

Policy M-2.5: Traffic Level of Service

Maintain traffic Level of Service (LOS) standards that ensure an efficient roadway network and provide a consistent basis for evaluating the transportation effects of proposed development projects on local roadways. These standards shall generally be based on the performance of signalized intersections during the AM and PM peak hours. Arterial LOS standards may be used in lieu of (or in addition to) intersection LOS standards in cases where intersection spacing and road design characteristics make arterial LOS a more reliable and effective tool for predicting future impacts.

- a) Intersection Standards. LOS “D” shall be the citywide standard for intersections, except as noted below:
 - 1) Intersections within the Downtown Precise Plan boundary are exempt.
 - 2) 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.
 - 3) LOS “E” shall be acceptable at the following intersections:
 - Andersen and West Francisco
 - Andersen and Bellam
 - Freitas at Civic Center/ Redwood Highway (unsignalized)
 - Merrydale at Civic Center Drive
 - Merrydale at Las Gallinas Avenue
 - TBD¹
 - 4) LOS “F” shall be acceptable at the following intersections:
 - TBD¹

- b) Arterial Standards. LOS “D” shall be the citywide standard for arterials, except as noted below:
 - 1) Arterials within the Downtown Precise Plan boundary are not subject to a local LOS standard.
 - 2) LOS “E” shall be acceptable on the following arterial segments:
 - Freitas Parkway from Las Gallinas to Del Presidio
 - Lucas Valley from Las Gallinas to 101 S/B ramps
 - Los Ranchitos from North San Pedro to Lincoln
 - Francisco Blvd East from Bellam to Main (Richmond Bridge)
 - 3) LOS “F” shall be acceptable on the following segments:
 - Francisco Blvd East from Grand Avenue to Bellam
 - Lincoln from 101 SB/ Hammondale to Mission
 - Del Presidio from Las Gallinas to Freitas
 - Bellam Blvd from I-580 to Francisco Blvd East²

Program M-2.5A: Traffic Circulation Studies. *Traffic impact studies will be required for projects with the potential to increase congestion, create safety hazards, or otherwise impact local circulation conditions. Unless covered by the exemptions in Policy M-2.5, such studies should include projections of future LOS, an assessment of the contribution of the proposed project to increases in congestion, an assessment of projected increases in congestion on greenhouse gas emissions, and an assessment of traffic impact fees related to the project. Measures to maintain adopted service levels may be required as a condition of approval. Projects that are exempt from LOS and/or VMT standards may still be required to perform limited scope traffic and circulation studies to evaluate impacts on traffic conditions or traffic control devices in the immediate area of the proposed project.*

¹ Additional intersections may be added to this list pending completion of 2040 intersection analysis.

² Additional segments of Bellam may be added to the exceptions.

Program M-2.5B: Level of Service (LOS) Exceptions

Exceptions to LOS planning thresholds may be granted under the following circumstances:

- a) *The improvements necessary to attain the standards would conflict with other land use, environmental, community character, emission reduction, safety, or economic development priorities.*
- b) *Based on substantial evidence, the City Council finds that:*
 - *The specific economic, social, technological, and/or other benefits of the project to the community, substantially outweigh the project's impacts on circulation.*
 - *All feasible mitigation measures have been required of the project including measures to reduce vehicle delay and measures to reduce Vehicle Miles Traveled (VMT).*
 - *The project is consistent with and advances the Guiding Principles of General Plan 2040, such as improving housing affordability, preparing for climate change, sustaining a healthy tax base, and reducing income inequality.*

Program M-2.5C: 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 thresholds. New traffic monitoring technology should be implemented as it becomes available.*

[Note: Policy M-2.6 is unchanged and continues to address collection of traffic impact fees.]