

Figure 5.15: San Rafael Basin Workers, 2008



Figure 5.16: San Rafael Basin Workers, 2018



The role of the Central San Rafael basin as the County's hub tends to result in a high proportion of trips remaining in the immediate area, as shown in Table 5.8. About 50 percent of the resident trips today are estimated to be doing this. The proportion of non-resident trip ends in this area is somewhat lower (38 percent for 2008) because of the role that this area plays as a major activity hub within Marin County.

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## **Estimated Transit Trip Patterns and Mode Shares**

(To be inserted in final draft, following review of Rider Survey data available December 2008)

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## **CHAPTER 6: SUMMARY OF TRANSIT RIDER PROFILES**

(TO BE PROVIDED UPON RIDER SURVEY COMPLETION)

(To be inserted in final draft)

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## **CHAPTER 7: KEY EXISTING CONDITIONS FINDINGS**

This chapter represents an initial summary of the key findings from the Task 2 Existing Conditions analysis. Some of the conclusions may be modified following input from the Management Steering Committee and feedback from individual agencies.

The availability of the rider survey data will shape the analysis and conclusions of the transit hub and transfer needs, although important findings are already emerging in relation to park and ride/bus pad activity.

### **EXISTING TRANSIT SERVICES:**

#### **Golden Gate Transit**

1. Majority of GGT bus routes serving Central and Southern Marin have experienced a decrease in annual ridership between 2004 and 2008.
2. This trend may be explained by a ridership switch to ferry service, (ridership in AM peak has increased by 12 % between 2005 and 2007 and in the pm peak by 15% for the same period), by a general reduction in commute travel between Marin County and San Francisco, and a possible mode shift back to auto usage.
3. Recent ridership data collected in the last nine months suggests that ridership on GGT basic and Commute Routes is beginning to increase.
4. GGT bus on-time performance has improved in recent years, achieving the desired performance standard of 90% of all trips running on-time as scheduled. Schedules were adjusted with additional running time.

#### **Marin Transit**

1. Only one Marin Transit route serving Central and Southern Marin is not achieving a desired productivity goal of 20 passengers per revenue hour. Route 19 carried 12 passengers per revenue hour in FY 2007/08.
2. Marin Transit local service on time performance has improved significantly in recent years. On time performance has increased from a 56% on time performance level reported in the 2006 Marin Transit Short Range Transit Plan to 95.3% reported in July and August 2008.

## **Planning Implications for Study**

The significance of transit in the service area will become more apparent when mode share data and transfer data becomes available. The latter will be available in the recent onboard passenger survey findings. From the initial findings of the existing conditions transit service overview:

1. Congestion along the Highway 101 Trunk and east/west corridors will continue to create on time performance challenges for both GGT and Marin Transit. Enhancements along the Highway 101 Trunk and east/west corridors should focus on improving bus running times to increase the attractiveness and travel time advantage of GGT Basic and Commute Routes. Running time enhancements will facilitate good on time performance without investing additional revenue hours.
2. Improved on time performance along the east/west corridors will become increasingly important to ensure good connectivity between local and commute services if BRT-type service is introduced along selected east/west corridors.

### **TRANSIT HUB AND CORRIDOR FACILITIES:**

Hwy 101 facilities:

1. Current park and ride capacity, with the exception of Smith Ranch north of the Study Area, shows significant excess demand.
2. Locations with no formal parking – especially bus pads in the Lucky Drive/Paradise and also at Shoreline/Manzanita – generate significant overflow demand on adjacent surface streets.
3. Park and ride facilities are currently configured for the southbound commute, but in the future, demand forecasts suggest some provision for the northbound commute should be considered (applicable both to Golden Gate Transit and SMART)

Key conclusions will also be finalized in the draft Task 2 report in relation to: transit center bus capacity East-West arterial corridor bus stops, and programmed/approved transit improvements

### **TRAVEL FORECASTS AND TRANSIT DEMAND PROJECTIONS:**

1. There is no significant slow-down in freeway travel time in the southbound AM peak period direction. This is partly the result of the traffic being restricted upstream in Central San Rafael.
2. There is an anticipated benefit on transit travel time in the northbound PM peak period with the completion of the gap closure project in January 2009. Today, there is at least a 7-minute delay for all northbound buses that cannot use the HOV lane.

