DOWNTOWN SAN RAFAEL
CONGESTION

- Hwy 101 SB On-Ramp
- 25K Cars/Day
- 3rd Street
- 35K Cars/day
- 2nd Street
- SMART Station
- 23K/Cars/day
- 9K passenger/day
- Hwy 101 Offramp
- 200K Cars/day
- Hetherton Street
- 3rd Street
- 30K Cars/day
PRE-EXISTING CHALLENGES

- **Daily Traffic Volumes:**
  - 3rd St: 50% increase (2000-2017) (20,870 to 30,842)
  - 2nd St: 100% increase (2007-2017) (17,736 to 35,723)

- **Highway 101 Access**
  - Frequently backs-up to City Streets

- **Pedestrian Volumes**

- **Transit Center Activity**
  - 9,000 passengers per day
  - Local, Regional, Airport Service
  - 500 Daily Bus Trips

> All existed before SMART operated to Downtown San Rafael
2\textsuperscript{ND} & 3\textsuperscript{RD} STREETS

1. Driver Behavior
   - Safety Hazard
   - Causes Delays

2. Traffic Delays
   - Traffic Signal Timing
   - Gate Down Time
2ND & 3RD STREETS – DRIVER BEHAVIOR

SOLUTIONS:

- Enforcement
- Traffic Signal Timing
- Pavement Treatments
2ND STREET – CARS ON TRACKS

Contrasting Pavement Treatment
SMART’S PART

- Improve Train Meet Timing – get trains to “meet” between 2nd St & Station
- Minimize Gate Down Time
SUMMARY

- Bad Behavior Enforcement  
  *(On-going by SRPD)*

- Traffic Signal Timing Improvements  
  *(On-going by City of San Rafael)*

- Contrasting Pavement  
  *(City of San Rafael evaluating)*

- Train Meets  
  *(Jan 4th – ongoing by SMART)*

- SMART – City Coordination  
  *(on-going coordination)*
CONCLUSION

- **Excessive Congestion**
  - 50-100% growth in traffic
  - 0% growth in roadway capacity
  ➢ Before SMART arrived

- **Partners**
  - City of San Rafael
  - Town of San Anselmo
  - Town of Fairfax
  - Golden Gate Transit
  - Marin Transit
  - Caltrans
  - Transportation Authority of Marin

- **SMART – Part of the Solution**
  - Getting People out of Automobiles
  - Downtown Station - Busiest
  - Bicycle – First/Last Mile