

ATTACHMENT 4A: MOBILITY ELEMENT: Proposed 2040 Policies Compared to 2020 Policies

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>GOAL M-1: REGIONAL LEADERSHIP</p> <p>Take a leadership role in developing regional transportation solutions. <i>San Rafael is proud of the leadership role it has taken in planning and securing funding for regional transportation projects. By working closely with regional transportation agencies, funders, and service providers, the City plays a pivotal role in managing congestion, reducing greenhouse gas emissions, and expanding travel choices in the Bay Area.</i></p>	<p>GOAL 12: LEADERSHIP ROLE IN TRANSPORTATION</p> <p>It is the goal of San Rafael to take a leadership role in developing regional transportation solutions. <i>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.</i></p>	
<p>Policy M-1.1: Regional Transportation Planning</p> <p>Actively coordinate with other jurisdictions, regional transportation agencies, and transit providers to improve the local and regional transportation system. Work cooperatively to improve transit and paratransit services, achieve needed highway improvements, and improve the regional bicycle and pedestrian networks.</p>	<p>Policy C-1: Regional Transportation Planning</p> <p>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.</p>	
<p>Program M-1.IA: Participation in Countywide and Regional Transportation Planning. <i>Continue to participate in the activities of the Transportation Authority of Marin, the Metropolitan Transportation Commission, SMART, and other transportation agencies and support implementation of their plans and programs.</i></p>	<p>Program C-1a: Participation in CMA, MTC and Other Regional Transportation Planning Efforts. <i>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.</i></p>	
<p>Program M-1.IB: Public Information About Transportation. <i>Provide information and opportunities for public input on transportation issues and projects through workshops, neighborhood meetings, staff reports, and other means.</i></p>	<p>Program C-1b: Public Information About Transportation. <i>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</i></p>	

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	<i>transportation workshop annually to update the public on conditions and proposed improvements.</i>	
<p>Policy M-1.2: Regional Funding Support a regional approach to the funding of transit, highway, bicycle, and pedestrian improvements by seeking a broad range of federal, State, and County funds to help pay for these improvements. Use local funds to leverage and match outside funding sources.</p>	<p>Policy 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.</p>	
<p>Program M-1.2A: Transportation Project Grants. Work with governmental agencies, non-profits and community groups to secure grants for appropriate transportation projects.</p>	<p>Program C-2b: Transportation Project Grants. Work with governmental agencies, non-profits and community groups to secure grants for appropriate transportation projects.</p>	
<p>Policy M-1.3: Regional Transportation Improvements Participate in regional transportation improvements which facilitate mobility in San Rafael.</p>	<i>New, from TAM Vision</i>	
<p>Program M-1.3A: US 101/ I-580 Interchange. Collaborate with TAM, Caltrans, the City of Larkspur, and impacted stakeholders on construction of a direct highway connection from northbound US 101 to eastbound Interstate 580. This should include improvements along Bellam Boulevard, enhancement of regional and local bus service, and landscaping and street beautification along thoroughfares in the vicinity.</p>	<i>New</i>	
<p>Policy M-1.4: Transportation Innovation Take a leadership role in the innovative delivery of transportation services and improvements.</p>	<p>Policy C-3: Seeking Transportation Innovation Take a leadership role in looking for opportunities to be innovative and experiment with transportation improvements and services.</p>	
<p>Program M-1.4A: Transportation Technology. Use the most effective proven technologies available when managing congestion and parking.</p>	<p>Program 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.</p>	

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<p>Program M-1.4B: Delivery Services. Consider the potential impacts of emerging delivery service technology on local roads, infrastructure, and parking systems.</p>	<p><i>New, from Steering Committee</i></p>	
<p>Program M-1.4C: Autonomous Vehicles. Monitor the effects of autonomous vehicles and “internet of things” technology on transportation needs, road design, and travel behavior. Adjust local transportation programs, infrastructure, and design standards as needed.</p>	<p><i>New, from Steering Committee</i></p>	
<p>Policy T-1.5: Travel Data and Modeling. Encourage the collection and analysis of data on travel behavior in San Rafael, particularly related to commute patterns and the effectiveness of City programs.</p>	<p><i>New, from Steering Committee</i></p>	
<p>GOAL M-2: MOBILITY FOR ALL Sustain a diversified, cost-effective, and resource-efficient transportation network that provides mobility and accessibility for all users. <i>The transportation system will remain safe and responsive to the needs of San Rafael residents, businesses, workers, and visitors. Emerging technologies and a wider range of transportation choices will help improve operational efficiency. Persons of all ages and physical capabilities will be able to get around the city. San Rafael will continue to manage local congestion while making it easier to get around without a car.</i></p>	<p>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.</p>	
<p>Policy M-2.1: Road Hierarchy Maintain a network of arterial, collector, and local streets that efficiently moves traffic through the city. Engineering and design standards should reflect road type, function, the characteristics of adjacent uses, and the need to accommodate motorized and non-motorized traffic.</p>	<p><i>New</i></p>	

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<i>Program M-2.1A: Complete Streets. Consistent with State “Complete Streets” requirements, implement street design and engineering standards that consider the needs of all travelers and minimize conflicts between competing modes.</i>	<i>Program 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.</i>	<i>Existing program is replaced by a new program that is required by AB 1358 (the Complete Streets Act)</i>
Policy M-2.2: Safety Design a transportation system that is safe and convenient for all modes of travel. Higher levels of congestion may be accepted at particular intersections if necessary to ensure the safety of all travelers, including bicycles, pedestrians, motorists, and transit users.	Policy 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.	
<i>Program M-2.2A: Collision Data. Collect and analyze data on traffic collisions and use such data to inform decisions about capital improvements, enforcement, and traffic safety programs.</i>	<i>New</i>	
<i>Program M-2.2B: Street Pattern and Traffic Flow. Support efforts by the City Traffic Engineer to configure or re-configure street patterns to improve traffic flow and turning movements in balance with safety considerations.</i>	<i>Program 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.</i>	
Policy M-2.3: Cost-Benefit Considerations Consider the relative costs and benefits of transportation improvement projects, including the potential number of travelers who will benefit from the improvement, the expected impact on vehicle miles traveled, the cost and time impacts on all travelers, the social and equity impacts, and the effects on the environment. Transportation investments should achieve balance between modes and focus on the most cost-effective and beneficial projects.	<i>New, from Steering Committee</i>	
<i>Program M-2.3A: Cost-Benefit Analysis. Conduct cost-benefit analyses as part of the design process for proposed transportation projects. Such studies should consider</i>	<i>New, from Steering Committee</i>	

