SAN RAFAEL TRANSPORTATION CENTER

Relocation Analysis, Environmental Clearance, and Preliminary Design

Whistlestop Block Concept **Modified**

Number of Bays: 17
Longest Bus-to-Bus Transfer Time: 4:00
Longest Bus-to-SMART Transfer Time: 3:00

With this possible solution, the Whistlestop Block Concept would eliminate a significant drawback and achieve its original goal of consolidating virtually all transfers onto one city block.

I would love to hear your thoughts on this idea. Please let me know whether you can incorporate this feedback and modify your original concept.

Sincerely,
Jason Lee

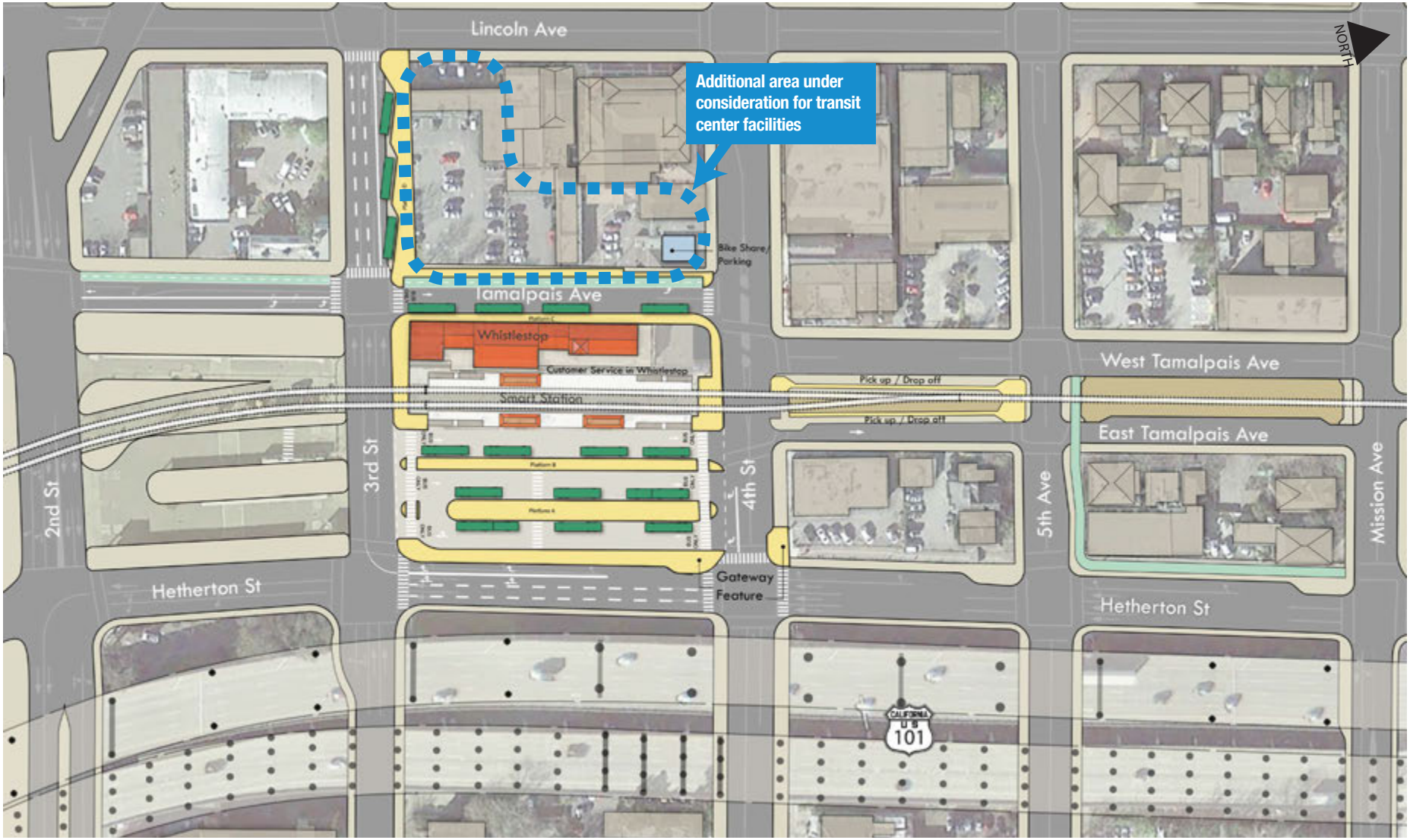


Figure 5

Whistlestop Block Concept

From: min lee
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Thursday, November 15, 2018 10:50:14 AM

The elimination of a left turn lane at 3rd and Heatherton will create more issues: exasperate driver fustration resulting more aggressive driving, increase accidents at other intersections due to diverting drivers, and increase greenhouse emmissions and delays for motorist. The City is knowly creating a situation where drivers will be more fustrated. Although we are drivers are responsible for our behavior, the blame should not rest on drivers alone as this is exasperated by a decision to eliminate a left turn lane.

From: Mike MCBC Lenz
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 6:49:26 PM

I would like to see a secure protected route from San Rafael to Fairfax. Route 20 protected would be fantastic. Lots of cars that speed on the side streets that are the current R20 routing.

Sent from MCBC

From: Tim Leonoudakis
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:10:32 AM

Protected "green" bike lanes in and around the San Rafael Transit Center and along 4th Street are critically important. This is what the smart cities around the country have been investing in...including San Francisco and NYC. These are modern proven solutions that work to create safe streets!

Maley, Patrick

From: Rick Lewis <rick@goldrushjewelers.com>
Sent: Monday, November 19, 2018 8:02 PM
To: SRTC
Subject: Proposal - 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Rick Lewis
Gold Rush Jewelers
831 4th Street
San Rafael, CA 94901

From: Amy Likover [mailto:alikover@aol.com]
Sent: Friday, November 16, 2018 12:03 PM
To: SRTC <SRTC@goldengate.org>
Subject: Relocated Transit Center EIR letter

November 16, 2018

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
SRTC@goldengate.org

RE: Scoping comments for the San Rafael Transit Center Replacement Project Draft EIR

Dear Mr. Santiago:

We appreciate the opportunity to comment on potential environmental effects topics of this project, and hope our recommendations and observations help the GGBHTD build an EIR that would benefit transit riders, San Rafael visitors, lessen noise pollution, improve our air quality and improve and preserve local natural amenities and cultural resources.

Cultural Resources and Aesthetics
It is especially important when considering the EIR topics of aesthetics and cultural resource to prioritize the preservation of the historic structures in GGBHTD's "green rectangle." These buildings include 1) the 929 Mission Revival NWP Depot, now used by Whistlestop at 930 Tamalpais, 2-3) the elegant Queen Anne Victorians at 633 and 637 Fifth at Hetherton, 4) 709 4th Street (4th Street Tavern), and 5) 927 Tamalpais, once a taxi stand and now Trevor's. These five buildings are part of San Rafael's cultural and historic heritage and frame the SMART Station and a relocated Transit Center. They provide a welcoming and aesthetic gateway setting to the city for travelers and are linked to our local history.

Please include in the EIR a look at the benefits of incorporating a public-private transit hub in the historic NWP Depot building. Such a transit hub, modeled on the San Francisco Ferry Building, could provide transit information and a resting spot for travelers. This adaptable re-use, returns the cultural resource to its original use. This could be linked to any of the proposed relocation concepts, including relocating the Transit Center south of Second Street

Additionally, an environmental study of the benefits of moving the transit center to the south of Second Street to the less congested Glass and Sash/Sprouts parking lot site. While this site has not been a part of recent discussions, it has the benefit of moving bus traffic to a safer place, away from the majority of local pedestrian and car traffic. It would also allow for a more aesthetically pleasing and a more pedestrian-friendly station area, just 1 block south.

Noise and Cumulative Impact

To mitigate noise and pollution control, noise and vibration and cumulative impact on the area, we suggest you study moving the large coach buses away from the aforementioned historic structures and busy city streets. An alternative project to the 5 concepts presented to the public would be to strategically place Airporters and Greyhound buses on two fast-paced streets that abut the #101 freeway: southbound coaches on Hetherton Street, and northbound coach buses on Irwin Street. By removing the coach buses from the relocated Transit Center footprint, bus berths would be eliminated there. This could be linked to any of the proposed relocation concepts.

Transportation and Transit

To the same end, the EIR should include a study of the lessened pollution, noise, and vibration impact were the new Transit Center to require the replacement of the large accordion buses with smaller buses currently in use by Marin Transit. The accordion buses create a cumulative impact of traffic hazards, lessening visibility and occupying nearly twice the length of smaller buses in the already densely trafficked downtown area. In fact, with smaller buses, the Transit Center relocation design might require smaller or fewer berths, occupying a less impactful footprint. Were more frequent bus service in smaller buses also be available, the Transit Center would more closely match the transportation needs of our riding public.

Thanks again for this open public process prior to the EIR. The San Rafael station area has been studied repeatedly, and each study concludes with the potential environmental benefit of the area for the region. With proper environmental study based on public concerns, the Golden Gate Bridge and Highway Transportation District's relocated Transit Center could benefit riders and also be part of a regenerated, more aesthetic, culturally important and safer station area.

