



Transportation + Parking

CHAPTER

6

In this chapter

6.1 Multimodal Approach and Intent	130
6.2 Multimodal Street Prioritization Network	134
6.3 Street Transformations	157
6.4 Parking	167
6.5 Other Transportation Considerations for Downtown	170

6.1 Multimodal Approach and Intent



Figure 6.1 Complete Streets and modal priority

Complete Streets prioritize space in the order of how space-efficient the travel modes are.

This chapter sets forth strategies and recommendations that pertain to the transportation system and related infrastructure within the Precise Plan Area. An essential aim is to establish and maintain a transportation system that supports safe and comfortable access for all travel modes.

Future Transportation Vision

The future transportation vision for Downtown is one in which the network provides improved access, both internal to Downtown and to surrounding areas; improves the interaction of transportation modes, protects residential neighborhoods, and supports an appropriate amount of parking at the appropriate price levels. Key transportation projects will help to create gateways, strengthen linkages to the city-wide and regional network, and enhance accessibility.

Downtown San Rafael has experienced a decade of growth and transition, and will continue to evolve in the coming decades. The transportation system, accordingly, will need to keep pace with emerging national and regional trends and technologies such as autonomous vehicles, and adapt to meet the needs of all who travel to the Downtown area.

Multimodal Approach

Streets are the preeminent elements of the public realm in Downtown. Accordingly, their role within the built environment is complex and varied. This Plan utilizes the following framework adapted from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and is consistent with State-specific standards.

■ A Layered Network

Roadway systems planning has historically centered on creating a hierarchical classification of roadway function based on vehicle capacity. The Precise Plan takes a broader view in creating a future network that aims to accommodate more trips using multiple travel modes. This plan identifies enhancements to Downtown streets through a “layered network” approach, in which travel modes are prioritized or enhanced on certain streets to provide a safer and more efficient transportation system. The layered network approach recognizes that while a transportation system serves a variety of users, it is not always practical, feasible, or desirable for a single street to accommodate all transportation modes equally at all times.

In the case of San Rafael, this is particularly true of Fourth Street in the Downtown core, where the street width varies between 27 feet at intersections to 44 to 49 feet at mid-block locations. Moreover, in constrained operating environments, attempting to equally serve competing modes on individual streets can result in substandard conditions for all users.

Instead, the layered network approach envisions streets as individual components of a system and identifies modal priorities for each street. Guided by these modal priorities, each street is designed to create a high-quality environment for its intended users. The resulting transportation system establishes a network of Complete Streets that improves comfort, attractiveness and safety for all users.

■ Streets For All Users

A common desired goal for Downtown streets is that they should be multimodal and have the attributes of Complete Streets. Since streets are civic spaces of limited width, the concept of Complete Streets prioritizes travel modes based on how space-efficient they are, and allocates space accordingly. An important part of Complete Street

design is to consider universal access and design features that make streets safe and comfortable for people of all ages and abilities.

The transportation system serves a variety of users, including people traveling by foot, bicycle, bus, train, and automobile, as well as delivery trucks serving Downtown businesses. Travel to and from Downtown marks the beginning and end of a person's experience, establishing vital first and last impressions. Moreover, convenient access to Downtown restaurants, shops, and services is important not only for regular daily errands and activities, but also for the livelihood of those businesses.

As such, a well-connected and effective multimodal transportation network with an emphasis on space-efficient forms of transportation – from walking and bicycling to fast, frequent, and reliable transit – can support a thriving Downtown while managing traffic congestion.



Figure 6.2 Streets should be designed as places for people, serving both as corridors for movement as well as places for people to linger.

Complete Streets are...

- 1. Multimodal.** Each street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. This is done using a different combination of strategies depending upon the use of the street and prioritization.
- 2. Context Sensitive.** Each street is designed to work within the existing or intended physical context of the area.
- 3. Physically Appealing.** Each street is designed integrally with the public realm, keeping in mind the needs of different user groups.

For additional information on Complete Streets, visit www.smartgrowthamerica.org/complete-streets

Principles for Street Design and Operations in Downtown San Rafael

In order to implement the layered network approach and for Downtown streets to serve all users well, the following attributes should be considered in the design and operations of Downtown streets:

1. Design to Provide Both Mobility and Accessibility

Mobility is the movement of people and goods from one location to another. Accessibility refers to the ability to reach a desired location. Both mobility and accessibility encompass all travel modes. Given the nature of land uses and activities in Downtown, its transportation network should emphasize convenient accessibility (i.e., easily reaching a desired destination) over efficient mobility (i.e., moving a large number of people quickly). Downtown streets should be designed to ensure that they are readily accessible to and usable by all users, especially individuals with disabilities.

2. Design Streets as Civic Spaces

Beyond their role as conduits for the movement of people and goods, streets are "places" for social interactions, community gatherings, and experiencing public life. Downtown streets play a critical role in shaping urban environments, and should be designed as civic spaces where people want to spend time, and thus maximize their contribution to a vibrant, active public realm.

3. Design Streets to Support Economic Development

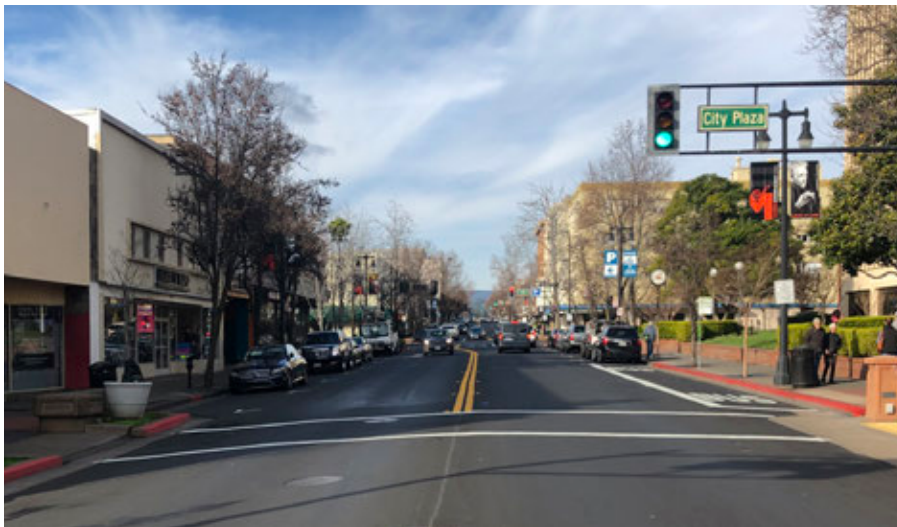
Streets should be designed to efficiently move and transfer goods to serve Downtown businesses while attracting and serving customers.

4. Design Streets to be Adaptable

A multitude of configurations are possible within a given street envelope, and street designs should be able to change as the needs of its users evolve over time. Interim design treatments can be used to demonstrate the effectiveness of design concepts while gradually adjusting user travel behaviors.

Figure 6.3 Streets can be flexible.

Fourth Street in the heart of Downtown San Rafael is an important transportation corridor, but is also a valuable civic space for community events such as the Thursday evening Farmers Market.



5. Design Streets for Safety

Conflicts between people walking, driving, and bicycling are inherent on multimodal streets. The design of Downtown's streets should consider sources of multimodal conflicts to prioritize safety and minimize the potential for collisions. Protecting human life and health should be paramount in the design and operation of streets, and take priority over mobility and other transportation objectives.

Streets should incorporate the needs of emergency service providers in street design to the satisfaction of the City Public Works Director and the City Fire Marshal in accordance with applicable emergency response standards. The design of the public realm should not impact nor restrict access to fire hydrants and building fire protection systems and connections.

6. Design Streets as Ecosystems

Downtown streets should be designed as ecosystems where man-made systems interface with natural systems, and maximize opportunities to incorporate pervious pavements, bioswales, street trees, and other green infrastructure elements into street design whenever possible.

7. Follow Best Practices for Design Guidance

The Precise Plan recommends following industry best practices for street design, and recommends the following as guides:

- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide;
- The United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG);

- The California Manual on Uniform Traffic Control Devices (CA-MUTCD); and
- The Caltrans Highway Design Manual.

The City may also consider innovative and experimental design concepts from around the world.



Figure 6.4 (Above) Narrow, low-speed streets can help create family-friendly civic spaces such as Octavia Boulevard, San Francisco.

Figure 6.5 (Below) Dedicated bicycle lanes make bicycling safe for all ages. Image source: www.metaefficient.com

6.2 Multimodal Street Prioritization Network

The multimodal street network design for Downtown is closely linked with current land uses and the vision for the Plan Area. Individual street segments are designed to serve the anticipated use and form of adjacent properties, as well as the broader mobility needs for Downtown.

Figure 6.6 illustrates the multimodal network plan for Downtown San Rafael. Generally, individual street segments are prioritized for typically one travel mode while accommodating most other travel modes, to maximize the effectiveness of the transportation system as a whole.

The planned multimodal network for Downtown focuses on maintaining a high-quality pedestrian network on Fourth Street and intersecting streets. Preserving a safe, attractive, and comfortable environment for pedestrians is critical to the continued livability and economic vitality of Downtown. Access to Downtown via bicycling and transit is promoted through prioritization measures along key corridors.

The network will continue to accommodate mobility and auto access on vehicular priority streets such as Second and Third Streets as well as Irwin and Hetherington Streets that function as regional arterials and connect to US-101 and I-580. While the traffic volumes on these major streets pose challenges to resolving issues such as congestion, improvements can play a notable role in enhancing safety and efficiency. Ongoing Downtown transportation improvements, particularly projects related to the

recommendations of the Third Street Rehabilitation Study, will continue to be implemented.

Multimodal improvements should also take care to not hinder access by emergency response vehicles, particularly on emergency response routes.

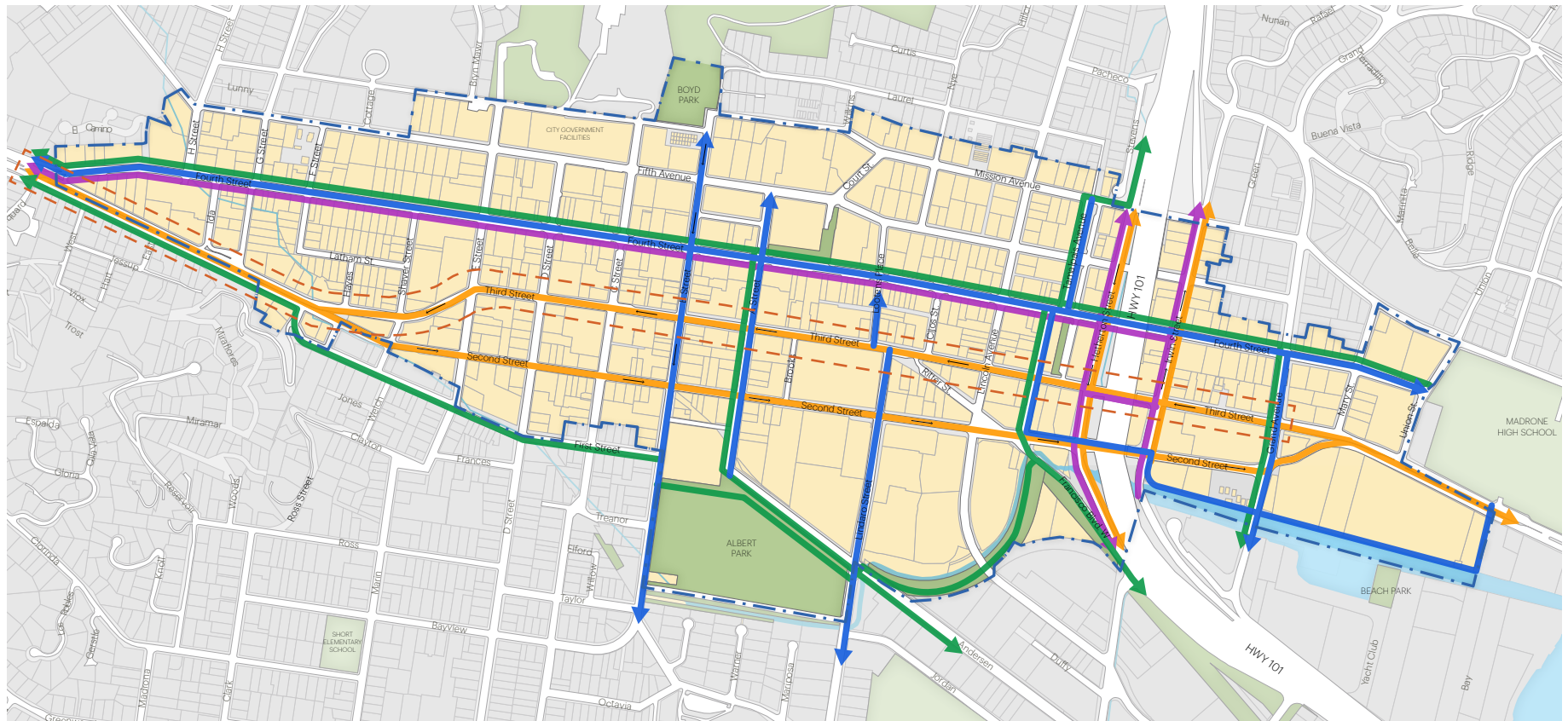








Figure 6.6 Street hierarchy and multimodal network

Note: Only the priority streets are shown colored in this diagram. However, the Multimodal Network considers all streets within the Plan Area.

Source: Fehr and Peers, October 2020

-  Plan Area boundary
-  Pedestrian priority network
-  Bicycle priority network
-  Transit priority network
-  Vehicular priority network
-  Extents of the Third Street Rehabilitation Study (implementation ongoing)

Scale 1" = 800'



Pedestrian Network Improvements



Figure 6.7 Universal Design elements improve accessibility for all users.

Image source: ADA Solutions

Streetscape improvements, widened sidewalks, and green infrastructure enhances the pedestrian environment along key Downtown streets.

Downtown San Rafael is defined by its grid network of highly walkable, pedestrian-friendly streets, centered along Fourth Street and Fifth Avenue and the intersecting north-south streets in the City's core. The pedestrian experience is an important part of the overall Downtown environment, since every visitor is a pedestrian for at least some portion of their trip. A high-quality pedestrian environment is an essential component of achieving the Plan goals related to universal design, placemaking, public health, and economic development.

A variety of factors influence the quality of the pedestrian environment, including sidewalk width, crossing treatments, intersection traffic controls, driveway interruptions, sidewalk quality (e.g., the presence of cracks or uneven pavement), and streetscape elements (e.g., lighting, seating, etc.). The development program identified in the Plan will increase the number of residents, employees, and visitors in the Plan Area. Accordingly, the number of pedestrians and the demand for pedestrian facilities is expected to increase.

The Plan recommendations include a variety of pedestrian network enhancements to maintain a high-quality pedestrian environment and to encourage travel by foot.

Sidewalk Improvements

The sidewalk refers to the entirety of the pedestrian realm between a building and a curb, and can be divided into four distinct zones. The dimensions of the four sidewalk zones vary depending on the level of pedestrian activity and the role of an individual sidewalk segment within the broader pedestrian network, as described in Table 6A.

In the Plan Area, sidewalk widths vary, with available space for walking varying from four feet to ten feet. The width of this "through zone" (i.e., the actual capacity for pedestrian throughput) is influenced by other abutting sidewalk elements such as fencing, bicycle parking, outdoor dining, and building frontages. The Plan recommends increasing the sidewalk width where feasible on key streets, to accommodate the anticipated increase in pedestrian traffic, and to accommodate a wider variety of functions and pedestrian needs. The recommended changes are illustrated in Section 6.3: Street Transformations of this chapter.