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<p><i>anticipated project costs, the projected number of users, impacts to other transportation modes, and expected environmental, mobility, economic, public safety, and social benefits.</i></p>		
<p>Policy M-2.4: Traffic Level of Service Standards Continue to use Level of Service (LOS) as a tool for transportation planning and managing roadway operations. While San Rafael’s overall transportation focus is on shortening commute lengths, reducing greenhouse gas emissions, and improving alternatives to driving, the City will continue to proactively address increases in motor vehicle volumes and travel delay on local streets. LOS standards for intersections and road segments are specified in Tables 1 and 2.</p>	<p>Policy 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)</p> <ul style="list-style-type: none"> • Citywide, except as noted below (D) • Downtown, except as noted below (E) • Mission Ave and Irwin (F) • Irwin and Grand b/w 2nd/3rd (E) • Third and Union (E, with 70 second max delay at peak hrs) • Anderson at W Francisco, and at Bellam (F) • Freitas at Civic/Redwood (E) • Merrydale at Las Gallinas and at Civic Ctr (E) 	<p><i>LOS will be expressed in tables, to be prepared after the traffic modeling is completed, rather than listing the intersections in the body of the policy.</i></p>
<p>Program M-2.4A: Traffic Impact Studies. <i>The City Engineer may require traffic impact studies for projects with the potential to increase congestion, create safety hazards, or otherwise impact local traffic conditions. Such studies should include projections of future LOS, and an assessment of the contribution of the proposed project to increases in congestion. Measures to maintain adopted service levels may be required as a condition of approval when such development is approved.</i></p>	<p>Program C-5a: LOS Methodology. <i>Use appropriate methodologies for calculating traffic Levels of Service, as determined by the City Traffic Engineer.</i></p>	<p><i>New program replaces existing one</i></p>
<p>Policy M-2.5: Traffic Mitigation Fees Continue to collect impact fees for new development based on the expected number of trips a project will generate. Fees should be used to implement road and intersection improvements, as well as bicycle, pedestrian, and other types of transportation improvements that address expected impacts.</p>	<p>Program C-7a: Traffic Mitigation Fees. <i>Continue to implement and periodically update the City’s Traffic Mitigation Program.</i></p>	<p><i>Clear policy is needed to indicate the City will collect a trip-based fee rather than a fee based on VMT.</i></p>

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<p>Program M-2.5A: Traffic Mitigation Fee Updates. <i>Continue to implement and periodically update local traffic mitigation fees and other requirements to cover development-related traffic improvements. Local development projects' responsibility for funding 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; (4) the timing of the improvement; and (5) the extent to which vehicle trip reduction measures have been incorporated into the project.</i></p>	<p>Portion of Policy C-7 (Circulation Improvement Funding):</p> <p>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.</p>	
<p>Policy M-2.6: Exceptions to LOS Standards</p> <p>Exceptions to LOS standards may be granted under the following circumstances:</p> <ul style="list-style-type: none"> • The improvements necessary to attain the standards would conflict with other land use, environmental, community character, or economic development priorities. • The project is located within the Downtown Precise Plan boundary. • Signalized intersections at Highway 101 and I-580 on-ramps and off-ramps are exempt because these locations are affected by regional traffic and are not significantly impacted by local measures. • The City Council finds that: <ul style="list-style-type: none"> ○ the benefits of the project to the community, such as affordable housing, economic vitality, and desired community services, substantially outweigh the resulting traffic impacts. ○ All feasible mitigation measures have been required of the project including measures to reduce vehicle delay and measures to reduce Vehicle Miles Traveled (VMT). 	<p>Policy C-5, part C: Exemptions. Signalized intersections at Highway 101 and Interstate 580 on-ramps and off-ramps are exempt from LOS standards because delay at these locations is affected by regional traffic and not significantly impacted by local measures.</p> <p>Policy C-5, part 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.</p> <p>Program C-5c: Exception Review. <i>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.</i></p>	

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<p>Policy M-2.7: LOS Methodology</p> <p>Allow the City Traffic Engineer to determine the appropriate methodology for calculating traffic Levels of Service for any proposed development project. Both arterial and intersection LOS may be considered.</p>	<p>Policy C-5, part B: Arterial LOS.</p> <p>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.</p> <p>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.</p> <p>Arterial Level of Service Standards, A.M. and P.M. Peak Hours Location (LOS)</p> <ul style="list-style-type: none"> • Citywide, except as shown below (D) • Downtown, except as noted below (E) • Congestion Management Segments (Second, Third and Fourth Streets) (as established by the Marin County Congestion Management Agency) (D) <p>Arterials operating at LOS E outside Downtown and F as of adoption date of GP 2020, per Appendix C.</p>	
<p>Program M-2.7A: Traffic Monitoring. Monitor and evaluate traffic conditions throughout San Rafael on an ongoing basis. Based on such evaluations, the City Traffic Engineer may develop recommendations to improve operations, address safety concerns, or modify standards.</p>	<p>Program 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.</p>	

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<p>Policy M-2.8: Proposed Improvements</p> <p>Use Exhibit 1 (Proposed Circulation Improvements) as the basis for transportation network improvements over the next 20 years. The improvements shown are intended to balance the City’s goals of managing congestion, reducing vehicle miles traveled, and enhancing mobility and safety. Specific improvements will be implemented as conditions require and will be refined during the design phase. Exhibit 1 may be amended as needed to reflect other design solutions that may be more effective in achieving these goals. Improvements will be implemented through the Capital Improvements Program using a variety of funding sources and may be subject to further environmental review.</p>	<p>Policy C-6: Proposed Improvements</p> <p>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.</p>	
<p>Program M-2.8A: Update Proposed Circulation Improvements. Regularly update the list of proposed circulation improvements based on traffic data, available funding, and evolving issues and priorities.</p>	<p>Program C-6A: Update Proposed Circulation Improvements. On a regular basis, monitor and update the list of Proposed Circulation Improvements.</p>	
<p>Program M-2.8B: Circulation Improvement Funding. Advocate for Federal, State, and County funding for the transportation projects shown on Exhibit 1, as well as other projects that improve mobility in San Rafael.</p>	<p>Policy C-7: Circulation Improvement Funding</p> <p>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</p>	
<p>Program M-2.8C: Third Street. Implement the recommendations of the Third Street Corridor Rehabilitation Report to address congestion, safety, and the appearance of Third Street in Downtown San Rafael.</p>		

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<p>Policy M-2.9: Emergency Access Ensure that the circulation system is designed to anticipate potential road blockages resulting from emergencies. Transportation plans should consider alternate ingress and egress routes (and modes of travel) for areas with the potential to be cut off during a flood, earthquake, wildfire, or similar disaster.</p>	<p>Policy 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.</p>	
<p>Program M-2.9A: Highway Closures. <i>Develop and update emergency contingency plans for highway closures as part of the City's disaster preparedness and emergency response plans.</i></p>	<p>Program C-9A: Highway Closures. <i>Develop, and update as necessary, an emergency contingency plan that addresses highway closure events.</i></p>	
<p>Policy M-2.10: Transportation Efficiency Undertake improvements which manage lane capacity, traffic flow, and intersections more efficiently.</p>	<p>New</p>	
<p>Program M-2.10A: Intelligent Transportation Systems. <i>Support the use of intelligent transportation systems to improve traffic flow and provide real-time data on traffic conditions so that motorists may travel through the city as efficiently as possible.</i></p>	<p>Program C-9b: Roadway Monitoring. <i>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.</i></p>	
<p>Program M-2.10B: Reducing Vehicle Idling. <i>Support transportation network improvements to reduce vehicle idling, including synchronized signal timing. In addition, consider the use of roundabouts as an alternative to traffic signals and stops signs. Roundabouts can improve the flow of traffic when they are properly designed and located on streets with low to moderate volumes.</i></p>	<p>New, from Steering Committee</p>	
<p>Policy M-2.11: Narrow Streets In new subdivisions, allow narrower streets that reduce travel speeds and accommodate multiple modes of travel, while still providing for emergency and service access.</p>	<p>From Neighborhoods Element</p>	
<p>Policy M-2.12: Responding to Demographic Change Ensure that transportation plans and services respond to demographic changes in the community, particularly the growing number of older adults.</p>	<p>New, from Steering Committee</p>	

