has no toll. The bay bridge also doesn't have an eastbound toll but that afternoon commute is a nightmare. For those leaving SF for the east bay and wanting to avoid both route 80 traffic and tolls, the drive through Marin is vastly better. The widening of 101 in San Rafael removed a bottleneck backup and made access to the bridge easier

Tolls influence traffic patterns. People will sit in backed up traffic instead of paying more to use a Lexus Lane.

The southbound 580 to 101 drive has tolls at both the Richmond bridge and GG bridge, but also already has a connector. If the toll collecting sensors were reversed to charge east bound traffic at the Richmond San Rafael bridge, this would alleviate afternoon traffic in San Rafael and increase morning 101 southbound traffic. Since there already is a south bound connector, traffic in San Rafael would be better under this configuration.

Slightly better traffic by different toll direction does not mean a northbound 101 to 580 connector is not needed. It will take commuter traffic off local San Rafael streets. However it will increase 101 traffic from the GGB to this new connector.

If anything, I hope this discussion illustrates how one change in tolls or road capacity can have unanticipated effects. These need to be thoroughly studied before being approved.

Finally, can you explain how any road improvement project becomes a "Nexus for Recreation"? This makes me believe TAM is out of touch with reality and not up to the task. Anyone working on this project needs to actually drive the SF to east bay afternoon commute for a week to understand it.

Doug Gawoski