Table 6A. Design Considerations for Sidewalk Design

Source: NACTO Urban Street Design Guide, www.nacto.org

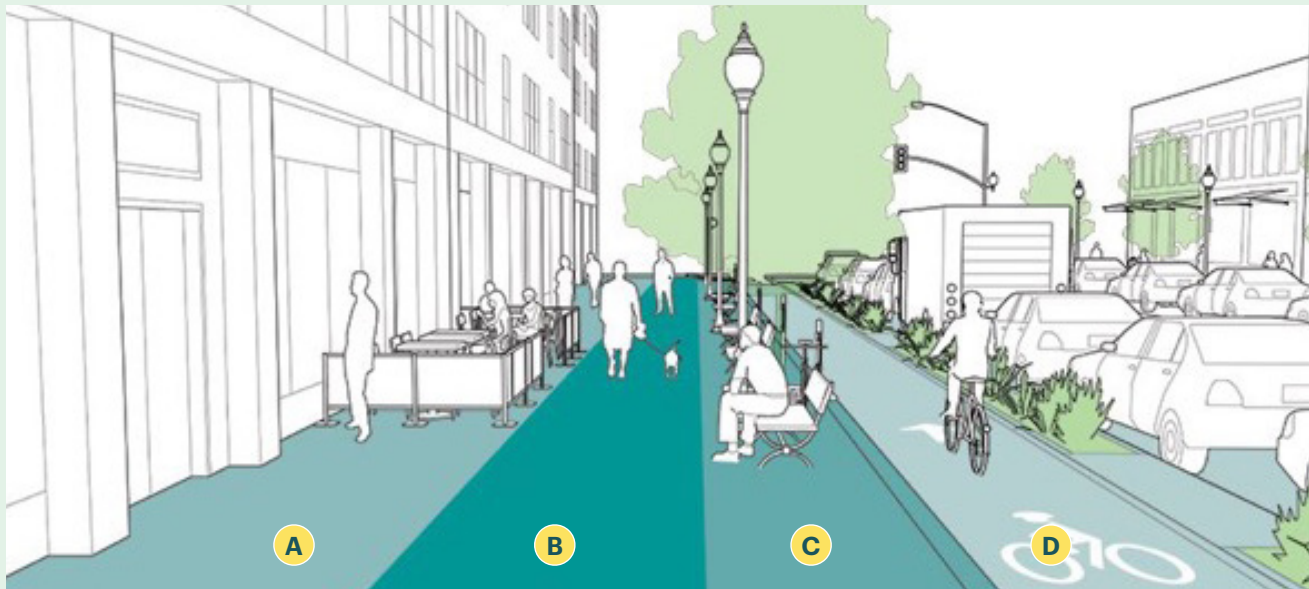


Figure 6.10 Sidewalk design elements that determine the quality of the public realm

A sidewalk includes the distance between a building and a curb, and can be divided into four distinct zones. Each zone serves a distinct function, and sidewalk width should be allocated accordingly. The location and number of the zones may vary depending on the context.

A) Frontage Zone. The space immediately adjacent to a building that serves as functional space, such as building entryways, outdoor dining, signage, etc.

B) Pedestrian Through Zone. The primary pedestrian travel way running the length of the sidewalk. This zone should be kept clear of obstructions (both within and immediately adjacent to the zone) to ensure that pedestrians have a safe and adequate place to walk. Through zones in downtown settings typically provide a minimum of five feet of clear area, however, wider

through zones (10 to 15 feet) are preferred in locations with higher pedestrian volumes.

C) Furniture Zone. The space between the through zone and the curb. This zone typically accommodates street furniture and amenities, as well as green infrastructure elements.

D) Enhancement Zone. The space immediately next to the sidewalk. It can accommodate many uses including parklets, bicycle facilities, and green infrastructure.



Figure 6.8 Wide pedestrian through-zones accommodate high levels of pedestrian activity in a downtown environment.



Figure 6.9 Furniture zones are ideal locations for streetscape elements such as bicycle racks and street trees.

Universal Design

Universal design emphasizes the design of the transportation system to ensure that it is readily accessible by all users, particularly the elderly, and individuals with disabilities and those reliant on mobility devices such as walkers and scooters.

The Plan recommends that street design projects resulting from the Plan should incorporate universal design features whenever feasible. The attributes of universal design are described in Table 6B.

Figure 6.11 Guidance for Universal Design in a shared street environment

Image source: FHWA Accessible Shared Streets

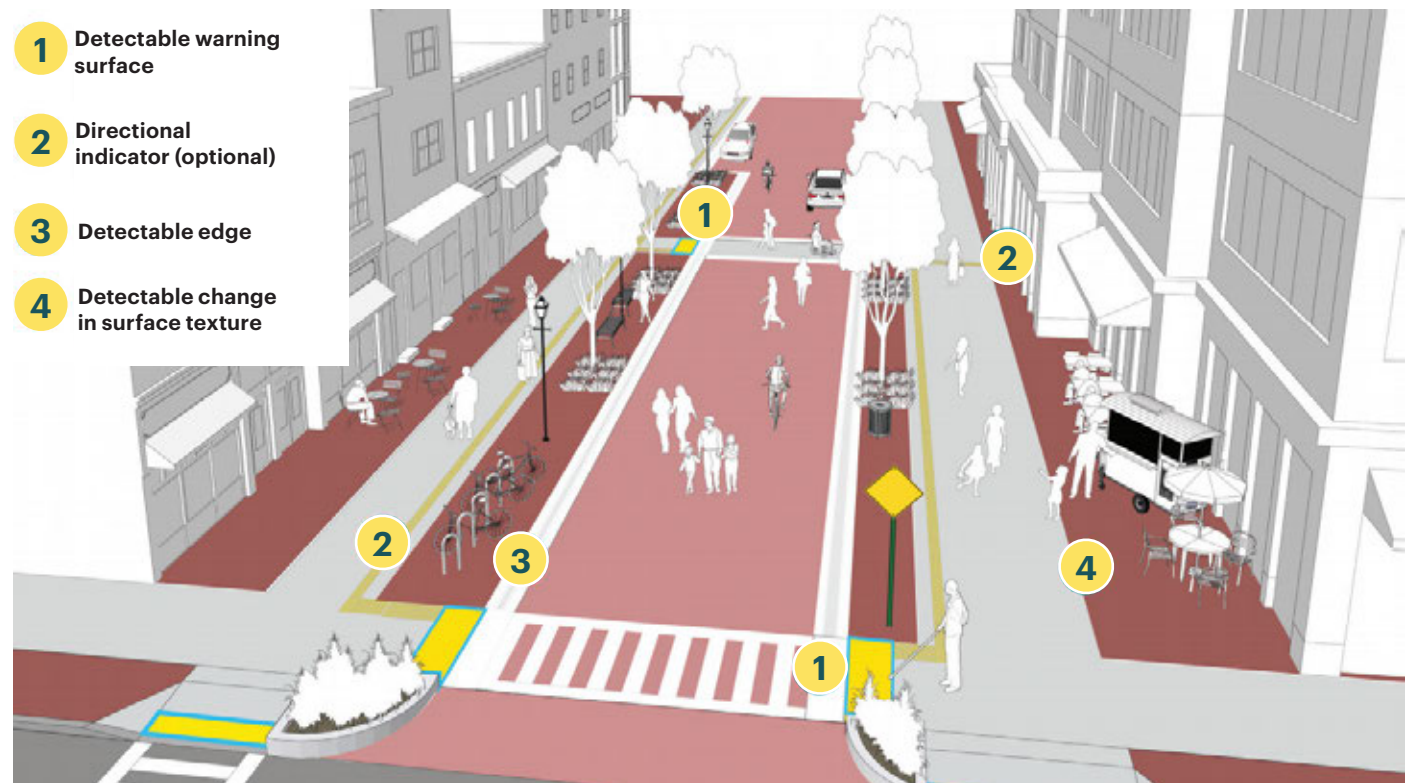


Table 6B. Design Considerations for Universal Design

Source: NACTO Urban Street Design Guide, www.nacto.org

■ Pedestrian Access Routes

Pedestrian access routes provide a minimum accessible route of passage within sidewalks and other pedestrian circulation paths, including sidewalks, crossings, overpasses, tunnels, curb ramps, elevators, and entrances. They must connect to other transportation elements including pedestrian signals and push buttons, street furniture, transit stops, and accessible on-street parking and loading zones. For Universal Design, the physical design should consider width, clearance, grade, cross slope, and surface material, among others.

■ Tactile Cues

Tactile cues notify pedestrians of transitions in the thoroughfare operating environment through the sense of touch. Typically, tactile cues are provided by detectable warning surfaces installed on a walking surface such as small truncated domes or similar textures applied directly to surface materials that are detectable underfoot or by cane. Detectable warning surfaces are required at all curb ramps, as well as other locations where pedestrians cross into another modal zone (e.g., transitions to bicycle lanes, travel lanes, and level transit boarding platforms). Similarly, directional indicators provide tactile cues for wayfinding, guiding pedestrians to designated crossings equipped with detectable warning surfaces. Vibrotactile pedestrian push buttons provide tactile cues for pedestrians crossing at signalized intersections.

■ Audible Cues

Audible cues include accessible pedestrian signals at signalized intersections, which notify pedestrians

of changes in signal phases using announcements or rapid percussive tones. Similarly, transit stops and stations can be equipped with real-time arrival information with audible announcement capabilities.

■ Visual Cues

Visual cues utilize colors, visual contrast, and pattern repetition to inform pedestrians of transitions in the operating environment. Examples of visual cues include green-backed bicycle lanes with skip-stripe green coloring through conflict zones (e.g. driveways). Color contrast is required at curb ramps to supplement the tactile cues provided by detectable surfaces.

■ Consistency and Predictability

Consistency reinforces the effectiveness of tactile, audible, and visual cue elements of Universal Design. Repetitive use of colors, patterns, sounds, surface treatments, and dimensions further enhances the simplicity and legibility of the pedestrian environment for all users. For example, a sidewalk with a uniform width, even surface, and straight alignment is easier to navigate than a curvilinear pathway with frequent directional and grade changes. In addition to the accessibility benefits, this improves the safety and comfort of the transportation system for all users.

■ Best Practices and Guidelines

Street design projects resulting from the Plan should reference the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The Federal Highway Administration Accessible Shared Streets document identifies accessible design strategies specifically for shared street environments.



Figure 6.12 (Above) Tactile crosswalk materials, and

Figure 6.13 (Below) Audio crosswalks
Universal Design features such as tactile crosswalk materials and audio crosswalks can easily be integrated into street design at little additional cost.

Proposed Plan Area Pedestrian Priority Network

The Precise Plan recommends the following improvements to enhance pedestrian movement and access in the Plan Area.

Figure 6.14 on the facing page shows the proposed pedestrian priority streets. Fourth Street is the key pedestrian priority street that spans the entire Plan Area. Key proposed north-south pedestrian priority streets that connect with Fourth Street include A Street, B Street, Lindaro Street and Lootens Place, Tamalpais Avenue and Grand Avenue. The Plan also calls for a continuous pedestrian promenade along the north side of the San Rafael Canal that would connect the Montecito Plaza to the SMART station area via Second Street. Figure 6.14 also shows key projects defined for the Plan Area in the City's Bicycle and Pedestrian Master Plan (BPMP), indicated as numbers from one through seven on the map.

The recommended pedestrian improvements for the Plan Area include:

- **Fourth Street streetscape improvements.** Sidewalk widening, enhanced crosswalk treatments, lighting and wayfinding for the segment of Fourth Street from the SMART Station to A Street.
- **Tamalpais Avenue paseo.** Pedestrian and bicycle path improvements along Tamalpais Avenue for the gap in the north-south connector between Mission Avenue and Second Street.

- **Alley improvements.** Walter Lane, Julia Street, and Commercial Street are proposed for improvement as pedestrian-friendly paseos and civic space.
- **West End pedestrian crossing improvements.** Intersection and pedestrian crossing treatment improvements for the segment of Second Street from West Street to Miramar Avenue.
- **Downtown Gateway sub-area pedestrian access improvements.** Sidewalk widening, enhanced crosswalk treatments, lighting and wayfinding on streets connecting to adjacent destinations.
- **US-101 freeway connector street enhancements.** Improvements to east-west streets are proposed, to mitigate the barrier that US-101 presents to pedestrian travel between the Montecito Plaza area and Downtown. Strategies may include wider sidewalks, crosswalk enhancements, improved lighting and signage, and public art.

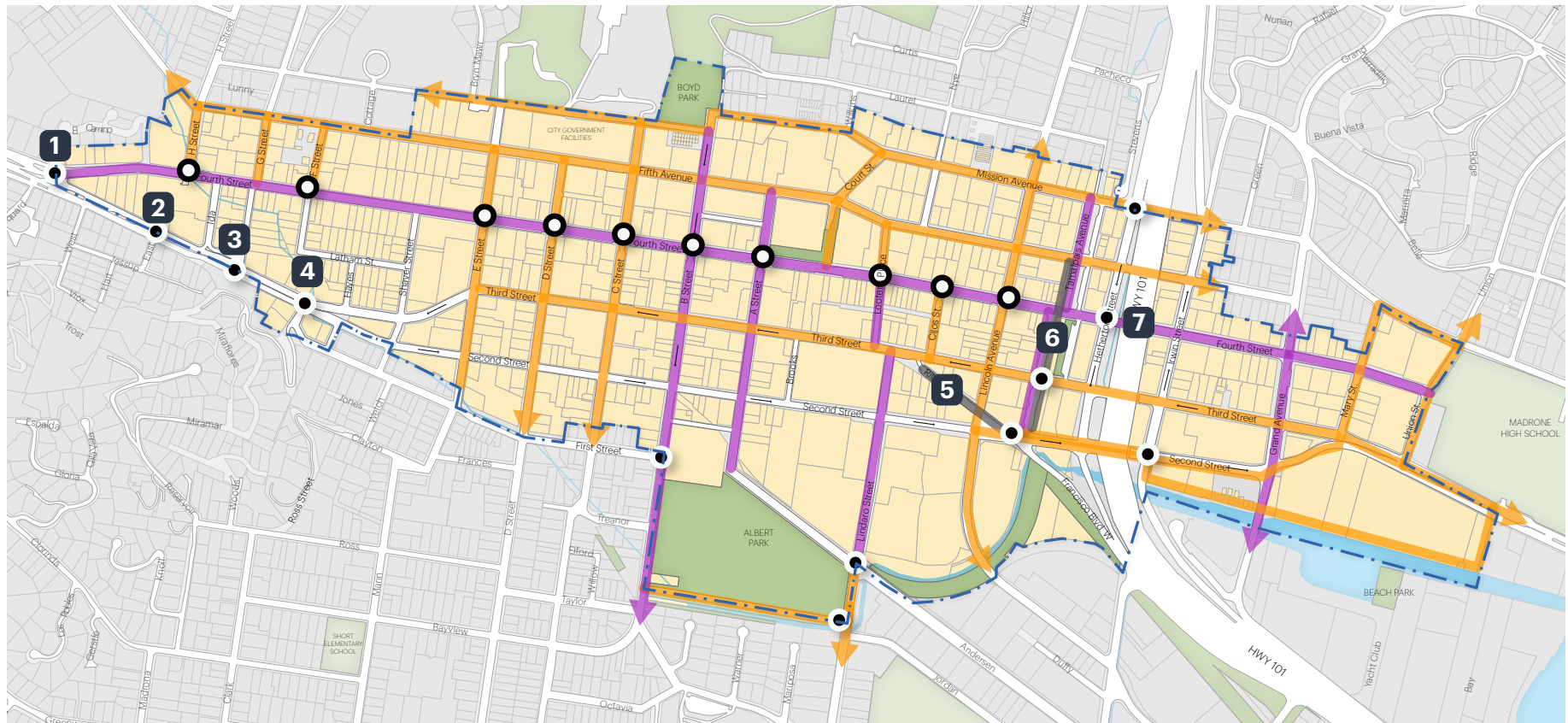








Figure 6.14 Pedestrian priority network

Source: Fehr and Peers, October 2020

-  Plan Area boundary
-  Pedestrian priority street
-  Key pedestrian corridor
-  Special study segment
-  Pedestrian crossing safety treatments (see BPMP for details)
-  Pedestrian crossing safety treatments

