

## Introduction

San Rafael is situated in the heart of Marin County, at the crossroads of Highway 101 and Interstate 580. Given its central location, geographic constraints and vital economy, San Rafael experiences significant traffic and congestion. Concern about congestion is consistently ranked high among residents polled.

While traffic congestion is a sign of an active and vital local economy and community, as congestion increases it can frustrate drivers, waste fuel, contribute to pollution and reduce potential productivity and recreational time. Through careful circulation planning, San Rafael has maximized the traffic capacity of its older network of streets. Examples include one-way streets in Downtown, the Loop in East San Rafael, new connections such as Andersen Drive and Lincoln/Los Ranchitos, and improved signal timing. While the City has little control over regional traffic that passes through San Rafael on Highways 101 and 580, and Second and Third Streets, it can continue to monitor local roadway congestion, construct roadway improvements, encourage walking and biking, and support regional initiatives and projects that will provide a greater range of transportation options.

## Overview of Key Recommendations

San Rafael's key circulation improvement strategy is to create a safe and well-managed transportation network that provides greater choice for the traveler and limits, or even reduces, congestion on our roads. Various roadway improvements, improved regional and local transit, expanded bicycle and pedestrian networks, and improved connections between the different modes will help to lessen reliance on the single occupancy vehicle and reduce emissions. Additionally, Land Use and Housing policies supporting mixed-use development, higher densities around transit hubs, and retention of neighborhood retail and services will further promote transit use and help reduce new trips.

Proposals in this Element that will help accomplish the above include the following:

- A greater City leadership role in the pursuit of regional transportation funding, planning and improvement strategies, with strong advocacy for passage of a transportation tax to help fund local transit, and roadway and highway projects.
- Continued City monitoring and management of San Rafael congestion through level of service standards, signal timing, and other means.
- Local roadway and regional highway interchange improvements to increase safety, improve flow and reduce congestion.
- Completion of a continuous High Occupancy Vehicle lane on Highway 101.
- Improved and expanded local bus service, and increased express bus service.
- Increased regional ferry service.
- New commuter rail service between Sonoma and Marin Counties.
- Inter-modal transit hubs Downtown and in North San Rafael to support transit use.

- Implementation of the *San Rafael Bicycle and Pedestrian Master Plan* to provide an expanded bikeway and sidewalk network and greater overall support for biking and walking.
- Support of implementation of the North San Rafael Promenade.
- Support of transportation demand management programs and techniques to encourage less driving.
- Support of local school districts' efforts to increase school bus and crossing guard services and to expand participation in the Countywide Safe Routes to Schools program.

## Background

A number of key changes over the past decade have contributed to higher traffic volumes in San Rafael and Marin County as whole:

- **County residents are making more trips per day.** The average number of trips per household has increased by more than 10% since 1990. This is due in part to lifestyle changes such as two-worker families, flextime, more scheduled youth activities, and a larger retired senior population, all of which contribute to the greater number of household trips and also to greater off-peak hour traffic.

### Transit and Paratransit

Transit services include bus, rail, shuttle, airporter, private bus, and taxi services. Paratransit services are specifically targeted to individuals who have difficulty using regular transit services, including older adults and persons with disabilities.

- **Peak period trips are being made for many purposes.** School trips alone account for 21% of morning commute traffic in the County, as more parents drive their children to school in response to the absence of safe conditions for biking and walking, and lack of school bus service. San Rafael's worst traffic congestion tends to occur during the a.m. peak period.
- **More trips are being made inside Marin County.** Marin County is now more of a job center and less of a bedroom community. This is especially true in San Rafael. The majority of trips generated by Marin County residents stay within the county.

- **Marin attracts workers from surrounding counties.** As a job center, Marin County attracts workers from outlying areas, such as Sonoma County, that provide more affordable housing. More than half of southbound a.m. peak period trips at the Sonoma-Marín border are bound for Marin.
- **New development has generated more traffic.** Over the past decade San Rafael, surrounding communities and surrounding counties have experienced growth, creating more regional traffic during peak and non-peak periods. In San Rafael, new nonresidential development over the past decade has generated needed sales tax and services, and business diversity; however, this development has resulted in more traffic.

During the same period, San Rafael's highway infrastructure has experienced only minor improvements, and capacity has not been substantially increased. The 101/580 interchange is inadequate and due for reconfiguration. A continuous High Occupancy Vehicle (HOV) lane through Marin County along Highway 101 is not yet complete in San Rafael, contributing to bottlenecks and backups. Because there are too few east-west crossings, San Rafael experiences back ups on and near the 101 and 580 ramps. Additionally, there are limited direct north-south alternative routes parallel to

101, which places more pressure on 101 as drivers use it for local trips throughout the day. This also puts more pressure on local streets as drivers seek indirect alternative routes when 101 is backed up. It is largely because of these factors that, according to the Metropolitan Transportation Commission, in 2001, southbound traffic on 101 through San Rafael during the a.m. peak hour ranked fourth among Bay Area highway congestion spots. In addition to congestion along 101 and 580, Second and Third Streets provide a major east/west route for San Anselmo and West Marin County residents.

Between 2000 and 2020, Marin County is expected to grow by 11 percent while Sonoma County, Napa County and the Bay Area region are expected to grow by 20 percent.

It is clear that some of San Rafael’s congestion is due to regional traffic over which the City has little control. Even if the City limited further development entirely, congestion would continue to grow in San Rafael as a result of growth in surrounding communities.

At the same time, there are limited alternatives to the automobile for travel within San Rafael. While the percentage of those who drove alone decreased, the single occupant vehicle remains the dominant form of travel. The table below compares the modes of travels, illustrating that some alternatives to driving alone have increased over time but driving alone continues to be the most common way to commute for San Rafael residents.

Repeatedly, traffic congestion has been identified as a top issue of concern for San Rafael residents. It was identified as a top concern during development of General Plan 2020 in both the *Trends* and *Issues* Reports, in which participants ranked congestion as one of the top three issues facing San Rafael. The County, in a series of reports culminating in its 25-Year Transportation Vision for Marin County concludes that expanding transportation choice is the only realistic way to manage congestion and improve mobility.

**Exhibit 19: San Rafael Commuter\* Mode Split**

Commute Mode	1990		2000		2013	
	Count	Percentage	Count	Percentage	Count	Percentage
Work at home	1,280	5.0%	1,854	6.5%	2,318	8.1%
Drive alone	17,120	65.5%	18,166	64.0%	17,512	61.2%
Carpool	3,274	12.5%	3,353	12.0%	3,176	11.1%
Transit and Paratransit	2,993	11.5%	3,519	12.5%	3,262	11.4%
Walk	948	3.5%	903	3.0%	1,374	4.8%
Other (including bicycle)	324	2.0%	664	2.0%	944	3.3%

\*Workers 16 years and over.

SOURCE: U.S. Census, 1990, 2000; American Community Survey 2013.

The Circulation Element of the General Plan is closely tied to the Land Use Element. The Circulation element ensures that the transportation network – including roads, transit, and bicycle and pedestrian facilities are designed to accommodate the City into the future. The focus of this element is on managing the City’s infrastructure, expanding transportation options for San Rafael citizens, and allowing patterns of development that support walking, bicycling and transit use as alternatives to driving.

## Transportation Successes Since the 1980s

Since adoption of General Plan 2000 in 1988, the City has been successful in helping improve the local circulation system on several fronts. Key accomplishments include:

- Making land use changes in the Downtown area that support transit over the long run, including more housing and development that includes a variety of uses (mixed-use development).
- Establishing and monitoring Level of Service (LOS) standards for signalized intersections throughout San Rafael.
- Developing the Priority Projects Procedure (PPP) to allocate growth based on limited traffic capacity.
- Improving traffic flow and connections by making major roadway improvements including the Lincoln/Los Ranchitos connector, the Merrydale Overcrossing, Andersen Drive, reconfiguration of the Civic Center Drive intersection, “The Loop” in East San Rafael, Downtown signal timing, and a new lane on Second Street between Lindero and Hetherton.
- Supporting regional efforts to create a continuous High Occupancy Vehicle lane through Marin County.
- Introducing traffic calming techniques to reduce speeds and increase safety on residential streets.

Adopting the San Rafael Bicycle and Pedestrian Master Plan in 2002. The plan was updated in 2004 and implementation has been underway.

- Completing the *North San Rafael Promenade Conceptual Plan* in 2002, outlining pedestrian and bicycle connections between neighborhoods in Terra Linda and commercial and cultural areas in Northgate and the Marin County. Civic Center.
- Constructing the Downtown Transportation Center, serving regional transit users.
- Complete construction of a 400-car parking garage Downtown.
- Participating in various regional transportation planning efforts through the County Congestion Management Agency (CMA), the Water Transportation Agency (WTA), the Golden Gate Bridge and Highway and Transportation District (GGBHTD) and the new Sonoma Marin Area Rapid Transit (SMART) Authority.
- Supporting the countywide Safe Routes to School program that has reduced single occupancy vehicle trips in participating San Rafael schools by up to 15 percent.
- City Council accepted the Downtown Station Area Plan and Civic Center Station Area Plan passed in 2012. The City will continue to collaborate with transit agencies and make infrastructure improvements.

- City Council adopted a Complete Streets Policy by Resolution 14088 (March 21, 2016), that supersedes the “Complete Streets Directive” issued by the Department of Public Works on February 24, 2011. The Complete Streets Policy was adopted to comply with the California Complete Streets Act of 2008 (AB 1358) as well as the California Global Warming Solution Act of 2006 (AB 32). This policy provides procedures and criteria for establishing a comprehensive, integrated transportation network with infrastructure and design solutions that allow for safe and convenient travel along and across streets for all users. Further, the Resolution directs that the City shall incorporate Complete Street policies and principals, consistent with AB 1358, as part of the next substantial revision of the City of San Rafael General Plan circulation element.

## Circulation Needs in San Rafael

A brief overview of circulation needs is presented below, and discussed in more detail under the relevant Circulation Goals that follow. Roadway conditions for Baseline (existing conditions with approved projects) and 2020 are in Appendix C.

### Roadway Improvements

Because San Rafael is impacted by regional traffic, reducing congestion and decreasing the frequency of incidents on Highways 101 and 580 are important to improving traffic flow and reducing congestion in San Rafael. More connections between neighborhoods for pedestrian, bicycle and automobiles are also needed. Some residential streets impacted by traffic generated outside the neighborhood could also benefit from traffic calming techniques to improve safety. Roadway conditions are closely monitored in order to identify other circulation improvements needed to improve flow or increase safety.

### School Transportation

City studies have estimated that 21 percent of a.m. peak traffic is caused by school-related traffic. Studies also show that 10 percent of students use a school bus for transport to school, while 75 percent arrive by car. Many parents feel it is unsafe for students to ride the bus or bike or walk to school. The countywide Safe Routes to School program is addressing these issues.

### Transit Users

The *Marin Transit Futures Report* presents the following relevant findings regarding local transit needs. Though based on countywide needs, these findings also apply to San Rafael.

- Over two-thirds of all transit riders in Marin are transit dependent.
- Approximately 60 percent of all local transit trips are considered by users to be the primary way they get to work.
- The heaviest concentration of ridership occurs in the Downtown and Canal neighborhoods, which together account for 41 percent of all transit trips in the county.
- Transit users in the San Rafael Basin share the following characteristics: 70 percent of riders are 19-45 years of age; 70percent are transit dependent; 70 percent ride transit at least five days a week; and 65percent earn less than

\$20,000/year. The heaviest used routes in the County are in the Canal Neighborhood, served primarily by routes 20 and 35.