3. The aggregate demand for travel is forecast as "slower growth" in the next decade. The total number of trip ends increases by less than 15 percent for both residents and for non-resident trip attractions in all cases. The reason is that much of the area has been "built out", with only small sites available for redevelopment.
4. The increases in demand tend to be to the north. While some growth is forecast to occur to/from San Francisco, the overall trend is to have more trips traveling northward in the future. Even with this shift, the overall demand of travel is not going to shift significantly.

### **CORRIDOR PROFILES:**

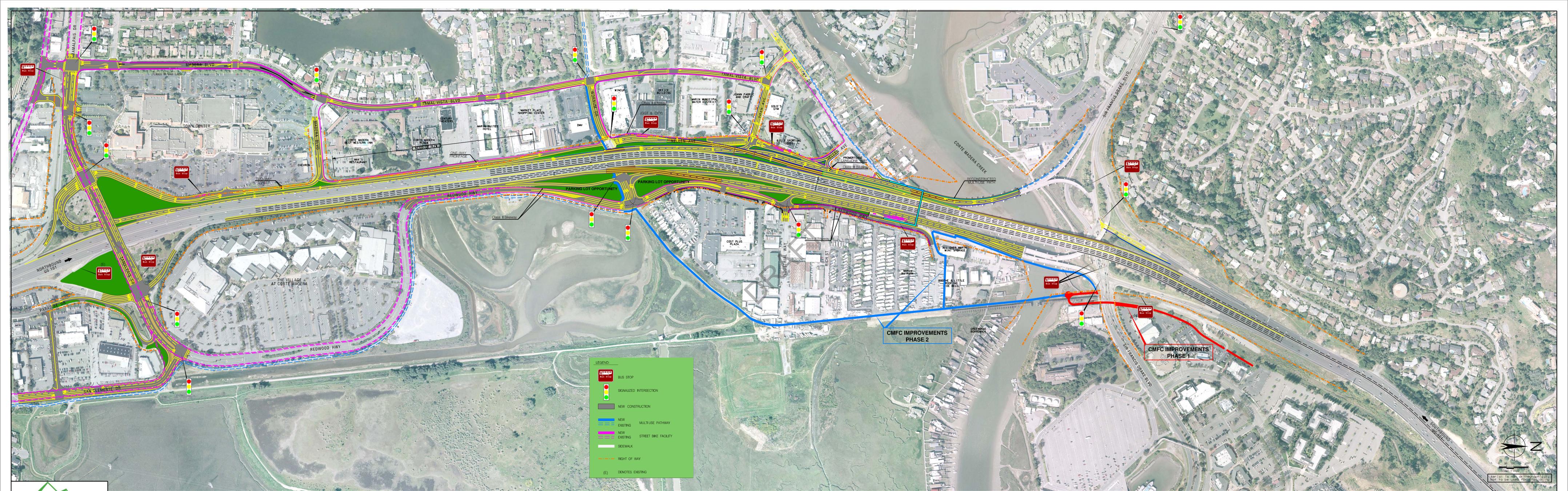
1. The five East-West Study Corridors all show stable population and employment levels over the next ten years, with growth of less than 3% over the entire decade.
2. Corridor population densities are broadly in line with, or somewhat below, the current level of local service provision (30-minute peak/60 minute off-peak fixed route service).
3. Regional and local mobility needs exist to destinations beyond each corridor, and beyond the County, on all travel corridors: these may require transit service in future, irrespective of low residential or employment densities and land uses which support local transit services.
4. Opportunities for significant land use change towards densities, which might support higher capacity transit (such as streetcar), appear limited in the next ten years; this is especially apparent in the Mill Valley-Sausalito corridor.
5. The regional commute demand in the non-traditional direction (northbound, Sonoma employment destinations) suggests a need to better define in the subsequent tasks of the Study, the optimal transit connections between the East West corridors and the 101 trunk line/SMART services northwards, in addition to the primary southbound/San Francisco direction.