Amy and Joe Likover
134 Reservoir Rd.
San Rafael, California 94901
415-450-1520
alikover@aol.com
jlikover@aol.com

November 19, 2018

To: Golden Gate Bridge, Highway and Transportation District
Attention: Raymond A. Santiago, Principal Planner

I offer my thoughts on the San Rafael Transit Center Replacement Project.

Of the five proposals, the Whistlestop Block Concept seems to me to have the strongest potential. A big advantage of this concept is that it looks like it could be modified so that riders could transfer between bus and train without ever crossing any streets. Also, Tamalpais Avenue could be left undisturbed, and only one building would need to be removed. The traffic flow looks good, and, contrasted with the existing facilities, fewer buses would need to make a turn-around within the center.

On the map my alterations are shown in red, and are as follows:

1. Four bus stops were added on Hetherton Street, and another three were added on the other side of the platform. At the existing transit center, southbound buses on routes 27, 30, 70, and 101 stop on Hetherton Street. This arrangement has worked well, and should be incorporated into this concept.

2. More space would be required for the foregoing changes, so Hetherton Street was offset as indicated. Completing steps 1 and 2 will make it unnecessary to develop the area enclosed by the dotted green line.

3. The southwest corner of Fourth and Hetherton was altered so that buses traveling east on Fourth Street can turn more easily onto Hetherton Street and stay closer to the curb.

Conrad Linke
6 F Street
San Rafael, CA 94901-2719
415.456.8173

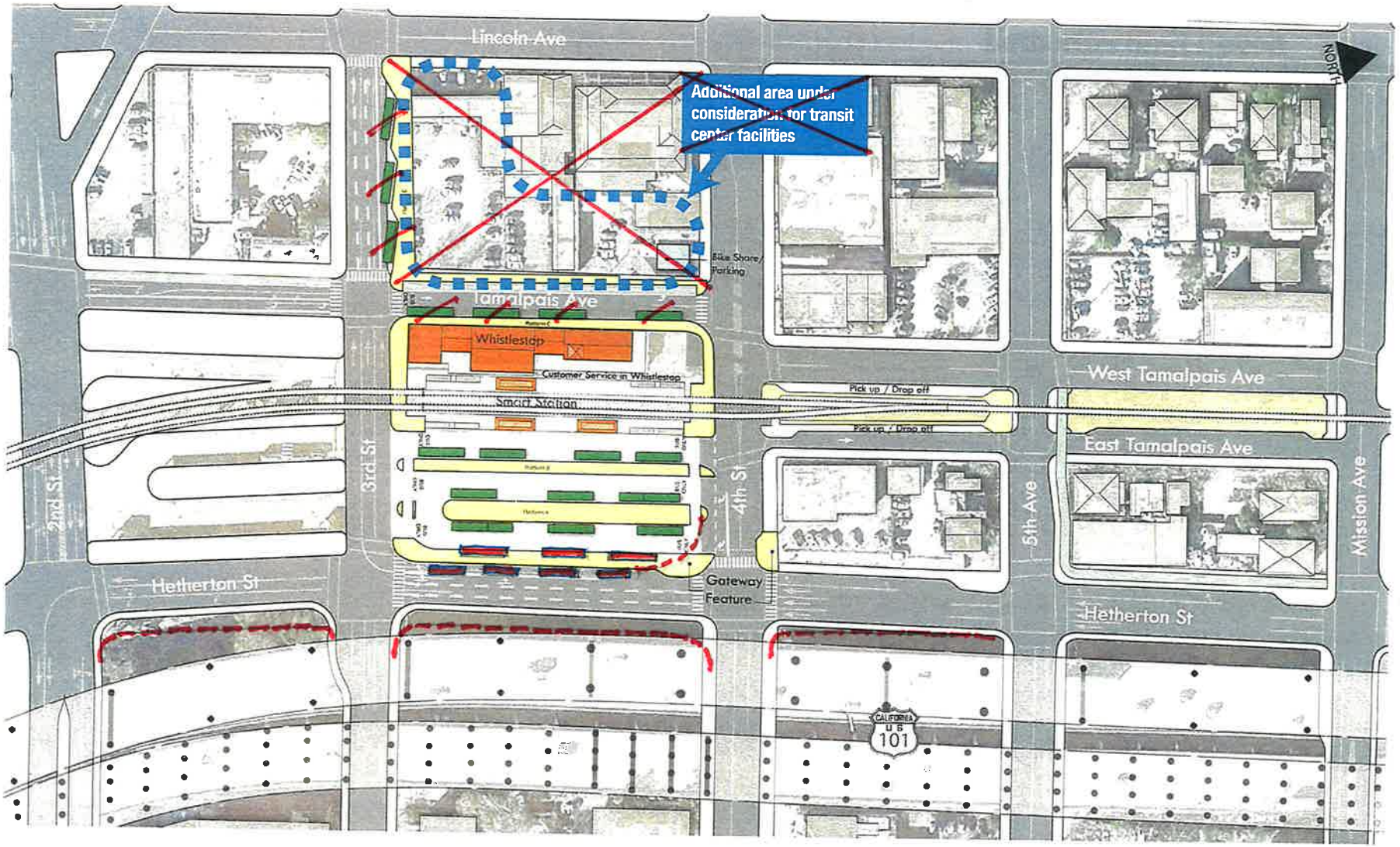


Figure 5

Whistlestop Block Concept

Maley, Patrick

From: Janet Lipsey <jan@lipsey.to>
Sent: Monday, November 19, 2018 12:10 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal called "4th Street Gateway Concept".

Please save the two beautiful Victorians on the corner of Heatherton and 5th. The destruction of two beautiful historical structures in San Rafael is a terrible idea that erodes the beauty and history of our great town. You can construct the transit center without destroying these 2 structures and build a beautiful center that complements the area.

Please consider this!

Thanks!

Janet Lipsey
20 Minor Ct
San Rafael, CA 94903

Maley, Patrick

From: lisalondon13 <lisalondon13@att.net>
Sent: Monday, November 19, 2018 12:29 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear SR Transit Team,

I am opposed to the 4 th Street Gateway Concept. It will destroy the charm of downtown SR as well as two beautiful historic buildings.

Please, please consider a different approach.

Thank you!
Felicia London
Marin resident and registered voter

Sent from Samsung Galaxy smartphone.

Two Story Concept:
This is expensive and impractical. Not sure why this is an alternative.

Across the Freeway Concept:
Crossing Hetherton St. is very undesirable; center should be more compact.

North of 4th Street Concept:
Crossing Hetherton St. is very undesirable; center should be more compact. Typical American transit design; Europeans put bus and rail stations together.

4th Street Gateway Concept:
Second best alternative. Crossing 4th St. is undesirable; public plaza is on a very busy street and doesn't integrate into anything; Whistlestop building doesn't have anything to connect it to transit; a vehicle that wants to go west on 4th St. from southbound Hetherton St. congests other streets; not much of a vehicle gateway to downtown San Rafael.

Whistlestop Block Concept:
Best alternative, but needs a lot more design:

1. Remodel Whistlestop building to its original design with archways open between Tamalpais Ave. and the SMART station; have bus ticketing facilities in this building; remove additions to the building on south and north end.

2. Close Tamalpais Ave. between 3rd St. and 4th St; make it into a bicycle & pedestrian boulevard/public plaza; no cars or buses; class I bicycle lanes on the west side. This opens up the west side of the Whistlestop building for views from the public plaza and eliminates vehicle congestion right next to the building.

3. Move 4 bus platforms on east side of Tamalpais Ave. and 3 bus platforms on north side of 3rd St to the Additional Area marked with dotted lines on the block bound by Tamalpais Ave., 3rd St., Lincoln Ave., and 4th St. Maybe 2 of these bus platforms could be added to Platform A. Bus platforms and lanes would be west of existing Tamalpais Ave.

4. Driveway for residents of the building on Lincoln Ave. and 4th St. presently runs back to Tamalpais Ave.; move it so that it coincides with the bus driveways on that block; the resident traffic should be small; mark the driveway as buses and residents only. Other alternative is to run it between the Lincoln Ave. & 4th St. building and the Victorian to the east to 4th St.
5. Narrow the sidewalk on the west side of Hetherton St.; no one should collect there; this area should not be a Pick up/Drop off.
6. Passengers making connections want to "see" if their next bus is still there; develop a Smart Phone app that shows the buses in the terminal with their destination, actual departure time, and no. of minutes before departure.
7. Move the Gateway Feature from Hetherton St. and 4th St. to West Tamalpais Ave. and 4th St.; this coincides with the Whistlestop Building and public plaza.

City of San Rafael:

1. Put cycle track along west side of Tamalpais Ave. between 2nd St. and 3rd St. that connects with class I path on Tamalpais Ave. between 3rd St and 4th St. and the class I path from 2nd St. to Andersen Dr. along the SMART tracks.
2. Put cycle tracks along West Tamalpais Ave. from 4th St to Mission St. to connect with class I on Tamalpais Ave.
3. Enlarge sidewalk on north side of Mission Ave. from West Tamalpais Ave. to Lincoln Hill class I path that goes north from Mission Ave. and Hetherton St.
4. Have bicycle signals on all traffic lights at 2nd St., 3rd St. & 4th St on Tamalpais Ave. and 5th Ave and Mission Ave. on West Tamalpais Ave.