- Users in Las Gallinas Valley are older, with riders 65 and older comprising 18.2 percent of total ridership compared with a countywide average of 5.4 percent. There are fewer riders aged 19-29 than elsewhere in the county. Additionally, most riders use transit less regularly than elsewhere in the county.

## Transit Services

The Marin County Transit District and Golden Gate Bridge, Highway and Transportation District provide local and regional bus service, with connection to surrounding neighborhoods, communities and counties. Transit within San Rafael primarily consists of bus service, however with the completion of the Sonoma Marin Area Rail Transit (SMART) system, residents of San Rafael will also be able to make rail trips within the North Bay.

- **Bus.** Marin County Transit District and Golden Gate Bridge, Highway and Transportation District provide local and regional bus service, with connections to surrounding neighborhoods, communities, and counties.
- **Shuttles.** Several City-sponsored and private shuttles were previously operated in the 1980s and 1990s in San Rafael but were discontinued due to low ridership. A 2002 study to consider the feasibility of City shuttle with connections between Downtown and major employers concluded shuttle service is not currently a viable option. In 2015, the Golden Gate Bridge, Highway and Transportation District instituted a pilot program for a shuttle service between the San Rafael transit center and the Larkspur ferry terminal.
- **Commuter Rail.** The Sonoma Marin Area Rail Transit (SMART) Commission was formed in 1995 to study possible rail service between Cloverdale and San Rafael using the former Northwestern Pacific Railroad Authority right-of-way. In 2003, the Commission became the SMART Authority. Construction began in May 2012. The SMART rail corridor parallels Highway 101.. The two SMART stations in San Rafael are planned for the Civic Center area and the downtown area. Phase 1 passenger service of SMART, a connection between Airport Boulevard in Santa Rosa and downtown San Rafael, is expected to begin in late 2016. Phase 2 extends the rail service; the system would connect Larkspur to Cloverdale.
- **Other Transit.** Sonoma and Marin Airporter services connect riders with the Oakland and San Francisco airports; Greyhound Bus service provides national bus service, and private taxi companies provide taxi service.

## Paratransit Services

Paratransit services are small-scale transit services catering to special needs populations such as the elderly or disabled. Under contract from Marin County Transit District, Whistlestop Wheels provides demand-responsive service for elderly and disabled citizens that qualify for Americans with Disabilities Act (ADA) paratransit service. Marin County Transit District estimates that the growing senior population countywide will create a growth in annual paratransit ridership from approximately 125,000 to 180,000, between 2014 and 2024. Local paratransit service operated by

Whistlestop Wheels will continue to serve an important role in providing mobility and access for a portion of that need located in San Rafael.

## Bicycling and Pedestrian Facilities

In 2002, the City adopted the *San Rafael Bicycle and Pedestrian Master Plan*. The Plan outlines the need for an expanded network of bikeways and pedestrian pathways and sidewalks, as well as end-of-trip facilities and public education about the merits of bicycling and safety. Furthermore, in 2016 the City adopted the “Complete Streets Policy”, which provides procedures and criteria for creating and maintaining complete street systems that provide safe, comfortable and convenient travel along and across City streets for all users.

## Parking Facilities

Parking supply throughout the City is limited and must be managed based on the adjacent land uses it serves. Downtown requires a flexible, urban parking strategy. Some other commercial areas require additional parking. Some residential areas are impacted by on-street parking shortages due to older apartment buildings with inadequate on-site parking, spillover parking from nearby commercial areas, and other factors, and require City assistance in balancing the needs of different parking users. Bicycle parking should be secure, visible and convenient. More bike parking is required on busy commercial roads such as Fourth Street, at the Transportation Center, at shopping and employment centers, and at public parks and recreation centers.

## Airport Facilities

San Rafael is served by two international airports at San Francisco and Oakland. Sonoma and Marin Airports serve these airports. The San Rafael Airport is a privately owned and operated local airport. Marin County operates a small airport for business and pleasure at Gness Field, located in Novato.

## Funding Needs

San Rafael's circulation funding comes from Federal, State and local sources, including traffic mitigation fees. Transportation Measure A, a local half-cent sales tax, was passed in November 2004. To support the implementation of much needed transportation improvements, the City will seek additional funding and work with the County to secure grants and resources that can be utilized by local jurisdictions. .

## Relationship of the Circulation Element to State Law and Other General Plan Elements

Consistent with State law, this Circulation Element establishes policies affecting the movement of people, goods, and vehicles within and through the City, and meets other requirements as outlined by the Governor's Office of Planning and Research. Specifically, the State requires the Circulation Element to identify the extent and location of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local utilities and facilities, all correlated with the land use element of the plan. The Infrastructure Element addresses other local utilities and facilities.

The Circulation Element is related to other elements of the General Plan as follows:

- **Land Use Element.** See policies concerning timing development with circulation improvements and growth allocation. See also policies concerning mixed use, infill and transit-oriented approaches to higher density development.
- **Community Design Element.** See policies concerning transportation corridor improvement programs, street trees and parking lot landscaping.
- **Infrastructure Element.** See policies concerning the Capital Improvement Program and street maintenance, including street pavement, sweeping, lighting and sidewalk maintenance.
- **Safety Element.** See policies concerning access for emergency vehicles and emergency roadway connectors.
- **Air and Water Quality Element.** See policies concerning promotion of circulation alternatives, including low-emission vehicles.
- **Neighborhoods Element.** See policies concerning safe streets, street appearance, creating pedestrian friendly environments, bicycle and pedestrian paths, parking, open space access, San Rafael Airport, and specific road improvement and access projects.



# GOAL 12: A LEADERSHIP ROLE IN TRANSPORTATION

**It is the goal of San Rafael to take a leadership role in developing regional transportation solutions.** *San Rafael is proud of the leadership role it has taken in planning and securing funding for regional transportation projects that expand travel choices for local citizens. Through working closely with regional transportation planning agencies, funding sources and service providers, the City continues to play a pivotal role in making highway connections more efficient, improving bus service, establishing commuter rail service, expanding ferry service, and creating an extensive Countywide bikeway network.*

Transportation is a regional issue that must be addressed on a regional level. The Transportation Authority of Marin (TAM) is the County's Congestion Management Agency (CMA) was formed in the early 1990s to address regional transportation planning and funding needs. San Rafael, located centrally in the county and the largest city in Marin, can play a major role in shaping the future of transportation in Marin. Through the City's participation on the boards of the CMA, the Golden Gate Bridge and Highway Transportation District (GGBHTD), and the new Sonoma-Marín Area Rail Transit (SMART) Authority, the City of San Rafael has a significant voice in matters of regional significance. On a wider regional scale, the City also monitors Metropolitan Transportation Commission (MTC) planning activities that affect Bay Area-wide transportation decisions.

## C-1. Regional Transportation Planning.

Actively coordinate with other jurisdictions, regional transportation planning agencies, and transit providers to expand and improve local and regional transportation choice. Work cooperatively to improve transit and paratransit services, achieve needed highway corridor improvements, and improve the regional bicycling network. As part of this effort, support implementation of Marin County's 25-Year Transportation Vision.

**C-1a. Participation in CMA, MTC and Other Regional Transportation Planning Efforts.** Continue to participate in and monitor activities of regional transportation planning agencies, including but not limited to the Transportation Authority of Marin and the Metropolitan Transportation Commission, and actively support implementation of Marin County's 25-Year Transportation Vision.

Responsibility: City Council, Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

### Marin County's Transportation Vision

The City of San Rafael's policies are compatible with efforts by Marin County to improve transportation choices as outlined in *Moving Forward - A 25-Year Transportation Vision for Marin County* (2003), which advocates the following:

- Improved and expanded local bus service.
- Countywide school bus service and support of the Safe Routes to School program.
- Local roadway and highway interchange improvements.
- Completion of a continuous High Occupancy Vehicle lane on Highway 101.
- Transit Centers to serve as inter-modal hubs.
- New commuter rail service.
- Increased express bus service.
- Increased ferry service.

**C-1b. Public Information About Transportation.** Through public workshops, neighborhood meetings, staff reports and other means, provide public information and education on local transportation conditions, behavior, issues and improvement options. Hold at least one traffic and transportation workshop annually to update the public on conditions and proposed improvements.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

## C-2. Regional Transportation Funding.

Support a regional funding approach to pay for transportation improvements to transit, highway corridors, and bicycle routes and facilities by seeking a broad range of federal, state and local funds to help pay for these improvements. Use locally generated funds to leverage/match outside funding sources.

### **C-2a. Local Transportation Tax. (Deleted per Amendment on 12/5/16)**

**C-2b. Transportation Project Grants.** Work with governmental agencies, non-profits and community groups to secure grants for appropriate transportation projects.

Responsibility: Public Works,

Timeframe: Ongoing

Resources: Staff Time

## C-3. Seeking Transportation Innovation.

Take a leadership role in looking for opportunities to be innovative and experiment with transportation improvements and services.

**C-3a. Transportation Technology.** Use the most effective technologies in managing the City's roadways and congestion. For example, support timed connections at transit hubs, and promote the use of transportation information systems.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time, Mitigation Fees

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## GOAL 13: MOBILITY FOR ALL USERS

**It is the goal of San Rafael to have a diversified, cost-effective and resource-efficient transportation network that provides mobility for all users.** *Our transportation system is safe and responsive to the needs of San Rafael residents, workers and visitors. It provides a range of travel options that include improved highway and roadway connections, expanded bus service, new commuter rail, smaller scale transit options responsive to special populations, and an excellent network of bikeways and pedestrian paths. Our transit and paratransit systems effectively serve a broad spectrum of users, including commuters, youth, seniors and people with disabilities. Our roadways and parking resources are efficiently managed and accommodate automobiles as well as alternative modes of transportation. San Rafael continues to monitor and limit its local congestion levels using traffic standards.*

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San Rafael and Marin County residents largely rely on the single occupancy vehicle for their transportation needs. While San Rafael continues to be responsive to the needs of automobile drivers, there needs to be a greater set of alternative transportation options, or congestion will continue to grow and the quality of life will degrade as residents and workers spend more time stuck in traffic in their cars. Even if San Rafael were to stop growing entirely, surrounding communities in the region would continue to grow, and congestion will increase. As promoted by the County's *25-Year Transportation Vision for Marin County* and presented in this Element, a more diversified and resource-efficient transportation network offering expanded travel options is needed. Such a system would have less of an impact on the environment as a whole and improve residents' quality of life. The City and community should continue to work together to reduce trips, promote use of alternatives to the single occupancy automobile, reduce school commute trips, encourage employers to implement transportation demand management strategies, and to improve our transit and paratransit services.

### Effectively Managing San Rafael's Roadways and Congestion

Since 1988, San Rafael has used level of service (LOS) standards applied to all signalized intersections. Standards first applied in the P.M. Peak Hours (4 - 6 p.m.) but were later also applied in the A.M. Peak Hours (7 - 9 a.m.) as part of the City's environmental review procedure. Much of the City is approaching the LOS standards limit for many intersections. In order to encourage development that would meet San Rafael's housing and economic vitality goals, even in congested areas, City policy allows for evaluation of projects that exceed LOS standards.

Also, in 1988, the City adopted a program called the Priorities Projects Procedure (PPP) that allocated development in portions of North and East San Rafael based on traffic capacity.