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<p>Policy M-2.13: Sea Level Rise Address the impacts of sea level rise on the transportation system, including the need to elevate roadways, and potentially redesign or relocate roads to reduce flood hazards and meet evacuation needs.</p>	<p><i>New, from Steering Committee</i></p>	
<p>Policy M-2.14: Environmental Benefits Consider opportunities to create environmental benefits such as stormwater capture and treatment when reconstructing or improving roads and other transportation facilities.</p>	<p><i>New, from Steering Committee</i></p>	
<p>GOAL M-3: REDUCED TRANSPORTATION EMISSIONS Coordinate transportation, land use, community design, and economic development decisions in a way that reduces greenhouse gas emissions and air pollution from transportation sources. <i>Transportation is the source of 62% of San Rafael’s greenhouse gas emissions, as well as the primary source of local air pollution. The City will reduce emissions by supporting cleaner fuel vehicles and low-carbon technology, improving transit and non-vehicular travel modes, and reducing the vehicle miles traveled (VMT) by San Rafael residents and workers. Reducing VMT is an essential part of the City’s climate action strategy, and a fundamental part of its congestion management and mobility programs.</i></p>	<p><i>New, from Climate Change Action Plan</i></p>	
<p>Policy M-3.1: VMT Reduction Target Reduce [per capita/ total] VMT in San Rafael by 15 percent between 2015 and 2040.</p>	<p><i>New</i></p>	
<p>Policy M-3.2: Using VMT in Environmental Review Require an analysis of projected Vehicle Miles Traveled (VMT) as part of the environmental review process for projects with the potential to significantly increase VMT. As appropriate, this shall include transportation projects and land use/ policy plans as well as proposed development projects.</p>	<p>Policy 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</p>	

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	of the vehicle miles traveled (VMT) metric will be applied in assessing development projects.	
<p>Program M-3.2A: Thresholds for VMT Analysis. Adopt and maintain thresholds for different land uses and project types to determine when a VMT analysis is required as part of the environmental review process. Thresholds should be revisited over time to determine they are appropriate. The thresholds should include exemptions for projects with substantial VMT benefits, such as mixed use development adjacent to the Downtown SMART station.</p>	<p>Program 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.</p>	
<p>Program M-3.2B: Criteria for Determining a Significant VMT Impact. Adopt and maintain CEQA significance thresholds for VMT. In general, a project will be deemed to have a significant impact on VMT if it would impede achievement of the VMT reduction target for 2040.</p>	<p>a. Develop and adopt a VMT model. Incorporate the model into the General Plan Environmental Impact Report;</p> <p>b. Implement VMT for CEQA review of projects</p>	
<p>Program M-3.2C: Mitigation Measures for VMT Impacts. Develop and implement mitigation measures that can be applied to projects with potentially significant VMT impacts in order to reduce those impacts to less than significant levels. These measures include, but are not limited to, transportation demand management (TDM) programs, pedestrian and bicycle improvements, and changes to project design to reduce trip lengths and encourage the use of alternative modes of travel.</p>		
<p>Program M-3.2D: Overriding Considerations for Projects with Unavoidable VMT Impacts. Require the adoption of specific overriding consideration findings before approving a project that would result in significant unavoidable impacts on VMT.</p>		
<p>Policy M-3.3: Transportation Demand Management Encourage, and where appropriate require, new development projects to implement transportation demand measures that reduce VMT and peak period travel demand.</p>	<p>Policy 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.</p>	

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<i>Program M-3.3A: Develop TDM Guidelines. Develop TDM Guidelines – or work in partnership with other local governments to develop Guidelines -- than can be used in the environmental review process to mitigate potential increases in VMT.</i>	<i>Program 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.</i>	<i>Will need TDM Guidelines or standards to implement CEQA VMT requirements</i>
<i>Program M-3.3B: Support for TDM. Work cooperatively with governmental agencies, non-profits, businesses, institutions, schools, and neighborhoods to provide and support TDM programs.</i>	<i>Program C-12a: Regional Support for TDM. Support regional efforts to work with employers to provide TDM programs.</i> <i>Program C-13b. TDM for Schools. Require TDM programs for new or expanded private schools.</i>	
<i>Program M-3.3C: City TDM Program. Implement a TDM program for City employees, potentially in partnership with other local governments, public agencies, and transit providers.</i>	<i>Program 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.</i>	
<i>Program M-3.3D: Data on TDM Effectiveness. As part of TDM programs, encourage employers to provide data on employee commutes, and encourage residential property managers to provide data on the workplace locations of their residents. Additionally, encourage the use of data from the US Census, TAM, mobile tracking services, and other sources to evaluate trip origin and destination patterns, and ensure that programs are responsive to these patterns.</i>	<i>New, from Steering Committee</i>	
Policy M-3.4: Reducing Commute Lengths Support reduced commute lengths by: (a) encouraging telecommuting and flexible work arrangements; (b) encouraging San Rafael employers to hire locally; (c) creating more opportunities for persons who work in San Rafael to live in San Rafael; and (d) supporting local-serving shopping, restaurants, and services that reduce the need to drive elsewhere.	Policy 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.	
<i>Program M-3.4A: Flextime and Telecommuting. Encourage San Rafael employers to implement flextime and telecommuting programs which reduce daily peak hour commutes. Also encourage co-working spaces, shared</i>	<i>New</i>	

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<i>offices, and opportunities for residents employed elsewhere to work productively within San Rafael.</i>		
Program M-3.4B: Workforce Development Programs. Encourage and support efforts by San Rafael employers to hire locally, as well as workforce development and hiring programs which link San Rafael residents to local job opportunities.	New	
Program M-3.4C: Housing Services. Support and facilitate roommate matching programs, connections between local property managers and major employers, employer housing programs, and other initiatives aimed at helping local workers find housing in San Rafael.	New	
Policy M-3.5: Alternative Transportation Modes Support efforts to create convenient, affordable alternatives to single passenger auto travel.	Policy 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.	
Program M-3.5A: Carpooling and Vanpooling. Support car and vanpooling in San Rafael through local and regional programs and on-line apps that match interested drivers and passengers.	Program 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.	
Program M-3.5B: Shared Mobility. Support efforts to establish and operate car-sharing, bike-sharing, and other services that provide alternatives to driving, particularly in Downtown San Rafael and other transit-served areas.	Program C-11b: Car Sharing. Support efforts to organize and run car-sharing programs in San Rafael. Program SU-2a: Bike Share Program. Facilitate the creation of a bike share program, particularly in the Downtown area. Conduct a feasibility study to determine feasibility, scale, and costs. Program SU-2b: Car Share Program. Facilitate the creation of a bike share program, particularly in the Downtown area. Conduct a feasibility study to determine feasibility, scale, and costs.	