- 1** BPMP Projects C-2, C-3, C-5, C-7, C-8 include intersection reconfiguration, channelization, and pedestrian crossing improvements
- 2** Study pedestrian crossing improvements. BPMP Project C-8 includes installation of a raised crosswalk, which is likely infeasible given speeds, volumes, priorities for Second Street traffic
- 3** BPMP Project C-10 includes study of pedestrian intersection improvements at G Street and Ida Street
- 4** BPMP Project C-9: study pedestrian crossing improvements on Second Street.
- 5** Study converting to paseo/pedestrian path, or relinquish to develop parcel and construct improved, standardized pedestrian crossings at intersections
- 6** Study appropriate pedestrian facilities and connections as part of San Rafael Transit Center Relocation project
- 7** BPMP Project D-20 includes lighting and art improvements to address pedestrian safety and experience

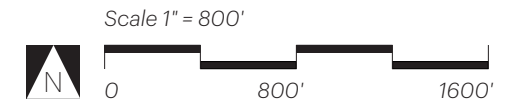


Table 6C. Pedestrian Network: Recommended Strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

■ Pedestrian Crossings

The Plan recommends that, to the extent feasible, existing pedestrian crossings should be upgraded to reduce pedestrian exposure to competing travel modes and increase pedestrian visibility in conflict zones. Potential crossing enhancements include high-visibility crosswalk markings, textured pavement treatments, pedestrian crossing warning systems, bulbouts, raised crosswalks, raised intersections, and leading pedestrian intervals at signalized intersections. Priority should be given the pedestrian crossing enhancements at the locations identified in Figure 6.14.

■ Sidewalk Width

Generally, pedestrian through-zones within sidewalks should provide a minimum of five feet of clear area. However, wider through-zones (10 to 15 feet) are preferred in locations with higher pedestrian

volumes such as Fourth Street. Elements such as street trees, vegetation, utilities, sign poles, sandwich boards, outdoor seating/dining, trash cans, and other streetscape amenities should be contained within the sidewalk frontage zone or furniture zone so as to not obstruct the through zone.

■ Sidewalk Quality

Retrofitting of existing substandard sidewalks within the Plan Area should be undertaken on an ongoing basis. Potential improvements include remediating uneven pavement and constructing ADA-compliant curb ramps.

■ Driveways

All efforts should be made to eliminate existing, and minimize future driveways and curb cuts along the pedestrian priority thoroughfares identified in Figure 6.14. At driveways, sidewalks should be maintained at-grade to enable easier crossing by pedestrians.

Figure 6.15 Examples of pedestrian strategies recommended for Downtown San Rafael: (right) a pedestrian crossing with a flashing beacon, and (far right) an enhanced mid-block pedestrian crossing with a high-visibility crosswalk.



■ Seating

Where seating in the furnishing zone is oriented parallel to the curb, it should face towards the buildings lining the sidewalk when located in the furnishings zone. Where sidewalk width permits, seating in the furnishing zone should be perpendicular to the curb.

■ Wayfinding and Signage

Pedestrian-scale wayfinding signage should be used throughout the Plan Area. Signage should be added to reinforce the image of the Plan Area, mark edges or entry points, and give information about directions, destinations, or the Plan Area in general. Potential types of signage include gateway markers, neighborhood orientation signs, interpretive signs, directional and wayfinding signs, and standard street and transit signs.

■ Lighting

Pedestrian-scale street lighting is recommended along all Plan Area streets to improve pedestrian safety and invite more pedestrian activity after dark.

■ Waste Receptacles

Waste receptacles should be provided throughout the Plan Area, with concentrations near high activity generators. Waste receptacles should be placed as near to block corners as practical unless there is a location mid-block with a high-volume of waste that is generated, such as an outdoor restaurant/café, ice cream shop, etc.



Figure 6.16 Examples of pedestrian strategies recommended for Downtown San Rafael: (far left) an example of comfortable "through zones" and "furniture zones" as part of a sidewalk [image source www.nacto.org]; and raised pedestrian crosswalk, and (left) wide sidewalks.

Bicycle Network Improvements

Development of new east-west bicycle facilities as well as filling in the gap in the north-south connector between Mission Avenue and Second Street will enhance the bicycle environment in the Plan Area.

Safety, connectivity, and Universal Design are the key design-related goals of the San Rafael Bicycle and Pedestrian Master Plan (BPMP). Reducing bicycle-involved collisions is a key purpose of these improvements, as one in ten collisions in San Rafael involves a bicyclist, with most such incidents occurring in the Plan Area.

A variety of factors influence the quality of the bicycle environment including the provision of continuous dedicated bicycle facilities, intersection safety measures, special treatments through conflict areas, and bicycle parking near major destinations.

Bicycle Facilities

The Precise Plan envisions expanding and enhancing the Downtown bicycle network to provide safe and efficient connections to Downtown destinations. To serve a range of cyclists, four classifications of bicycle facilities are recommended for implementation in the Plan Area.

■ **Class I facilities (bikeways/bicycle paths)** are facilities separated from automobile traffic for the exclusive use of bicyclists. When Class I facilities are designed to accommodate other modes of transportation, including pedestrians, these facilities are referred to as Shared Use Paths.

■ **Class II facilities (bicycle lanes)** are dedicated facilities for bicyclists adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage. When a striped buffer can be installed between the bicycle lane and the adjacent travel lane, these facilities are referred to as buffered bicycle lanes.

■ **Class III facilities (bicycle routes)** are on-street routes where bicyclists and vehicles share the road. These are identified with pavement markings and signage, and are typically assigned to low-volume and/or low-speed streets. When there can be additional traffic-calming measures for motorized traffic, these facilities can be referred to as bicycle boulevards.

■ **Class IV facilities (protected bicycle lanes/cycle tracks)** are facilities that combine elements of Class I and Class II facilities. They offer an exclusive bicycle route in the roadway similar to a Class II facility, but provide a physical separation from traffic including soft (striping and delineators) or hard (e.g. curb, on-street parking) barriers between the bicycle lane and the motorized travel lane.

Figure 6.17 on the facing page illustrates the bicycle facility classifications discussed above.

Figure 6.17 Illustrations of bicycle facility classifications

Image source: Fehr and Peers



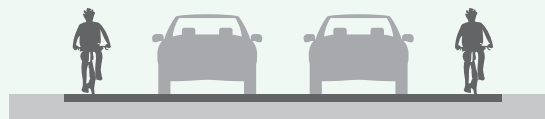
Class I: Shared-Use Path

Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians



Class II: Bike Lane

Provides a striped lane for one-way bike travel on a roadway



Class III: Bike Route

Provides for shared use with motor vehicle traffic



Class IV: Cycletrack

Provides a separated right-of-way for the exclusive use of bicyclists adjacent to a roadway



Proposed Plan Area Bicycle Priority Network

The Precise Plan recommends the following improvements to enhance bicycle usage and access in the Plan Area.

Figure 6.18 shows the proposed bicycle priority streets in the Plan Area. This includes the provision of new bicycle facilities in both east-west and north-south directions. Figure 6.18 also shows key projects defined for the Plan Area in the City's Bicycle and Pedestrian Master Plan (BPMP), numbered one through seven on the map.

The proposed bicycle improvements for the Plan Area include:

■ Tamalpais Avenue north-south gap connector.

Pedestrian and bicycle path improvements along Tamalpais Avenue are proposed to close the gap in the north-south connection between Mission Avenue and Second Street. Additional study is warranted to connect this north-south bikeway with the east-west bicycle facilities described below.

■ **Downtown east-west connection.** The Bicycle and Pedestrian Master Plan calls for an east-west connection in Downtown San Rafael that can comfortably accommodate people of all ages and bicycling ability. This is most commonly accomplished by provided a protected (i.e., dedicated and buffered) bicycle lane, which would require either elimination of on-street parking or conversion of a vehicle travel lane. Fifth Avenue is identified as a special study segment to

monitor and evaluate as a location for potential future east-west bicycle improvements, particularly if parking demand declines over time due to changes in travel. Peak weekday parking demand on Fifth Avenue, east of E Street, is much lower than along Fourth Street, with over a third of the blocks having vehicle parking occupancy levels less than 50 percent.

■ **Grand Avenue bicycle track.** A two-way bicycle track on the east side of Grand Avenue from Second Street to Fourth Street.

■ **West End multi-use path.** A two-way bicycle track on the south side of Second Street between Fourth Street/ Marquard Avenue and Miramar Avenue. This would require parking removal and construction of a retaining wall. An alternative to providing an on-street bicycle lane on Fourth Street west of E Street, as described above, would be to provide on-street bicycle facilities on Second Street/Third Street from Miramar Avenue east to E Street, and on E Street from Second Street to Fourth Street. This may require parking removal and/or a lane removal. This alternative alignment is identified as a special study segment as more detailed design studies are required to determine the feasibility of implementing these bikeway facilities.

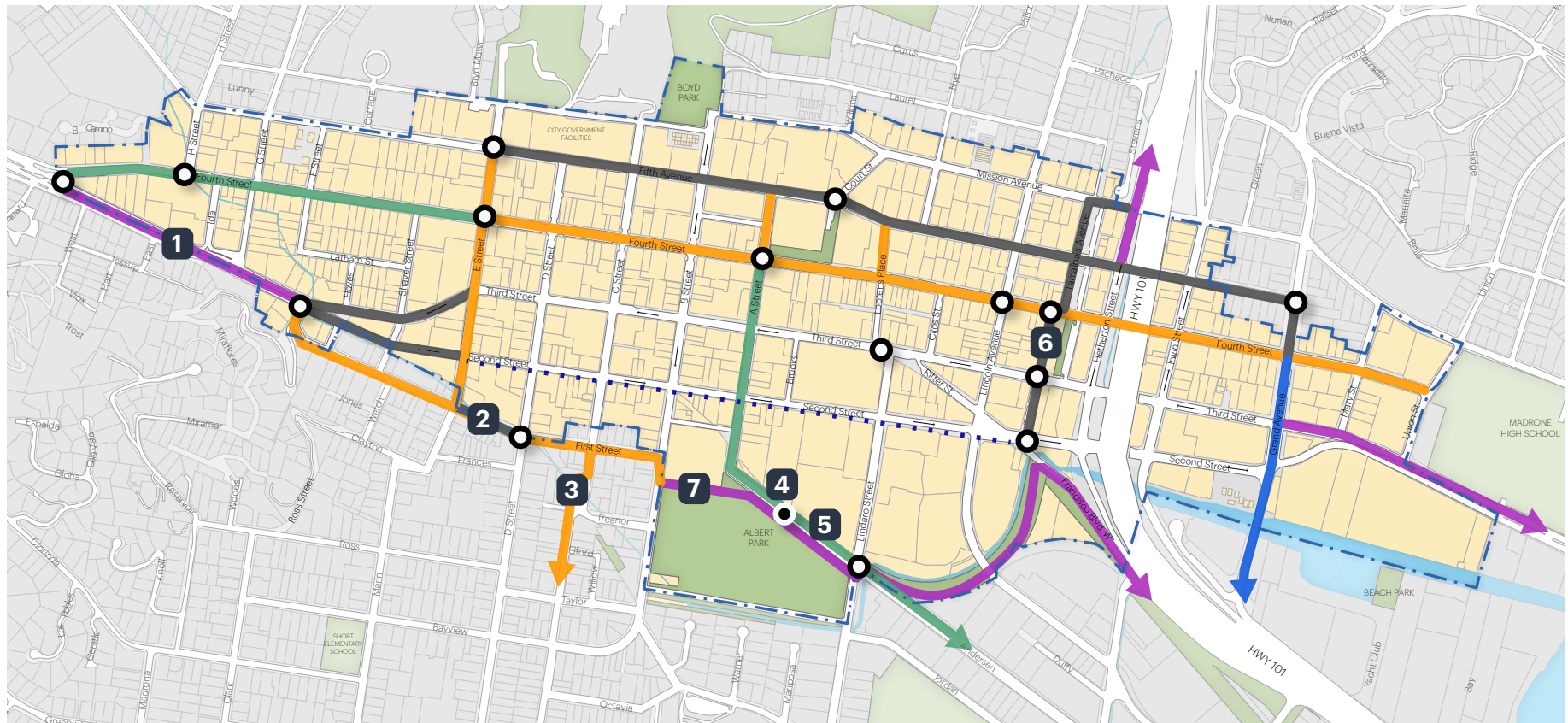


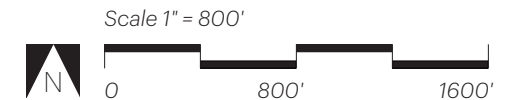
Figure 6.18 Bicycle priority network

Source: Fehr and Peers, October 2020

- Plan Area boundary
- Class I Bicycle Facility (separated bicycle path)
- Class IV Bicycle Facility (protected/ separated bicycle lane)
- Class II Bicycle Facility (striped/ buffered bicycle lane)
- Class III Bicycle Boulevard (shared street, low speed)
- Bicycles may use sidewalk on south side

- Intersection treatments to accommodate bicycle circulation
- Special study segment | study intersection (areas where multiple potential projects have been identified, but final recommendations have not been made, and need further study)

- 1** BPMP Project C-6: convert to Class I multi-use path with retaining wall, or two-way protected cycle track with parking removal
- 2** BPMP Project C-14: convert to one-way eastbound, install a contra-flow bicycle lane or maintain one-way westbound, and install advisory bicycle lanes
- 3** BPMP C-12: study feasibility for a one-way cycle track couplet on C and D Streets, or bicycle boulevard on both streets. Due to auto volumes and connectivity, the Precise Plan recommends a bicycle boulevard only on C Street, with considerations for Class III signage and wayfinding on D Street
- 4** Consider mid-block crossing between Albert Park and the BioMarin campus
- 5** Consider Class I connection from B Street to Anderson Drive/ Lindero Street to complete Class I network
- 6** BPMP Project D-2: study appropriate bicycle facility (Class I or Class IV) and connections as part of Transit Center Relocation Project
- 7** BPMP Project D-7: Class I multi-use path connecting Albert Park with transitions to existing Class II bicycle lanes on Andersen Drive



- **A Street bicycle lanes.** Installation of on-street bicycle lanes from south of Second Street to Fourth Street. This would require parking removal on one side of A Street.
- **First Street bicycle boulevard improvements.** Installation of signing and striping to create a bicycle boulevard from Miramar Avenue to B Street.
- **Albert Park multi-use path.** A multi-use path along the north and east sides of Albert Park.