In 2004, the PPP was replaced with the Project Selection Process (PSP), which implemented the same allocation process citywide. However, by 2011, the purpose and importance of the PSP diminished because: a) the community is now largely built-out and there are very few remaining land development opportunities; and b) the limited traffic capacity has been used up or needed transportation improvements have been implemented.

In addition, City policy requires that roadway improvements be planned and funded consistent with approved development. The City administers a Traffic Mitigation Fee program, adopted in 1988, that requires development to help fund needed roadway improvements.

In designing and maintaining roadways, the City must ensure that they are safe for all users. As alternative modes of transportation become more viable, their accommodation in roadway design will grow in importance. The City must also ensure that emergency vehicles can access all portions of the City. This is particularly challenging during periods when high levels of congestion tend to occur. The City therefore has a responsibility to identify alternative routes for emergency vehicles.

## Roadway Design

San Rafael uses American Association of State Highway and Transportation Officials (AASHTO) geometric designs and State and Federal standards to design roadways.

### C-4. Safe Roadway Design.

Design of roadways should be safe and convenient for motor vehicles, transit, bicycles and pedestrians. Place highest priority on safety. In order to maximize safety and multimodal mobility, the City Council may determine that an intersection is exempt from the applicable intersection level of service standard where

it is determined that a circulation improvement is needed for public safety considerations, including bicycle and pedestrian safety, and/or transit use improvements.

**C-4a. Street Pattern and Traffic Flow.** Support efforts by the City Traffic Engineer to configure or re-configure street patterns so as to improve traffic flow and turning movements in balance with safety considerations and the desire not to widen roads.

Responsibility: Public Works  
Timeframe: Ongoing  
Resources: General Fund

**C-4b. Street Design Criteria to Support Alternative Modes.** Establish street design criteria to the extent permitted by State law to support alternative transportation modes to better meet user needs and minimize conflicts between competing modes.

Responsibility: Public Works, Fire  
Timeframe: Long Term  
Resources: Staff Time, Grants

**C-4c. Appropriate LOS Standards.** At the time City Council approves a roadway improvement and safety exemption from the applicable LOS standard, the appropriate LOS will be established for the intersection.

Responsibility: Public Works  
Timeframe: Ongoing  
Resources: Staff Time

### C-5. Traffic Level of Service Standards.

**A. Intersection LOS.** In order to ensure an effective roadway network, maintain adequate traffic levels of service (LOS) consistent with standards for signalized intersections in the A.M. and P.M. peak hours as shown below, except as provided for under (B) Arterial LOS.

**Intersection Level of Service Standards, A.M. and P.M. Peak Hours**

Location	LOS
Citywide, except as noted below	D
a. Downtown except as noted below	E
1. Mission Ave. and Irwin	F
b. Irwin Street and Grand Avenue between Second Street and Mission Avenue	E
c. Third and Union Streets	E*
d. Andersen and West Francisco	E
e. Andersen and Bellam	E
f. Freitas at Civic Center/Redwood Highway	E
g. Merrydale at Civic Center Drive	E
h. Merrydale at Las Gallinas	E

\*Maximum 70 seconds of delay during peak hours.

**B. Arterial LOS.** The City Traffic Engineer may apply arterial level of service analysis as the primary method of analysis for any proposed development project. The City Traffic Engineer will make this determination based on intersection spacing and other characteristics of the roadway system where conditions are better predicted by arterial analysis. Where arterial LOS analysis is warranted, a proposed development must be consistent with the following arterial LOS standards. If an intersection LOS is above or below the standard, the project shall be considered consistent with this policy if the arterial LOS is within the standard. The project will not be deemed consistent with this policy if the arterial LOS fails to meet the standard.

When arterial level of service is applied as the primary method of analysis for a proposed project, the project shall be deemed to be consistent with this policy if it is demonstrated that the arterial LOS standards described below are met regardless of the intersection LOS, or the project shall be deemed to be inconsistent with this policy if the arterial LOS standards are not met regardless of the intersection LOS.

**Transportation Authority of Marin (TAM)**

The Transportation Authority of Marin (TAM) has been designated as the Marin Congestion Management Agency (CMA), which is a Joint Powers Agency established between the County and cities to address Marin's unique transportation issues and to fulfill the legislative requirements of Propositions 111 and 116, approved in June 1990.

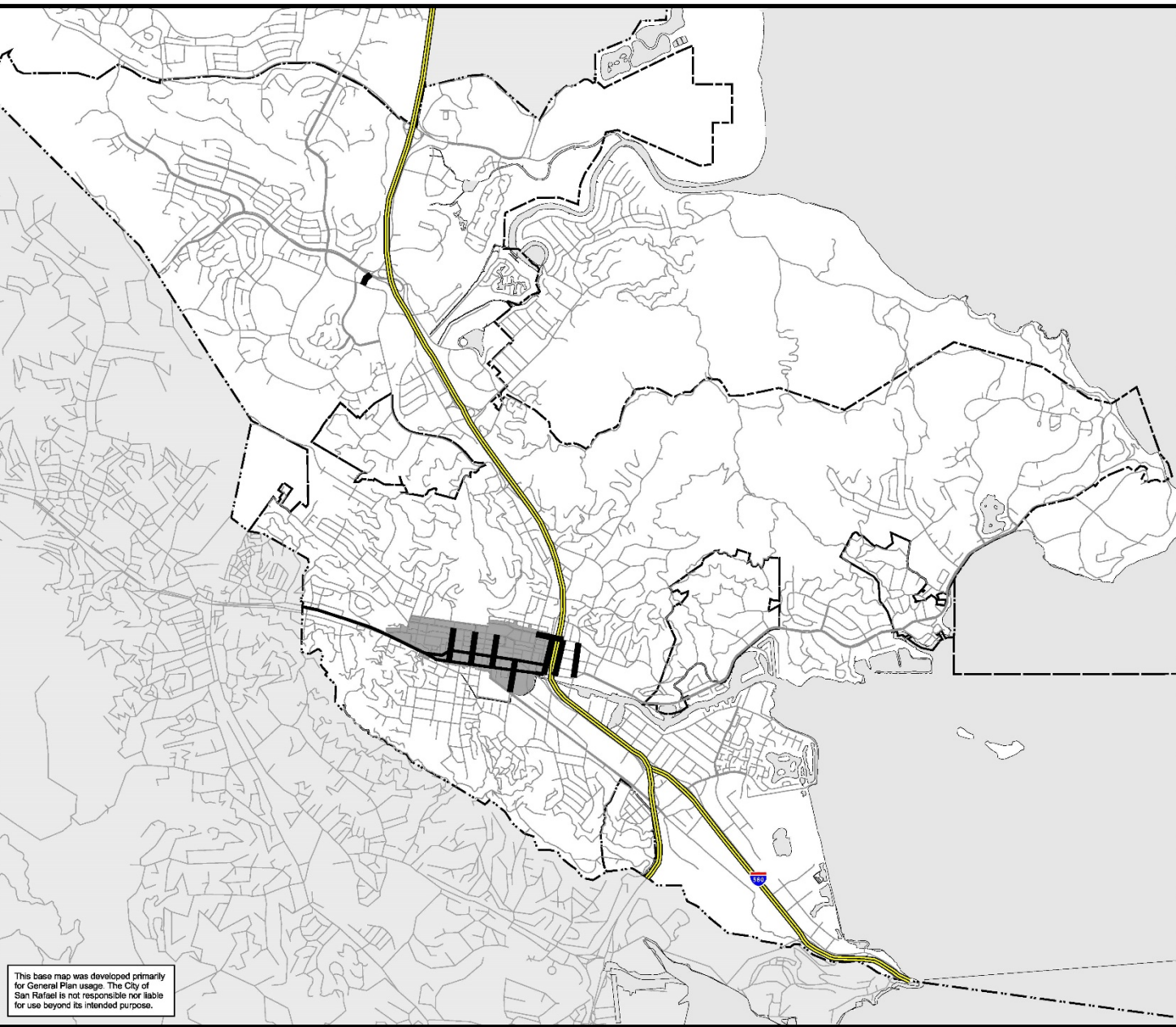
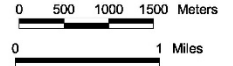
Exhibit 20



Arterial Level of Service  
of Service

Arterial Level of Service Standards,  
A.M. and P.M. Peak Hours

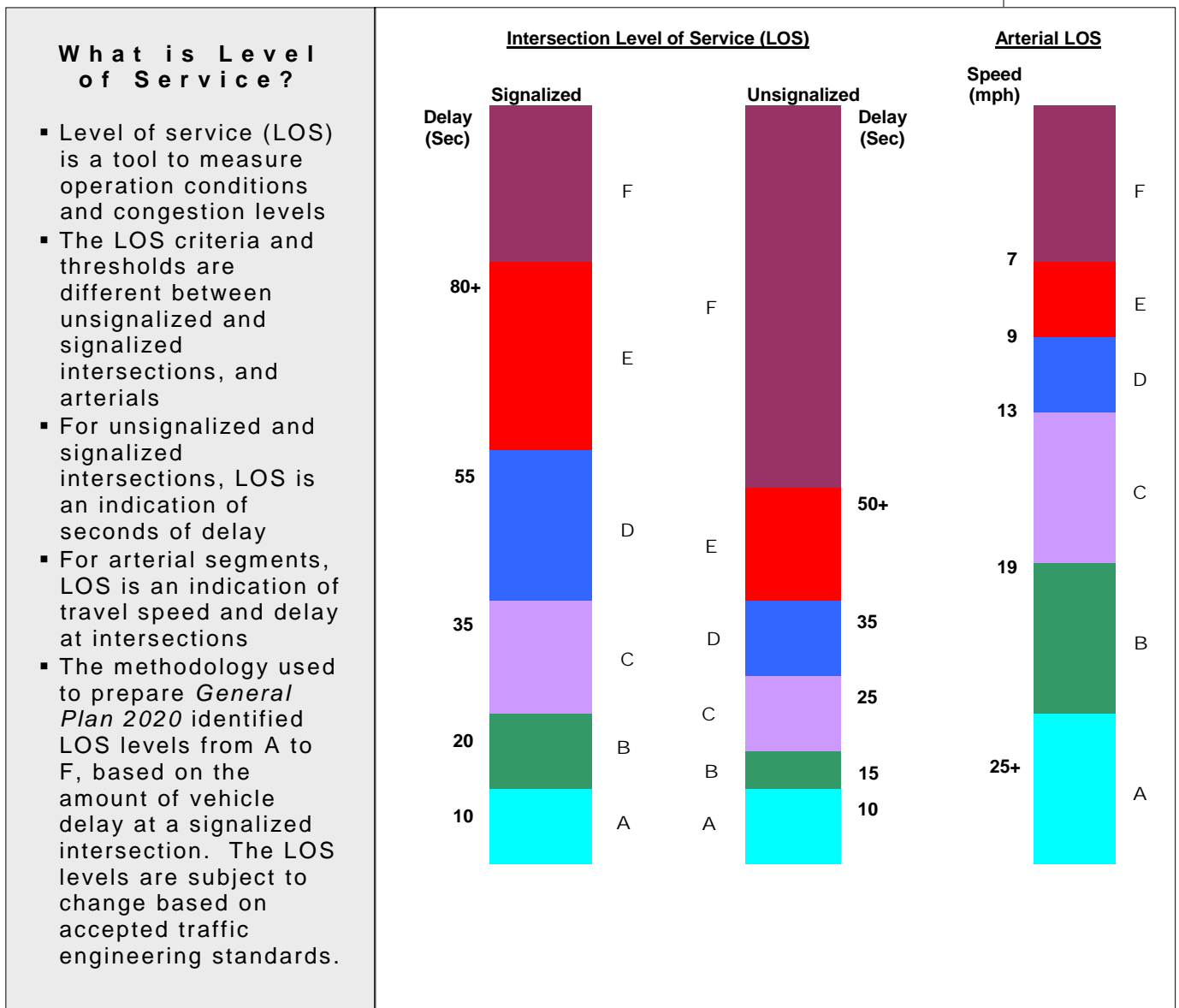
Location	LOS
Citywide, except as noted below	D
a. Downtown, except as noted below	E
1. Congestion Management Segments	D
<small>[As established by the Marin County Congestion Management Agency]</small>	
b. Arterials operating at LOS E & F	F
<small>(See Appendix C)</small>	



This base map was developed primarily for General Plan usage. The City of San Rafael is not responsible nor liable for use beyond its intended purpose.