Don Magdanz
415-298-7321
don@olsinc.com

Maley, Patrick

From: Don Magdanz <don@olsinc.com>
Sent: Monday, November 19, 2018 10:14 AM
To: SRTC
Subject: San Rafael Transit Center Needs

I use the Mahon Creek path from Gerstle park to access the Lincoln Hill Pathway. I definitely want safe and separate cycling facilities from the 2nd to Andersen Pathway (under construction) and the Mahon Creek Pathway to the Lincoln Hill Pathway. All intersections with 2nd, 3rd, 4th, 5th and Mission should have bike traffic signals, and of course the ability to go either direction on these streets. Most if this is the responsibility of City of San Rafael, but we need the pathway to go through or next to the new Transit Center.

Sent from MCBC

From: James Malaspina
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 12:46:18 PM

Clear bike lanes on 4th st which also includes acces to the Smart Train

Sent from MCBC

From: Dana Martin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 3:19:37 PM

Improvement to the streets surrounding the San Rafael Transit Center and in Red Hill intersection at 3rd and 4th

From: Diana McBride
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 8:01:54 PM

Ideally, there should be a pedestrian bridge on Third Street at Heatherton. If this isn't possible, a light where pedestrians-only can cross all four corners should be employed. These kinds of crossings have been used in many major cities and I experienced this on our recent visit to Nashville. All pedestrians cross at once, therefore eliminating the dangers of a car turning while a pedestrian is entering a crosswalk.

From: Preston McCoy
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 10:56:32 PM

Hello,
I make these comments as a bike riding resident of San Rafael and as a former long-term member of the BPAC.

The BPAC tried to get better bike and pedestrian facilities in downtown San Rafael, especially around the Transit Center. We had some limited success including some bike racks and sharrows on Fourth Street, but now there is an opportunity to do much more

>I would like to see protected bike lanes on Fourth St. and on West Tamalpais, and
>Safer pedestrian crossings especially around the transit center.

Thank you!

From: Jake mckibben
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 9:18:55 AM

The transit redesign should include a people-first priority. All paths for bikes, pedestrians, and roads should be clearly separated by concrete barriers. I know this intersection as it's reliably the worst part of any ride through San Rafael. It should also include linkage to the greenway and protected bike lanes on 4th. The transit hub should also include dedicated space that anticipates the growth of car-free mobility options.

Maley, Patrick

From: Mark McLaughlin <markemclaughlin@yahoo.com>
Sent: Monday, November 19, 2018 1:10 PM
To: SRTC
Subject: Stop 4th Street Gateway proposal!

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: THOMAS MCNULTY <auroradesign1@comcast.net>
Sent: Monday, November 19, 2018 11:34 AM
To: SRTC
Subject: Re: Opposed SR_4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of **two historical structures** which currently grace that area. These two 1800's Queen Anne structures are among the last in its area and should be preserved for generations to come.

Thank you for your consideration**.**

Kindly,

Thomas McNulty

Resident of Marin County

From: Andrea Meislin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 11:34:05 AM

We need protected bike lanes and bike parking! Encourage zero carbon emission travel to and from public transit.

Sent from MCBC

Maley, Patrick

From: Stefanie Mendez <stefanie@kakleas.comcastbiz.net>
Sent: Monday, November 19, 2018 3:27 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

From: Doug Moler
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 11:30:59 AM

I would like to add to my previous comments that safe and protected pedestrian and bicycle acces to the new transit center is vital. A real bus service to San Pedro road communities, not just the commuter service we have now that is useless for shopping and errands.

From: Doug Moler
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 11:22:18 AM

I would like to voice my support for the bike and walking priorities of the Marin Bicycle Coalition. I am a retired person and resident of Loch Lomond. I ride my bike into town once or twice a week. I would ride more often if I didn't feel so unsafe and unwanted in San Rafael. It is very unfriendly to bike riders. The bike routes are very dangerous. The fourth street route requires dodging motorists and evading drivers opening their doors from parked carss into the bike lanes, Please do something to encourage bike riding by making it safer. Protected bike lanes would be best for across town and the north south connector for the bike path.
I often have to go to Home Depot. The route along East Francisco blvd is horrible. It is strewn with garbage and broken glass. I feel like a sitting duck with traffic to one side and the freeway on the other. Most local residents from the canal just give up and ride on the sidewalks. That is illegal and give bike riders a bad name. A protected bike lane on Francisco blvd would go a long way to promote bike riding and getting more cars off the road by making bike riding a viable and safe option.
I never ride through third and Heatherton. In my opinion the deadly crosswalk on the south side to the transit center should be eliminated and pedestrians forced to use the north side of the intersection with unclimbable barriers on the south side closing that side to pedestrians altogether. Also pedestrians could be given a safe pedestrian underpass as is done in many other countries,

From: Hugh Murphy
Sent: Friday, October 12, 2018 12:01 PM
To: rsantiago@goldengate.org
Subject: FW: San Rafael Transit Center "4th Street Gateway Plan" Concept

Hello Raymond,

I wanted to follow up with you to ask if any progress has been made towards identifying the one or two options the District would like to proceed with the environmental analysis on. At the last City Council meeting I believe it was mentioned that there would be another Community Meeting towards the end of October, perhaps early November. Has any date been penciled in yet?

Of course I am most concerned about the "Fourth Street Gateway Concept" and the impact to my and my neighbors Queen Anne Victorian buildings. At the Sept. 4th Council Meeting Mayor Phillips and other Council Members seemed to express concern over this option and seemed more inclined to support the "Whistlestop Block Concept". I am hopeful the District took their comments to heart and will be pursuing the "Whistlestop Block Concept". I look forward to seeing the District's presentation at the next community meeting.

Sincerely,

Hugh Murphy, AIA
President
VMI architecture, Inc.
(415) 451-2500 ext 121
http://www.linkedin.com/in/hughmurphyvmi

Please consider the environment before printing this email

From: Hugh Murphy
Sent: Monday, September 3, 2018 1:33 PM
To: rsantiago@goldengate.org; SRTC <SRTC@goldengate.org>
Cc: Justin Barnett CPA <Justin@JustinBarnettCPA.com>
Subject: San Rafael Transit Center "4th Street Gateway Plan" Concept

Dear Mr. Santiago,

Hello. I wanted to introduce myself (again). I am the building owner at 637 Fifth Avenue, an historic Queen Anne Victorian which, along with its twin located next door at633 Fifth Avenue, has been part of our local community fabric for over 120 years. Attached is a photo of our two buildings. We met briefly after the first neighborhood meeting of March 20th. At that time the City had indicated some plans for potential parking facilities to support any new transit center. My concern was that the City had referred be to you the Bridge District (GGBHTD) telling me that the design options were being put forth by your team. We have attended the first two neighborhood meetings related to the various San Rafael Transportation Center proposals and appreciate GGBHTD reaching out to us in the neighborhood to review the proposed San Rafael Transit Center modifications.

It has been interesting to see how things have evolved over the past few years. With the addition of the SMART train, which has its own issues as well as benefits, traffic has seem to actually get worse in downtown San Rafael not

better. As an Architect and supporter of ways to reduce our carbon footprint I do support sensible and well planned mass transportation and appreciate everyone's efforts in reducing environmental impacts. AS have been previously discussed the four options put forth at the June 12th neighborhood meeting have their plusses and minuses. I do however have my own serious concerns I wanted to express to the GGBHTD.

One concern I have is traffic. Highway 101 is the "500-pound gorilla" in the room. With any transportation discussion I believe it is paramount to seriously consider the significant impacts traffic will face, both on to & off Highway 101, for San Rafael residents, business owners (like myself) and our surrounding communities. Caltrans cannot be left out of any transportation center proposal. To date I have not heard of any Caltrans support, suggestions or otherwise sharing their expertise (and of course funding) that would help mitigate these serious environmental issues. I assume GGBHTD has or will be performing all the required CEQA documentation related to potential traffic and quality of life impacts that might result from any of the currently proposed options.

Speaking of options my main concern is with one of the four options put forth at the June 12th meeting- the **"Fourth Street Gateway Option"**. I strongly oppose this option as I see absolutely no benefit in stretching any transit center facilities that far north. Not only does it extend physically to Fifth Avenue. But its impact will stretch all the way back to the Highway 101 off ramp. Any transit center option should be as compact as possible with the least area of physical impact on the "gateway" to our city's downtown core. Highway 101 already creates a 'wall" between east and west San Rafael and by stretching bus staging areas only exasperates, not improve, the situation. In effect GGBHTD would be adding to the elevated Highway 101 'wall'. Any design needs to first and foremost take full advantage of the existing parking areas under Highway 101 and be constructed as compactly as possible around the 2nd and 3rd streets corridor extending over to Irwin Street. Any option that expands the footprint of the Transit Center for both SMART and GGT buses I believe we would be exasperating an already impossible traffic situation. I do not see any benefit stretching the transit center's 'sea of asphalt' two blocks north along Heatherton Street as it (1) will greatly impact southbound traffic coming off of Highway 101. As a separate comment on tweaking Heatherton Street, as shown in the "Across the freeway Concept', I see no benefit to the City or local communities for the monies it would cost to shift the street slightly north. Not to mention the environmental issues as described in the presentation slide.