Figure 6.19 Examples of bicycle facilities and strategies recommended for Downtown San Rafael: (clockwise from top left)

Protected bicycle lanes shielded from travel lanes by a lane of street parking; bicycle intersection crossing; bicycle share programs; and street markings to delineate bicycle priority streets.



Table 6D. Bicycle Network: Recommended Strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

■ Comprehensive Low Stress Bicycle Network

The Plan recommends that, to the extent feasible, the priority bicycle network should be implemented as a "low stress" network intended to be comfortable for all types of bicycle users (from experienced to novice users), and constructed as illustrated in Figure 6.18. The Plan Area priority bicycle network should also be connected with neighboring districts to establish a continuous bicycle network with safe and efficient connections to destinations within the Plan Area and throughout the City.

■ Bicycle Crossings

Existing bicycle crossings should be upgraded, to the extent feasible, to reduce exposure for bicyclists to competing travel modes and to increase bicycle visibility in conflict zones. Potential bicycle crossing enhancements include protected intersections, bicycle signals, bicycle detection, bicycle crossing warning systems, high-visibility intersection crossing markings, bicycle boxes, and median refuge islands. When implementing bicycle crossing enhancements, priority should be given to the locations identified in Figure 6.18.

■ Quality of Bicycle Facilities

Bicycle facility improvements within the Plan Area should be made on an ongoing basis to maintain the quality of bicycle facilities.

■ Driveways

To the extent feasible, eliminate existing, and minimize future driveways and curb cuts along bicycle priority streets identified in Figure 6.18.

■ On-Street Vehicle Parking

Angled on-street vehicle parking should not be provided along bicycle priority streets. Cycle tracks located adjacent to parking lanes should be physically separated from parked vehicles by a parking buffer with a minimum width of three feet.

■ Bicycle Parking

Demand for bicycle parking should be regularly monitored and short- and long-term bicycle parking supply in the public realm should be increased as warranted. Opportunities for secured long-term bicycle parking supply should be explored at key locations within the Plan Area.

■ Bicycle Share Program

Opportunities to provide bikeshare programs within the Plan Area should be explored, and pipeline programs implemented, such as the bikeshare program along the SMART rail line expected to launch in 2021.

Vehicular Network Improvements and Proposed Priority Network

The future roadway network in the Plan Area will be improved and managed using smart technology.

Arterial streets including Second Street, Third Street, Irwin Street, Hetherton Street, and Andersen Drive will continue to serve as primary vehicular routes in and out of Downtown.

Irwin and Hetherton Streets will continue to be the primary access routes for motorists traveling to US-101. Vehicular access to on and off-street parking facilities and passenger and goods loading zones within Downtown will be available via minor north-south and east-west streets. The Plan does not include the construction of new streets or the addition of vehicular through-lanes within existing rights-of-way. The implementation of the pedestrian, bicycle, and transit network enhancements may require the re-purposing of the existing rights-of-way, as shown in the street sections in Section 6.3: Street Transformations.

Proposed Vehicular Network Improvements

Figure 6.20 shows the proposed vehicular priority streets. Second Street and Third Street are the key vehicular priority streets that span the entire Plan Area. Key proposed north-south vehicular priority streets that connect with Second and Third Streets include Anderson Drive/A Street, Hetherton Street, and Irwin Street between Second Street and Mission Avenue.

The following vehicular improvements are proposed for the Plan Area:

■ **US-101/ Downtown San Rafael interchange.**

Intersection and ramp operational improvements to Second Street, Third Street, Hetherton Street, Irwin Street, and/or ramps including potential traffic signal synchronization at the rail crossings.

■ **One-way street conversion.** Convert the one-way segment of B Street to two-way operation. The one-way segments of C Street and D Street were recently converted from one-way to two-way operation, in large part to help with emergency response time for the new Public Safety Center located across from City Hall. Other benefits of converting one-way streets to two-way operation include ease of access, as well as a reduction in the number and severity of collisions because of traffic calming (resulting from decreased vehicle speeds, as shown by studies). B Street is the only remaining one-way north-south street in Downtown other than Hetherton Street and Irwin Street that are high volume streets serving as frontage roads to US-101.

■ **Two-way street conversion.** Convert the two-way segment of Francisco Boulevard West to one-way (southbound) operation from Second Street to Rice Drive to accommodate the north-south bikeway.

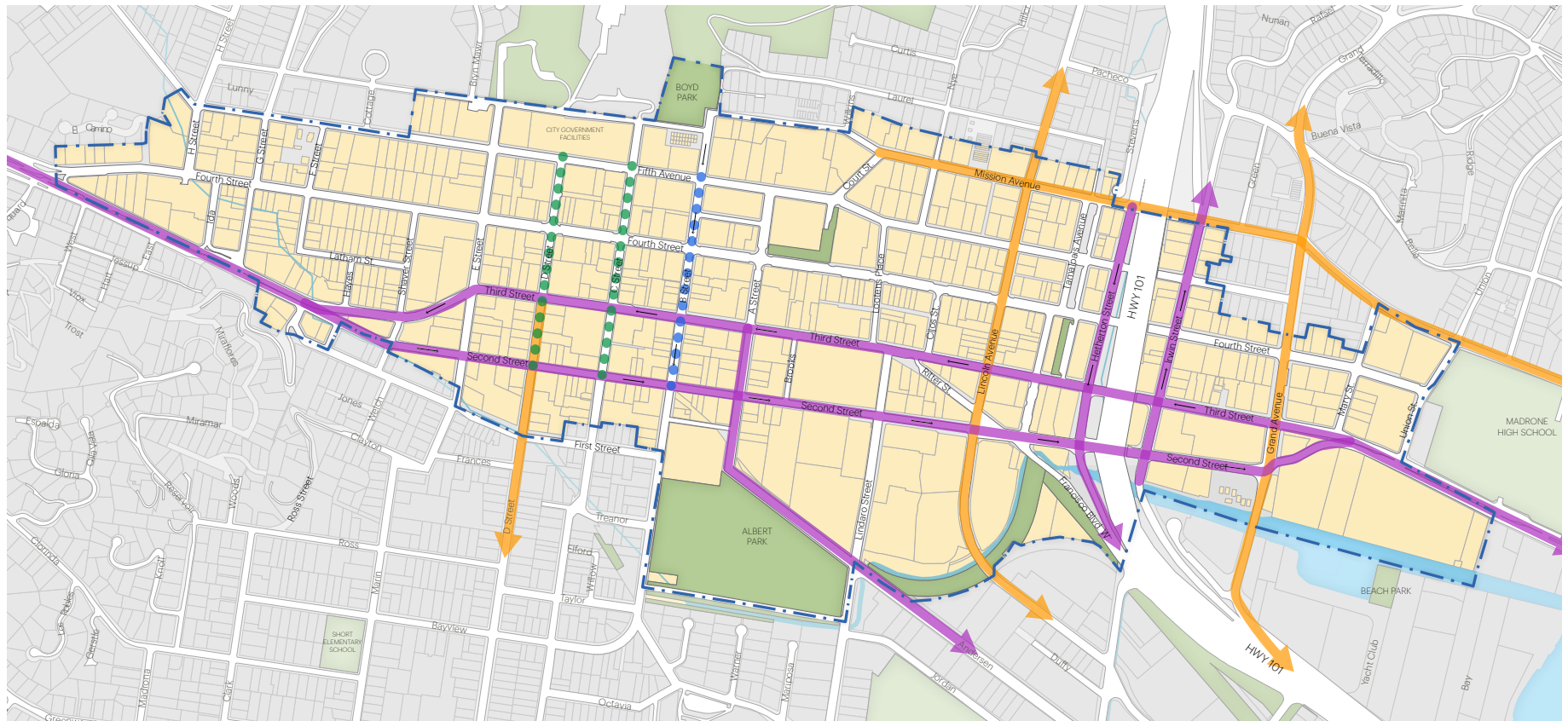


Figure 6.20 Vehicular priority network

Source: Fehr and Peers, October 2020

- Plan Area boundary
- Major arterial/ priority auto route
- Minor arterial/ city-wide connector
- Convert from one-way to two-way
- Designated Police and Fire Department emergency response route

Scale 1" = 800'



- **West End gateway intersection.** Realignment of the intersection of Second Street, Fourth Street, and Marquard Avenue to improve safety and functionality, and reduce pedestrian crossing lengths.
- **Lincoln Avenue peak period lanes/parking restrictions.** Extend the existing PM peak period parking restrictions, to allow for two lanes in each direction during both AM and PM peak periods, from Hammondale Court/US-101 ramps to Mission Avenue. Provide additional parking in the corridor.
- **Complete Streets projects.** Modifications of streets to enhance multimodal access. These projects would not change the number of through lanes identified in the General Plan.
- **Intersection improvements.** Traffic signal modifications, roundabouts, and/or turn lane modifications (e.g. prohibiting left turns, implementing protected left turn phasing, implementing “no right on red” restrictions). Improvements should be designed taking into account existing conditions and unique design needs of each intersection.
- **Transportation system technology improvements.** Traffic signal system upgrade, monitoring equipment, emergency vehicle detection, and other technology enhancements to facilitate smart management of transportation system.

Figure 6.21 An example of a Complete Street: Bancroft Avenue, Berkeley, CA



Table 6E. Vehicular Network: Recommended Strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

■ Grid Network

The existing grid network within the Plan Area will be maintained to maximize routing options for transportation users.

■ Intersection Improvements

Intersection traffic controls, geometrics, and crossing facilities should be modified to physically separate competing travel modes where feasible and minimize the potential for multimodal conflicts at intersections.

■ Gateways

New gateway elements at key vehicular entry locations along Fourth Street (SMART Station area and West End), Third Street (Montecito Plaza area), Lincoln Avenue (north of Mission Avenue), and Andersen Drive (south of Second Street) would reinforce the unique imagery and identity of

Downtown. These gateway features could include streetscape elements such as public art and murals, monuments, and signage.

■ Target Speeds

The concept of target speed should be used to determine design speeds for all streets based on the modal priority and land use context.

■ Transportation Demand Management (TDM)

TDM strategies could help manage vehicle travel and parking demand in the Plan Area. Partnering with local businesses and other organizations to explore TDM strategies would decrease peak hour vehicle trips throughout the Downtown vehicular network.



Figure 6.22 Examples of strategies recommended for Downtown's vehicular network: (far left) a high visibility crosswalk with a traffic circle, and (left) a protected left turn and separated bicycle path at a rail crossing.

Transit Network Improvements and Proposed Transit Priority Network

Focused investment on transit priority corridors will expedite transit operations, improve travel times, and enhance the quality of service for riders.

Downtown is served by several transit service types, ranging from SMART commuter rail to fixed route bus service by Golden Gate Transit and Marin Transit to paratransit service for older adults and people with disabilities.

At the Downtown San Rafael train station, SMART provides 19 daily round-trips during the week with service from Santa Rosa to Larkspur. Over 500 buses pass through the San Rafael Transit Center each weekday, serving a total of 9,000 boardings and alightings.

North-south transit priority streets include Hetherton Street and Irwin Street adjacent to US-101 as well as the blocks of Second Street, Third Street, and Fourth Street under the freeway as these streets are used by buses that access the San Rafael Transit Center.

Fourth Street, from the West End east to Irwin Street, is the primary east-west transit priority street as it is used by most east-west fixed route service provided by Golden Gate Transit and Marin Transit through the Downtown core.

Proposed Transit Improvements

The following transit improvements are proposed for the Plan Area. Figure 6.23 shows the proposed transit priority streets.

- **SMART station/San Rafael Transit Center multimodal access improvements.** Sidewalk widening, bicycle facilities, enhanced crosswalk treatments, lighting and wayfinding on streets connecting to adjacent destinations.
- **Downtown shuttle.** Shuttle service connecting to the SMART Station, San Rafael Transit Center, major Downtown destinations, and/or adjacent neighborhoods.
- **Transit priority measures.** Potential measures include transit-only lanes, queue jumps, transit signal preemption, and enhanced bus stop amenities. The location and type of transit priority measures will be determined once a final location for the San Rafael Transit Center is selected.
- **Transit technology improvements.** Transit priority treatments, monitoring equipment, and other technology enhancements to facilitate smart management of the transportation system.

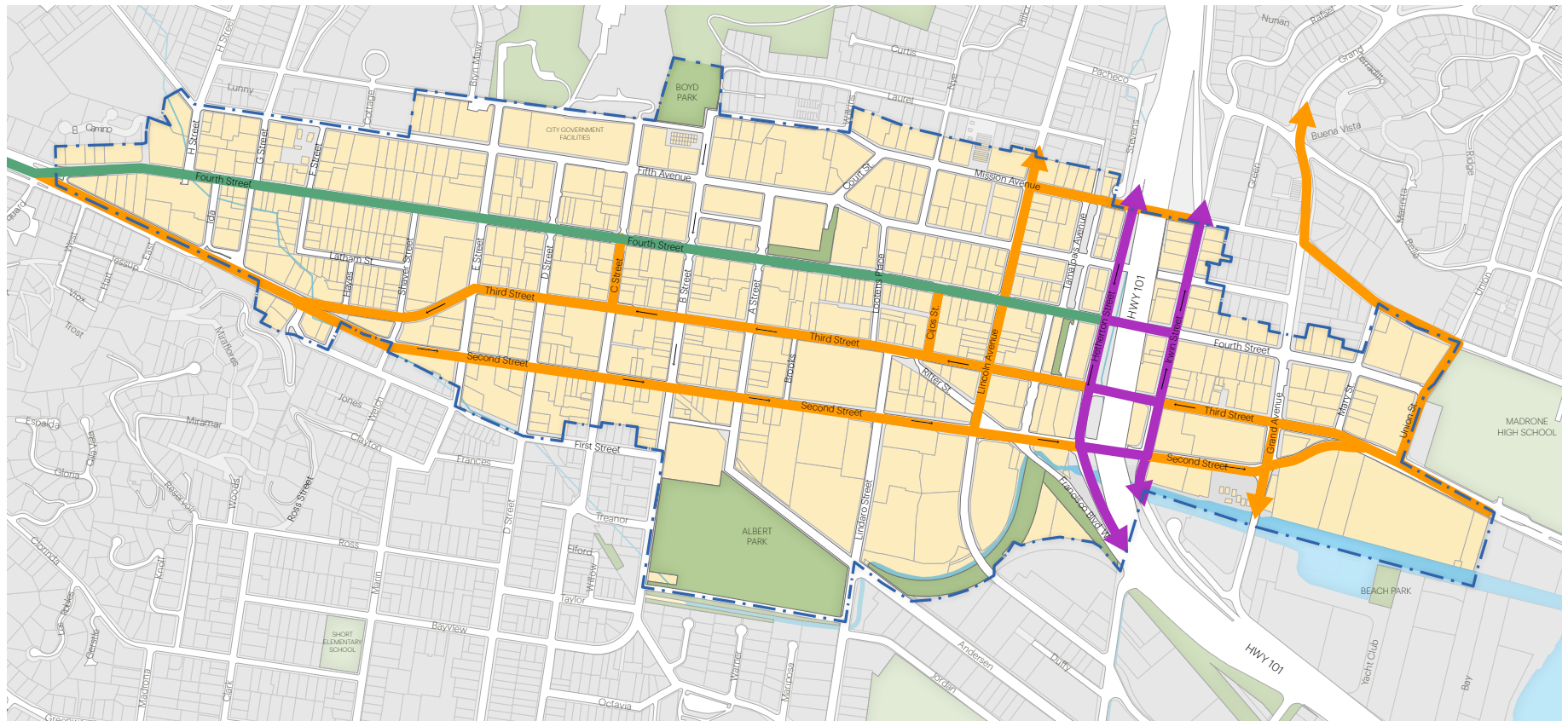






Figure 6.23 Transit priority network

Source: Fehr and Peers, October 2020

-  Plan Area boundary
-  High frequency bus route
-  Moderate frequency bus route
-  Low frequency bus route

Scale 1" = 800'



Table 6F. Transit Network: Recommended Strategies

The strategies listed below are industry "best practice" standards for street design. These are provided here to be considered when implementing street design improvements in the Plan Area.