## Arterial Level of Service Standards, A.M. and P.M. Peak Hours

Location	LOS
Citywide, except as noted below	D
a. Downtown except as noted below	E
Congestion Management Segments (Second, Third and Fourth Streets) (as established by the Marin County Congestion Management Agency)	D
b. Arterials operating at LOS E outside Downtown, and F (1)	F
(1) For arterials operating at LOS E outside Downtown, and F as of the date of adoption of General Plan 2020, see Appendix C.	



**C. Exemptions.** Signalized intersections at Highway 101 and Interstate 580 onramps and offramps are exempt from LOS standards because delay at these locations is affected by regional traffic and not significantly impacted by local measures.

**D. Evaluation of Project Merits.** In order to balance the City's objectives to provide affordable housing, maintain a vital economy and provide desired community services with the need to manage traffic congestion, projects that would exceed the level of service standards set forth above may be approved if the City Council finds that the benefits of the project to the community outweigh the resulting traffic impacts.

**C-5a. LOS Methodology.** Use appropriate methodologies for calculating traffic Levels of Service, as determined by the City Traffic Engineer.

Responsibility: Public Works

Time Frame: Ongoing

Funding: General Fund

**C-5b. Monitoring Traffic.** To assure acceptable traffic operating standards over time, monitor traffic conditions throughout San Rafael on an ongoing basis. Based on such evaluation, the City Traffic Engineer shall identify traffic mitigations to reduce congestion and address safety concerns.

Responsibility: Public Works

Timeframe: Ongoing

Funding: General Fund

**C-5c. Exception Review.** When the City Council finds that a project provides significant community benefits yet would result in a deviation from the LOS standards, the City Council may approve such a project through adoption of findings, based on substantial evidence, that the specific economic, social, technological and/or other benefits of the project to the community substantially outweigh the project's impacts on circulation, and that all feasible mitigation measures have been required of the project.

Responsibility: Community Development

Timeframe: Ongoing

Funding: Fees

See also LU-2a (Development Review).

### C-5.1. Vehicle Miles Traveled (VMT) Methodology for Environmental Review of Traffic Impact

Pursuant to Public Resources Code § 21099 and 21083 (provided under Senate Bill 743, effective January 2016,) an alternative method for measuring transportation impacts of projects will replace the Level of Service (LOS) methodology. For environmental review, the use of the vehicle miles traveled (VMT) metric will be applied in assessing development projects.

**C-5.1a. Develop a VMT Model.** Use VMT in the assessment of traffic impacts for the purposes of environmental review, provided that each project meets the criteria for use of VMT measurements identified under the California Environmental Quality Act (CEQA) and that the City Traffic Engineer determines the appropriateness of using VMT for a project.

a. Develop and adopt a VMT model. Incorporate the model into the General Plan Environmental Impact Report

b. Implement VMT for CEQA review of projects

Responsibility: Public Works

Timeframe: Ongoing

Funding: Fees



## C-6. Proposed Improvements.

The proposed circulation improvements in Exhibit 21 have been identified as potentially needed to improve safety and relieve congestion in San Rafael over the next 20 years. Major Proposed Circulation Improvements include those improvements deemed necessary to maintain City LOS standards. Other recommended roadway improvements, include additional improvements that may become necessary in the long-term and are desirable to enhance San Rafael's circulation system, but are not necessary to maintain LOS standards. Specific improvements will be implemented as conditions require, and will be refined during the design phase. Recognize that other feasible design solutions may become available and be more effective in achieving the same goals as the improvements listed in Exhibit 19, and allow for their implementation, consistent with the most recent engineering standards. As conditions change, planned roadway improvements may be amended, through the annual General Plan Review. Roadway improvements are implemented through the Capital Improvements Program, and are typically funded through a variety of sources, including Traffic Mitigation Fees. Environmental review is required.

**C-6a. Update Proposed Circulation Improvements.** On a regular basis, monitor and update the list of Proposed Circulation Improvements.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

**Exhibit 21**

**Major Planned Circulation Improvements <sup>a</sup>**

Proposed Roadway Improvements		Projected Cost	Funding Source			Projected Project Timing (b)
			Mitigation Fee	State & Federal	Other Grants & Sources	
<b>1</b>	<b>Smith Ranch Road/Lucas Valley Road</b> Widen roadway to provide two westbound and two eastbound lanes between Redwood Highway and Los Gamos and provide pedestrian and bicycle facilities. Widen northbound 101 off ramp and southbound 101 off ramp for additional right and left turn lanes.	\$4,000,000	\$4,000,000			Depends On Development Timing
<b>2</b>	<b>Lucas Valley/Los Gamos</b> Widen Lucas Valley Road to provide two through lanes for eastbound and westbound, and reconfigure Highway 101 ramps and provide pedestrian and bicycle facilities. Signalize intersection and coordinate with adjacent intersections.	\$2,000,000	\$2,000,000			Depends On Development Timing
<b>3</b>	<b>Las Gallinas Avenue (Merrydale to Del Presidio)</b> Remove parking and widen street to provide four lanes (one southbound, two northbound and one two-way left turn).	\$300,000	\$300,000			Depends On Development Timing
<b>4</b>	<b>Freitas/Las Gallinas</b> Upgrade the traffic signal system and operation. Improve intersection geometry, cover portions of drainage ditch and provide pedestrian and bicycle facilities.	\$650,000	\$650,000			Under design
<b>5</b>	<b>Freitas/Del Presidio</b> Explore feasibility of double northbound right turn and southbound 101 on ramp widening	\$900,000	\$900,000			Depends On Development Timing
<b>6</b>	<b>Freitas/ Northbound 101 Ramps- Redwood- Civic Center widening and signalization.</b> Interim interchange improvement and signalization	\$7,500,000	\$7,500,000			Depends On Development Timing
<b>7</b>	<b>Grand Avenue (south of Grand Avenue bridge to Fourth Street)</b> Widen north/south, add one lane as required, and upgrade traffic signal system. Requires right of way and major bridge widening. Signalize Grand/ Fifth, and restrict parking to provide turn lanes.	\$6,500,000 \$200,000	\$3,250,000 \$200,000		\$3,250,000	Depends On Development Timing Depends On Operations

Proposed Roadway Improvements		Projected Cost	Funding Source			Projected Project Timing (b)
			Mitigation Fee	State & Federal	Other Grants & Sources	
	Signalize Grand/ Mission, and restrict parking to provide turn lanes.	\$200,000	\$200,000			Depends On Operations
<b>8</b>	<b>Francisco Blvd. East (Bellam to Grand Avenue Bridge)</b> Four lanes required. One southbound, one two-way left turn and two northbound lanes. Major right of way required. Signalize Francisco Blvd. East/Harbor.	\$10,000,000 \$200,000	\$5,000,000 \$200,000		\$5,000,000	Depends On Development Timing Depends On Operations
<b>9</b>	<b>Lincoln Avenue (Second Street to southbound 101 ramps - Hammondale or as required)</b> Extend the existing PM peak northbound Tow-Away zone for AM peak as well (four lanes may be required). This parking restriction is likely to be extended north toward the southbound 101 ramps. Signalize Lincoln/ Grand, and restrict parking to provide turn lanes.	\$400,000 \$200,000	\$400,000 \$200,000			Depends On Operations Depends On Operations
<b>10</b>	<b>Mission/Lincoln</b> Provide additional lanes for northbound, and westbound; upgrade traffic signal system, requires right of way.	\$4,000,000	\$4,000,000			Depends On Development Timing
<b>11</b>	<b>Fourth Street (Miracle Mile)</b> Re-align Ross Valley and Santa Margarita and re-design intersection operation. LOS may deteriorate but community access will be provided.	\$450,000	\$450,000			Depends On Operations
	<b>Additional Signalization</b>					
<b>12</b>	Signalize Fifth & H Street, and restrict parking to provide turn lanes.	\$100,000	\$100,000			Depends On Operations
<b>13</b>	Signalize First/C Street, and restrict parking to provide turn lanes. <sup>1</sup>	\$150,000	\$150,000			Depends On Operations
<b>14</b>	Signalize First/ D Street, and restrict parking to provide turn lanes. Roadway configuration changed on D Street between First and Second.	\$150,000	\$150,000			Depends On Operations
<b>15</b>	Signalize Fourth/Union Street, and restrict parking to provide turn lanes.	\$200,000	\$200,000			Depends On Development Timing
<b>16</b>	Signalize or Roundabout Mission/Court Street.	\$200,000	\$100,000		\$100,000	Depends On Development Timing
<b>17</b>	Signalize Merrydale/Southbound 101 Ramps, and provide turn lanes. (Intersection under monitor)	\$250,000	\$250,000			Depends On Operations

<sup>1</sup> On watch due to other improvement.