And the greatest travesty of the 'Fourth Street Gateway' concept is it proposes to tear down two historic Queen Anne buildings located at 633 and 637 Fifth Avenue. This is not only a travesty to our City's history but also to historic preservation in general. Replacing two historic buildings with a full city block of asphalt/ concrete paving does not add up to any benefit for our neighborhood or the City of San Rafael in general. The "Fourth Street Gateway" proposal, would be a disaster. Not only does it wipe out two of the few remaining historical buildings in our city but stretches bus staging areas and other Transit operations over basically the entire north-south breadth of downtown San Rafael. I would suggest this is not the best first impression we can provide for our downtown district. It doesn't make any sense to work at destroying a "downtown" we currently are trying to maintain and improve upon. I would suggest that the 'Fourth Street Gateway" option is neither a *gateway* nor an *option*.

I'll follow this email up with a hard copy to your attention, copying City Council and our County Supervisor, so we can (hopefully) have a positive conversation on how we can work towards a smaller carbon footprint without wiping away historical features within our community. Please feel free to contact me if the GGBBHTD would like to discuss these concerns further with me and my neighbor (copied here). I think I can speak for both of us to say we are happy to discuss other options that might be an improvement for all concerned.

Respectively,

Hugh Murphy, AIA
President
VMI architecture, Inc.
A Bay Area Green Business
637 5th Avenue

From: GGBHTD <goldengate@service.govdelivery.com>
Sent: Tuesday, November 06, 2018 12:06 PM
To: Hugh Murphy
Subject: Help shape the future of the San Rafael Transit Center

Thank you to everyone who joined us for the public scoping meeting on October 30 to gather input and comments from public agencies and the community on the scope for the Draft Environmental Impact Report (EIR) to be prepared for the San Rafael Transit Center Replacement Project.

We value the input received. A copy of the Notice of Preparation for the report continues to be available at ww.goldengate.org/SRTC for a 30-day comment period through November 15. We invite you to add your thoughts and share this notice with your networks.

For more information, visit us online or call 511 (say "Golden Gate Transit," then "operator" to bypass recorded messages)/TDD 711. The Customer Service Center is open weekdays, 7:00 AM to 6:00 PM.

From: alinavarro3@comcast.net [mailto:alinavarro3@comcast.net]
Sent: Thursday, November 15, 2018 6:16 PM
To: SRTC <SRTC@goldengate.org>
Subject: San rafael transit station redesign

Att. Raymond Santiago, Principle planner

I am writing to let you know my concerns about conserving the history of San Rafael in any redesign consideration for the new bus terminal. I'm a resident of Gerstle Park and happily reside in an oldie.

I've looked briefly at the five possible locations and even though it may be more costly to have the first suggestion of a two story terminal, it seems to be least disruptive.
Whichever of the five plans is chosen,my main concern would be that

1. The NWP .depot "Whistlestop" be kept
2. also the two Queen Anne buildings at 633 and 637 Fifth be saved (even if they have to be relocated. Buildings like that can be moved in order to be preserved.

Sincerely,
Ali Navarro
ALI

From: Susan Nawbary
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 12:42:06 AM

San Rafael embarrasses me as the county seat of one of the wealthiest counties in the country. We have terrible car-centric traffic, horrendous tree care and poor canopies and all-around ugly streets. Zero curb appeal - new city infrastructure in other cities includes well-thought protected bike lanes and a beautiful streetscape with well planted trees. San Rafael fails at providing for its residents as a city because like every other city in Marin relies heavily on the proximity to open space. But this is not enough especially as the population grows.

Maley, Patrick

From: Gary D. Novack, Ph.D. <gary_novack@pharmalogic.com>
Sent: Monday, November 19, 2018 11:50 AM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Gary Novack

Gary D. Novack, Ph.D.
PharmaLogic Development, Inc.
17 Bridgegate Drive
San Rafael CA 94903
(415) 472-2181
gary_novack@pharmalogic.com
www.pharmalogic.com
Blog: http://www.pharmalogic.com/news/
Twitter: https://twitter.com/AScientist

From: Sean OConnell
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 9:56:44 AM

Improve flow of cars through key intersections. Failing to do so will wipe out all progress on bike access. DO NOT EXACERBATE THE CONFLICT!

Sent from MCBC

From: TOM OLSON
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 4:22:16 PM

Install a bike bridge from north of the transit center to the south end with one looped exit/entrance at the station. This could be designed similar to the one over Sir Francis Drake at Larkspur Landing. Whoever did that design knew how to incorporate form and function well. As a bike commuter to SF every day, I appreciate every effort to limit bicyclists from having to stop and wait to cross intersections.

From: Timothy Park
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:33:14 PM

I am really concerned about the increased foot traffic between proposed bus and train depot locations, as well as the need more more protected bike lanes, especially along 4th street and connecting the bike paths that come over Lincoln with the new bike paths being constructed. We also need to do something about the transition off that path over lincoln. The set of railings around that corner prevent my hand cycle from making the transition to the north-south direction of travel.

Maley, Patrick

From: Christine Pang <christinepang@comcast.net>
Sent: Monday, November 19, 2018 10:25 PM
To: SRTC
Subject: Transit center proposal in bad location

Easy for me to say it's a terrible location when there is unused space just south of downtown, starting south of 2nd street. Do not put more impact on the corridor right off the freeway exit, rip down charming Victorian houses and change the character to look like another Bay Area hyper planned transit center.

Christine Pang
22 year resident using that exit regularly Family in Marin for 100 years.

Maley, Patrick

From: Rekh Pareek <pareekr@gmail.com>
Sent: Monday, November 19, 2018 3:15 PM
To: SRTC
Subject: San Rafael Transit Center plan

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a terrible idea, and oppose it as the solution to moving the current transit center. It will turn one half of the entry to San Rafael into a ugly long bus stop, ANA it will require the destruction of two historical structures which currently grace that area.

There are alternate options available and I will appreciate you looking into them.

Thank you for your consideration.

Rekh Pareek

San Rafael Resident since 2005

Maley, Patrick

From: Drew Patterson <drew@guideyou.com>
Sent: Monday, November 19, 2018 10:28 AM
To: SRTC; District Secretary
Subject: 4th Street Gateway Concept

SRTC@goldengate.org

Dear San Rafael Transit Center Team & District Secretary,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Sincerely,

Drew Patterson
Publisher

- Guide Publishing Group
- 95 Walnut Ave - Corte Madera - CA - 94925

Phone: 415 929 7711
Email: Drew@GuideYou.com

Maley, Patrick

From: Randall potter <randy_potter@hotmail.com>
Sent: Monday, November 19, 2018 1:02 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Please consider bicycle and pedestrian safety when planning infrastructure around the San Rafael transit center. Specifically the 2nd street transition to fourth heading towards San Anselmo (completely impossible to use on a bicycle) and the connection from the transit center to the Tamalpais avenue bike path.

WE NEED DESIGNATED PROTECTED BIKE LANES ALL THROUGHOUT SAN RAFAEL BUT PARTICULARLY IN THE DOWNTOWN 4TH STREET CORRIDOR AND AND CONNECTING TO ADJACENT CITIES. TRYING TO RIDE A BIKE FROM SAN RAFAEL TO SAN ANSELMO IS IMPOSSIBLE!!!!!!!!!!!!!!!!

July 15, 2018

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
Via email: SRTC @goldengate.org

RE: Request to reconsider South of Second as a relocation site for San Rafael's Transit Center

Dear Mr. Santiago:

With respect, I must express that I think it is unacceptable to relocate the transit center, and all the passenger transfers that occur there, in the area between Mission and Second as currently proposed in the current four alternatives for San Rafael's Transit Center relocation. The current congestion in that area of downtown San Rafael is already creating stress and anger in drivers, and is dangerous and uncomfortable for bicyclists and pedestrians.

I am requesting that you reconsider and conduct further analysis of the site south of Second, at the old Glass and Sash and the adjoining roofing business site, and consider a plan that charts out acquisition of those properties, along with acquiring a portion of the parking lot (the most remote row of parking) at Sprouts Farmers Market for relocation of the San Rafael Transit Center and ingress into the site. My hope is that both Golden Gate Transit and the City of San Rafael will consider the future needs of the City and possible benefits to the region as a whole in discussing this concept. I hope that you will read this request in its entirety.

Transit Center planning and sea level rise

This is an important opportunity to do high level planning while the West Francisco Boulevard and SMART rail "flip" is already changing this location. This and your proposed alternative sites need to be transparent in their consideration of risks and costs including those associated with sea level rise and increased congestion.