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<i>Program M-3.5D: Transportation Network Companies (TNCs). Work with TNCs (Uber, Lyft, etc.) to address issues such as passenger pick-up and drop-off and maximize the potential benefits of such services.</i>	New	
Policy M-3.6: Low-Carbon Transportation Encourage electric and other low-carbon vehicles, and provide the infrastructure needed to support these vehicles.	<i>Program 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.</i>	
<i>Program M-3.6A: ZEV Plan. Consistent with the San Rafael CCAP, develop a Zero Emission Vehicle (ZEV) Plan that will result in 25% of the passenger vehicles in San Rafael being ZEVs by 2030. The Plan should provide for additional charging stations, preferential parking for ZEVs, and other programs that incentivize ZEV use by San Rafael residents.</i>	New, From Climate Change Action Plan	
<i>Program M-3.6B: Zero Emission Municipal Vehicles. Continue to shift the municipal vehicle fleet to ZEVs and use low-carbon fuels as an interim measure until gasoline-powered City vehicles are replaced.</i>	New, From Climate Change Action Plan	
Policy M-3.7: Design Features that Support Transit For projects located in or near transit hubs such as Downtown San Rafael, incorporate design features that facilitate walking, cycling, and easy access to transit.	New, From Climate Change Action Plan	
Policy M-3.8: Land Use and VMT Encourage higher-density employment and residential uses near transit, recognizing the potential for VMT reduction in areas where there are alternatives to driving, concentrations of complementary activities, and opportunities for shorter trips between different uses.	New, From Climate Change Action Plan. Also existing Circulation Element states: Encourage high-density transit-oriented development in the vicinity of the rail stations. (C-17a)	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>GOAL M-4: HIGH-QUALITY TRANSIT</p> <p>Support accessible, reliable, fiscally sound transit services that provide a convenient alternative to driving. <i>The City of San Rafael is served by several transit agencies, operating buses, trains, ferries, and shuttles. Service improvements will be supported so that transit becomes a more viable alternative to driving, both for trips within San Rafael and for trips to and from other destinations. A safe, convenient, affordable mass transit system is important to San Rafael's quality of life. Transit can reduce greenhouse gases and alleviate traffic congestion and provides mobility to those who are unable to drive or do not own a car.</i></p>	<p>Policy C-14: Transit Network</p> <p>Encourage the continued development of a safe, efficient, and reliable regional and local transit network to provide convenient alternatives to driving.</p>	<p><i>Policy changed to a goal, as this is one of the major pillars of the City's transportation plan.</i></p>
<p>Policy M-4.1: Sustaining Mass Transit</p> <p>Support a level of transit service frequency and routing that promotes transit usage, avoids overcrowding, and makes transit as a viable alternative to driving.</p>	<p><i>Adapted from Marin Transit Master Plan</i></p>	
<p>Program M-4.1A: Transit Advocacy. Support State, County, and regional 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 transit and paratransit services.</p>	<p>Program 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.</p>	
<p>Program M-4.1B: Evaluating Transit Needs. Support efforts to track, forecast, survey, and respond to changing transit and paratransit needs in order to meet the requirements of specific population groups such as seniors, disabled, and lower income residents, employees, and visitors. Advocate for meaningful public participation in meetings and discussions with transit providers and ensure that the needs of those in the community who are transit-dependent are well represented.</p>	<p>Policy C-15: Transit Needs</p> <p>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 providers and ensure that the needs of those in the community who are transit-dependent are well represented.</p> <p>Program C-15a: Transit Needs. Work with transit providers to identify underserved neighborhoods and</p>	

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	<p><i>population groups and advocate for expanded service in those areas and populations.</i></p> <p><i>Program C-15b: City Survey of Transit Needs. In City-sponsored surveys of residents, seek transit satisfaction levels when appropriate and feasible.</i></p>	
<p>Program M-4.1C: Partnerships. <i>Encourage partnerships between local transit service providers to avoid redundancy, maximize coverage and efficiency, and improve transfers between transit systems.</i></p>	<p><i>New, adapted from Marin Transit Plan</i></p>	
<p>Program M-4.1D: Transit for Tourism. <i>Support efforts to provide effective transit options for visitors to West Marin and other County tourist destinations, in order to reduce regional traffic flow through San Rafael.</i></p>	<p>Program C-15c: Transit for Tourism. <i>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.</i></p>	
<p>Program M-4.1E: Transit Information. <i>Encourage the development and dissemination of information to facilitate transit use. This includes real-time, multi-lingual information on bus arrivals, departures, transfers, and routes. In addition, the City should include information on transit access on notices of City meetings and provide links to transit websites from its own website.</i></p>	<p>Policy C-16: Transit Information</p> <p>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.</p> <p>Program C-16a: Transit Information Dissemination. <i>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.</i></p>	
<p>Policy M-4.2: Regional Transit Options</p> <p>Encourage expansion of regional transit connecting Marin with adjacent counties, including basic and express bus service, commuter rail, and ferry service.</p>	<p>Policy C-17: Regional Transit Options</p> <p>Encourage expansion of existing regional transit connecting Marin with adjacent counties, including basic service, express bus service, new commuter rail service, and ferry service.</p>	

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<p>Program M-4.2A: Regional Bus Service. Support expansion of regional bus service to and from other Bay Area counties, including expanded express bus service along the 101 corridor, and continued bus and shuttle service to the region's airports.</p>	<p>Policy C-17, bullets 1, 4, and 5</p> <ul style="list-style-type: none"> • 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. • 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. 	
<p>Program M-4.2B: Rail Service. Encourage continued investment in the Sonoma Marin Area Rail Transit (SMART) system, including northerly extension of service to Cloverdale, and improved transfers to bus and ferry systems.</p>	<p>Policy C-17, bullet 2</p> <ul style="list-style-type: none"> • 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 	
<p>Program M-4.2C: Ferry Service. Work with the Golden Gate Bridge Highway and Transportation District and other regional agencies to support improved ferry service, additional ferry terminals, efficient connections between ferries and other transportation modes, new ferry routes (to Vallejo, the East Bay, San Francisco, and points south), autonomous buses, and other improvements that would increase ferry use and regional transit ridership.</p>	<p>Policy C-17, bullet 3</p> <ul style="list-style-type: none"> • Ferry Service: Support efforts to improve and expand ferry service, and provide efficient connections to the ferry via other transportation modes. <p><i>Program C-17c: Ferry Terminals.</i> 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.</p> <p>Also incorporates TAM/ GGBHTD Plans</p>	