Proposed Roadway Improvements		Projected Cost	Funding Source			Projected Project Timing (b)
			Mitigation Fee	State & Federal	Other Grants & Sources	
18	Signalize Lincoln/DuBois/Irwin and re-align intersection. Right of way required.	\$2,500,000			\$2,500,000	Depends On Development Timing
19	<b>Third/Union Street</b> Widen Union Street to provide 4 lanes between Third and Fourth. Fire Station 4 modification required. Reconfigure Third/Union eastbound left turn pocket. Provide westbound right turn pocket. Upgrade the traffic signal system and operation.	\$900,000	\$900,000			Completed in 2009
20	<b>Kerner Blvd or Francisco Blvd. East. To Andersen Drive Undercrossing</b> Provide a minimum 3-lane connector near Shoreline Parkway. Signalize at both ends.	\$8,000,000	\$4,000,000		\$4,000,000	Depends On Development Timing
21	<b>Andersen /East Sir Francis Drake-eastbound 580 Ramps</b> Major widening and signalization.	\$2,000,000	\$500,000	\$1,000,000	\$500,000	Actively monitoring. Depends On Operations.
22	<b>Upgrade traffic signal system.</b>	\$3,000,000	\$1,500,000	\$1,500,000		Actively monitoring. Improvements underway.
23	<b>Install traffic monitoring sensors and camera system.</b>	\$1,000,000	\$500,000	\$500,000		Actively monitoring. Improvements underway.
24	<b>Install Fiber Optic network throughout the traffic system.</b>	\$2,000,000	\$1,000,000	\$1,000,000		Actively monitoring. Improvements underway.
	<i>Sub Total</i>	<b>\$57,950,000</b>	<b>\$38,600,000</b>	<b>\$4,000,000</b>	<b>\$15,350,000</b>	

Other Projects		Funding Source				Projected Project Timing (b)
		Projected Cost	Mitigation Fee	State & Federal	TAM and Other Grants and Sources	
25	Implement Bicycle and Pedestrian Master Plan	\$5,300,000	\$2,650,000	\$2,650,000		7-20 years
26	Pedestrian bridge at Third/Hetheron – GGT Transportation Center	\$2,000,000	\$500,000	\$1,000,000	\$500,000	Depends On Operations, 10-20 years
27	Pedestrian and bicycle bridge to connect Canal Neighborhood to Andersen Drive/Downtown.	\$4,500,000	\$1,125,000	\$2,250,000	\$1,125,000	10-20 years
28	Pedestrian and bicycle bridge to connect Canal Neighborhood to Montecito Shopping Center.	\$4,000,000	\$1,000,000	\$2,000,000	\$1,000,000	10-20 years
29	Freitas / Northbound 101 Ramps - Redwood-Civic Center or a new flyover from Civic Center Dr. to Freitas. Long Term Improvement	\$16,000,000	\$7,000,000	\$7,000,000	\$2,000,000	Depends On Development Timing [funding source incorporates all amounts from previous program 31]
30	Second Street (from E Street to east side of A Street). The projected volume requires right turn lanes or through/right lanes be added in the long term. Right of way required.	\$6,000,000	\$1,500,000	\$1,500,000	\$3,000,000	10-20 years
31	North San Rafael Promenade	\$2,000,000	\$1,000,000	\$1,000,000		10-20 years
	<i>Sub Total Other Projects</i>	<b>\$39,800,000</b>	<b>\$14,775,000</b>	<b>\$17,400,000</b>	<b>\$7,625,000</b>	
	<i>Grand Total Project Cost</i>	<b>\$97,750,000</b>				

(a) Priorities for circulation improvements are set in the Capital Improvements Program. This list may be amended as part of the five-year General Plan update.

(b) The timing for the improvements depends on the size, type and phasing of additional development. Policies LU-2 (Development Timing) requires findings when project-related traffic will not cause the LOS to be exceeded.

Source: San Rafael Public Works Department

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## C-7. Circulation Improvements Funding.

Take a strong advocacy role in securing funding for planned circulation improvements. Continue to seek comprehensive funding that includes Federal, State, and County funding, among other funding sources; Local Traffic Mitigation Fees; and Assessment Districts. The local development projects' share of responsibility to fund improvements is based on: (1) the generation of additional traffic that creates the need for the improvement; (2) the improvement's role in the overall traffic network; (3) the probability of securing funding from alternative sources; and (4) the timing of the improvement.

**C-7a. Traffic Mitigation Fees.** Continue to implement and periodically update the City's Traffic Mitigation Program.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Resources: Staff Time

**C-7b. Circulation Improvements.** Seek funding for and construct circulation improvements needed for safety, to improve circulation, or to maintain traffic level of service.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Capital Improvements, Grants, CMA, MTC, State and Federal funding

See LU-2a (Development Review).

## C-8. Eliminating and Shifting Peak Hour Trips.

Support efforts to limit traffic congestion through eliminating low occupancy auto trips or shifting peak hour trips to off-peak hours. Possible means include telecommuting, walking and bicycling, flexible work schedules, car and vanpooling and other Transportation Demand Management approaches.

See Programs C-13a (School Transportation) C-11a (Car and Vanpooling), C-12a (Regional Support for TDM), C-12b (City Support for TDM) and C-12c (City TDM Program).

## C-9. Access for Emergency Services.

Provide safe routes for emergency vehicle access so that that emergency services can be delivered when Highway 101 or 580 are closed or congested with traffic.

**C-9a. Highway Closures.** Develop, and update as necessary, an emergency contingency plan that addresses highway closure events.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

**C-9b. Roadway Monitoring.** Support local traffic monitoring and control approaches, such as closed-circuit cameras and high-tech traffic signal systems that can be used to relieve congestion around incident sites or support emergency vehicle access.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

See S-32a (Safe Buildings) and S-36a (Emergency Connectors).

## Expanding Alternatives to the Single Occupant Automobile for Local and Regional Mobility

The single occupant vehicle is the dominant form of travel in San Rafael and Marin County as a whole. If congestion levels are to be kept at current or lower levels, the City, County and community as a whole need to do what they can to reduce trips and encourage use of alternatives to the single occupancy automobile. The County concludes in its *25-Year Transportation Vision for Marin County* that expanding transportation choice is the only realistic way to manage congestion and improve mobility.

How can San Rafael's residents be inspired to reduce automobile trips and make more trips by alternative modes?

- Land use changes that allow people to live closer to shops and places of work to promote walking, rather than driving, for daily needs.
- Transportation Demand Management (TDM) programs create incentives for changing travel behavior, and can be administered on a mandatory or voluntary basis by employers. The box below provides a range of tools that could be used.
- The Safe Routes to School program and related efforts are beginning to change school commute behavior in participating schools and should be actively supported. County and City studies have found that 21 percent of a.m. peak hour trips are due to school commute trips, and that 75 percent of students arrive at school by car.

### C-10. Alternative Transportation Mode Projects.

Encourage and support projects, such as the Highway 101 High Occupancy Vehicle Gap Closure Project, that benefit alternatives to the single occupant automobile.

**C-10a. Advocating Alternative Mode Projects.** Through the City's participation in the CMA and other regional transportation agencies, advocate for innovative and alternative transportation projects that will reduce single occupancy vehicle use.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Resources: Staff Time

### C-11. Alternative Transportation Mode Users.

Encourage and promote individuals to use alternative modes of transportation, such as regional and local transit, carpooling, bicycling, walking and use of low-impact alternative vehicles. Support development of programs that provide incentives for individuals to choose alternative modes.

**C-11a. Car and Vanpooling.** Support car and vanpooling in San Rafael through local and regional programs that match riders interested in carpooling or vanpooling.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Resources: Staff Time



**C-11b. Car Sharing.** Support efforts to organize and run car-sharing programs in SanRafael.

Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

**C-11c. Low-Impact Alternative Vehicles.** Encourage the use of street-legal alternative vehicles that minimize impacts on the environment. Investigate new technology regarding electric vehicles and cleaner burning combustion vehicles. To support this program, encourage the development of alternative fuel infrastructure (for instance, electric plug-ins) in parking facilities and other key locations around the City as well as, when cost-effective, include electric, hybrid, or alternative fuel vehicles in the City fleet.

Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

**C-11d. Bike to Work Day.** Encourage City employees, other San Rafael workers and residents to participate in Bike to Work Days and similar programs and provide support services for the program.

Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

**C-11e. Reduction of Single Occupancy Vehicles.** Encourage developers of new projects in San Rafael, including City projects, to provide improvements that reduce the use of single occupancy vehicles. These improvements could include preferential parking spaces for car pools, bicycle storage and parking facilities, and bus stop shelters.

Responsibility: Community Development, Public Works  
Timeframe: Short Term  
Resources: Fees

See H-15 (Infill Near Transit) and C-17a (SMART).

## Transportation Demand Management Tools

TDM programs are generally administered by large employers, both public and private. Groups of smaller employers can combine forces to offer program benefits. The following tools are designed to create incentives for using modes other than the single occupancy auto. Benefits include reduced congestion, parking needs, and emissions, and, potentially, healthier workers:

Examples of TDM tools include:

- Bicycling incentive programs, such as free bikes, secure parking, restrooms and showers.
- Projects to improve the comfort and safety of pedestrians.
- Telecommuting and flexible work hours.
- Carpool/vanpool use incentives, such as ride-matching services, at-cost fuel, and priority parking.
- Bus/rail use incentives, such as subsidies.
- Express shuttles to connect workers with other commute modes and provide lunchtime service to activity centers.
- Guaranteed Ride Home programs.
- On-site cafeterias, child-care facilities, and concierge services for employees.
- Promotion of pedal cab and bicycle delivery systems.
- Low emission vehicle fleets with fueling or charging stations and preferential parking.
- Public education, ridesharing and promotion information.
- On-site employee housing to encourage walking to work.

## C-12. Transportation Demand Management.

Work cooperatively with governmental agencies, non-profits, businesses, institutions and residential neighborhoods to create new and effective Transportation Demand Management (TDM) programs to minimize single occupancy automobile use and peak period traffic demand.

**C-12a. Regional Support for TDM.** Support regional efforts to work with employers to provide TDM programs.

Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

**C-12b. City Support for TDM.** Serve as a resource to employers wishing to implement TDM by providing information through printed materials, workshops and other means. Encourage smaller employers to “pool” resources to create effective TDM programs.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Resources: Staff Time

**C-12c. City TDM Program.** Identify cost-effective City of San Rafael TDM programs for City employees. Consider approaches taken by the County in its Employee Commute Alternative Program.

Responsibility: Public Works, Community Development

Timeframe: Long Term

Resources: Staff Time, Grants

### C-13. School-Related Automobile Traffic.

Actively encourage public and private schools to implement trip reduction programs and reduce congestion caused by commuting students and staff.

**C-13a. School Transportation.** Actively support efforts to improve transportation options for students and reduce school-related traffic congestion. Examples include advocating for funding for the Safe Routes to Schools program, encouraging transit providers to offer free passes or awards to students to use transit, supporting increased funding of school buses and crossing guards, and staggering school hours.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time, Grants

**C-13b. TDM for Schools.** Require TDM programs for new or expanded private schools.






Responsibility: Community Development

Timeframe: Ongoing

Resources: Fees

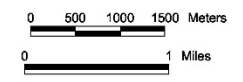


# San Rafael Roadways & Arterials

-  Highway
-  Major Arterial
-  Minor Arterial
-  Rail Right-of-Way
-  Marin County Congestion Management Plan Roadway