Locating a transit center at the site south of Second could be a step in the right direction for future land use planning in response to sea level rise. How does San Rafael fit into a regional picture? It's critical that the City and Golden Gate Transit attach value to sea level rise planning during current planning for relocation. The economics of sea level rise adaptation are going to be huge and planning for the site relocation should consider where planning for sea level rise in San Rafael is headed. As sea levels continue to rise, not recede, and as high tides continue to get higher and higher, salinity will rise further up San Rafael Canal and Creek and into its tributaries which will increase corrosion of concrete and iron on nearby infrastructure. Property values in areas of increased flood risk will decline right when infrastructure is going to need investment most. As a community we can't afford to waste public transportation facility dollars now or in the future. How this current transit center relocation will be part of larger, regional adaptation needs to be prioritized.

Interstates 580 and 101 are key regional transportation connectors that will demand protection from sea level rise with public dollars. Planning for retreat in some areas east of those corridors might be the most responsible adaptation planning option. Much of the areas impacted by sea level rise in San Rafael are located in the Canal, an area which is home to some of San Rafael's most vulnerable communities. A south of Second transit center would provide walkable access, should San Rafael redevelop the site's southern adjacent industrial and commercial areas into multi-unit residential with affordable housing, close to downtown and its amenities. Considering the future value of that area's proximity to downtown and planning now for future generations of all San Rafael residents, including those displaced by sea level rise, is critical.

Planning for change

It's important that San Rafael's infrastructure planning, including the transit center, is not stuck in time. It needs to respond to change and prepare for incremental opportunities, like this. Also, it seems SMART has turned a blind eye to sea level rise, Golden Gate Transit must not. In order to be climate ready in San Rafael, plans for mobility and possible detours during high tide events and their associated added congestion must be part of future infrastructure plans.

The future of public transit and personal mobility is rapidly changing. Some transportation experts say that transit as we know it will be gone in the future. San Rafael will need infrastructure that is flexible. Age-friendly communities, (San Rafael officially became one in 2017), increasingly want access to mobility and walkability, not necessarily car-ownership, but "car-optional".

San Rafael would benefit from a "mobility hub" approach that serves users both locally and regionally, and provides easy access to transportation for all mode users including bicyclists, pedestrians, and residents with disabilities. A hub that will serve evolving transit solutions to maximize efficiency, transit reliability, and connection protection and will support mode shift from single occupancy auto use. Amenities appropriate to the center's size and use, and local businesses such as the nearby Starbucks, Staples and Sprouts Farmers Market, might be integrated into the center.

Suggested transit routes for South of Second Relocation Concept to remove buses, taxis and airporter transfers from congested area between 2nd and Mission

These are proposed in order to show how a south of Second location might likely reduce congestion by reducing bus, taxi, airporter, and possibly rideshare circulation between Second and Mission. Also see attached maps:

Southbound route from north Hwy 101 would exit at the Anderson Drive exit and proceed north to West Francisco Blvd. to the transit center. Currently this route to downtown greatly reduces wait time at the Hetherton exit when traffic is heavy and backed onto Hwy 101. Upon exiting the transit center, this route would enter 2nd Street and immediately turn onto the onramp to Hwy 101 to continue south.

Northbound route from Hwys 101 and 580 would exit the highways onto Bellam Ave, heading west, then travel north to Anderson Drive and West Francisco Blvd. to the transit center. If this route were feasible, future improvements to Bellam and to the proposed 580 flyover could take this route into account and design to facilitate future transit use. Upon exiting the transit center, northbound transit would turn

right onto Second, make a lane change, and turn left on Irwin to proceed to northbound 101 at the Mission Ave. onramp.

Eastbound route would turn right on Lincoln and turn left to enter the transit center in an area currently part of Sprouts Farmers Market's parking lot. Upon exiting the transit location, transit would continue heading east on Second.

Westbound route would turn left on Lincoln and enter the transit center from the south, the area currently occupied by Sprouts parking. Upon exiting the transit center, the westbound route would head north on the "transit boulevard" of West Francisco and turn left onto Third Street to continue westward.

This concept assumes all ingress would enter from the south into transit center and egress onto Second across from West Tamalpais (or in the case of westbound routes onto West Tamalpais).

South of Second Transit Center relocation opportunities

The concept of moving to this southern site provides for a transit and bicycle/pedestrian "boulevard" from 2nd to Mission. Continuation of the planned multiuse path along West Francisco would continue across 2nd, then along East Tamalpais to Mission Ave. West Tamalpais would provide reduced north-south access to only those cars accessing local businesses or residences and to train-related drop-off and pick-up. Buses and other transit/mobility vehicles would be allowed on West Tamalpais according to suggested transit routes to and from this site and as shown on the attached maps.

The area between Mission and 2nd (north to south) and Grand and Lincoln (east to west) are a grid of local, collector, and arterial streets. A transformed boulevard for transit and bike/ped facilities on either side of the SMART rail, with enough room for both, along West and East Tamalpais, would be a connector with safe intersections to a San Rafael downtown walkable core.

Bicyclists and pedestrians from W. Francisco multiuse path would cross 2nd Street north to downtown as current BioMarin employees do. The south of Second concept would prioritize clearly communicated, wide crossing delineation, and well-timed lights for safe and comfortable intersections as continuations of the separated public pathways. The former transit center site would be converted to the bike/ped portion of the "boulevard" on the east side and a public green space or plaza appropriate for San Rafael's "Gateway" in the middle.

The transit center located south of Second would only be two blocks from the San Rafael SMART station.

This concept avoids spending millions of dollars relocating a transit center in the most congested area of a historically important location of downtown and moves it nearby, to a location that would provide additional benefits to the San Rafael community. It would provide space for a "Gateway" within the public realm that would be not only be easy to get to but also worth arriving at. The corridor would have space to increase "street life" and provide better access to services and nearby retail.

If San Rafael were to add street trees on the "boulevard" and in the redeveloped neighborhood south of the proposed site and restore the creeks and waterways nearby, the transit center relocation at this site could help San Rafael further reduce its ecological footprint, prepare for necessary change, and increase its sense of place as a great city.

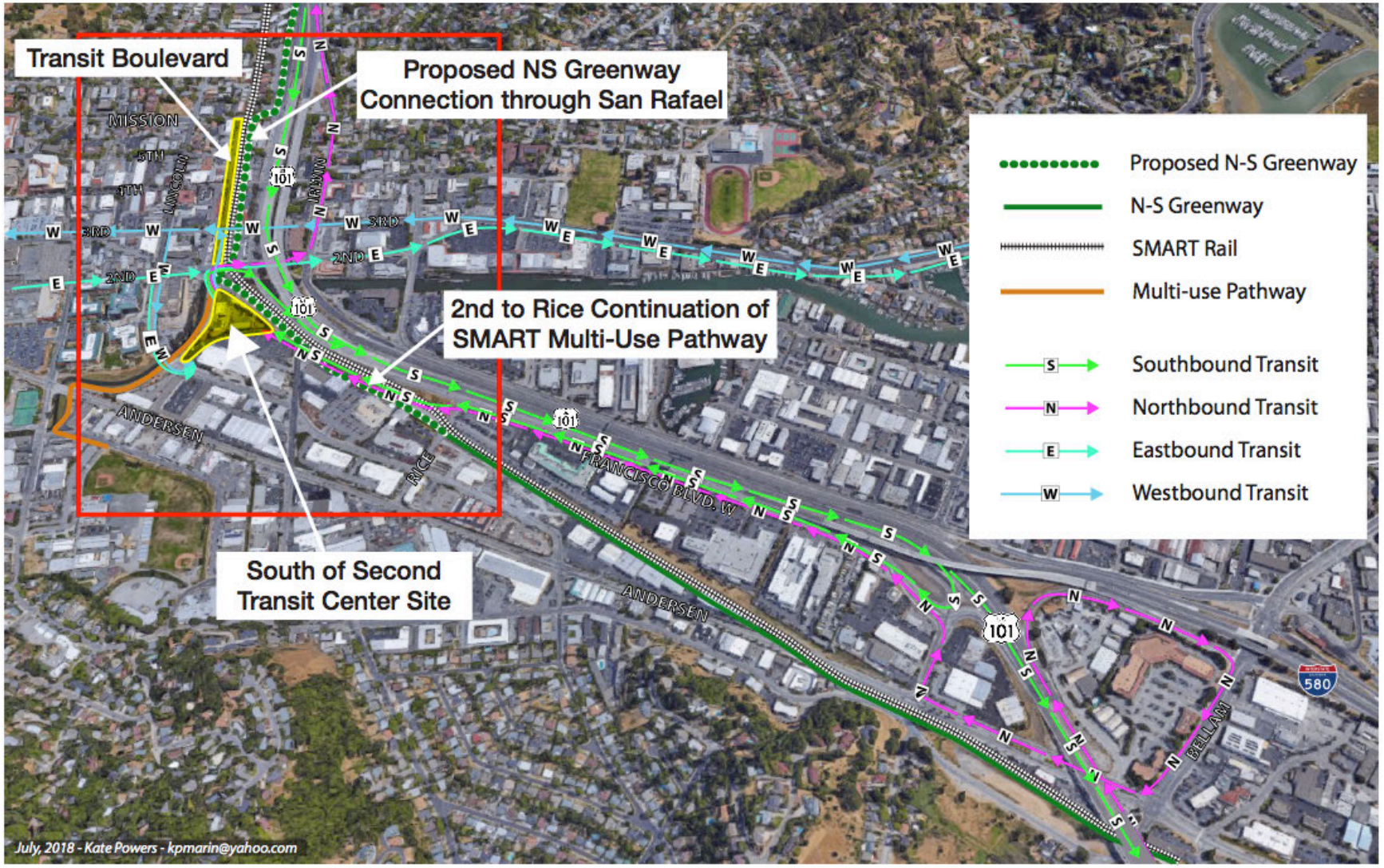
Thank you for reconsidering and analyzing this site as one of the alternatives.