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<p>Policy M-4.3: SMART Improvements Maximize the potential benefits of SMART while minimizing potential conflicts between SMART trains, adjacent land uses, bicycle and pedestrian movement, and vehicle traffic circulation.</p>	<p><i>Program C-17b: SMART Right-of-Way. Maintain the SMART right-of-way for rail service.</i></p>	
<p>Program M-4.3A: Rail Safety. Work with SMART to continue safety measures along the SMART tracks, reduce train noise, and avoid the blockage of intersections by trains.</p>	<p>Program C-17a. SMART. Support the following design features for SMART commuter service within San Rafael:</p> <ol style="list-style-type: none"> 1. Establish stations in Downtown and in the Civic Center that will serve as multi-modal commuter transit hubs. 	
<p>Program M-4.3B: Passenger Pickup and Dropoff. Work with SMART on plans to improve passenger pick-up and drop-off, connectivity between trains and buses, and provisions for passenger parking.</p>	<ol style="list-style-type: none"> 2. Design stations and rail crossings safe for pedestrians and with minimal impacts on roadway traffic. 	
<p>Program M-4.3C: Arrival Experience. Create a welcoming experience for passengers arriving at the Downtown San Rafael and Civic Center stations, including wayfinding signage, easy transfers, and clearly marked, well lit pathways to nearby destinations.</p>	<ol style="list-style-type: none"> 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. 	
<p>Program M-4.3D: Service Reliability. Work with SMART to avoid disruptions of service during power outages and provide backup power to sustain operations during and after emergencies.</p>	<ol style="list-style-type: none"> 4. Ensure that new development adjacent to the rail line is set back a safe distance and adequately attenuates noise. 	
<p>Program M-4.3E: Elevating Downtown Trackage. Consider the long-term feasibility of elevating the SMART tracks through Downtown San Rafael and constructing an elevated boarding platform.</p>	<ol style="list-style-type: none"> 5. Encourage high-density transit-oriented development in the vicinity of the rail stations. 	
<p>Policy M-4.4: Local Transit Options Encourage local transit systems that connect San Rafael neighborhoods, employment centers, and other destinations. Transit should be a viable choice not only for those with special needs, but also those who regularly drive.</p>	<p>Policy C-18: Local Transit Options Support improvement and expansion of local transit options including local bus, shuttle and taxi services.</p> <ol style="list-style-type: none"> a) Local Bus Service. Support efforts to improve bus routing, frequency and stop amenities to meet local needs. 	
<p>Program M-4.4A: Local Bus Service. Support Marin Transit and Golden Gate Transit efforts to improve bus routing, frequency, and equipment.</p>	<ol style="list-style-type: none"> 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. 	

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	c) Other Local Transit. Support Dial-A-Ride and taxi services serving San Rafael.	
Program M-4.4B: Improved Bus Stops. Support efforts to improve bus stops to provide a safe and pleasant experience for riders. Allow commercial advertising to fund bus stop upgrades and maintenance.	Program 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.	
Program M-4.4C: Local Shuttle Programs. Support efforts to create financially feasible shuttle and circulator bus services to connect passengers arriving at the San Rafael Transit Center and SMART stations to their destinations.	Program 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.	
Policy M-4.5: Transit and the Environment Encourage a less carbon-intensive transit system with reduced environmental impacts. This could include electrification of buses and SMART trains, and the use of smaller vehicles in areas of lower demand. Environmental costs and benefits should be a critical factor when evaluating transit service improvements.	New, from Steering Committee and Climate Change Action Plan	
Policy M-4.6: Paratransit Options Encourage expansion of paratransit and flexible route services as needed to serve specialized populations including seniors, students, and persons with disabilities.	Policy C-19: Paratransit Options Encourage expansion of paratransit services as needed to serve specialized populations including seniors and persons with disabilities.	
Program M-4.6A: Other Local Transit. Support Dial-A-Ride, taxi, and transportation network company (TNC) services serving San Rafael.	New	
Program M-4.6B: Paratransit Service. Support continued Whistlestop Wheels service and expanded regional paratransit services where needed.	Program C-19a: Paratransit Service. Support continued Whistlestop Wheels service, and support expanded regional paratransit services where needed.	
Policy M-4.7: Intermodal Transit Hubs Support efforts to develop intermodal transit hubs in Downtown and at the Civic Center SMART stations to provide safe, convenient connections for all travelers. Such hubs should include secure bicycle parking and efficient drop-off and pick-up areas and create a positive experience for those arriving in San Rafael.	Policy 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	

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	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.	
Program M-4.7A: Transit Center Relocation. Complete the relocation process for the San Rafael Transit Center. Continue to work with transit service providers to coordinate schedules, transfers, and routing in a manner that is safe and convenient for San Rafael travelers.	Program 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.	Replacement Program
Program M-4.7B: First Mile/ Last Mile Trips. Work with TAM, transit agencies, neighborhood groups, and the local business community to improve options for “first mile/ last mile” trips connecting regional transit hubs (Downtown SMART, Civic Center SMART, and the San Rafael Transit Center) to nearby destinations.	New	
Program M-4.7C: Implementation of Other Plans. Implement the recommendations of the Downtown Precise Plan, the Downtown Station Area Plan, and the Civic Center Station Area Plan for coordination of transit services and improvement of connections between travel modes.	New	

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<p>GOAL M-5: A SAFE AND CONNECTED CITY</p> <p>Provide a transportation system that minimizes negative impacts on neighborhoods while maximizing accessibility and connectivity in the community. <i>Local streets should be safe, attractive, and provide easy access to homes and businesses. Neighborhoods should be protected from the impacts of cut-through traffic, regional congestion, and overflow parking. Business districts should be conveniently connected to the neighborhoods around them. More residents should be able to travel to schools, parks, shopping, and workplaces without driving.</i></p>	<p>Goal 14: SAFE AND EFFICIENT STREET SYSTEM</p> <p>It is the goal of San Rafael to have a safe and efficient street system that minimizes impacts on residential neighborhoods. <i>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.</i></p> <p>Goal 15: CONNECTIONS BETWEEN NEIGHBORHOODS</p> <p>It is the goal of San Rafael to have convenient connections between neighborhoods. <i>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.</i></p>	
<p>Policy M-5.1: Traffic Calming</p> <p>Protect residential areas from the effects of speeding traffic or traffic from outside the neighborhood through appropriate traffic “calming” solutions such as speed humps, bulb-outs, speed limits, stop signs, and chicanes. Traffic calming measures shall not conflict with emergency response capabilities.</p>	<p>Policy C-21: Residential Traffic Calming</p> <p>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.</p>	
<p>Program M-5.1A: Traffic Calming Program. <i>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.</i></p>	<p>Program C-21a: Traffic Calming Program. <i>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.</i></p>	
<p>Program M-5.1B: Emergency Access Considerations. <i>Ensure that any road redesign project, including bicycle and pedestrian improvements, considers potential impacts on emergency vehicle access and evacuation capacity. Projects shall be designed to avoid reductions in evacuation capacity or emergency vehicle response time.</i></p>	<p>New, from Steering Committee</p>	

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<p>Policy M-5.2: Attractive Roadway Design</p> <p>Design roadway projects to be attractive and, where possible, to include trees, landscape buffer areas, public art, public space, and other visual enhancements. Emphasize tree planting and landscaping along all streets.</p>	<p>Policy C-22: Attractive Roadway Design</p> <p>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.</p>	
<p><i>Program M-5.2A: Landscape Maintenance. Continue to regularly maintain landscaping along roadways, and to encourage attractive drought-tolerant plantings.</i></p>	<p><i>Program C-22a: Native Plants Along Roadways. Continue to regularly remove non-native invasive plants along roadways, and to encourage attractive native plantings.</i></p>	
<p>Policy M-5.3: Connections Between Neighborhoods and with Adjoining Communities</p> <p>Identify opportunities to better connect San Rafael neighborhoods to one another and to improve connections from San Rafael to adjacent communities. Consider such connections as part of emergency response and evacuation planning.</p>	<p>Policy C-23: Connections Between Neighborhoods and with Adjoining Communities</p> <p>Identify opportunities to improve pedestrian, bicycle and transit connections between San Rafael neighborhoods and between San Rafael and adjacent communities.</p>	
<p><i>Program M-5.3A: Signage. Provide better signage, consistent with the Bicycle and Pedestrian Master Plan, to identify non-vehicular pathways. Pathways should be well designed and maintained and should contribute to neighborhood character.</i></p>	<p><i>Program 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.</i></p>	
<p>Policy M-5.4: Connections Between Neighborhoods and Activity Centers</p> <p>Seek opportunities to increase connectivity between San Rafael neighborhoods and activity centers, particularly via pathways that reduce travel distances to schools, shopping, and workplaces.</p>	<p>Policy C-24: Connections Between Neighborhoods and Activity Centers</p> <p>Seek opportunities to increase connectivity between San Rafael neighborhoods and activity centers.</p>	
<p><i>Program M-5.4A: North San Rafael Promenade. Continue to support the creation of a promenade that connects the Terra Linda Shopping Center and Community Center to the Marin Civic Center and Civic Center SMART station. The design vision for the promenade should be updated as part of a broader planning effort for the North San Rafael Town Center area.</i></p>	<p><i>Program 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</i></p>	