**APPENDIX A: EXHIBITS AND TABLES**

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**Figure 1: Highway 101 Greenbrae/Twin Cities Corridor Improvements: Southbound  
Option C – Northbound Option E**

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**LEGEND**

- BUS STOP
- SIGNALIZED INTERSECTION
- NEW CONSTRUCTION
- NEW MULTILSE PATHWAY
- EXISTING MULTILSE PATHWAY
- NEW STREET BIKE FACILITY
- EXISTING STREET BIKE FACILITY
- SIDEWALK
- RIGHT OF WAY
- (E) DENOTES EXISTING

**Table 5.1 Work Trip Patterns of Richardson Bay Communities**

<b>Richardson Bay Residents going to work in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	1,083	2%	1,129	2%	46	4%
Santa Clara	413	1%	430	1%	17	4%
Alameda County	1,959	4%	2,044	4%	85	4%
Contra Costa	1,134	2%	1,184	2%	50	4%
Solano County	584	1%	622	1%	38	7%
Napa County	334	1%	356	1%	21	6%
Embarcadero/Financial District	8,900	18%	9,198	17%	298	3%
Marina/ Van Ness/Civic Center	545	1%	581	1%	36	7%
Richmond/Sunset	937	2%	980	2%	43	5%
Mission/ Bay View/ Excelsior	2,347	5%	2,534	5%	187	8%
Petaluma	21	0%	90	0%	69	333%
Rest of Sonoma County	77	0%	334	1%	257	333%
Sonoma Hwy 101 Corridor	89	0%	384	1%	296	333%
Richardson Bay Communities	4,630	9%	4,785	9%	156	3%
Lower Ross Valley	5,862	12%	5,712	10%	-150	-3%
San Rafael Basin	7,807	15%	8,602	16%	796	10%
West Marin	1,065	2%	1,145	2%	80	8%
Las Gallinas Valley	5,124	10%	5,367	10%	243	5%
Novato	6,671	13%	8,203	15%	1,532	23%
Upper Ross Valley	1,261	2%	1,229	2%	-31	-2%
<b>Total</b>	<b>50842</b>		<b>54910</b>		<b>4068</b>	<b>8%</b>
<b>Richardson Bay Employees coming from their homes in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	202	1%	187	1%	-14	-7%
Santa Clara	147	1%	131	0%	-16	-11%
Alameda County	811	3%	849	3%	38	5%
Contra Costa	1,539	6%	1,644	6%	104	7%
Solano County	735	3%	1,032	4%	297	40%
Napa County	15	0%	17	0%	2	10%
Embarcadero/Financial District	445	2%	461	2%	16	4%
Marina/ Van Ness/Civic Center	180	1%	181	1%	0	0%
Richmond/Sunset	309	1%	307	1%	-2	-1%
Mission/ Bay View/ Excelsior	490	2%	532	2%	41	8%
Petaluma	402	2%	496	2%	94	23%
Rest of Sonoma County	1,997	7%	2,680	9%	683	34%
Sonoma Hwy 101 Corridor	1,192	4%	1,237	4%	46	4%
Richardson Bay Communities	4,630	17%	4,785	16%	156	3%
Lower Ross Valley	2,415	9%	2,487	8%	71	3%
San Rafael Basin	2,870	11%	3,257	11%	387	13%
West Marin	1,023	4%	1,083	4%	60	6%
Las Gallinas Valley	2,141	8%	2,341	8%	200	9%
Novato	3,369	13%	3,787	13%	418	12%
Upper Ross Valley	1,744	7%	1,773	6%	30	2%
<b>Total</b>	<b>26,658</b>		<b>29,266</b>		<b>26,09</b>	<b>10%</b>

Source: Marin County Travel Model

**Table 5.2 Aggregate Trip Patterns of Richardson Bay Communities****Richardson Bay Residence Trips Going to:**

Area	2008	Percent	2018	Percent	Change	Percent Change
San Mateo	3,023	2%	3,847	2%	824	27%
Santa Clara	901	0%	1,306	1%	405	45%
Alameda County	2,624	1%	3,052	2%	428	16%
Contra Costa	1,576	1%	1,868	1%	292	18%
Solano County	1,015	1%	1,308	1%	293	29%
Napa County	559	0%	627	0%	68	12%
Embarcadero/Financial District	17,599	9%	20,385	10%	2,786	16%
Marina/ Van Ness/Civic Center	3,593	2%	4,452	2%	860	24%
Richmond/Sunset	2,715	1%	3,307	2%	592	22%
Mission/ Bay View/ Excelsior	3,667	2%	4,303	2%	636	17%
Petaluma	5,135	3%	7,915	4%	2,780	54%
Rest of Sonoma County	160	0%	422	0%	262	164%
Sonoma Hwy 101 Corridor	126	0%	423	0%	297	235%
Richardson Bay Communities	86,338	46%	88,609	44%	2,271	3%
Lower Ross Valley	21,571	11%	19,612	10%	-1,959	-9%
San Rafael Basin	17,089	9%	18,049	9%	960	6%
West Marin	2,429	1%	2,674	1%	245	10%
Las Gallinas Valley	7,234	4%	7,446	4%	212	3%
Novato	8,376	4%	9,748	5%	1,372	16%
Upper Ross Valley	2,505	1%	2,446	1%	-60	-2%
<b>Total</b>	<b>188,236</b>		<b>201,799</b>		<b>13,563</b>	<b>7%</b>

