

Board of Directors
Golden Gate Bridge Highway and Transportation District
P.O. Box 29000, Presidio Station
San Francisco, CA 94129-9000

Dear President Thériault and Members of the Board of Directors,

The Golden Gate Bridge Highway and Transportation District (the Bridge District) is responsible not only for America's most iconic bridge, but also for Alexander Avenue, the road that connects the bridge and the City of Sausalito. This one-mile stretch of road is by far the most heavily used connection between San Francisco and Marin County by people traveling outside of a car. However, as currently configured, Alexander Avenue poorly serves the thousands of bicycle riders and pedestrians that use it every day. We write to ask that you allocate funding for a safety study for Alexander Avenue, which would provide near-term and long-term recommendations for closing this key gap in our multimodal transportation network.

Alexander Avenue is the the most frequently used route between San Francisco and Marin County for people traveling by foot or by bicycle

While the vast majority of drivers who cross the Golden Gate Bridge access it via US-101, the lion's share of people walking or biking between the bridge and southern Marin County use Alexander Avenue. This is particularly true on weekdays, when the west sidewalk is used for bridge maintenance during much of the day, and access from the east sidewalk to Alexander Avenue is far simpler than access to Conzelman Road (at least until the planned Vista Point Trail is completed).

There are no bike or pedestrian facilities on Alexander Avenue

Despite several thousand daily bicycle users (between 2,300 and 3,000 were counted in a 2015 study), and a surprising number of pedestrians, Alexander Avenue has no dedicated bicycle or pedestrian infrastructure. Rather, the street has two freeway-width lanes (12') which encourage fast driving, and the entire surface roadway is poorly maintained. Riders must share narrow shoulders with pedestrians while being passed by cars traveling at upwards of 45 mph. Pedestrians must walk on the roadway shoulder while being passed by bicycles and cars, and are forced to access the corridor's transit stops without the aid of marked crosswalks or warning lights.

Alexander Avenue is the single most dangerous mile of road in Marin

A 2022 analysis of statewide crash data carried out by a law firm found that more bicycle injury crashes occurred near the two intersections on Alexander Avenue (Alexander/Bunker and Alexander/East) than *any other intersections* in Marin County. When attempting to replicate this analysis, the Marin County Bicycle Coalition discovered that the analysis *significantly undercounted* the number of injuries suffered by bicyclists on Alexander Avenue. Between 2011 and 2020, at least 83 people were injured while bicycling on this single mile of road, or one person every six weeks. No other road in Marin County comes anywhere close to this rate of injuries.

We call on the Bridge District to commit to improving traffic safety on Alexander Avenue

As the gateway to Marin and the North Bay, a road shared by countless experienced riders and novice cyclists alike seeking to experience the natural beauty of Marin, Alexander Avenue should be a safe and welcoming space usable by people of all ages and abilities. Instead it has the feel of a rural highway designed for high-speed car travel and nothing else, hardly a place where people who may be riding a bike for the first time in years will feel at ease. What's more, Alexander Avenue does not simply feel dangerous - the data show that it *is* dangerous - with a documented history of injury crashes suffered by people riding bicycles. We urge the Bridge District to commit funding to a safety study that will identify the causes of injury crashes on Alexander Avenue and propose near-term and long-term treatments to make the road safe for all users.

Signed,

Warren J. Wells, AICP
Marin County Bicycle Coalition