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	<i>for recreational facilities consistent with the Capital Improvements program.</i>	
Program M-5.4B: Canal Crossing. Continue to seek opportunities to develop a pedestrian and bicycle crossing over the Canal to better link the Canal neighborhood with schools, shopping, and other services.	Program 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.	
Program M-5.4C: East-West Connectivity. Improve access for bicycles and pedestrians between the east and west sides of Highway 101, particularly between the Downtown area and Montecito neighborhood.	Program 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.	
Program M-5.4D: East San Rafael Improvements. Consider the potential for new or relocated roads in East San Rafael that would relieve local street congestion, increase efficiency, and improve access between the north and south sides of Interstate 580.	New, from Steering Committee	
Policy M-5.5: Meeting Local Circulation Needs Around Highway Interchanges Ensure that regional transportation projects located in San Rafael provide local benefits, address the safety of all travelers, and improve circulation between neighborhoods.	Policy 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.	
Program M-5.5A: Interchange Improvements. Work with Caltrans and TAM to ensure that the design of freeway interchange improvements include measures to relieve local congestion, provide commuter parking, improve transit, and enhance pedestrian and bicycle safety.	Program 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.	
Policy M-5.6: School-Related Traffic Actively encourage public and private schools to reduce congestion caused by commuting students and staff through improved provisions for pick-up and drop-off, parking management, and trip reduction.	Policy 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	

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<p>Program M-5.6A: School Transportation. Implement measures to improve the safety of students walking, bicycling, or taking the bus to school. Examples include pedestrian crossing enhancements, transit passes or reduced rates for students, locating transit stops near school campuses, supporting increased funding for school buses and crossing guards, and staggering school hours.</p>	<p>Program M-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.</p>	<p>Safe Routes to School addressed in Ped and Bike section.</p>
<p>Policy M-5.7: Truck Impacts Reduce the impacts of truck traffic and deliveries on local roads, especially in residential areas</p>	<p>New</p>	
<p>Program M-5.7A: Trucking Routes and Transportation Permits. Continue to designate specific streets as trucking routes and maintain permit requirements for vehicles that exceed weight limits on non-designated routes.</p>	<p>New</p>	
<p>Program M-5.7B: Quarry Traffic. Continue, and periodically update, measures to mitigate the impacts of quarry-related truck traffic on Point San Pedro Road.</p>	<p>New, from Steering Committee</p>	