**Richardson Bay Non-Residence Trips Coming from:**

Area	2008	Percent	2018	Percent	Change	Percent Change
San Mateo	1,856	1%	1,471	1%	-386	-21%
Santa Clara	370	0%	302	0%	-68	-18%
Alameda County	1,208	1%	1,179	1%	-30	-2%
Contra Costa	1,822	1%	1,874	1%	52	3%
Solano County	1,152	1%	1,355	1%	203	18%
Napa County	27	0%	27	0%	0	0%
Embarcadero/Financial District	3,004	2%	2,525	2%	-479	-16%
Marina/ Van Ness/Civic Center	2,988	2%	2,464	2%	-524	-18%
Richmond/Sunset	2,165	2%	1,800	1%	-364	-17%
Mission/ Bay View/ Excelsior	1,451	1%	1,323	1%	-128	-9%
Petaluma	456	0%	538	0%	82	18%
Rest of Sonoma County	2,032	1%	2,707	2%	675	33%
Sonoma Hwy 101 Corridor	1,196	1%	1,241	1%	44	4%
Richardson Bay Communities	86,338	62%	88,609	62%	2,271	3%
Lower Ross Valley	9,821	7%	10,486	7%	666	7%
San Rafael Basin	7,298	5%	8,150	6%	851	12%
West Marin	3,051	2%	3,026	2%	-25	-1%
Las Gallinas Valley	3,939	3%	4,107	3%	169	4%
Novato	5,407	4%	5,735	4%	328	6%
Upper Ross Valley	3,323	2%	3,445	2%	122	4%
<b>Total</b>	<b>138,905</b>		<b>142,364</b>		<b>3,459</b>	<b>2%</b>

Source: Marin County Travel Model

**Table 5.3 Work Trip Patterns of Lower Ross Valley**

<b>Lower Ross Valley Residents going to work in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	566	2%	588	2%	21	4%
Santa Clara	213	1%	222	1%	9	4%
Alameda County	1,022	4%	1,062	4%	40	4%
Contra Costa	591	2%	615	2%	24	4%
Solano County	159	1%	173	1%	14	9%
Napa County	108	0%	117	0%	10	9%
Embarcadero/Financial District	4,642	18%	4,778	17%	136	3%
Marina/ Van Ness/Civic Center	284	1%	302	1%	18	6%
Richmond/Sunset	489	2%	509	2%	20	4%
Mission/ Bay View/ Excelsior	1,224	5%	1,316	5%	92	7%
Petaluma	11	0%	47	0%	36	333%
Rest of Sonoma County	40	0%	173	1%	133	333%
Sonoma Hwy 101 Corridor	46	0%	199	1%	153	333%
Richardson Bay Communities	2,415	9%	2,487	9%	71	3%
Lower Ross Valley	3,056	12%	2,968	10%	-89	-3%
San Rafael Basin	4,072	15%	4,468	16%	396	10%
West Marin	557	2%	595	2%	39	7%
Las Gallinas Valley	2,675	10%	2,789	10%	114	4%
Novato	3,476	13%	4,257	15%	781	22%
Upper Ross Valley	658	3%	639	2%	-19	-3%
<b>Total</b>	<b>26,305</b>		<b>28,303</b>		<b>1,998</b>	<b>8%</b>
<b>Lower Ross Valley Employees coming from their homes in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	257	1%	226	1%	-31	-12%
Santa Clara	198	1%	164	0%	-34	-17%
Alameda County	1,028	3%	1,013	3%	-15	-1%
Contra Costa	2,018	6%	1,996	6%	-22	-1%
Solano County	1,052	3%	1,055	3%	3	0%
Napa County	251	1%	251	1%	0	0%
Embarcadero/Financial District	560	2%	548	2%	-12	-2%
Marina/ Van Ness/Civic Center	228	1%	216	1%	-12	-5%
Richmond/Sunset	393	1%	368	1%	-25	-6%
Mission/ Bay View/ Excelsior	620	2%	632	2%	12	2%
Petaluma	747	2%	715	2%	-32	-4%
Rest of Sonoma County	3,279	9%	3,558	10%	279	9%
Sonoma Hwy 101 Corridor	1,464	4%	1,452	4%	-12	-1%
Richardson Bay Communities	5,862	17%	5,712	16%	-150	-3%
Lower Ross Valley	3,056	9%	2,968	8%	-89	-3%
San Rafael Basin	3,618	10%	3,856	11%	238	7%
West Marin	1,294	4%	1,290	4%	-4	0%
Las Gallinas Valley	2,703	8%	2,780	8%	77	3%
Novato	4,248	12%	4,486	13%	238	6%
Upper Ross Valley	2,214	6%	2,122	6%	-91	-4%
<b>Total</b>	<b>35,092</b>		<b>35,409</b>		<b>317</b>	<b>1%</b>