Sincerely,

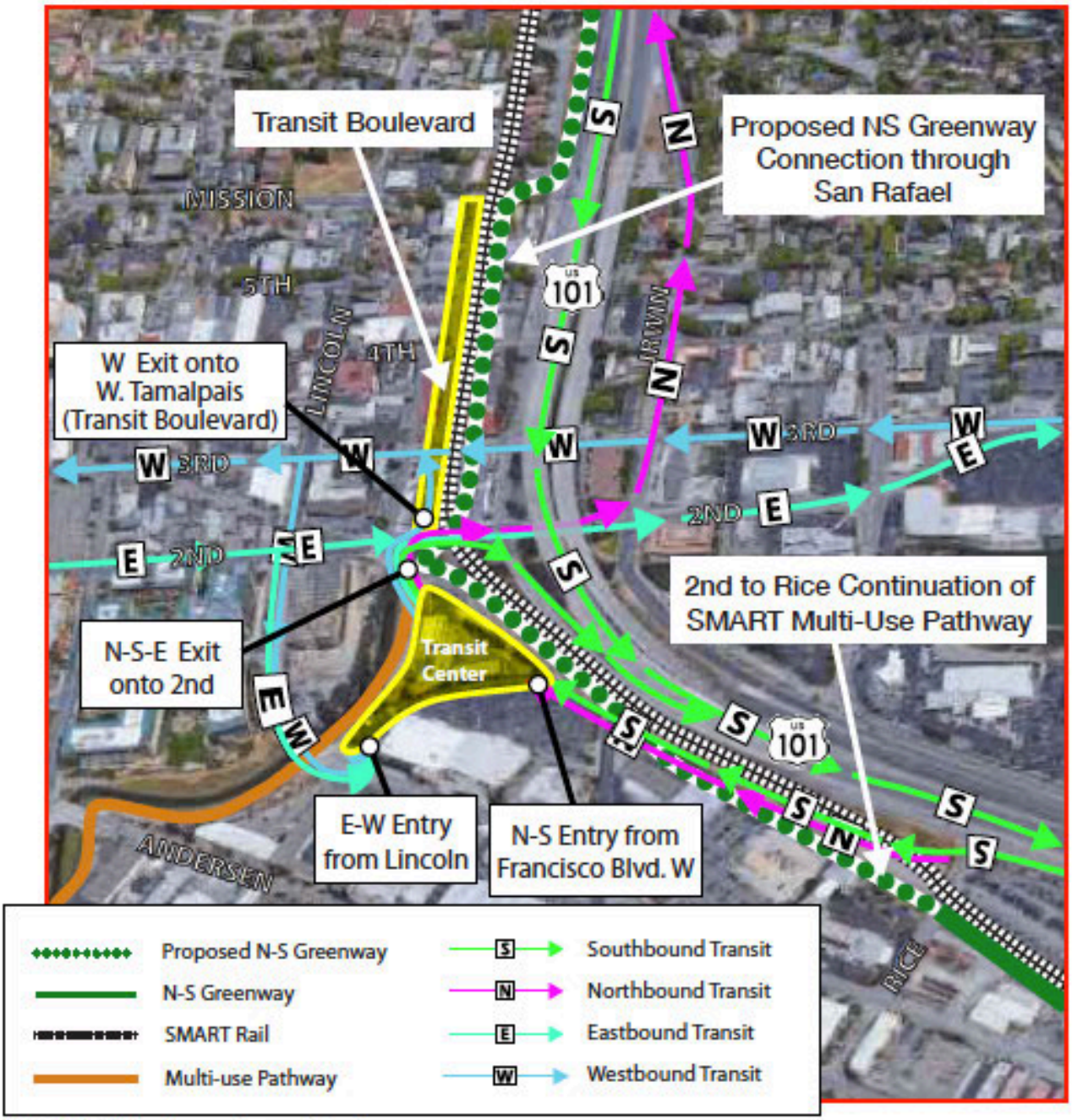
Kate Powers

Cc: Mayor Gary Phillips
San Rafael Council members
Bill Guerin, Director, Department of Public Works
Paul Jensen, Director, Department of Community Development
Steve Kinsey, Consultant, San Rafael's Transit Center Relocation

South of Second Transit Center Relocation Concept



South of Second Transit Center Relocation Concept (enlarged version)



July, 2018 - Kate Powers - kpmarin@yahoo.com

From: Cornelia Provost [mailto:Corey94933@hotmail.com]
Sent: Sunday, October 28, 2018 7:33 PM
To: SRTC <SRTC@goldengate.org>
Subject: transit center plan

Hi Golden gate,

I have lived in Forest Knolls since 1987 and worked at a hospital in Oakland since 1997 (night shift). There is no option for me to take public transit to work.

I am thrilled that I will be paying more for bridge tolls, sitting in worse traffic, and dealing with whatever you decide to do in San Rafael. I hope the bicycle lane on the bridge will improve the morning backup.

I really can't believe that it takes 5 public agencies to design a new bus station to accommodate a small train that moves a handful of people.

What a scam !

Maley, Patrick

From: Joseph Radwan <sourdoughjoes@gmail.com>
Sent: Monday, November 19, 2018 12:38 PM
To: SRTC
Subject: Transit Center

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Joseph Radwan

Manager

Bordenave's French Bakery

1512 Fourth street

San Rafael CA, 94901

W. (415)453-2957 ext:19

C. (415)747-2040

From: Leslie laskinReese
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 9:32:23 AM

With upgrades to the transit center, protected bike lanes and safe walkways for pedestrians are crucial. If MARIN truly wants to improve car free transportation then these must be included in initial planning. I use bike, public as well as my car for transport. If San Francisco can do this then so can we.

ARGONAUT COMPANY

October 17, 2018

Mayor Phillips and Councilmember Bushey,
City Hall
1400 5th Avenue, Room 203
San Rafael, CA 94901

Via e-mail and hand delivered

Reference: Recommendations for siting and design criteria for the proposed Downtown San Rafael Transportation Gateway

Mayor Philips and Councilmember Bushey,

I appreciate your willingness to take the time to read this summary. Undoubtedly your inboxes are full of correspondence on many topics. I feel compelled to focus attention on this issue. I believe it's critical to the future of Downtown and our City.

Best Regards,

Jeffrey D, Rhoads RA LEED AP
Principal

Downtown San Rafael Transportation Gateway
Executive Summary

1. The key vision is to consider relocation of Bettini as an opportunity to create a *Transportation Gateway* for Downtown: not a bus terminal.
2. Comments received from the community can be seen as input for design of a Transportation Gateway rather than determinants to site selection.
3. Existing Downtown roadways are congested and will become more so after completion of the SMART extension to Larkspur. Downtown development capacity is constrained by limited roadway capacity.
4. Increasing transit and active transportation trips equates to additional development capacity for Downtown and reduced greenhouse gasses.
5. There are more development opportunity sites available downtown than available roadway and infrastructure capacity. Setting aside private land for the Transportation Gateway will not materially affect property tax receipts or constrain market driven development opportunities.

87 marina court drive san rafael california 94901 t 702.682.9829 argonautcompany.com

6. The best location for the Transportation Gateway from an operation, user safety and convenience and planning standpoint is on the west side of Hetherton Street between 3rd Street and 5th Avenue.
7. Concerns about visual and operational impacts on 4th Street and the Heatherton block faces can be effectively addressed by good design.
8. The historic residences located on 5th Avenue can be used as the 4th Street Gateway feature, our downtown's front door. This also affords the existing owners of the properties the option of retaining their properties or selling them.
9. Land banking the proposed Transportation Gateway site will pay future dividends with transit oriented air rights development and the ability to accommodate evolving transportation needs.

Creating a Transportation Gateway for Downtown San Rafael

The Bridge Highway and Transportation District Transit Center project is a once in a generation opportunity to improve mobility and access to Downtown. It is also has the potential to be a strategic public investment that can be leveraged to enhance Downtown and attract private investment.

Vision: A Transportation Gateway… not a bus terminal

As community, San Rafael runs the risk of singular focus on perceived negative impacts of a bus terminal and not on the potential advantages of a *Transportation Gateway*: A well designed facility located at the intersection of rail, busses, bikes, pedestrians, automobiles, for hire vehicles including bikes and scooters, and future mobility devises yet to be determined. With many unknowns about the future of public transit, decisions made now need to allow sufficient flexibility for the Transportation Gateway to be reinterpreted in the future.