■ Transit Priority Corridors

To the extent feasible, the transit priority measures should be implemented and constructed along the priority corridors identified in Figure 6.23. Potential measures include transit-only lanes, queue jumps, transit signal preemption, and bulb-outs with in-street passenger loading. Transit-only lanes and queue jumps should be evaluated when vehicle operations degrade to levels where the provision of such treatments would allow buses to bypass queues near US-101 as they travel to access the San Rafael Transit Center.

■ Enhanced Transit Stop Amenities

Transit stops should be enhanced with amenities to include benches, shelters, and real-time arrival information.

■ Transit Network

As the Downtown evolves over the next decade or so, transit network strategies should be explored as needed to improve travel times and service quality for bus routes serving the Plan Area.

■ Elevated SMART Tracks

Undertake feasibility studies for elevating the SMART tracks as a long-term strategy to further improve circulation on Downtown streets.

■ Transit Connections

Initiate measures to provide seamless connections between the SMART trains, buses and other modes of travel in Downtown, including micromobility improvements for "last mile trips" from the station.

6.3 Street Transformations

Key streets can be reconfigured to reflect their intended role in Downtown's circulation network.

To make Downtown truly multimodal, the role of existing streets was analyzed and phased transformations recommended to the existing rights-of-way. The street cross sections presented in the following pages illustrate potential configurations for several priority segments. The illustrative cross-sections in the vicinity of the SMART station, for segments of Fourth Street and Tamalpais Avenue West, are designed to be compatible with the "Under the Freeway" concept, one of three options being considered for the San Rafael Transit Center relocation. The other two design concepts being considered would implement different cross-sections in the segments of

Tamalpais Avenue West between Second and Fourth Streets. The dimensions presented with each cross section are based on typical applications of each design element and are provided for illustrative purposes only. The cross sections are intended to serve as guidelines, and the ultimate configuration, placement, and dimensions of each element will be determined during subsequent detailed design processes, resulting in refined street designs based on the context of the surrounding built environment. Figure 6.24 indicates the locations of the street sections analyzed.

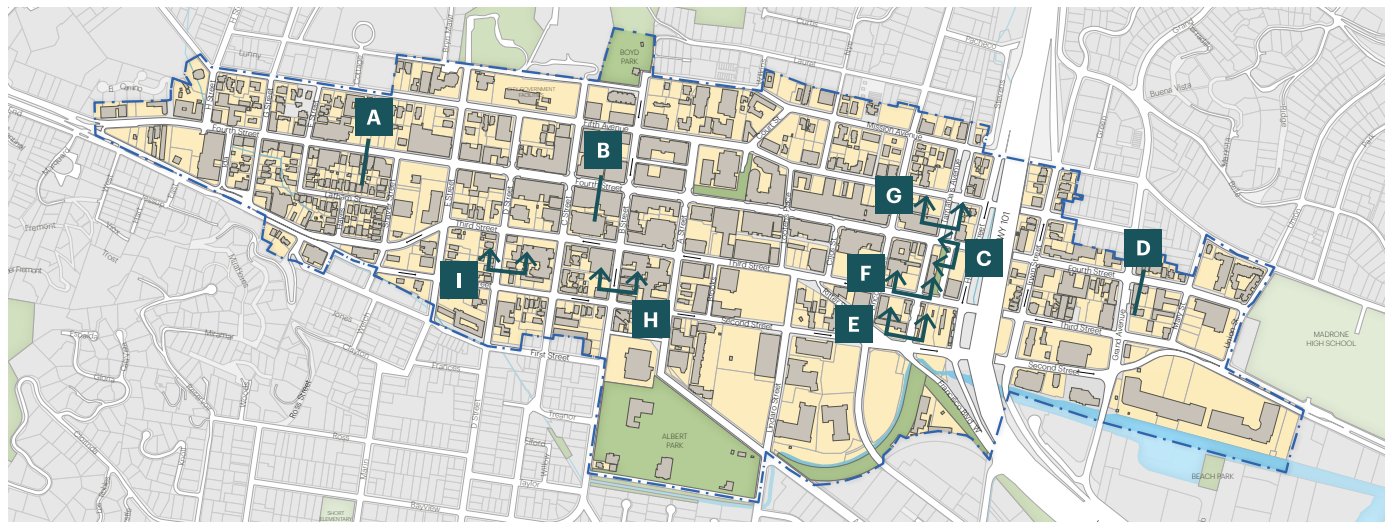
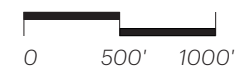


Figure 6.24 Locations of street sections analyzed for near-term changes and long-term transformation



Scale 1" = 1000'



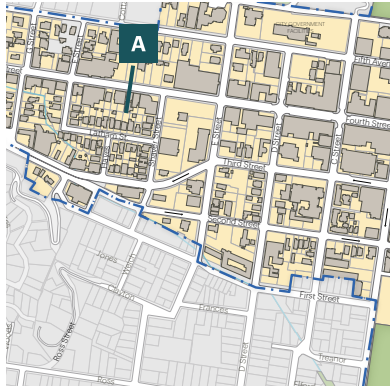
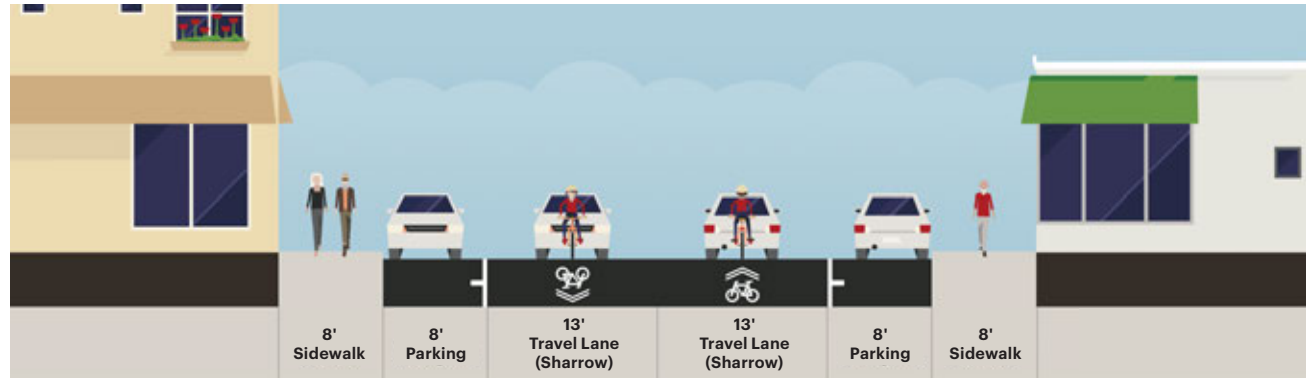


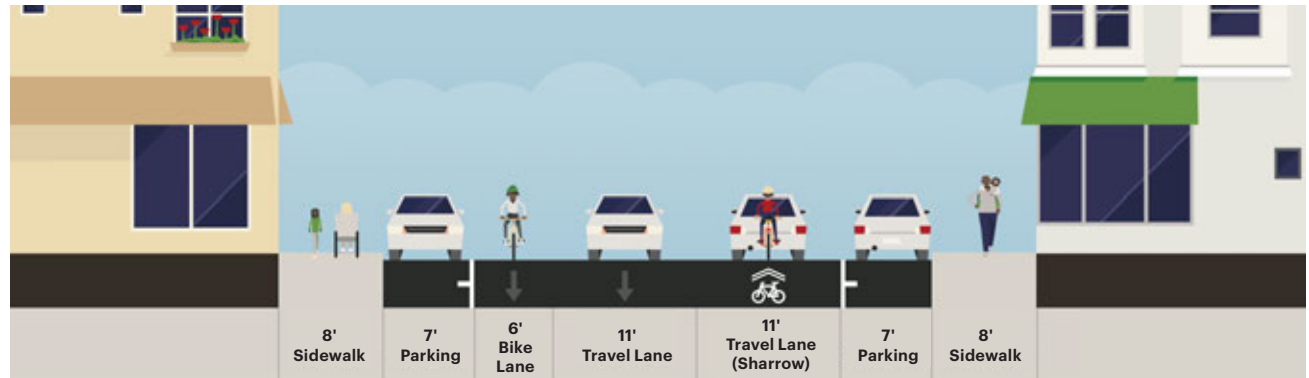
Figure 6.25 (Above) Key map of street section location

Figure 6.26 (Right) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

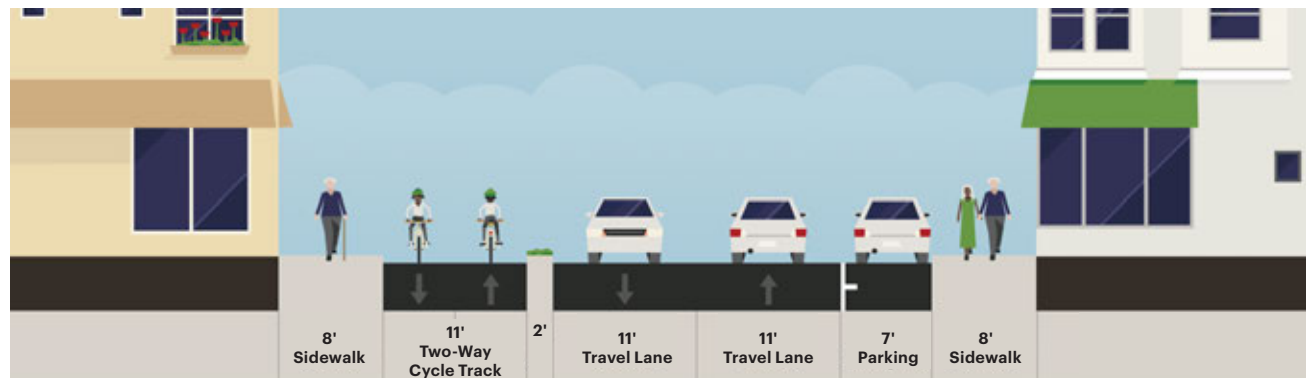
Fourth Street between H Street and E Street, facing east or west



Existing condition (42' Curb-to-Curb)



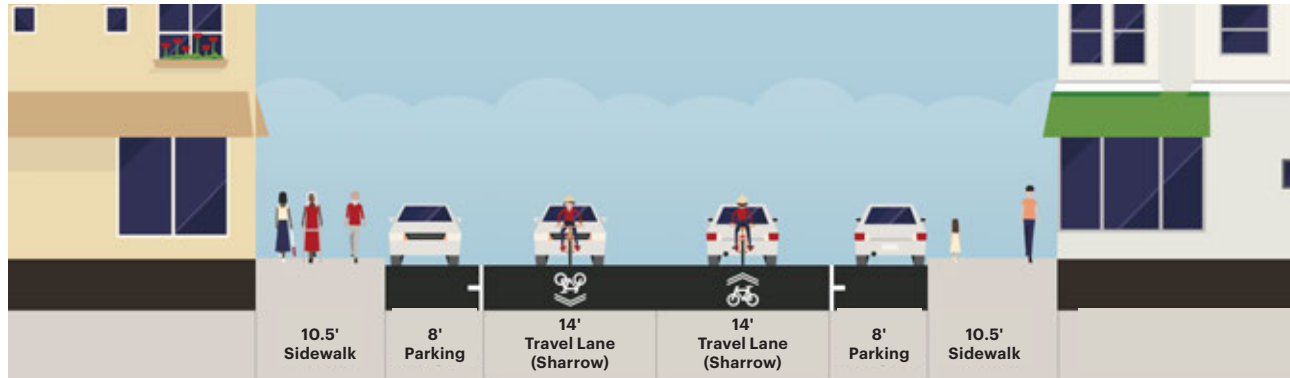
Near-term transformation (42' Curb-to-Curb)



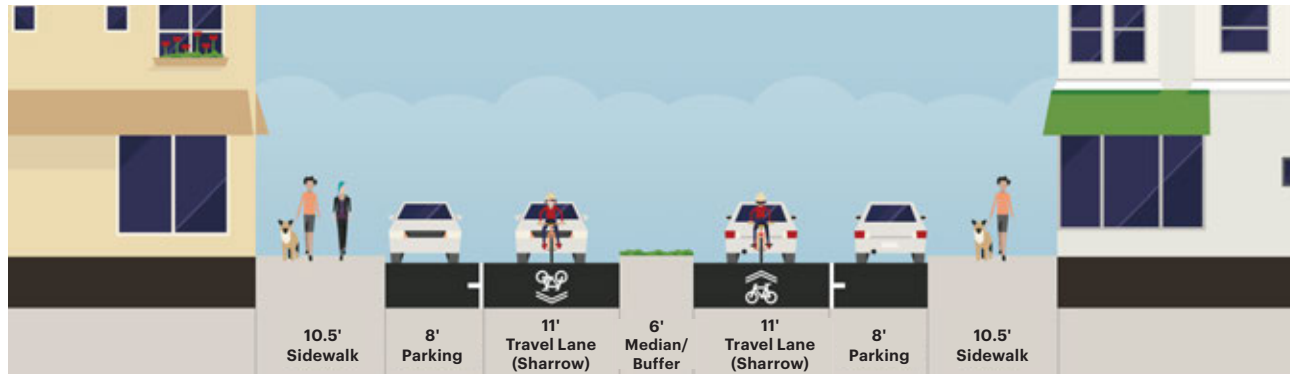
Long-term transformation (42' Curb-to-Curb)

Sections created using Streetmix

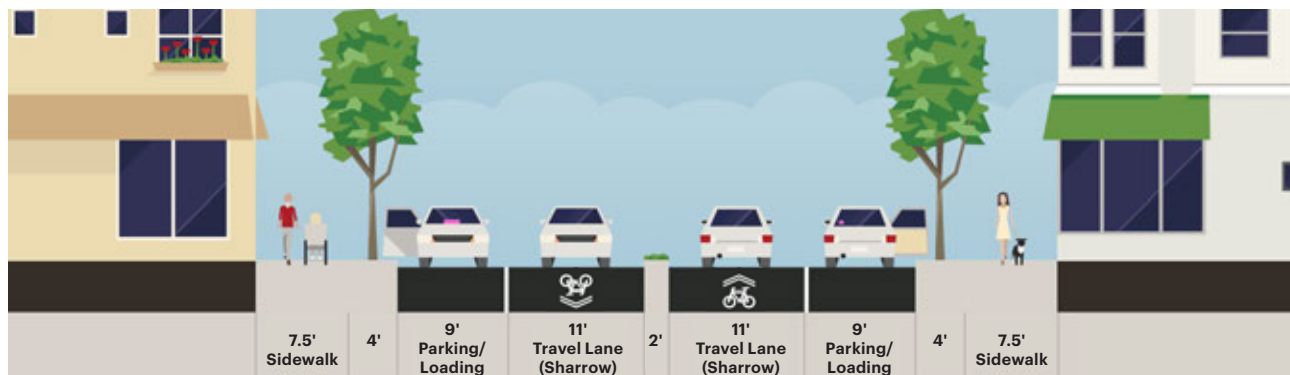
Fourth Street between E Street and Lincoln Avenue, facing east or west