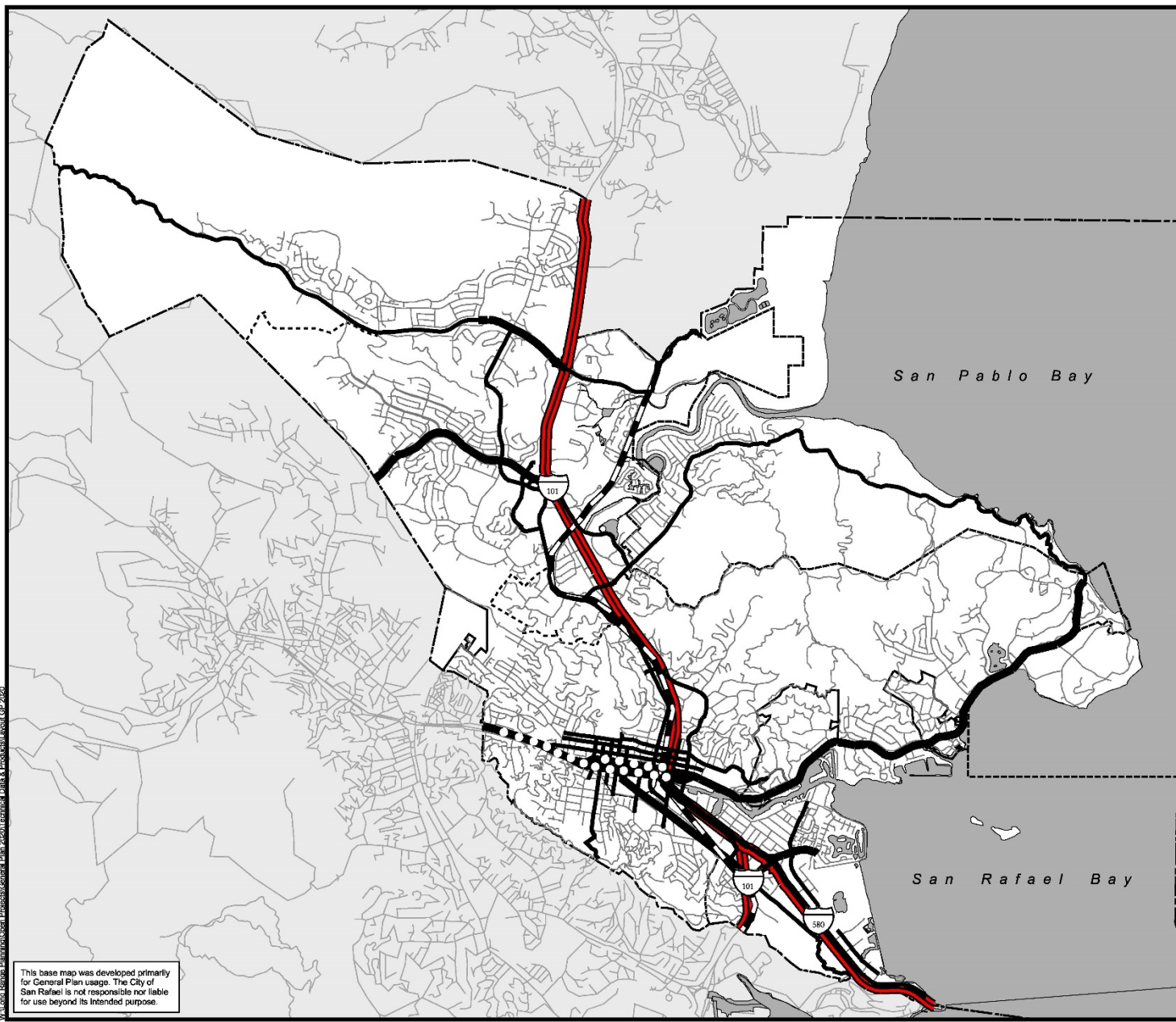
San Pablo Bay

San Rafael Bay



This base map was developed primarily for General Plan usage. The City of San Rafael is not responsible nor liable for use beyond its intended purpose.

Valencia, Sergio. Planning/Cons. Projects/General Plan. 2020 Technical Data & Product Layout GP. 2020



### Exhibit 23

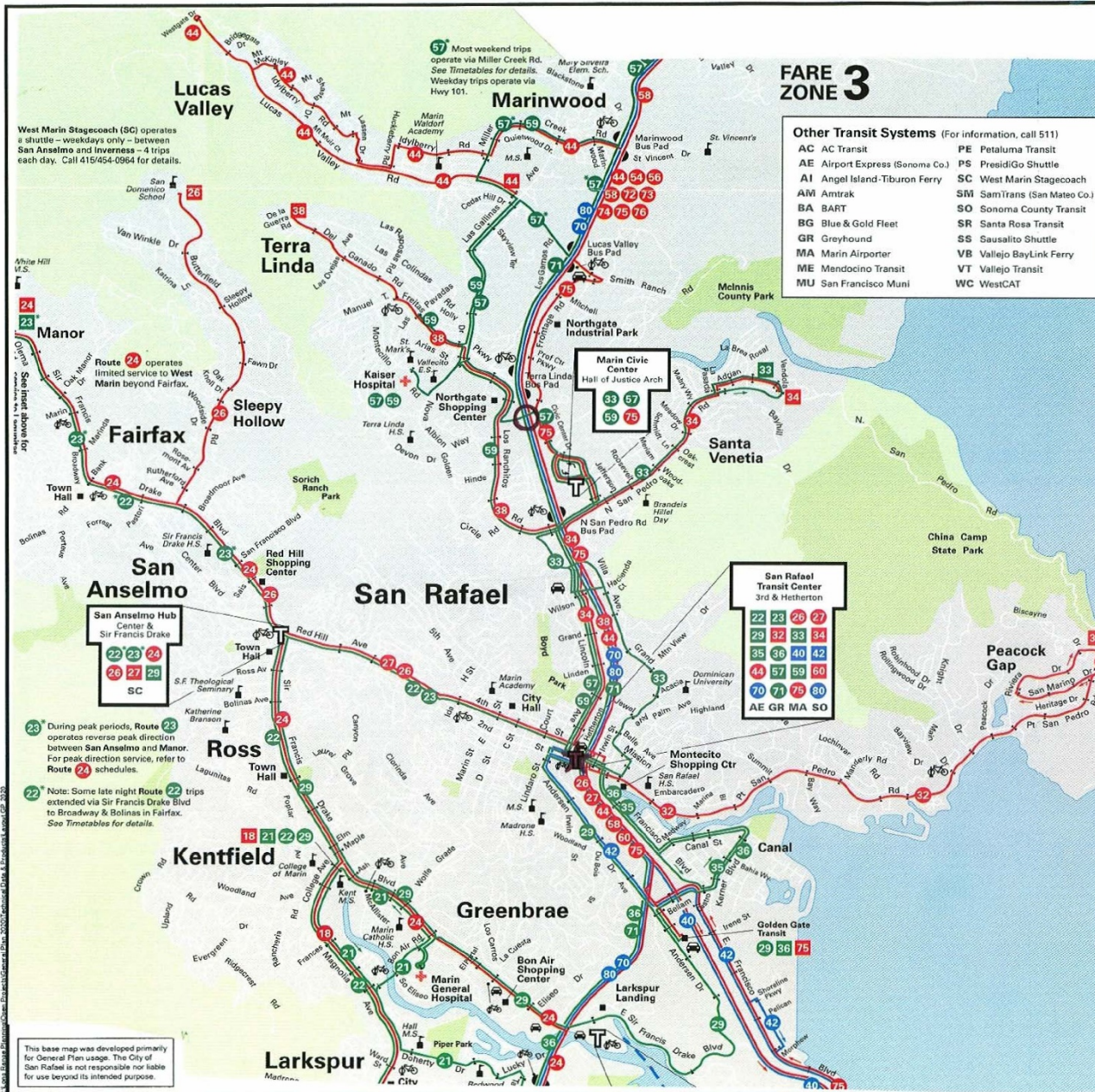
## Transit Routes and Hubs

#### Bus Routes

- 80, 70, 42, 40 **Basic Bus Route**  
Daily service between San Francisco, Marin and Sonoma Counties.
- 59, 57, 36, 35, 33, 29, 23 **Local Bus Route**  
Weekday Service and limited weekend service within Marin County.
- 75, 74, 73, 72, 70, 60, 58, 56, 54, 44, 38, 34, 27, 26 **Commuter Bus Route**  
Express commute period service between Sonoma, Marin, and San Francisco Counties.

- Future Civic Center Rail Station and transit hub
- ★ Downtown Transportation Center/ transit hub and future Downtown rail station

Source: Golden Gate Bus & Ferry Guide, Winter 2003-2004



## Improving Transit and Related Services

Of all the alternative travel options, transit holds perhaps the greatest potential for expanding transportation options and increasing mobility in San Rafael and the county. San Rafael's low-density suburban development and dispersed travel pattern, however, provide significant challenges to transit planners. The local transit system is not currently competitive with the automobile in terms of convenience and accessibility.

Land use policies that support transit use are essential in supporting and planning for transit use. Locating higher density mixed use development with housing along transit lines reduces the need for automobiles and encourages transit use. Working with surrounding communities and regional transportation planning and transit providers to plan for responsive transit services is also essential. Key transit service improvements needed include:

- Ongoing dissemination of transit services information.
- Improved regional transit service to include expanded express bus and transbay basic bus service, new commuter rail service, and expanded ferry service and ferry feeder bus service.
- Improved local transit service to include expanded local bus service and new shuttle service to connect with rail service, local employers and other destinations as feasible.
- Two intermodal commuter hubs, centering on rail and bus service in Downtown and in North San Rafael. Transit hubs should provide a high level of passenger amenities, such as real-time transit information, safe and convenient pedestrian and bicycle access and secure bike parking.

### C-14. Transit Network.

Encourage the continued development of a safe, efficient, and reliable regional and local transit network to provide convenient alternatives to driving.

**C-14a. Transit Network.** Support Countywide efforts to sustain and expand Marin County's transit network. Work with neighborhoods, employers, transit providers, transportation planning agencies and funding agencies to improve and expand regional transit to and from adjacent counties, increase local transit services, and provide responsive paratransit services.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

See also H-15 (Infill Near Transit).

### C-15. Transit Needs.

Support efforts to track, understand and respond to changing transit and paratransit needs in order to meet the requirements of specific population groups including, but not limited to, elders, youth, persons with disabilities, persons with limited economic means, residents of specific neighborhoods, employers and visitors to the region. Advocate for meaningful public participation in meetings and discussions with transit

### Who Provides Transit and Paratransit Locally and Regionally?

**Golden Gate Bridge, Highway and Transportation District (GGBHTD)** provides regional and local bus service, as well as ferry service from Larkspur to San Francisco.

**Marin County Transit District (MCTD)** provides local bus service through a contract with GGBHTD.

**Water Transit Authority (WTA)** was formed to plan expanded ferry service in the Bay Area.

**Sonoma Marin Area Rail Transit Authority (SMART)** was formed in 2003 to plan and provide north/south commute rail service.

**Greyhound Bus** provides national bus service.

**Marin and Sonoma Airporter** provide bus and shuttle service to the Oakland and San Francisco Airports.

providers, and ensure that the needs of those in the community who are transit-dependent are well represented.

**C-15a. Transit Needs.** Work with transit providers to identify underserved neighborhoods and population groups and advocate for expanded service in those areas and populations.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

**C-15b. City Survey of Transit Needs.** In City-sponsored surveys of residents, seek transit satisfaction levels when appropriate and feasible.

Responsibility: Management Services, Public Works

Timeframe: Ongoing

Resources: Staff Time

**C-15c. Transit for Tourism.** Support efforts to provide and promote effective transit options for visitors to West Marin and other County tourist destinations, in order to reduce regional traffic flow through San Rafael.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

**C-16. Transit Information.**

Encourage the development and dissemination of local and regional transit information to facilitate greater use of transit systems. This includes service, educational and promotional information. Support efforts to provide transit information in languages other than English as needed.

**C-16a. Transit Information Dissemination.** Encourage development and distribution of transit information through printed materials, kiosks, web sites, radio and television broadcasts, and other means. Provide transit information on the City's website, at City offices open to the public and through other dissemination means. Include transit access information on City meeting notices and in notices for City-permitted events, and encourage merchants to provide transit information in their advertisements and in their places of business.

Responsibility: Public Works, Community Development, City Manager, Library

Timeframe: Ongoing

Resources: Staff Time

**C-17. Regional Transit Options.**

Encourage expansion of existing regional transit connecting Marin with adjacent counties, including basic service, express bus service, new commuter rail service, and ferry service.

**Regional Bus Service.** Encourage expansion of regional bus service to and from Sonoma, San Francisco, Contra Costa and Alameda Counties. Support efforts to increase the frequency of service, and expand express bus service along the 101 corridor to connect with major employers.