Source: Marin County Travel Model

**Table 5.4 Aggregate Trip Patterns of Lower Ross Valley**

<b>Lower Ross Valley Residence Trips Going to:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	948	1%	1,156	1%	208	22%
Santa Clara	391	0%	562	1%	170	44%
Alameda County	1,454	1%	1,780	2%	326	22%
Contra Costa	833	1%	1,028	1%	196	23%
Solano County	661	1%	1,114	1%	453	69%
Napa County	343	0%	421	0%	78	23%
Embarcadero/Financial District	6,062	6%	6,733	6%	670	11%
Marina/ Van Ness/Civic Center	753	1%	943	1%	190	25%
Richmond/Sunset	783	1%	924	1%	141	18%
Mission/ Bay View/ Excelsior	1,449	1%	1,633	2%	184	13%
Petaluma	992	1%	1,697	2%	705	71%
Rest of Sonoma County	94	0%	236	0%	142	150%
Sonoma Hwy 101 Corridor	69	0%	224	0%	156	227%
Richardson Bay Communities	9,821	10%	10,486	10%	666	7%
Lower Ross Valley	39,121	40%	38,993	37%	-128	0%
San Rafael Basin	19,331	20%	20,606	20%	1,275	7%
West Marin	1,106	1%	1,240	1%	134	12%
Las Gallinas Valley	4,908	5%	5,082	5%	174	4%
Novato	4,928	5%	5,613	5%	685	14%
Upper Ross Valley	4,029	4%	4,108	4%	80	2%
<b>Total</b>	<b>98,075</b>		<b>104,578</b>		<b>6,503</b>	<b>7%</b>
<b>Lower Ross Valley Non-Residence Trips Coming from:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	1,000	1%	772	1%	-228	-23%
Santa Clara	410	0%	322	0%	-89	-22%
Alameda County	1,633	1%	1,481	1%	-151	-9%
Contra Costa	2,382	2%	2,272	2%	-110	-5%
Solano County	1,444	1%	1,359	1%	-85	-6%
Napa County	366	0%	351	0%	-14	-4%
Embarcadero/Financial District	1,516	1%	1,271	1%	-246	-16%
Marina/ Van Ness/Civic Center	1,239	1%	988	1%	-251	-20%
Richmond/Sunset	1,099	1%	902	1%	-197	-18%
Mission/ Bay View/ Excelsior	996	1%	921	1%	-76	-8%
Petaluma	829	1%	774	1%	-56	-7%
Rest of Sonoma County	3,332	3%	3,596	3%	264	8%
Sonoma Hwy 101 Corridor	1,472	1%	1,457	1%	-15	-1%
Richardson Bay Communities	21,571	18%	19,612	17%	-1,959	-9%
Lower Ross Valley	39,121	33%	38,993	34%	-128	0%
San Rafael Basin	16,786	14%	16,854	15%	68	0%
West Marin	2,542	2%	2,451	2%	-90	-4%
Las Gallinas Valley	6,754	6%	6,329	5%	-424	-6%
Novato	7,949	7%	7,653	7%	-296	-4%
Upper Ross Valley	7,348	6%	7,161	6%	-187	-3%
<b>Total</b>	<b>119,789</b>		<b>115,520</b>		<b>-4,270</b>	<b>-4%</b>