Existing condition (44' Curb-to-Curb)



Near-term transformation (44' Curb-to-Curb)



Long-term transformation (42' Curb-to-Curb)

Sections created using Streetmix

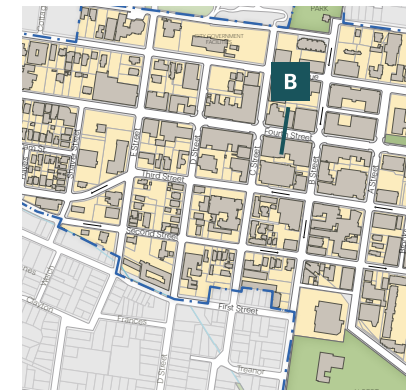


Figure 6.27 (Above) Key map of street section location
Figure 6.28 (Left) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

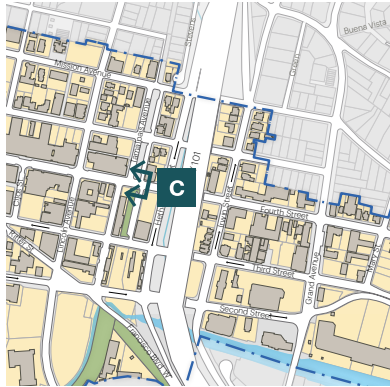
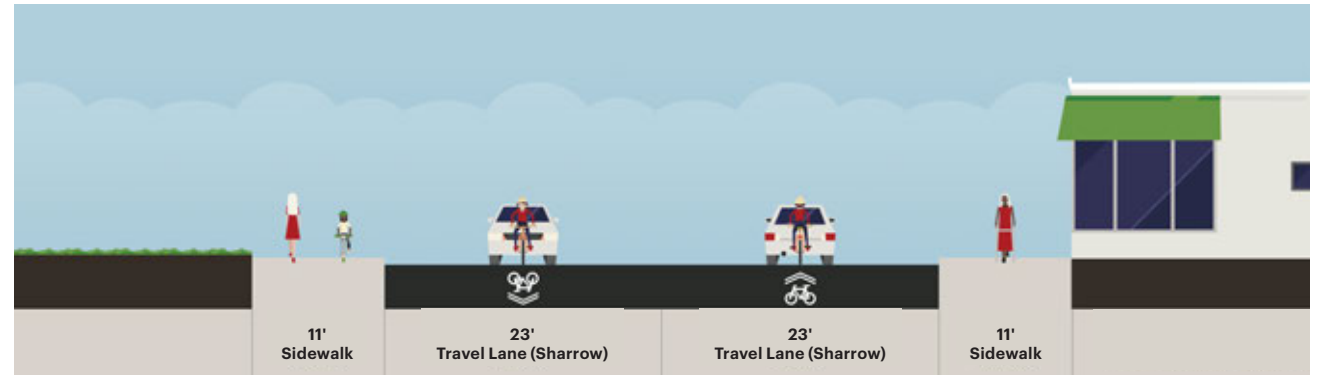


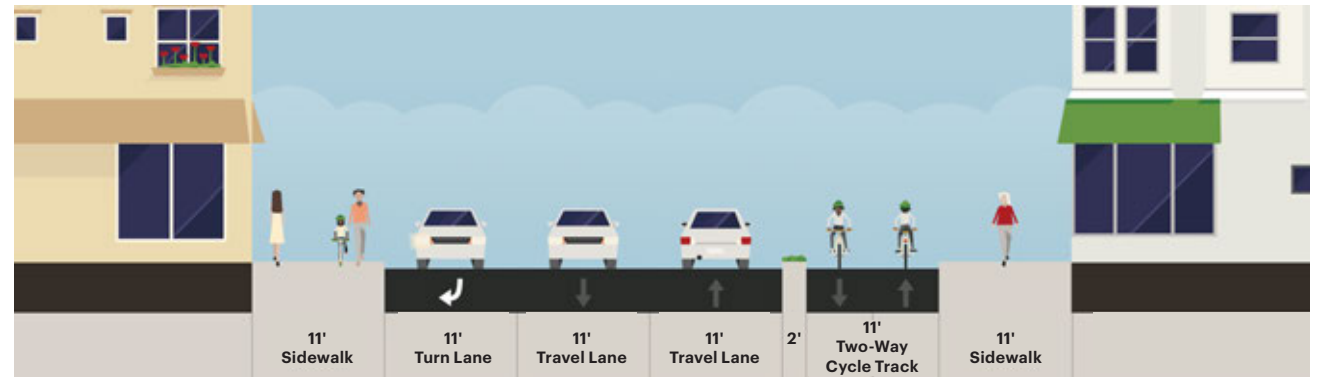
Figure 6.29 (Above) Key map of street section location

Figure 6.30 (Right) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

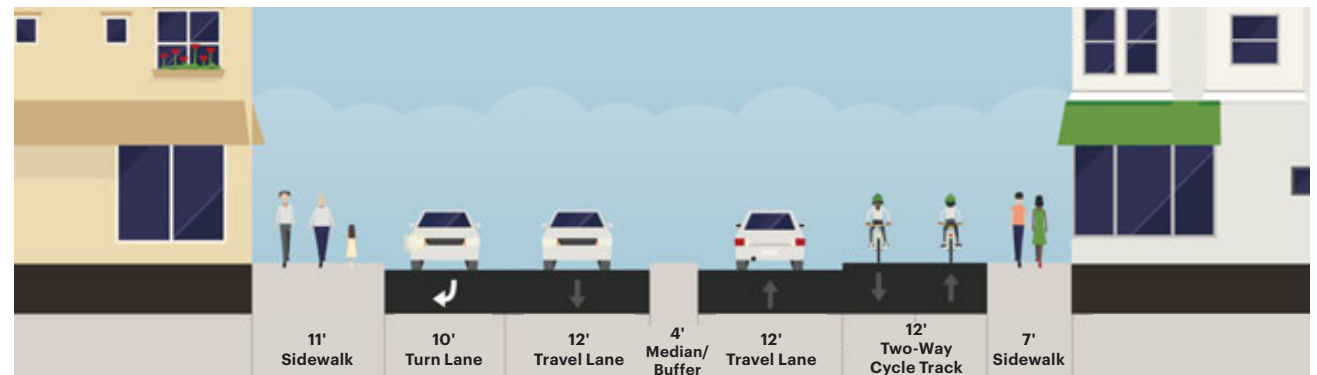
Fourth Street between Tamalpais Avenue and Hetherton Street, facing west



Existing condition (46' Curb-to-Curb). Note: Mostly "red curb" condition (no street parking allowed)



Near-term transformation (46' Curb-to-Curb)



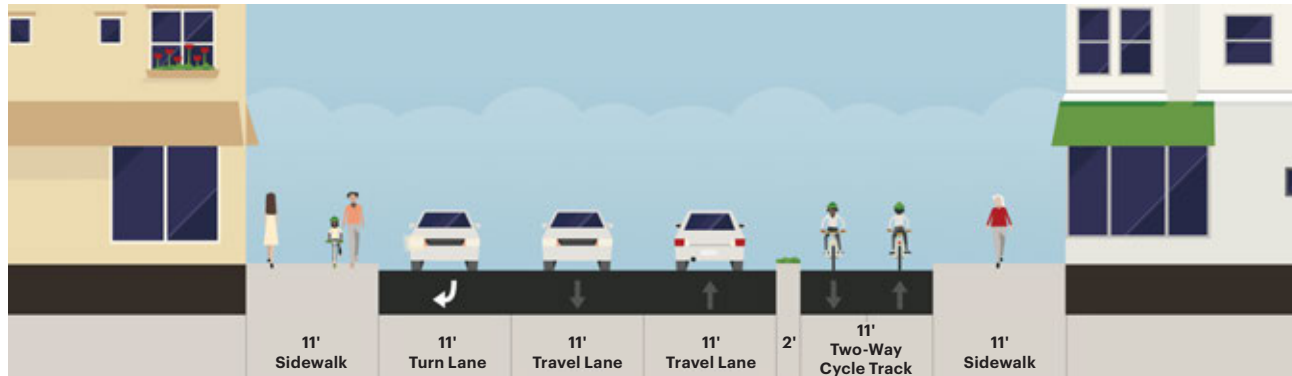
Long-term transformation (50' Curb-to-Curb including raised cycle track)

Sections created using Streetmix

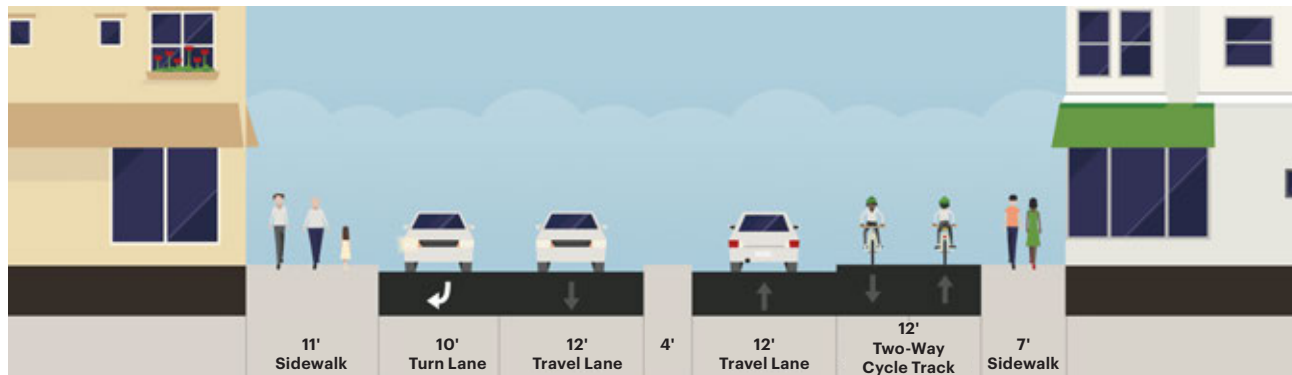
Fourth Street between Irwin Street and Grand Avenue, facing east or west



Existing condition (46' Curb-to-Curb)



Near-term transformation (46' Curb-to-Curb)



Long-term transformation (50' Curb-to-Curb)

Sections created using Streetmix

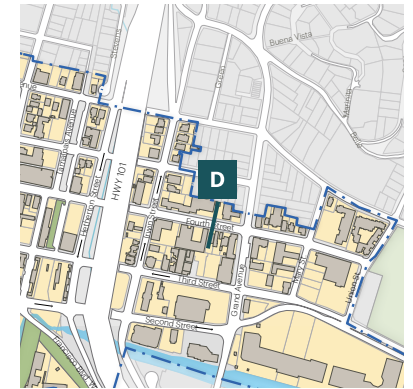


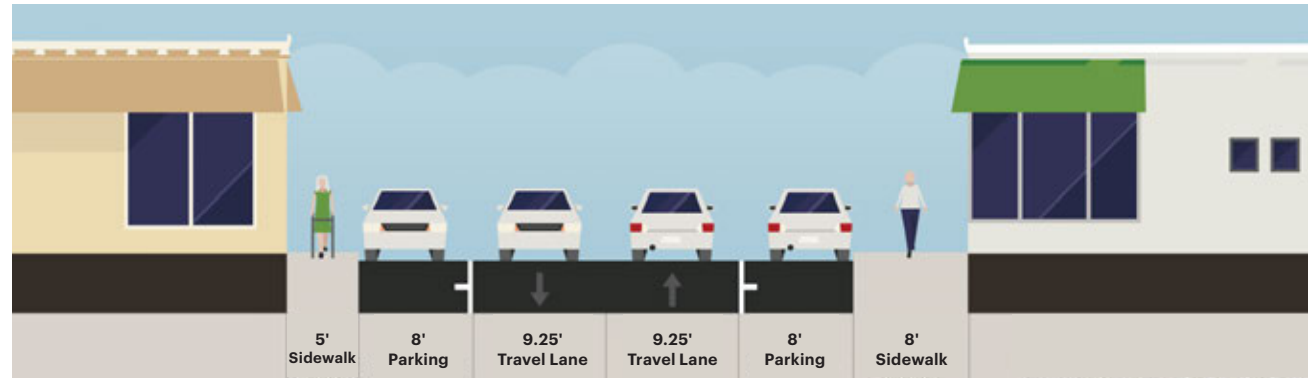
Figure 6.31 (Above) Key map of street section location
Figure 6.32 (Left) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment



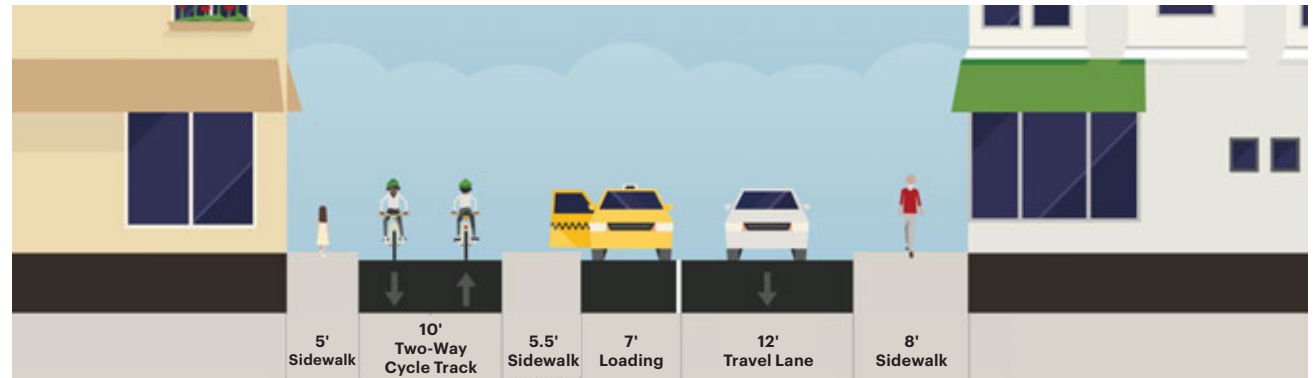
Figure 6.33 (Above) Key map of street section location

Figure 6.34 (Right) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

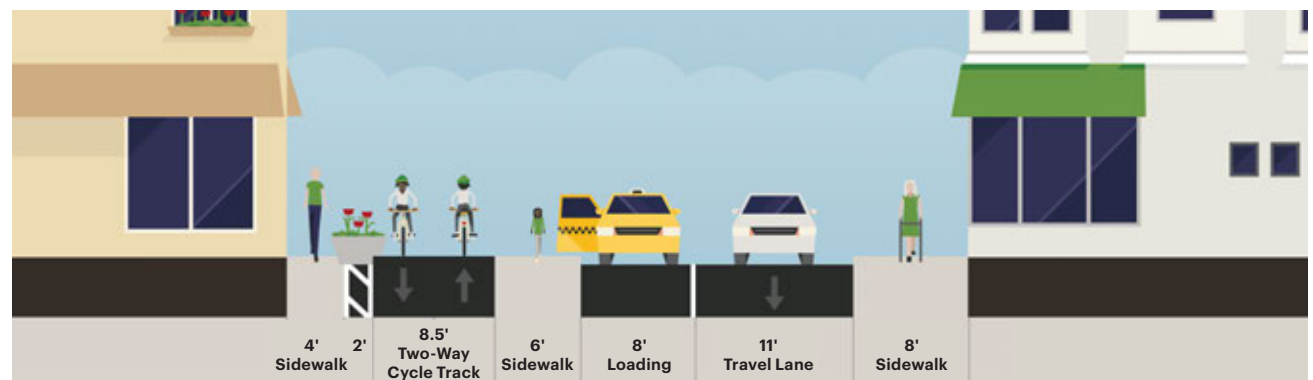
Tamalpais Avenue between Second Street and Third Street, facing north