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<p>GOAL M-6: BICYCLE AND PEDESTRIAN FRIENDLY STREETS</p> <p>Encourage walking and bicycling as safe, pleasurable, healthful ways to travel. <i>Walking is an integral part of daily life, while cycling is popular both as a recreational activity and a practical way to get around San Rafael. San Rafael’s bikeway system connects neighborhoods, business districts, open spaces, transit centers, and surrounding communities. This system should be expanded in the future. Looking to 2040, walking and cycling will be supported by an expanded network of paths, lanes, sidewalks, trails, safe crossings, and bike parking.</i></p>	<p>GOAL 16: BIKEWAYS</p> <p>It is the goal of San Rafael to have safe, convenient and attractive bikeways and amenities. <i>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.</i></p> <p>GOAL 17: PEDESTRIAN PATHS</p> <p>It is the goal of San Rafael to have safe, convenient and pleasurable pedestrian paths and amenities. <i>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.</i></p>	<p><i>Consistent with the City’s approach to prepare a consolidated “Bicycle and Pedestrian Master Plan” (rather than separate plans for each), the two goals have been combined.</i></p>
<p>Policy M-6.1: Encouraging Walking and Cycling</p> <p>Wherever feasible, encourage walking and cycling as the travel mode of choice for short trips, such as trips to school, parks, transit stops, and neighborhood services. Safe, walkable neighborhoods with pleasant, attractive streets, bike lanes, and sidewalks should be part of San Rafael’s identity.</p>	<p>Policy C-27: Pedestrian Plan Implementation</p> <p>Promote walking as the transportation mode of choice for short trips by implementing the pedestrian element of the City’s <i>Bicycle and Pedestrian Master Plan</i>. In addition to policies and programs outlined in the <i>Bicycle and Pedestrian Plan</i>, provide support for the following programs.</p> <p>Policy C-26: Bicycle Plan Implementation</p> <p>Make bicycling and walking an integral part of daily life in San Rafael by implementing the San Rafael’s <i>Bicycle and Pedestrian Master Plan</i>.</p>	
<p>Program M-6.1A: Bicycle and Pedestrian Master Plan Implementation. <i>Maintain and periodically update a Bicycle and Pedestrian Master Plan (BPMP). The BPMP should be a guide for investment in pedestrian and bicycle</i></p>	<p>Program C-26a: Implementation. <i>Implement provisions of the Bicycle and Pedestrian Master Plan in conjunction with planned roadway improvements or through</i></p>	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<i>infrastructure, and for programs to make walking and cycling a safer, more convenient way to travel.</i>	<i>development or redevelopment of properties fronting on the proposed routes.</i>	
Program M-6.1B: Station Area Plans. Implement the pedestrian and bicycle improvements in the 2012 Downtown Station Area Plan and the 2012 Civic Center Station Area Plan, including crosswalk striping improvements and warning signs on 2 nd and 3 rd Streets, improved connections across Highway 101, extension of the Mahon Creek Trail, and sidewalk/ crossing improvements from the Civic Center Station to nearby North San Rafael neighborhoods and commercial areas	New, from Bicycle and Pedestrian Master Plan (BPMP)	
Program M-6.1C: Canal Community Based Transportation Plan (CBTP). Update the CBTP for the Canal neighborhood, including provisions to improve walking and cycling within the Canal and East San Rafael communities, and better connect the Canal area to Downtown, the waterfront, and the rest of the community.	New	
Program M-6.1D: Funding. Seek grant funding for implementation of the BPMP and other plans proposing bicycle and pedestrian improvements.	Program C-26b: Funding. Seek grant funding for implementation of segments of the Bicycle and Pedestrian Master Plan.	
Policy M-6.2: Safety Identify, prioritize, and implement bicycle and pedestrian related safety improvements in order to reduce collisions and injuries, and eliminate fatalities. Safety should be the highest priority for pedestrian and bicycle related capital projects.	New, from Bicycle and Pedestrian Master Plan (BPMP)	
Program M-6.2A: Implementation of Safety Measures: Implement bicycle and pedestrian safety measures as described in the 2018 BPMP, including ADA compliant curb ramps, curb extensions in business districts, median refuge islands, active warning beacons, painted bike “boxes” at intersections, and signal phasing adjustments in areas with high bicycle volumes.	Program C-27e: Pedestrian Safety. Consider new projects and programs to increase pedestrian safety. Expanded, per Bicycle and Pedestrian Master Plan (BPMP)	
Program M-6.2B: Vision Zero. Consistent with the BPMP, adopt a “Vision Zero” policy of eliminating all bicycle and pedestrian involved severe injuries and fatalities.	New, from Bicycle and Pedestrian Master Plan (BPMP)	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<i>Program M-6.2C: Enforcement. Conduct enforcement activities to improve compliance with traffic safety laws, especially around intersections with frequent bicycle and pedestrian collisions.</i>	<i>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).</i>	
<i>Program M-6.2D: Safe Routes Programs. Work collaboratively with local schools to implement Safe Routes to School programs. Explore similar programs to promote safe routes to parks, work, services, and transit.</i>	<i>Safe Routes to School is referenced in Program C-13a</i>	
Policy M-6.3: Connectivity. Develop bicycle and pedestrian networks that connect residents and visitors to major activity and shopping centers, existing and planned transit, and schools. Work to close gaps between existing facilities.	<i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i>	
<p><i>Program M-6.3A: Implementation of Pathway Improvements.: Implement the major bicycle and pedestrian pathway, intersection, and lane improvements included in adopted City plans, including:</i></p> <ul style="list-style-type: none"> • <i>An east-west bikeway across Downtown San Rafael</i> • <i>A north-south greenway and multi-use path along West Tamalpais Avenue</i> • <i>Improved crossings of the San Rafael Canal</i> • <i>Additional Class I and II lanes, as identified in the BPMP</i> • <i>Improved signage, pavement markings and sidewalk widening</i> • <i>Closing gaps in the Bay Trail</i> • <i>Additional bicycle parking</i> • <i>Bike lane improvements to Point San Pedro Road (Cross-Marin Bikeway)</i> • <i>Pedestrian/ bicycle “promenades” along the San Rafael Canal and in North San Rafael (Civic Center Station to Terra Linda Community Center)</i> 	<i>New, from Bicycle and Pedestrian Master Plan (BPMP).</i>	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<ul style="list-style-type: none"> <i>Potential pedestrian crossing over 101 (in association with the I-580/101 reconstruction)</i> 		
<p>Program M-6.3B: Improvements in the Unincorporated Area. <i>Integrate the recommendations of the Unincorporated Marin County Bicycle and Pedestrian Master Plan to create a seamlessly connected system that allows for easy bicycle travel between City and County neighborhoods. This includes improvements along Miller Creek Road and Las Gallinas Avenue in Marinwood.</i></p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Program M-6.3C: Bicycle Parking. <i>Create additional bicycle parking and storage capacity at the SMART stations and in Downtown San Rafael.</i></p>	<p>Program C-26c: Bicycle Parking. <i>Update Zoning Ordinance requirements for bicycle parking.</i></p>	
<p>Program M-6.3D: Electric Bicycles: <i>Monitor the use of electric bicycles and periodically evaluate the need for standards, programs, and facilities that support their use.</i></p>	<p><i>New, from Steering Committee</i></p>	
<p>Policy M-6.4: Pilot Projects Support pilot projects which install removable bicycle and pedestrian improvements on a short-term basis to test their effectiveness and public reception before investing in permanent improvements.</p>	<p><i>New, from Steering Committee</i></p>	
<p>Policy M-6.5: Coordination Work with other jurisdictions, transit agencies, and stakeholders to implement projects that reflect bicycle and pedestrian needs at the local and regional levels.</p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Program M-6.5A: Bikeshare Program. <i>Support the Transportation Authority of Marin (TAM) in implementation of a bikeshare program in Downtown San Rafael and at the Civic Center station. Consider possible locations for bike sharing “pods” at destinations throughout San Rafael, especially Downtown.</i></p>	<p><i>New, from TAM Vision; also SU-2a from Sustainability EI</i></p>	
<p>Program M-6.5B: Monitoring. <i>To the extent feasible, maintain data on pedestrian and bicycle volumes. Use this data to track the effectiveness of the City’s bicycle and pedestrian programs and to adjust programs as needed.</i></p>	<p>Program C-27a: Implementation. <i>Monitor progress in implementing the pedestrian-related goals and objectives of the Bicycle and Pedestrian Master Plan on an annual basis.</i></p>	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>Policy M-6.6: Universal Design</p> <p>Design and construct bicycle and pedestrian facilities to serve people of all ages and abilities, including children, seniors, families, and people with limited mobility.</p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Program M-6.6A: ADA Compliance. Continue efforts to improve access for those with disabilities, including compliance with Federal and State accessibility requirements.</p>	<p>Program 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.</p>	
<p>Program M-6.6B: Best Practices. Continue to construct bicycle and pedestrian facilities according to the most up-to-date local, state, and national best practices and design guidelines.</p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Policy M-6.7: Bicycle Programming</p> <p>Continue programs and activities to encourage bicycle use and bicycle safety.</p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Program M-6.7A: Public Information. Maintain public information on bicycle and pedestrian projects, routes, data, and information on the City's website.</p>	<p><i>New, from Bicycle and Pedestrian Master Plan (BPMP)</i></p>	
<p>Program M-6.7B: Bike to Work Day. Encourage City employees, other San Rafael workers and residents to participate in Bike to Work Days and similar programs that encourage cycling as a viable commute alternative.</p>	<p>Program 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.</p>	
<p>Program M-6.7C: Maintenance of Pedestrian Facilities. Develop a program for prioritizing and funding the maintenance of existing pedestrian and bicycle facilities based on use, connectivity, and facility conditions.</p>	<p>Program 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.</p>	
<p>Policy M-6.8: Urban Trails Network</p> <p>Identify, renovate, and maintain an urban trails network to encourage walking and appreciation of local pathways.</p>	<p>Policy C-28: Urban Trail Network</p> <p>Encourage identification, renovation and maintenance of an urban trails network throughout San Rafael to</p>	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
	encourage walking and appreciation of historical and new pathways.	
<p>Program M-6.8A: Urban Trails Network Project. Prepare an Urban Trails Master Plan, including maps 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.</p>	<p>Program 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.</p>	
<p>Policy M-6.9: Evaluating Trade-Offs Ensure that bicycle and pedestrian improvements consider the number of potential beneficiaries relative to the cost and impacts of each project. To the extent possible, bicycle and pedestrian projects should avoid the loss of on-street parking or contribute to traffic congestion.</p>	New, from Steering Committee	
<p>GOAL M-7: ADEQUATE PARKING Provide parking that is adequate, accessible, well-designed, and supportive of the City’s goal of a more sustainable transportation system. San Rafael will provide a mix of on- and off-street parking that is responsive to the needs of commercial and mixed use areas. In neighborhoods with high parking demand, the City will work with residents and businesses to resolve conflicts. Innovative approaches such as parking lifts and shared parking will reduce the land and building area dedicated to parking and avoid an oversupply of spaces.</p>	<p>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.</p>	
<p>Policy M-7.1: Optimizing Supply Optimize the use of the existing parking supply. Expand the supply where needed through innovative programs, public/private partnerships, and land use policies.</p>	<p>Policy 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.</p>	