Extensive public comment has focused on limited aspects of relocating Bettini, primarily around mitigation of perceived negative impacts. In the opinion of this writer, the bigger picture is being ignored. The discussion has emphasized avoiding things that might happen as a result of relocating the transit center. For example:

- We don't want an ugly bus terminal at the gateway to our Downtown (gateway being defined as approaching Downtown from the east by automobile)
- We don't want to replace tax revenue generating private property with a public use
- Heatherton is too congested
- We don't want busses on each side of 4th Street
- We don't want to lose the Victorians on 5th Avenue
- We don't want to lose the Northwestern Pacific Railroad Depot
- A bus terminal along Hetherton Street will take away our "small-town feel"
- Busses traveling and stopping in front of the depot will conflict with bikes and pedestrians and adversely impact the depot

There are aspirational objectives as well:

- We need to improve pedestrian and bicycle safety
- We want to improve environmental quality by opening up the creek
- We want to turn the area into a park

Each of these are representative of ideas and concerns that should be addressed in the location, planning and design of the facility. However, judgement is required in how they will be addressed. Most can be resolved through optimal site selection, good site planning and urban design. Good design can make the appropriate site selection a true plus for the city and region.

Existing Limits on Roadway Capacity:

Downtown's growth is constrained by limited roadway capacity at peak periods.

- No currently planned projects have been identified to provide additional roadway capacity
- Funds for roadway projects are scarce
- Right of way is expensive and difficult to acquire
- Social and environmental impacts are difficult to mitigate
- For hire vehicles will increase congestion Downtown

East-West roadway capacity will be further impacted when SMART is extended to Larkspur:

- Active railroad grade crossings will be added at 2nd and 3rd Streets. This will likely reduce through capacity due to train movements and required clear zones at the crossings. This will result in less vehicle queuing space between the Hetherton Street and Tamalpias Avenue signalized intersections adversely impacting vehicle progression and increasing delay. The impact will be most noticeable at peak periods.
- The current operational limitations, observed at the Mission Avenue, 5th Avenue and 4th Street SMART rail crossings at peak and other times, will extend to 2nd and 3rd Streets

These roadway capacity constraints underscore the desirably of experiencing real growth in transit use and active transportation such as bicycle, e-bikes and walking. The north-south greenway and SMART provide parallel capacity for the 101 freeway.

Will land set aside for a Transportation Gateway have a significant fiscal impact on the City?

This paper focuses on a single aspect of fiscal impact: Potential increase in property tax revenue afforded by private land ownership and infill development. In the opinion of the writer, setting aside potentially developable land for a Transportation Gateway will not have a significant mid or long term adverse impact on property tax receipts. This conclusion is reached through a familiarity with land ownership patterns, availability of potential development sites and infrastructure constraints on development capacity.

Based on the above observations, there is sufficient land availability to meet market demand within the context of other development constraints. There are a number of underutilized sites, with obsolete improvements, available for infill development throughout Downtown. Some examples near the SMART station include the Glass and Sash Site, and properties on the west side of Tamalpias Avenue.

Using Redwood City's recent experience as a model, completion of a San Rafael Downtown Precise Plan in 2020, will likely result in private land owners being motivated to assemble numerous sites for development. This is due to the Precise Plan reducing the time and uncertainty associated with obtaining development approvals and reduced carrying costs and market risk.

Unlike downtown Redwood City, with its large concentration of county government offices, a prison and courts, a relatively small percentage of San Rafael's downtown land area is occupied by property tax exempt land uses.

What about the properties between 2nd Street and 5th Avenue on the west side of Hetherton Street?

If the Bridge District purchases the blocks between 3rd Street and 5th Avenue on the west side of Hetherton Street, these parcels would, at least for the interim, be taken off the tax roll.

The Citibank site between 3rd and 4th Streets is bank owned and not likely to be in play for transit oriented development for the foreseeable future. This is based on research conducted on the Wells Fargo and Chase sites in Downtown Redwood City. The property tax basis of the Citibank site is relatively low due to its age and Proposition 13 constraints. Banks aren't in the real estate development business and tend to continue operating branches with a low cost basis, superior locations and good market penetration.

The parcels north of 4th Street are constrained by the existence of historic resources, two Queen Anne houses, converted to office use. However, the southerly half of the block including two properties fronting 4th Street currently have one story retail buildings and parking lots. These could have significant development potential but for the challenge of meeting parking requirements. These parcels are not in the parking district.

Freeing up the Bettini site for development will make a significant parcel available for transit oriented development at current property tax basis. This would likely more than compensate for removal of the other parcels from the tax roll.

What's in Shortest Supply: Available Development Sites or Infrastructure Capacity?

There is a very high probability that analysis planned for the 2040 General Plan update and Downtown Precise Plan will show there are more available developable sites Downtown (currently assembled or potentially assembled) than can be served by existing available peak roadway capacity.

One of the challenges the City Council will likely face is determining how to allocate this limited capacity. Looking at the Redwood City example, a decision was made to focus development on underutilized sites while protecting specific historic resources. Additionally, building heights were limited for defined setbacks along key streets to protect pedestrian character and respect the scale of historic buildings. (Broadway and Main Street). Potential candidate streets in San Rafael could include 4th and B Streets.

In Redwood City's case, the available capacity identified in the programmatic EIR was quickly used up and many sites remain available for development. Having a location at ground zero in the Silicon Valley tech boom fueled this unanticipated velocity of absorption. Regardless of the planning constraints, the market had no difficulty finding sites for infill. San Rafael's absorption is likely to be slower due to market differences. However, land ownership patterns and infill opportunities are similar.

The Downtown Precise Plan and much of the 2040 General plan update will reflect a state mandated shift away from the current Level of Service Model (LOS) to Vehicle Miles Traveled (VMT) in the Environmental Impact Report and certification. The LOS model focuses on intersection function. For example, LOS F would indicate that it takes more than one signal cycle to pass through an intersection. Several intersections along the 101/SMART corridor Downtown are currently functioning at LOS F or worse particularly during peak periods. This condition has become common at off peak times.

VMT focus is on the number of vehicle miles traveled a project will generate rather than impacts on intersection function. The VMT approach encourages project developers to shift trips to different travel modes for people coming and going from their site and discourage automobile use. Typical transportation demand management tools are used such as: carpooling, discouraging onsite parking or requiring paid parking, encouraging active transportation such as bicycles and walking by providing showers and safe bike storage, and encouraging transit use by providing subsidies for employees. Another approach is to encourage off-peak trips with staggered work shifts when there is available roadway capacity.

Increasing development Downtown is dependent on efficiently using available excess capacity and increasing capacity through the use of alternative transportation modes. This underscores the importance of building an excellent Transportation Gateway and recognizing it as a critical infrastructure investment to implement the vision for Downtown.

The transit center currently serves 9,000 trips a day. Nearly 50% of these trips are destined for Downtown, based on the Bridge District's consultant's analysis (Kimley Horn). Growing this percentage and increasing real numbers of transit users is a strategic action to compensate for limited roadway capacity.

Getting people to use transit and active transportation (trains, busses, e-bikes conventional bicycles, walking, scooters) provides a potentially cost-effective way to increase capacity for Downtown growth. Since development opportunities are constrained by available roadway capacity, there is an incentive to increase trips by other modes to support Downtown's evolution. Thes options must be far more desirable than they are at present to motivate people to use them.

Optimizing use of alternative transit modes depends on improving user experience, convenience and safety.

Goals for Improving User Experience Convenience and Safety:

A symbiotic relationship occurs with the concentration of activity and ease of transfer between transportation modes. This creates a very desirable place to do business, build active public spaces, and is safer for people due to the concentration of "eyes on the street" and extended hours of activity. Good design is required. There are many successful examples of this globally.

- Create a great environment for users including exemplary design, and excellent edges with retail, food and beverage and other services in and around the Transportation Gateway.
- Focus on improving the 4th Street, Tamalpias Avenue and Hetherton Street environments around the Transportation Gateway.
- Place the Transportation Gateway in a location where pedestrians and alternative mode users going to and from Downtown can avoid crossing busy high capacity roadways. While people heading to the Bio Marin campus from SMART trains and busses will still need to cross 2nd and 3rd Streets, no one should have to cross Hetherton Street unnecessarily.
- Make bus access and maneuverability to the Transportation Gateway as easy and delay free as possible, equal to or better than it is at present.
- Relocate the segment of the north-south greenway between 2nd Street and Mission Avenue to Tamalpias Avenue reducing right turn conflicts. The Station Area Plan envisions activating Tamalpias Avenue as a pedestrian/bike/scooter slow vehicle street. This can include for hire vehicles and "kiss and ride" pick up and drop off.
- Make transfer between different transportation modes as seamless as possible.
- Don't "muck up" our current near capacity roadway function with complicated access and turning movements or additional bus stops outside of the Transportation Gateway.
- Plan for future change by providing a large enough Transportation Gateway footprint to provide a measure of flexibility. The modes of travel will change, however, a well-chosen site with adequate size area and configuration will be adaptable and stand the test of time.
- Bank the Transportation Gateway public land holdings to accommodate future mixed-use development.

Siting Recommendations Based on the Above Goals:

The strip of land between Hetherton Street and the railroad is the place where it all comes together. This is where SMART, the north-south greenway, east-west bike and pedestrian routes, Bridge District, Marin Transit and other busses and for hire vehicles intersect. This is the natural place for a Transportation Gateway based on the existing roadway, rail and bike

way networks. Any site between 2rd Street and 5th Avenue between Hetherton Avenue and the SMART tracks must address design, safety and historic resource concerns.