Existing condition (34.5' Curb-to-Curb)



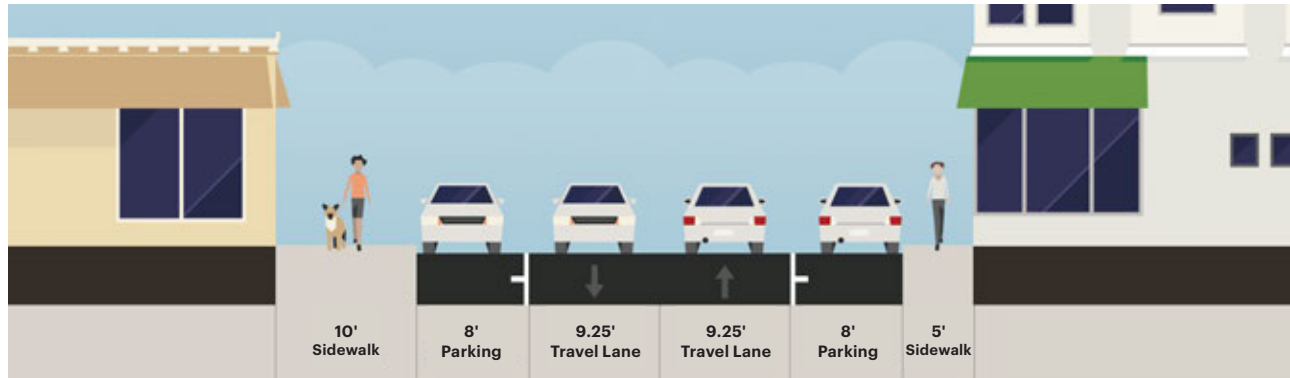
Near-term transformation (34.5' Curb-to-Curb)



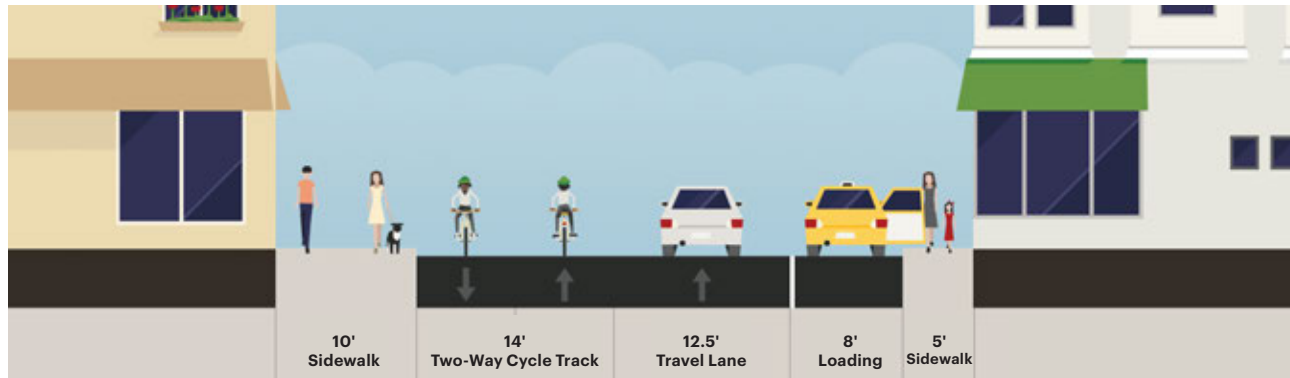
Long-term transformation (33.5' Curb-to-Curb)

Sections created using Streetmix

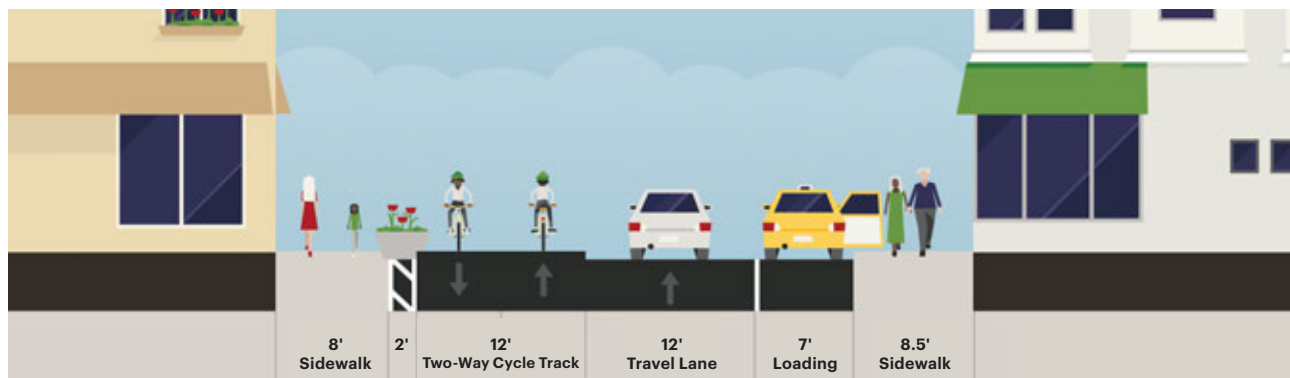
Tamalpais Avenue between Third Street and Fourth Street, facing north



Existing condition (34.5' Curb-to-Curb)



Near-term transformation (34.5' Curb-to-Curb)



Long-term transformation (31' Curb-to-Curb)

Sections created using Streetmix



Figure 6.35 (Above) Key map of street section location

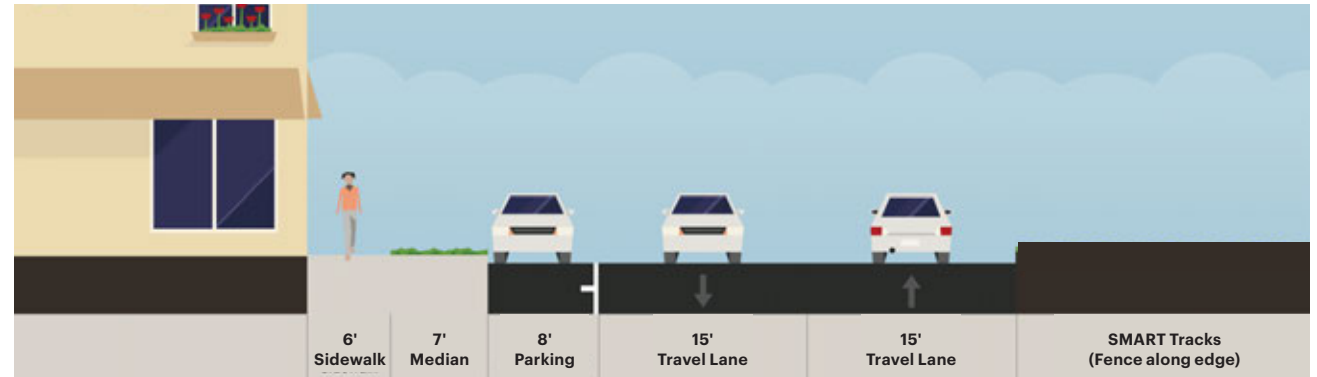
Figure 6.36 (Left) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment



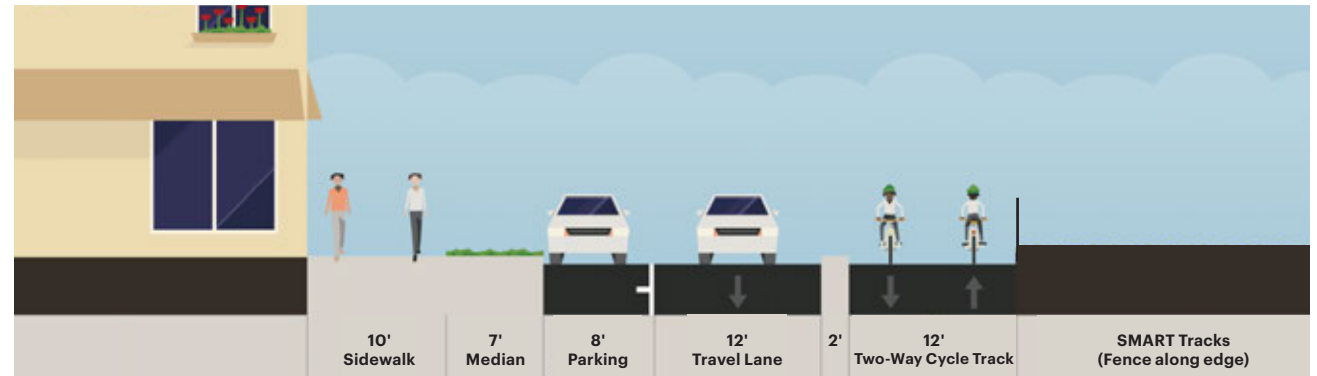
Figure 6.37 (Above) Key map of street section location

Figure 6.38 (Right) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

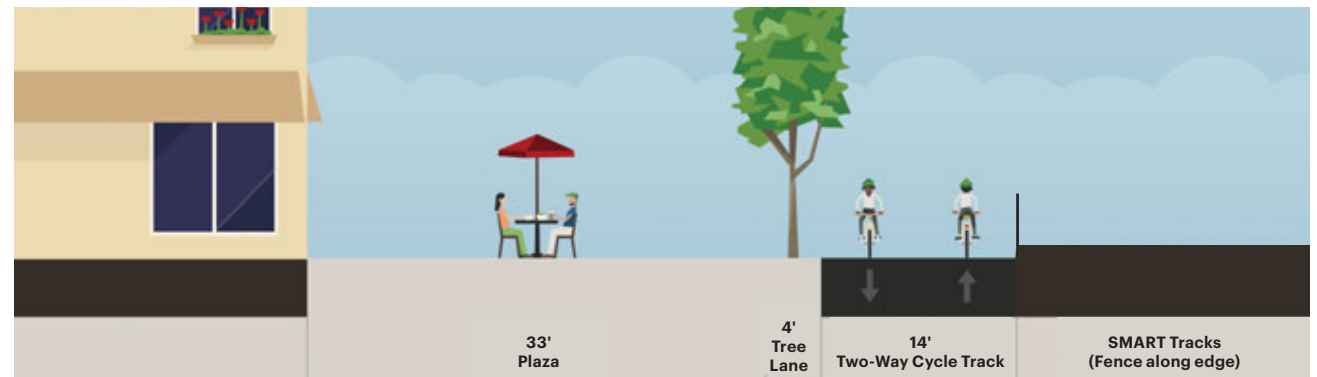
Tamalpais Avenue between Fourth Street and Mission Avenue, facing north



Existing condition (36' - 38' Curb-to-Curb)



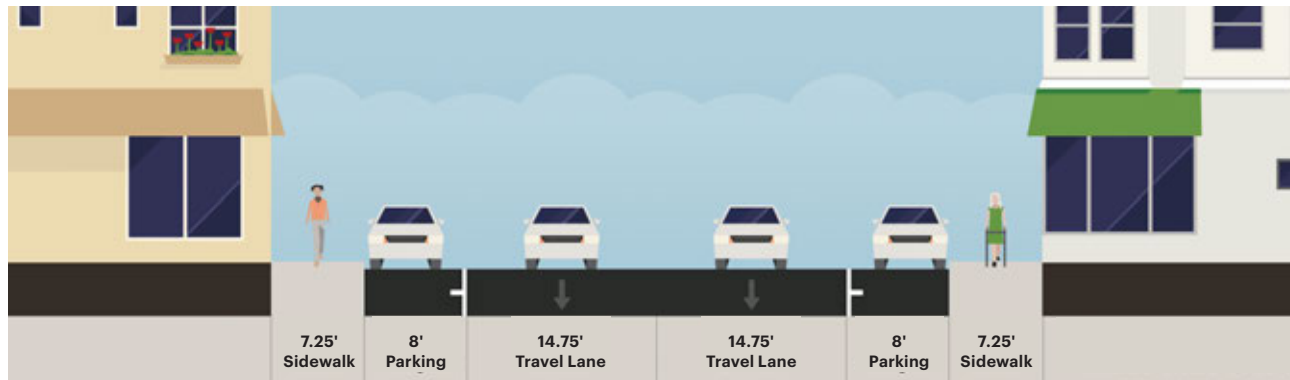
Near-term transformation (34' Curb-to-Curb)



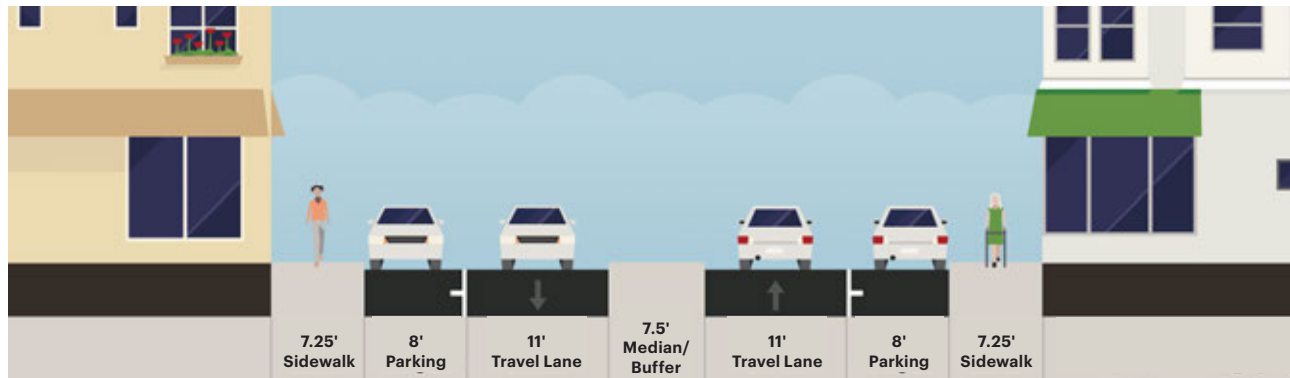
Long-term transformation (Plaza with Cycle Track)