Source: Marin County Travel Model

**Table 5.5 Work Trip Patterns of Upper Ross Valley**

<b>Upper Ross Valley Residents going to work in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	670	2%	768	2%	99	15%
Santa Clara	258	1%	294	1%	36	14%
Alameda County	1,214	4%	1,392	4%	178	15%
Contra Costa	703	2%	807	2%	104	15%
Solano County	48	0%	56	0%	9	18%
Napa County	31	0%	38	0%	7	23%
Embarcadero/Financial District	5,518	17%	6,262	17%	744	13%
Marina/ Van Ness/Civic Center	339	1%	397	1%	59	17%
Richmond/Sunset	581	2%	668	2%	87	15%
Mission/ Bay View/ Excelsior	1,460	5%	1,735	5%	275	19%
Petaluma	16	0%	68	0%	52	333%
Rest of Sonoma County	1,197	4%	871	2%	-326	-27%
Sonoma Hwy 101 Corridor	241	1%	383	1%	142	59%
Richardson Bay Communities	2,870	9%	3,257	9%	387	13%
Lower Ross Valley	3,618	11%	3,856	10%	238	7%
San Rafael Basin	4,860	15%	5,903	16%	1,043	21%
West Marin	662	2%	784	2%	121	18%
Las Gallinas Valley	3,179	10%	3,660	10%	480	15%
Novato	4,184	13%	5,699	15%	1,516	36%
Upper Ross Valley	777	2%	829	2%	52	7%
<b>Total</b>	<b>32,426</b>		<b>37,729</b>		<b>5,303</b>	<b>16%</b>
<b>Upper Ross Valley Employees coming from their homes in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	54	1%	48	1%	-6	-11%
Santa Clara	32	0%	30	0%	-2	-7%
Alameda County	225	3%	220	3%	-5	-2%
Contra Costa	369	5%	394	5%	25	7%
Solano County	205	3%	330	4%	125	61%
Napa County	8	0%	10	0%	2	26%
Embarcadero/Financial District	119	2%	117	2%	-2	-2%
Marina/ Van Ness/Civic Center	50	1%	47	1%	-3	-6%
Richmond/Sunset	85	1%	80	1%	-6	-7%
Mission/ Bay View/ Excelsior	135	2%	137	2%	2	1%
Petaluma	59	1%	98	1%	40	67%
Rest of Sonoma County	465	7%	635	9%	170	37%
Sonoma Hwy 101 Corridor	140	2%	217	3%	77	55%
Richardson Bay Communities	1,261	18%	1,229	17%	-31	-2%
Lower Ross Valley	658	10%	639	9%	-19	-3%
San Rafael Basin	777	11%	829	11%	52	7%
West Marin	279	4%	278	4%	-1	0%
Las Gallinas Valley	579	8%	597	8%	18	3%
Novato	912	13%	965	13%	53	6%
Upper Ross Valley	473	7%	455	6%	-18	-4%
<b>Total</b>	<b>6,884</b>		<b>7,356</b>		<b>471</b>	<b>7%</b>

Source: Marin County Travel Model

**Table 5.6 Aggregate Trip Patterns of Upper Ross Valley****Upper Ross Valley Residence Trips Going to:**

Area	2008	Percent	2018	Percent	Change	Percent Change
San Mateo	601	1%	702	1%	100	17%
Santa Clara	260	0%	355	0%	94	36%
Alameda County	957	1%	1,117	1%	160	17%
Contra Costa	583	1%	701	1%	118	20%
Solano County	396	1%	577	1%	181	46%
Napa County	215	0%	250	0%	35	16%
Embarcadero/Financial District	3,884	5%	4,128	5%	244	6%
Marina/ Van Ness/Civic Center	362	0%	427	1%	65	18%
Richmond/Sunset	463	1%	516	1%	53	11%
Mission/ Bay View/ Excelsior	974	1%	1,065	1%	91	9%
Petaluma	454	1%	772	1%	319	70%
Rest of Sonoma County	67	0%	165	0%	99	148%
Sonoma Hwy 101 Corridor	49	0%	158	0%	109	224%
Richardson Bay Communities	3,323	5%	3,445	5%	122	4%
Lower Ross Valley	7,348	10%	7,161	9%	-187	-3%
San Rafael Basin	13,226	18%	13,915	18%	689	5%
West Marin	3,744	5%	4,337	6%	593	16%
Las Gallinas Valley	2,979	4%	3,051	4%	72	2%
Novato	3,230	4%	3,714	5%	484	15%
Upper Ross Valley	29,608	41%	29,916	39%	308	1%
<b>Total</b>	<b>72,722</b>		<b>76,473</b>		<b>3,750</b>	<b>5%</b>