**Commuter Rail:** Encourage development and use of a viable commuter rail service through San Rafael operating on the Sonoma Marin Area Rail Transit (SMART) right-of-way. Though SMART service will initially have its southern termination point Downtown, encourage efforts to ultimately connect it with ferry service to San Francisco.



The Bettini Transportation Center is a multimodal transit hub with services connecting San Rafael to San Francisco, the East Bay, and the North Bay.

**Ferry Service:** Support efforts to improve and expand ferry service, and provide efficient connections to the ferry via other transportation modes.

**Airporter Service:** Support continued regional dedicated bus and shuttle service to and from the San Francisco and Oakland International Airports.

**Other Regional Transit:** Support continued Greyhound Bus service and other similar services that may develop.

**C-17a. SMART.** Support the following design features for SMART commuter service within San Rafael:

1. Establish stations in Downtown and in the Civic Center that will serve as multi-modal commuter transit hubs.
  2. Design stations and rail crossings safe for pedestrians and with minimal impacts on roadway traffic.
  3. Support crossings at-grade through Downtown and strongly advocate for trains that are of a length that they avoid blocking traffic at an intersection.
  4. Ensure that new development adjacent to the rail line is set back a safe distance and adequately attenuates noise.
  5. Encourage high-density transit-oriented development in the vicinity of the rail stations.
  6. Include noise mitigation as described in policy N-9 (Sonoma Marin Area Rail Transit).
  7. Provide a north/south bike/pedestrian path on or adjacent to the railroad right-of-way.
- Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

**C-17b. SMART Right-of-Way.** Maintain the SMART right-of-way for rail service.

Responsibility: Public Works, Community Development  
Timeframe: Long Term  
Resources: Staff Time

**C-17c. Ferry Terminals.** Support creation of a ferry terminal at an environmentally appropriate location north of San Rafael, near Highway 37 and Petaluma River, offering service to San Francisco, in order to reduce regional commute traffic passing through Marin on Highway 101. In addition, support efforts to re-locate the Larkspur Landing Ferry Terminal to San Quentin in order to shorten the Ferry commute distance to San Francisco.

Responsibility: Public Works, Community Development  
Timeframe: Long Term  
Resources: Staff Time

See N-8 (Sonoma Marin Area Rail Transit).

## C-18. Local Transit Options.

Support improvement and expansion of local transit options including local bus, shuttle and taxi services.

- a. **Local Bus Service.** Support efforts to improve bus routing, frequency and stop amenities to meet local needs.
- b. **Local Shuttles.** Support efforts to create shuttle services as they become feasible to serve specialized populations and areas of San Rafael. If rail service is developed, support shuttle service connections between rail stations and major employers.
- c. **Other Local Transit.** Support Dial-A-Ride and taxi services serving San Rafael.



The SMART rail line will run from San Rafael to Cloverdale, with plans for a connection to Larkspur Ferry Terminal as well.

**C-18a. Improved Bus Stops.** Continue to support efforts to improve bus stops to provide a safe and convenient experience for riders. Allow commercial advertising to fund bus stop upgrades and maintenance.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

**C-18b. Local Shuttle Program.** Should there be an increase in density in a potential service area or implementation of the SMART rail line, and if funding becomes available, investigate the feasibility of a local shuttle program to serve San Rafael.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

## C-19. Paratransit Options.

Encourage expansion of paratransit services as needed to serve specialized populations including seniors and persons with disabilities.

**C-19a. Paratransit Service.** Support continued Whistlestop Wheels service, and support expanded regional paratransit services where needed.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

## C-20. Intermodal Transit Hubs.

Support efforts to develop intermodal transit hubs in Downtown and at the Civic Center to provide convenient and safe connections and support for bus, rail, shuttle, bicycle, and pedestrian users, as well as automobile drivers using transit services. Hubs should include secure bicycle parking and efficient drop-off and pick-up areas without adversely affecting surrounding traffic flow. Reference the Downtown Station Area Plan and the Civic Center Station Area Plan, which address and present recommendations for transportation and access improvements to transit within a half mile radius of the two SMART stations.

**C-20a. Transit Hubs.** Work with Marin County, the Marin County Transit District, SMART Commission, the Golden Gate Bridge Transportation District, and other regional agencies to ensure that intermodal transit hubs are designed to be convenient and safe for San Rafael users. Work with SMART on the design of the new rail stations and the transit center interaction with the rail service.

Responsibility: Public Works, Community Development

Timeframe: Short Term

Resources: Staff Time

See Exhibit 23 for information about transit routes and transit hubs.



## GOAL 14: A SAFE AND EFFICIENT STREET SYSTEM

**It is the goal of San Rafael to have a safe and efficient street system that minimizes impacts on residential neighborhoods.** *Our local streets are safe and attractive, and our neighborhoods are protected from outside traffic impacts, such as commuter speeding, through our use of innovative traffic calming techniques.*

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One key factor in protecting residential neighborhood quality of life is ensuring street safety. As congestion increases on our regional roadways, some commuters seek alternative routes through adjacent neighborhoods. In response, neighborhoods seek City assistance in reducing the impacts of increased traffic and speeds. Neighborhood traffic calming techniques seek to improve vehicular flow and safety by installing traffic control devices, increasing enforcement and promoting public awareness of traffic safety problems and potential solutions. Traffic control devices, such as revised speed limits, stop signs, speed humps, curb bulbs and roundabouts, have been used effectively in communities to reduce speeds and increase safety. The City Council has adopted a “Speed Hump Installation Policy” establishing specific criteria for street conditions warranting speed hump installation. The Council also has adopted a “Multi-Way Stop Installation Policy” establishing criteria for intersections warranting a multi-way stop. These policies provide guidance to the City Traffic Engineer in determining whether these control devices should be recommended. The City’s Traffic Coordinating Committee evaluates community requests for such devices.

Another key factor contributing to the quality of life of San Rafael’s neighborhoods is street design. Street trees and other landscaping, small public spaces and public art can create attractive design themes unifying the appearance of a street.

The Neighborhoods Element includes other neighborhood-specific policies pertaining to the safety and appearance of residential streets that supplement those presented below.

## C-21. Residential Traffic Calming.

Protect residential areas from the effects of traffic from outside the neighborhood by continuing to evaluate and construct neighborhood traffic calming solutions as appropriate such as speed humps, bulb outs, speed limits, stop signs and roundabouts. Ensure that traffic calming approaches do not conflict with emergency response.

**C-21a. Traffic Calming Program.** Maintain a neighborhood traffic calming program under the direction of the City Traffic Engineer, and seek funding for its implementation. Ensure neighborhood participation in the development and evaluation of potential traffic calming solutions.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Contributions, Staff Time

See also CD-9a (Corridor Design Guidelines).

## C-22. Attractive Roadway Design.

Design roadway projects to be attractive and, where possible, to include trees, landscape buffer areas, public art, integration of public spaces and other visual enhancements. Emphasize tree planting and landscaping along all streets.

**C-22a. Native Plants Along Roadways.** Continue to regularly remove non-native invasive plants along roadways, and to encourage attractive native plantings.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Staff Time

See LU-2a (Development Review), CD-9a (Corridor Design Guidelines), CD-9b (Right-of-Way Landscaping), I-8b (Street Trees for New Development).



A Public Works crew installs a speed hump to slow neighborhood traffic.

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## GOAL 15: CONNECTIONS BETWEEN NEIGHBORHOODS

**It is the goal of San Rafael to have convenient connections between neighborhoods.** *Our neighborhoods are conveniently and directly connected to one another and to activity centers. The daily life of our residents is enhanced because they are more easily able to reach workplaces, schools, shopping, and recreation areas by foot, bike or transit.*

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San Rafael's topography, highways, and street layout have worked together over time to isolate some neighborhoods from others. Highway 101 contributes to this significantly by bisecting the city, east from west. Improved connections within and between neighborhoods are needed to increase mobility on foot, by bicycle and by transit.

Examples of neighborhoods with poor connections between them that would benefit from future projects include the Canal Neighborhood with Montecito, Terra Linda with the Civic Center and Terra Linda with Downtown. In the recent past, better connections have been achieved in some areas through projects such as the Merrydale Overcrossing, the Lincoln/Los Ranchitos connector and the Andersen extension. A key opportunity for improving east-west connections within the city occurs when highway interchanges are improved. In addition, the 2002 *Bicycle and Pedestrian Master Plan*, briefly summarized in the next section, outlines specific routes that will contribute to better connecting neighborhoods within San Rafael and routes that will improve connections to surrounding communities.

### C-23. Connections Between Neighborhoods and with Adjoining Communities.

Identify opportunities to improve pedestrian, bicycle and transit connections between San Rafael neighborhoods and between San Rafael and adjacent communities.

**C-23a. Better Signage.** As opportunities arise, provide better signage, consistent with the *Bicycle and Pedestrian Master Plan* for bicycle, pedestrian and transit routes to identify pathways between neighborhoods and other communities.

Responsibility: Public Works

Timeframe: Ongoing

Resources: Capital Improvement Program

See also LU-2a (Development Review) and S-36a (Emergency Connectors).

### C-24. Connections Between Neighborhoods and Activity Centers.

Seek opportunities to increase connectivity between San Rafael neighborhoods and activity centers.

**C-24a. North San Rafael Promenade.** Support the creation of a promenade that connects the Terra Linda Shopping Center and Community Center to the Marin Civic Center as described in the *North San Rafael Vision Promenade Conceptual Plan*. Require sections to be built in conjunction with new development along the Promenade route. Work with community groups to seek funding for improvements in the public right-of-way, and for recreational facilities consistent with the Capital Improvements program.

Responsibility: Community Development, Public Works  
Timeframe: Ongoing  
Resources: Staff Time, Grants, Donations

**C-24b. Canal Crossing.** Seek a pedestrian and bicycle crossing over the Canal to better link the Canal neighborhood with schools, shopping and other services.

Responsibility: Public Works, Community Development  
Timeframe: Long Term  
Resources: Capital Improvement Program, Grants

**C-24c. Access between Downtown and Canal/Montecito Neighborhoods.** Seek improved pedestrian and bicycle access from Downtown, under Highway 101, to the Montecito and Canal neighborhoods, particularly from the Transit Center to the Montecito Shopping Center and Grand Avenue.

Responsibility: Public Works, Community Development  
Timeframe: Long Term  
Resources: Capital Improvement Program, Grants

See N-83 (Canal Access), NH-92 (North San Rafael Promenade), NH-139 (Pedestrian and Bicycle Safety and Accessibility), NH-133 (Northgate Mall) and NH-161 (Terra Linda Shopping Center).

## C-25. Meeting Local Circulation Needs Around Highway Interchanges.

Work with appropriate agencies to address local circulation needs for all modes when freeway improvements are planned and constructed.

**C-25a. Highway Bus Stops.** As interchange improvement projects along Highway 101 and Interstate 580 are in the planning and construction stages, work closely with appropriate agencies and the community to identify ways to improve drop-off parking at bus stops and bicycle and pedestrian access over or under 101 and 580.