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Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<i>Program M-7.1A: Shared Parking. Work with the owners and operators of privately held parking lots and facilities to explore shared parking opportunities.</i>	<i>Program 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.</i>	
Policy M-7.2: Parking Districts Encourage parking assessment districts in areas of high demand. Such districts reduce the burden of providing off-street parking facilities on individual business owners and encourage shared facilities that meet the parking needs of multiple users.	Program C-29d: Parking Districts. Consider formation of new parking districts where warranted and feasible.	
Policy M-7.3: Parking Technology Use technology to improve parking efficiency and reduce the land area required to meet parking needs.	Program C-29c: Innovative Off-Street Parking. Where feasible, allow off-street parking through stackable and automated parking systems	
<i>Program M-7.3A: Downtown Parking and Wayfinding Study Recommendations. Implement the technology recommendations of the 2017 Downtown Parking and Wayfinding Study and consider the application of these recommendations to other parts of San Rafael. Key recommendations include: (a) End-user technologies, such as a mobile responsive website or text message maps to enhance wayfinding; (b) Mobile parking apps to allow on-street meters to be located and used more easily; (c) Mobile lifts, stackers, and other methods to accommodate parking with less space; and (d) Automated space counters, digital displays, and real-time information on space availability at garages.</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	
Policy M-7.4: Downtown Parking Maintain a sufficient number of Downtown parking spaces to meet demand and support local businesses.	Policy C-30: Downtown Parking Optimize the use of parking spaces Downtown.	<i>Modification is consistent with Downtown Parking and Wayfinding Study</i>
<i>Program M-7.4A: Monitoring Demand. Monitor demand for parking around the Downtown SMART station and San Rafael Transit Center to determine the need to adjust parking time limits and costs, and the need to construct new facilities.</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	

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<i>Program M-7.4B: Assessment District Expansion. Modify the Downtown Parking Assessment District boundaries to include the areas east to Hetherton and west to E Street.</i>	Program 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.	
<i>Program M-7.4C: Private Garages. Encourage new private parking structures in Downtown San Rafael with spaces that are available for public use (at rates to be set by the owner).</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	
<i>Program M-7.4D: Wayfinding Signage. Improve wayfinding signage for Downtown parking. Undertake marketing programs to make drivers more aware of the location of parking and convenience of Downtown parking lots and garages.</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	
<i>Program M-7.4E: Design Standards for Parking Garages. Develop design standards for parking garages to ensure that they maintain architectural integrity, are easy to use, align pedestrians toward their destinations, and can support ancillary activities where they front pedestrian-oriented streets.</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	
Policy M-7.5: Dynamic Pricing Consider dynamic pricing options (e.g., varying prices at different times of the day) to manage parking in high-demand locations such as Downtown. Parking rates should distribute demand more evenly and achieve the most efficient use of space. Rates should be periodically adjusted to reflect demand, operating costs, and changes in technology.	<i>New, from Downtown Parking/Wayfinding Study</i>	
<i>Program M-7.5A: Adjustments to Parking Rates. Establish a formal system for setting and periodically re-evaluating parking rates based on performance, costs, best practices, and similar factors. Rates should be based on occupancy data and designed to support fiscal health, as well as the needs of residents, businesses, workers, and visitors. As needed, the City Code should be modified to establish principles for parking management as well as a process for rates to be reviewed based on specified metrics.</i>	<i>New, from Downtown Parking/Wayfinding Study</i>	

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<p>Policy M-7.6: Off-Street Parking Standards Maintain off-street parking standards that adequately respond to demand, minimize adverse effects on neighborhoods, and sustain local businesses.</p>	<i>New</i>	
<p>Program M-7.6A: Adjustments to Parking Standards. Periodically adjust off-street parking requirements to respond to data on parking needs, and trends in vehicle design, car ownership, and travel behavior.</p>	<i>New</i>	
<p>Program M-7.6B: Parking Reductions. Allow reduced parking subject to findings that a project will have lower vehicle ownership rates (for example, for senior housing or housing adjacent to a SMART station).</p>	<i>New, existing practice</i>	
<p>Policy M-7.7: Parking Management Proactively manage street parking in areas of heavy demand and areas where parking affects neighborhood character, convenience, and safety.</p>	<p>Policy C-31: Residential Area Parking Evaluate effective means to manage residential parking to minimize the impacts of excess demand.</p>	
<p>Program M-7.7A: Residential Permit Parking. Re-evaluate provisions for residential permit parking to make it easier to implement such programs in neighborhoods with parking supply constraints.</p>	<i>New from Steering Committee</i>	
<p>Program M-7.7B: Parking Studies. Periodically conduct neighborhood and business district parking studies. Use these studies as the basis for parking management strategies.</p>	<i>New, from Downtown Parking/Wayfinding Study</i>	
<p>Policy M-7.8: Parking for Alternative Modes of Transportation Use preferential parking as an incentive to encourage carpooling, electric vehicles, and other more sustainable modes of travel.</p>	<p>Policy C-32: Parking for Alternative Modes of Transportation Use preferential parking as an incentive to encourage alternative modes of transportation.</p>	
<p>Program M-7.8A: Preferential Spaces. Allow, and where appropriate require, that preferential parking spaces be provided to carpool vehicles, clean fuel and electric vehicles, bicycles, and other alternative modes of transportation.</p>	<p>Program 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</p>	

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	<p><i>for car pools, bicycle storage and parking facilities, and bus stop shelters</i></p> <p>Program 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.</p>	
<p>Program M-7.8B: Charging Stations. <i>Install additional electric vehicle chargers in public parking lots and garages. Consider expanding electric charging requirements for private parking lots and structures.</i></p>	<p><i>New, from Downtown Parking/Wayfinding Study and Climate Change Action Plan</i></p> <p>Also: Policy SU-3a: Install charging stations for plug-in electric vehicles in City garages and parking lots.</p>	
<p>Program M-7.8C: Parking Standards. <i>Periodically revisit off-street parking standards to include incentives or additional standards for clean air vehicles, bicycles, shared vehicles, and other low-emission travel modes.</i></p>	<p><i>New, from CCAP and Downtown Parking and Wayfinding Study</i></p>	
<p>Policy M-7.9: Parking for Transit Users</p> <p>Support regional efforts to fund and construct commuter parking along transit routes, near commuter bus pads, and 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 should minimize neighborhood impacts.</p>	<p>Policy C-33: Park and Ride Lots</p> <p>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.</p>	
<p>Program M-7.9A: Commuter Parking. <i>Regularly evaluate the need for parking around the SMART stations and San Rafael Transit Center, as well as ways to meet that need.</i></p>	<p>Program C-33b: Commuter Parking. <i>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.</i></p>	
<p>Policy M-7.10: Curbside Management</p> <p>Plan for on-street parking in a way that considers broader curbside needs associated with loading, deliveries, passenger pick-up and drop-off, cycling, and other activities.</p>	<p><i>New from Steering Committee</i></p>	