**Upper Ross Valley Non-Residence Trips Coming from:**

Area	2008	Percent	2018	Percent	Change	Percent Change
San Mateo	214	0%	172	0%	-41	-19%
Santa Clara	93	0%	76	0%	-17	-18%
Alameda County	373	1%	340	1%	-33	-9%
Contra Costa	484	1%	485	1%	1	0%
Solano County	363	1%	449	1%	86	24%
Napa County	52	0%	47	0%	-5	-9%
Embarcadero/Financial District	247	0%	219	0%	-28	-11%
Marina/ Van Ness/Civic Center	175	0%	149	0%	-26	-15%
Richmond/Sunset	185	0%	160	0%	-24	-13%
Mission/ Bay View/ Excelsior	192	0%	184	0%	-9	-5%
Petaluma	82	0%	116	0%	34	41%
Rest of Sonoma County	479	1%	646	1%	167	35%
Sonoma Hwy 101 Corridor	141	0%	218	0%	77	54%
Richardson Bay Communities	2,505	5%	2,446	5%	-60	-2%
Lower Ross Valley	4,029	8%	4,108	8%	80	2%
San Rafael Basin	5,907	11%	6,133	12%	226	4%
West Marin	3,905	7%	4,083	8%	178	5%
Las Gallinas Valley	1,448	3%	1,413	3%	-35	-2%
Novato	1,815	3%	1,798	3%	-17	-1%
Upper Ross Valley	29,608	57%	29,916	56%	308	1%
<b>Total</b>	<b>52,296</b>		<b>53,158</b>		<b>862</b>	<b>2%</b>

Source: Marin County Travel Model

**Table 5.7 Work Trip Patterns of San Rafael Basin**

<b>San Rafael Basin Residents going to work in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	408	2%	419	2%	10	3%
Santa Clara	157	1%	160	1%	3	2%
Alameda County	740	4%	758	4%	19	3%
Contra Costa	428	2%	440	2%	11	3%
Solano County	153	1%	162	1%	10	6%
Napa County	94	0%	99	0%	6	6%
Embarcadero/Financial District	3,357	18%	3,412	17%	54	2%
Marina/ Van Ness/Civic Center	206	1%	215	1%	10	5%
Richmond/Sunset	354	2%	363	2%	10	3%
Mission/ Bay View/ Excelsior	885	5%	939	5%	54	6%
Petaluma	8	0%	33	0%	25	333%
Rest of Sonoma County	28	0%	122	1%	94	333%
Sonoma Hwy 101 Corridor	32	0%	140	1%	108	333%
Richardson Bay Communities	1,744	9%	1,773	9%	30	2%
Lower Ross Valley	2,214	12%	2,122	10%	-91	-4%
San Rafael Basin	2,943	15%	3,186	16%	243	8%
West Marin	403	2%	425	2%	22	6%
Las Gallinas Valley	1,931	10%	1,989	10%	58	3%
Novato	2,511	13%	3,031	15%	520	21%
Upper Ross Valley	473	2%	455	2%	-18	-4%
<b>Total</b>	<b>19,068</b>		<b>20,245</b>		<b>1,177</b>	<b>6%</b>
<b>San Rafael Basin Employees coming from their homes in:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	339	1%	333	1%	-6	-2%
Santa Clara	272	1%	245	0%	-27	-10%
Alameda County	1,370	3%	1,528	3%	159	12%
Contra Costa	2,674	6%	3,005	5%	330	12%
Solano County	742	2%	1,035	2%	293	39%
Napa County	1,094	2%	1,197	2%	103	9%
Embarcadero/Financial District	750	2%	828	2%	79	11%
Marina/ Van Ness/Civic Center	304	1%	324	1%	20	7%
Richmond/Sunset	522	1%	550	1%	28	5%
Mission/ Bay View/ Excelsior	829	2%	960	2%	130	16%
Petaluma	1,130	2%	1,148	2%	18	2%
Rest of Sonoma County	5,123	11%	5,851	11%	728	14%
Sonoma Hwy 101 Corridor	2,489	5%	2,486	5%	-3	0%
Richardson Bay Communities	7,807	16%	8,602	16%	796	10%
Lower Ross Valley	4,072	8%	4,468	8%	396	10%
San Rafael Basin	4,860	10%	5,903	11%	1,043	21%
West Marin	1,726	4%	1,950	4%	224	13%
Las Gallinas Valley	3,621	7%	4,230	8%	609	17%
Novato	5,702	12%	6,857	13%	1,156	20%
Upper Ross Valley	2,943	6%	3,186	6%	243	8%
<b>Total</b>	<b>48,368</b>		<b>54,688</b>		<b>6,320</b>	<b>13%</b>