Sections created using Streetmix

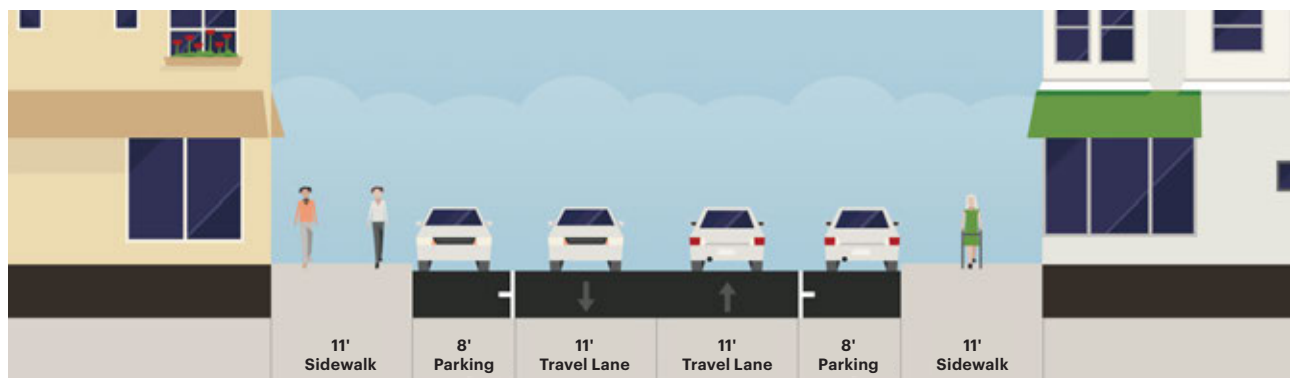
B Street between Second Street and Mission Avenue, facing north



Existing condition (45.5' Curb-to-Curb)



Near-term transformation (45.5' Curb-to-Curb)



Long-term transformation (38' Curb-to-Curb)

Sections created using Streetmix

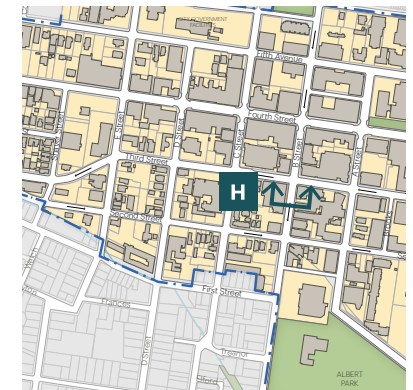


Figure 6.39 (Above) Key map of street section location

Figure 6.40 (Left) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

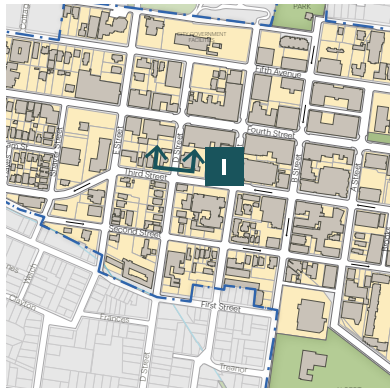
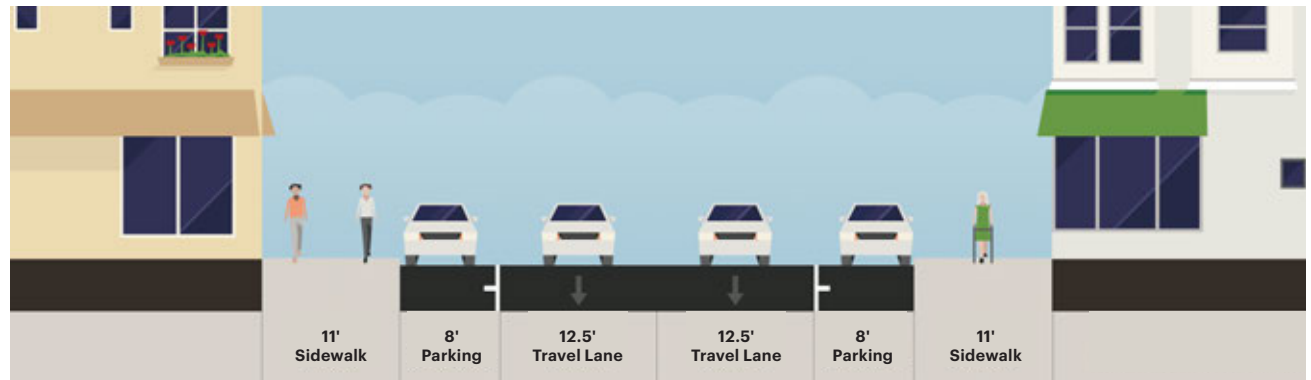


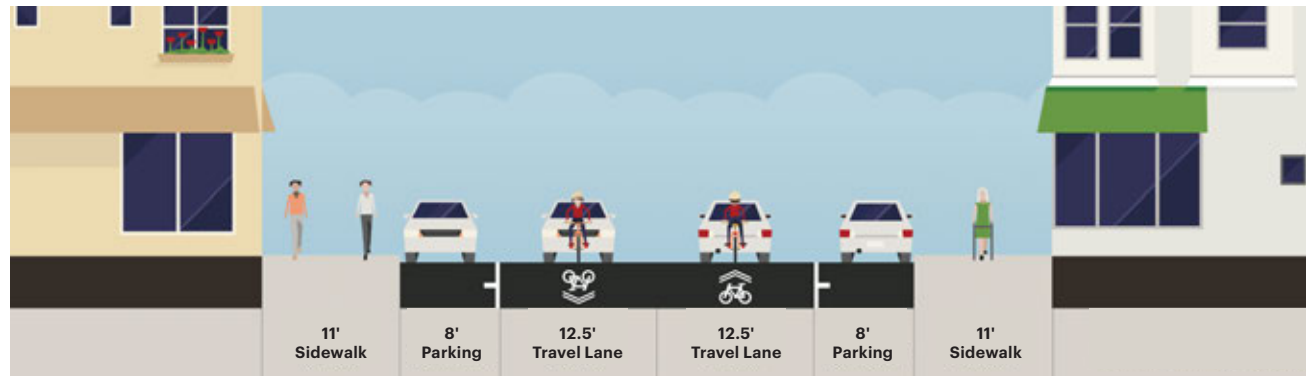
Figure 6.41 (Above) Key map of street section location

Figure 6.42 (Right) Street sections illustrating existing conditions, near-term changes, and long-term transformation of this street segment

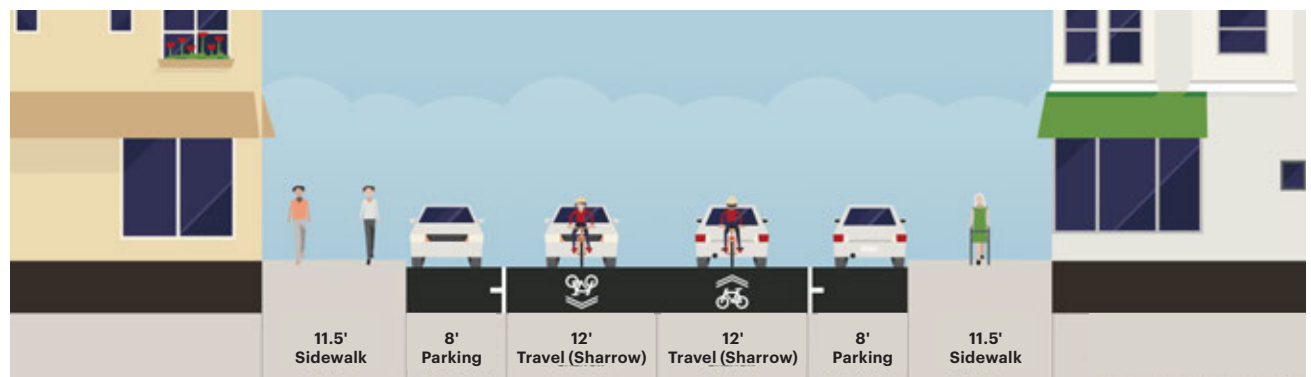
D Street between First Street and Fifth Avenue, facing north



Existing condition (41' Curb-to-Curb)



Near-term transformation (41' Curb-to-Curb)



Long-term transformation (40' Curb-to-Curb)

Sections created using Streetmix

6.4 Parking

Parking demand in Downtown San Rafael is highly variable based on location, parking facility type, and the given point in time. Current and evolving transportation trends need to be considered when providing parking for the future.

Approach

Parking demand has declined in cities with high adoption rates of emerging technologies such as ride-hailing services and micromobility devices. Similar parking demand reductions are forecast with the future adoption of self-driving cars. Given these recent and anticipated trends, the Plan recommends maximizing the use of existing parking supply and adjusting parking requirements to “right size” parking for new development. The objective is to create a “park once” district, actively facilitating shared use of private off-street parking facilities, and variably price on-street parking in high demand areas. This “park once” district would be focused in the area between E Street and US-101, where most of the off-street public parking facilities are located, and could be implemented by expanding the existing Downtown Parking Assessment District to extend from E Street to Hetherton Street.

The Plan also recommends adjusting parking standards based on access to transit facilities. This translates to reducing parking requirements for new development in areas that are within half a mile (walking distance) of the SMART station and the future San Rafael Transit Center. In addition, the parking exemption currently allowed for the

first 1.0 FAR of non-residential uses within the Downtown Parking Assessment District will remain. The West End Village, with lesser access to transit, will continue to have comparatively higher parking needs in the near-term, and parking standards will need to be calibrated accordingly.

Parking recommendations described in this section are consistent with the key recommendations of the Downtown Parking and Wayfinding Study (2017) that are included for reference in Appendix VI: Transportation and Parking - Additional Information. Parking standards for new development are described in Chapter Nine: Downtown Form-Based Code).

The parking recommendations for Downtown are grouped into the following overall strategies.

1. **Maximize use of existing parking**
2. **Parking information and technology**
3. **Zoning and development standards**
4. **Parking administration and operations**
5. **Additional public parking**

1. Maximize Use of Existing Parking

In a “park once” district, people are encouraged to park in one place and walk from one destination to another rather than driving and parking again. This approach requires sufficient off-street parking near high-demand destinations, parking and information technology to direct drivers to available parking, pricing to encourage the use of off-street facilities, and a safe, high-quality pedestrian environment from parking facilities to and from destinations. The following are recommended strategies.

- **Pedestrian access to parking.** Improvements to pedestrian routes to key parking facilities that create safe and comfortable conditions.
- **Shared parking program.** Implement a City program to encourage private property owners to share all or a portion of their parking. The role of the City could range from technical assistance with shared parking agreements and adding facilities to the City’s parking guidance/ information system to a full management agreement where the City provides signage, facility management, revenue collection, and enforcement with revenue sharing considerations. The City of Sacramento currently has an active shared parking program that manages more than 10,000 private parking spaces. By maximizing the use of private parking that was previously underutilized, the City has saved more than \$40 million in capital costs for new parking.
- **Dynamic parking pricing.** Set higher parking prices in high demand areas and lower prices in low demand areas. The objective, by charging the right price for on-street parking, is to make sure there are a few spaces available on every block. This strategy also encourages the use of off-street parking for long-term parkers. Additional parking revenue generated through dynamic pricing could be dedicated to pay for added public services on high demand blocks.

- **Innovative design solutions.** Allow the use of automated parking systems or similar mechanical parking devices for existing or new parking facilities.

- **Downtown Bike Share stations.** Work with the Metropolitan Transportation Commission (MTC) and Transportation Authority of Marin (TAM) to implement a new Marin County Bike Share Program including placing new bike share stations at major parking and transit facilities both to facilitate the “park once” district and to encourage the use of transit and cycling to reduce overall parking demand.

2. Parking Information and Technology

Implementing parking and information technology to direct drivers to available parking is a key aspect of successful “park once” districts. The following are recommended strategies.

- **Comprehensive parking information and technology system.** Implement technology that provides real-time information on parking availability in city-operated parking facilities. This technology can also provide smart parking signs at major Downtown gateways and along routes to parking facilities showing availability and directions. Consider digital parking short-term or long-term reservation systems, and integrate electric vehicle charging information and payment systems.
- **Parking technology strategy.** Develop and continually update a parking technology strategy that addresses parking and mobility goals and evolving conditions.

3. Zoning and Development Standards

Adjusting parking requirements to “right size” off-street parking will both support the “park once” district and support Downtown development goals. Some strategies are recommended below. These have been considered in

framing the parking standards in Chapter Nine: Downtown Form-Based Code.

■ **Simplified parking requirement categories.** The Downtown Parking and Wayfinding Study (2017) recommended reducing the current 50 designations to five land use types for the Downtown area. The Precise Plan supports this approach, and the Downtown Form-Based Code addresses this in its parking standards.

■ **Reduced, flexible parking requirements.** Section 14.18.040.G of the zoning code allows a 20 percent reduction for non-residential uses in Downtown and in addition, provides waivers for off-street requirements up to the first 1.0 in FAR. In addition to current allowed reductions in the Plan Area, additional parking reductions could be explored.

■ **Shower and locker facilities.** The City can consider developing incentives for new commercial projects to provide showers and lockers to encourage bicycle commuting that will reduce parking demand.

4. Parking Administration and Operations

The active management of information, operations, and pricing of parking facilities are critical to maximizing the efficient use of parking. The following are recommended strategies.

■ **Strategic guiding principles.** Adopt clear and strategic guiding principles for the operation and management of city-operated parking. It is recommended that this be a performance-based management approach that adjusts rates and regulations to make it as easy as possible to find a parking space.

■ **Performance metrics for parking rates.** As part of the Strategic Guiding Principles, adopt performance metrics to implement and manage variable parking pricing.

■ **Shared parking operations.** Modify the zoning code to allow for shared use parking arrangements. The Downtown Form-Based Code incorporates this recommendation.

5. Additional Public Parking

Given the cost and long-term commitment associated with providing additional public parking, all efforts to maximize use of existing parking should be undertaken before building new parking facilities. The following are recommended strategies.

■ **Expand the Downtown Parking Assessment District.** Expand the current Downtown Parking Assessment District west to E Street and east to Hetherton Street. New funds generated would be used for a variety of purposes including pursuing partnerships with private developers and/or other agencies to add parking in new facilities being planned by others.

■ **Public-private collaborations.** Work with major new developments to include public parking spaces in new private garages, particularly near the SMART station.

■ **Parking facility dimensions.** Reduce the minimum parking space and aisle dimensions for parking facilities city-wide. The Downtown Form-Based Code provides updated parking standards for the Plan Area.

■ **Parking garage design standards.** New parking structures should complement the architectural integrity of the surrounding area, provide ground floor active uses on the street frontage, align elevator/ pedestrian plazas towards transit and retail, provide opportunities for the parking to be shared by different land uses, and encourage public access. The Downtown Form-Based Code addresses these recommendations in its parking standards for the Plan Area.

6.5 Other Transportation Considerations for Downtown

Other topics that are relevant to Downtown's transportation network are listed below. General information on these topics have been provided in Appendix VI: Transportation and Parking - Additional Information, including background information, industry best practices and recommended strategies.

Curbside Management

As competition for limited curb space will increase, a Downtown Curbside Management Strategy could be considered to help optimize available resources in Downtown.

Vehicle Trip Reduction Measures

Vehicle trip reduction measures include strategies to reduce Vehicle Miles Traveled (VMT), traffic congestion levels, and greenhouse gas emissions. Applied as an inter-related, Downtown-wide set of strategies, Vehicle Trip Reduction measures will improve the performance of the Downtown transportation network and yield direct benefits to its users.

Ride-Hailing, Self-Driving Vehicles, and Micromobility

A key Plan objective is to prepare Downtown for the future of mobility. Emerging technologies are discussed in this section, to provide relevant background information that could inform the design and management of streets and parking in the future.

Wayfinding

Wayfinding is integral to the effectiveness of the Downtown transportation and parking system. Well-designed and placed signs anticipate circulation needs, provide clear direction, and minimize confusion. Signage also plays a part in shaping identify, creating neighborhood or district character, and expressing community values. Best practices and strategies (discussed in Appendix VI) can further enhance Downtown's existing wayfinding improvements and ongoing implementation of the recommendations of the Downtown Parking and Wayfinding Study.

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