Responsibility: Public Works, Community Development  
Timeframe: Ongoing  
Resources: Staff Time

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## GOAL 16: BIKEWAYS

**It is the goal of San Rafael to have safe, convenient and attractive bikeways and amenities.** *Bicycling has become an integral part of daily life for many San Rafael citizens. The city features an extensive bikeway system, nested within the larger countywide system, which connects riders with neighborhoods, activity centers, transit stops and surrounding communities. Bicycling is well supported by visible route signage, extensive bike parking, convenient transit connections, and public education programs promoting biking and bike safety.*

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The City Council adopted the *San Rafael Bicycle and Pedestrian Master Plan* in 2002. As one of its primary goals, the Plan strives to make San Rafael a model community for alternative transportation, aiming for a 20 percent mode share of all utilitarian trips to be made by bike or on foot in the year 2020. The Plan strives to make the bicycle an integral part of daily life in San Rafael, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

The Plan proposes a number of new bicycle connections, including both north-south and east-west routes and including routes that connect San Rafael with other communities. It also promotes safe biking to schools, educational programs, considering bikeway improvements when planning all transportation projects, routine maintenance of bikeway facilities, upgraded and expanded bicycle parking facilities and other support facilities such as showers and restrooms. Finally, it recommends seeking funding through regional, State, and Federal programs, and coordinating with other jurisdictions when seeking funding.

The County adopted the *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* in 2000. The County's Plan also promotes increasing the mode share of bicycle and pedestrian trips to 20 percent by 2020.

### **San Rafael Bicycle and Pedestrian Master Plan**

The "Bike/Ped Plan" identifies short-term priority projects (1 – 5 years), medium-term projects (1 – 10 years), and long-term projects (1 – 20 years).

Example projects include a north/south connector along the SMART rail line (as feasible), a north/south connector to Larkspur through the Larkspur tunnel, sidewalk gaps and the Bay Trail, an overcrossing from the Canal to the west side of Highway 101 and a bridge from the Canal to Montecito.

### C-26. Bicycle Plan Implementation.

Make bicycling and walking an integral part of daily life in San Rafael by implementing the San Rafael's *Bicycle and Pedestrian Master Plan*.

**C-26a Implementation.** Implement provisions of the *Bicycle and Pedestrian Master Plan* in conjunction with planned roadway improvements or through development or redevelopment of properties fronting on the proposed routes.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Funding: Staff time, Capital Improvement Program

**C-26b. Funding.** Seek grant funding for implementation of segments of the *Bicycle and Pedestrian Master Plan*.

Responsibility: Public Works

Timeframe: Ongoing

Funding: Staff time

**C-26c. Bicycle Parking.** Update Zoning Ordinance requirements for bicycle parking.

Responsibility: Community Development

Timeframe: Short term

Funding: Staff time

See LU-2a (Development Review).



Downtown bicycle patrols are an effective part of San Rafael's police services.

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## GOAL 17: PEDESTRIAN PATHS

**It is the goal of San Rafael to have safe, convenient and pleasurable pedestrian paths and amenities.** *Walking to reach local shopping, transit stops and other nearby destinations has become a part of daily life for many San Rafael residents and workers. Pedestrians are well served by an extensive network of convenient and well-maintained sidewalks and other pathways throughout the city. Walking is also a popular form of recreation, as users enjoy the Bay Trail and other urban trails through open spaces and neighborhoods.*

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One of the top goals of the San Rafael *Bicycle and Pedestrian Master Plan* is to encourage walking as a daily form of transportation in San Rafael by completing a pedestrian network that accommodates short trips and transit, improves the quality of the pedestrian environment, and increases pedestrian safety and convenience. An additional goal, as noted in the previous section, is to increase the mode share to 20 percent for utilitarian trips made via walking and biking by 2020.

Expanding and improving the pedestrian network will help better connect neighborhoods with the larger community. The Plan proposes and prioritizes a set of projects to make sidewalks and pathways safer and to expand the existing pedestrian network. The Plan also proposes completing missing connections to establish direct routes for walking, making walking to schools safer, ensuring improved accessibility to pedestrian facilities for the elderly and disabled, routine maintenance, and supporting installation of appropriate pedestrian facilities in new transportation improvements, development projects and transit facilities. In addition, the Plan recommends seeking funding for ongoing maintenance of sidewalks and pathways and ADA curb cuts.

### C-27. Pedestrian Plan Implementation.

Promote walking as the transportation mode of choice for short trips by implementing the pedestrian element of the City's *Bicycle and Pedestrian Master Plan*. In addition to policies and programs outlined in the *Bicycle and Pedestrian Plan*, provide support for the following programs:

**C-27a. Implementation.** Monitor progress in implementing the pedestrian-related goals and objectives of the Bicycle and Pedestrian Master Plan on an annual basis.

Responsibility: Public Works, Community Development

Timeframe: Ongoing

Resources: Grants

**C-27b. Prioritizing Pedestrian Improvements.** Develop a program for prioritizing the maintenance of existing pedestrian facilities based on pedestrian use and connectivity as well as maintenance need, and secure funding sources for its implementation.

Responsibility: Public Works

Timeframe: Short Term

Resources: Staff Time

**C-27c. Bay Trail.** Support efforts and seek funding to complete the Bay Trail System.

Responsibility: Public Works, Community Services

Timeframe: Ongoing

Resources: Grants, Staff Time, Capital Improvement Program

**C-27d. Pedestrian Safety Enforcement.** Continue enforcement of traffic and parking laws that protect the pedestrian right of way on local streets (e.g., no parking on sidewalks or pathways, and crosswalk violations).

Responsibility: Police, Management Services  
Timeframe: Ongoing  
Resources: Staff Time

**C-27e. Pedestrian Safety.** Consider new projects and programs to increase pedestrian safety.

Responsibility: Public Works  
Timeframe: Ongoing  
Resources: Capital Improvements, Grants

**C-27f. Disabled Access.** Continue efforts to improve access for those with disabilities by complying with Federal and State requirements of the Americans with Disabilities Act (ADA). Seek to incorporate ADA improvements into street and sidewalk projects. Develop a program identifying street barriers to pedestrian access, and prioritize curb cut and ramp improvements.

Responsibility: Public Works, City Manager  
Timeframe: Ongoing  
Resources: Capital Improvement Program, Grants

See also LU-2a (Development Review) and I-6c (Sidewalk Repair).

## C-28. Urban Trail Network.

Encourage identification, renovation and maintenance of an urban trails network throughout San Rafael to encourage walking and appreciation of historical and new pathways.

**C-28a. Urban Trail Network Project.** Prepare a plan to include a map and descriptions of existing and potential urban trails in San Rafael. Urban trails to be identified include, but are not limited to, historic neighborhood stairways and walkways, Downtown alleyways, park pathways, and creekside paths. The document should identify a network of connecting pathways that can be promoted for walking enjoyment, and means to preserve and maintain these paths.

Responsibility: Public Works, Community Development  
Timeframe: Long Term  
Resources: Grants



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## GOAL 18: ADEQUATE PARKING

**It is the goal of San Rafael to provide parking that is adequate and accessible, with attention to good design.** *San Rafael uses innovative approaches to providing adequate parking. Our mix of accessible on and off-street parking is responsive to the unique needs of commercial areas, such as Downtown. In residential neighborhoods where there is a high demand for parking, the City works cooperatively to minimize impacts on residents and resolve conflicts between users. In some areas, preferential parking spaces are provided to carpool vehicles, low-impact electric vehicles, bicycles and other alternative modes of transportation to encourage their use.*

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San Rafael's parking needs vary by area. The highest demand for parking occurs in the Downtown area, where development is most dense. A Downtown Parking Assessment District was formed in 1958 to better provide parking for the area. The current Parking District configuration roughly encompasses the area between Lincoln Avenue, D Street, Second Street, and Fifth Avenue. Other commercial areas experiencing high parking demand, such as the Montecito shopping area, may have parking shortages during peak shopping hours. Downtown in particular requires innovative parking strategies and calls for an urban parking strategy based on multi-purpose trips, availability of transit and shared parking, while other areas call for a required on-site parking approach.

Several residential areas of San Rafael experience high parking demand and resulting conflicts. The City's Traffic Coordinating Committee meets regularly to discuss and resolve residential parking issues as well as other circulation issues.

The Neighborhoods Element includes other specific policies pertaining to parking in residential areas that supplement those presented below.

Parking to serve transit users of local and express buses, as well as future rail service may be provided through park and ride lots and shared parking. This need must be balanced with the desire to discourage parking in some areas in order to encourage greater transit use.

Parking should be provided not only for automobiles but also for bicycles and other low-impact vehicles. Providing preferential parking for alternative modes encourages their use.

### C-29. Better Use of Parking Resources.

Improve use of existing parking and create new parking opportunities through innovative programs, public/private partnerships and cooperation, and land use policies.

**C-29a. Shared Parking.** Promote shared off-street parking arrangements to serve private and public users. For example, consider shared parking in mixed-use developments or encourage private office parking lots to make spaces available for nighttime public use.

Responsibility: Management Services, Public Works, Community Development

Timeframe: Ongoing

Resources: Parking Services Fund, Fees

### Innovative Parking Management Strategies

**Shared Parking:** Parking spaces for more than one use.

**Tandem Parking:** Two or more parking spaces, sharing the same access.

**Stacked Parking:** Vertical parking, where car(s) are stored above the ground floor with a mechanical system.

**C-29c. Innovative Off-Street Parking.** Where feasible, allow off-street parking through stackable and automated parking systems.

Responsibility: Management Services, Public Works, Community Development  
Timeframe: Ongoing  
Resources: Parking Services Fund, Fees

**C-29d. Parking Districts.** Consider formation of new parking districts where warranted and feasible.

Responsibility: Management Services, Public Works, Economic Development  
Timeframe: Long Term  
Resources: Staff Time, Parking Services Fund

**C-29e. Parking Meters.** Evaluate the feasibility of expanding parking metering in business areas throughout the City.

Responsibility: Management Services, Public Works, Economic Development.  
Timeframe: Ongoing  
Resources: Parking Services Fund

See also H-15 (Infill Near Transit).



**C-30. Downtown Parking.** Optimize the use of parking spaces Downtown.

**C-30a. Downtown Parking District.**

Conduct periodic evaluations and, consistent with State Law, modify the Downtown parking regulations to meet changing needs and to optimize parking Downtown  
Responsibility: Economic Development, Management Services, Public Works  
Timeframe: Ongoing Resources: Parking Services Fund, Assessment District

A 400-car parking garage at Third and C Streets opened in 2005.

**C-31. Residential Area Parking.**

Evaluate effective means to manage residential parking to minimize the impacts of excess demand.

See NH-8a (Restore Parking Spaces), NH-8b (Additional On-Site Parking), NH-8c (Permit Parking) and NH-8d (Zoning Ordinance Review).

**C-32. Parking for Alternative Modes of Transportation.**

Use preferential parking as an incentive to encourage alternative modes of transportation.

**C-32a. Preferential Parking.** Consider zoning amendments to encourage the use of preferential parking for alternative vehicles such as carpools, low-emission vehicles, and bicycles in parking-impacted business areas.

Responsibility: Community Development  
Timeframe: Long Term  
Resources: Staff Time

### C-33. Park and Ride Lots.

Support regional efforts to fund and construct commuter parking along transit routes, near commuter bus pads, and possibly near inter-modal commuter hubs in order to support use of transit. Parking areas should include secure parking for carpools, bicycles and other alternative modes and minimize neighborhood impacts.

**C-33b. Commuter Parking.** Further evaluate provision of additional commuter parking near intermodal transit hubs in Downtown and in the Civic Center area to determine the effects of the additional parking on increasing transit ridership.

Responsibility: Public Works, Management Services

Timeframe: Short Term

Resources: Staff Time

See also C-29a (Shared Parking).

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