Source: Marin County Travel Model

**Table 5.8 Aggregate Trip Patterns of San Rafael Basin**

<b>San Rafael Basin Residence Trips Going to:</b>						
<b>Area</b>	<b>2008</b>		<b>2018</b>		<b>Change</b>	<b>Percent Change</b>
San Mateo	1,046	1%	1,344	1%	298	28%
Santa Clara	530	0%	845	1%	314	59%
Alameda County	1,924	1%	2,646	2%	721	37%
Contra Costa	1,149	1%	1,607	1%	458	40%
Solano County	486	0%	1,098	1%	612	126%
Napa County	205	0%	290	0%	86	42%
Embarcadero/Financial District	6,634	5%	7,858	5%	1,224	18%
Marina/ Van Ness/Civic Center	691	1%	899	1%	208	30%
Richmond/Sunset	816	1%	1,011	1%	195	24%
Mission/ Bay View/ Excelsior	1,644	1%	2,005	1%	360	22%
Petaluma	948	1%	1,686	1%	739	78%
Rest of Sonoma County	1,352	1%	1,074	1%	-278	-21%
Sonoma Hwy 101 Corridor	304	0%	475	0%	170	56%
Richardson Bay Communities	7,298	6%	8,150	5%	851	12%
Lower Ross Valley	16,786	13%	16,854	11%	68	0%
San Rafael Basin	65,942	50%	73,923	49%	7,981	12%
West Marin	1,349	1%	1,600	1%	251	19%
Las Gallinas Valley	10,508	8%	11,313	8%	806	8%
Novato	6,783	5%	9,746	6%	2,963	44%
Upper Ross Valley	5,907	4%	6,133	4%	226	4%
<b>Total</b>	<b>132,304</b>		<b>150,556</b>		<b>18,252</b>	<b>14%</b>
<b>San Rafael Basin Non-Residence Trips Coming from:</b>						
<b>Area</b>	<b>2008</b>	<b>Percent</b>	<b>2018</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
San Mateo	1,168	1%	1,009	1%	-159	-14%
Santa Clara	696	0%	584	0%	-112	-16%
Alameda County	2,629	2%	2,601	1%	-29	-1%
Contra Costa	3,411	2%	3,616	2%	206	6%
Solano County	1,047	1%	1,302	1%	254	24%
Napa County	1,178	1%	1,273	1%	94	8%
Embarcadero/Financial District	1,518	1%	1,480	1%	-38	-2%
Marina/ Van Ness/Civic Center	1,085	1%	993	1%	-91	-8%
Richmond/Sunset	1,106	1%	1,045	1%	-60	-5%
Mission/ Bay View/ Excelsior	1,156	1%	1,242	1%	86	7%
Petaluma	1,309	1%	1,288	1%	-20	-2%
Rest of Sonoma County	5,247	3%	5,952	3%	705	13%
Sonoma Hwy 101 Corridor	2,508	1%	2,500	1%	-8	0%
Richardson Bay Communities	17,089	10%	18,049	10%	960	6%
Lower Ross Valley	19,331	11%	20,606	11%	1,275	7%
San Rafael Basin	65,942	38%	73,923	40%	7,981	12%
West Marin	3,456	2%	3,756	2%	300	9%
Las Gallinas Valley	15,951	9%	16,246	9%	294	2%
Novato	14,769	8%	15,507	8%	739	5%
Upper Ross Valley	13,226	8%	13,915	7%	689	5%
<b>Total</b>	<b>173,822</b>		<b>186,888</b>		<b>13,066</b>	<b>8%</b>

Source: Marin County Travel Model