GGBHTD"S 4th Street Gateway Site Alternative

Two key blocks are assembled in this site alternative to create a Transportation Gateway for Downtown. This site is located between Hetherton Avenue and the SMART right of way extending from 3rd Street and 5th Avenue. In the opinion of the writer, this is the natural location for the Transportation Gateway based on its locational attributes and relationship to the existing road, greenway and rail networks. It's large enough to accommodate current programmatic requirements. Public ownership of this land will allow for implementation of a truly functional "transportation commons" that can be designed for present requirements and adapted to meet changing needs over time.

- The site is of adequate size to accommodate existing bus routes and boarding requirements.
- The user experience is design dependent. It can range from poor to excellent depending on the facility design, relationship to adjacent roadways, the north-south greenway and adjacent land uses and what amenities are provided.
- Bus access and egress are similar to the existing Bettini facility with a particularly good relationship to 101 southbound routes. Bus access to and from the facility would impact Hetherton, 3rd and 4th Streets and 5th Avenue. This is a matter of concern that must be addressed.
- Patron access to and from Downtown and the greenway is excellent with crossing conflicts limited to lower volume streets including 4th Street and Tamalpias Avenue. Origins and destinations from the west do not need to cross Hetherton Street.
- The site provides optimal transfer to other transit modes as they all converge on this location.
- There are excellent opportunities for symbiotic land use relationships particularly on 4th Street and the west side of Tamalpias Avenue.
- Impact on developable land: As noted previously the Citbank site is unlikely to be in play for the foreseeable future. Parcels on the block between 4th Street and 5th Avenue are privately held with historic residences situated on the 5th Avenue frontage. Two small parcels with development potential front on 4th Street. Development of the current Bettini Site is a compensating factor for loss of the Citibank and 4th Street parcels from the tax roll. As noted previously, it is unlikely there is adequate peak roadway capacity to serve all existing and projected developable sites available Downtown.
- Historic resources: The existing Northwestern Pacific Depot is not specifically impacted by this site. The Station Area Plan proposes adaptive us of the building in a manner similar to the Ferry Building in San Francisco. The building size and configuration will result in a more modest outcome; however, private development of the site can accommodate similar uses and its location will be optimal as use of the Transportation Gateway increases. It may be necessary to facilitate transfer of development rights

from this site to another downtown location to make stabilization, restoration and adaptive use of the building financially viable. The two Queen Anne houses on 5th Avenue are legitimately seen by the preservation community as important and valuable. They are on the City's historic resource inventory.

- Visual and urban design considerations: The issues identified in community engagement are primarily focused on impact on the Hetherton and 4th Street frontages specifically the view of a bus terminal from our "front door" and impacts of bus turns and wide driveways on 4th Street. Additionally, there is a legitimate concern about interruption of the pedestrian experience on 4th, specifically a break in the street wall and retail frontage.

Solving the Design Challenges of the 4th Street Gateway Site:

Locational characteristics favor this site. However, success is dependent on thoughtful and sensitive design addressing both functional needs and user experience. Excellent design can address both physical challenges and the perceptions of patrons and those passing by. This writer is confident optimal results can be achieved through efficient use of limited resources and appropriate design. A well located and designed Transportation Gateway is a key strategic action to provide meaningful additional mobility capacity for implementation of the Downtown Precise Plan. This approach has been successfully implemented in many cities globally. The core philosophy is to select the most advantageous site to accommodate the intended use. It is what it is. Let's make this an advantage for Downtown.

4th Street:

- ***Making the intersection at 4th Street and Hetherton Avenue a compelling east front door for Downtown.*** The Bridge District's consultant has shown plaza treatments on each corner. These are not likely to be successful as the proposed plazas will not have supporting uses on their edges and the sites are impacted by noise and traffic. An alternative is to reserve these corners for small commercial buildings to "bookend" 4th Street. This provides the benefit of screening the loading platforms and busses from 4th Street. These corners could remain in private ownership (transferring fee from the existing locations) or could be placed under long term ground leases. The District's site plan suggests the corners are not critical for transit operations.
- ***Relocation of the Queen Anne houses facing 5th Avenue***. These buildings have been converted to commercial use and can be easily relocated to the corners of 4th and Hetherton Streets. There are no overhead utilities to contend with, they are light ductile structures and the sites could be prepared to receive the buildings prior to moving them, minimizing disruption of use. Only one building would be moved across 4th Street. Relocation of these structures would not jeopardize their potential for listing on the National Register as they maintain their context, specifically being close to their original location and the railroad (they were formerly railroad related housing). This represents an opportunity for the existing property owners to retain their assets, moved

to new locations on San Rafael's main street, or sell the properties either through a negotiated transaction or eminent domain.

- ***Converting the Whistlestop 4th Street Plaza to a more suitable use***. This site is under private ownership. Its current use is for parking Zip Cars. Change of use to outdoor dining is more consistent with the character of 4th Street.
- ***Enhancing the pedestrian character of 4th street and linking to the east*.** Having driveways to the Transportation Gateway interrupt 4th Street sidewalks is not desirable but likely necessary with this scenario. The key mitigations are reducing the driveway width to the minimum needed, providing well-designed pedestrian refuges and locating ample landscaping outside of site triangles. Presence of buildings on the corners of 4th and Heatherton Streets provides a pedestrian refuge and reduces the perception of a long trek across an open unpleasant place. Continuing the street tree program and sidewalk treatments is also helpful.

Hetherton Street:

- ***Creating a distinguished streetscene on the Heatherton frontage of the Transportation Gateway***. Bettini currently has bus stops along the Hetherton Street frontage. There are obvious operational advantages to avoiding entering the terminal for certain bus routes. An extended Hetherton Street frontage afforded by the two-block site allows greater flexibility to introduce a robust street trees canopy and avoid contiguous runs of shelter structures. This is a solvable urban design challenge. Relocating the north-south greenway to Tamalpias Avenue also provides greater flexibility for streetscape and bus stop design solutions in addition to reducing right turning vehicle, bicycle and pedestrian conflicts. Bus access to the Transportation Gateway from 5th Avenue can also be studied to eliminate driveways on Hetherton Street.

Tamalpias Avenue:

- ***Making Tamalpias Avenue the front door for the Transportation Gateway*.** Tamalpias Avenue is not specifically part of the site. However, its design and use figures into a vision for the Transportation Gateway. The station area plan envisions this as a local street and the route of the north-south greenway. A common solution for this kind of street is to treat the public right of way with a single durable attractive pavement with no differentiation for sidewalks. In essence, the street becomes a continuous plaza open to vehicles, active transportation and pedestrians. Low traffic volumes allow this to occur. Experience in the EU and UK has shown this to be safer than providing defined places for each type of user due to increased driver awareness and caution. This is similar to the Banhof Strassa in Zurich. As mentioned previously, this street can accommodate for hire vehicles, drop off and pick up. The western side of the street from 2nd Street to Mission Avenue can be earmarked for transit oriented development with streel level retail and food and beverage uses.

Predicted result: Increase in transit and active transportation use and a catalyst for creation of public spaces and Downtown's evolution.

Analysis of Other Site Options

Below is an analysis of additional site alternatives based on the Improving User Experience, Safety and Convenience Goals.

Around Whistlestop:

This site has some of the attributes of the 4th Street Gateway. The primary differences are:

- The site is too small to accommodate all programmed uses onsite resulting in a congested impacted facility and adjacent streets. It doesn't rise to the level of "Transportation Gateway". Its size leaves no room for flexibility.
- Disperses bus stops and transfers them to city streets off site with attendant inconvenience for transit users and broader conflicts with vehicles and pedestrians.
- Bus loading and movement results in a significant negative impact on the Tamalpias Avenue corridor as a safe and pleasant pedestrian/bicycle environment. This has the potential to degrade access from the transit center site to Downtown for transit users and crowds the Northwestern Pacific Depot Building and its uses. It adversely impacts user experience and is not consistent with the vision of the Station Area Plan.
- Efforts to correct the site deficiencies have led to consideration of acquiring additional land on the west side of Tamalpias Avenue and possibly relocating the Depot building. This is symptomatic of attempting to force a solution onto an inadequate site. Relocating the Depot building would be challenging as it is a number of different buildings that have grown together and its existing relationship to the street and railroad would be difficult to reconcile potentially impacting landmark designation.
- Significant pedestrian/transit vehicle conflict on the south 4th Street block face for an extended curb cut.

Predicted results: Difficult to ascertain. The primary unknown is the impacts on bus routing and delay. Eliminates some 3rd Street patron crossings (a positive). Some adverse impact on active transportation users due to north-south greenway conflicts around the Depot building. The site doesn't allow for significant growth in transit use.

Two Level Concept:

This location and solution is impaired by the following:

- Transit facility is inflexible limiting expansion potential or change in vehicle types
- Virtually impossible to mitigate visual impact and unpleasant street level perimeter conditions on 2nd, 3rd,4th, and Hetherton Streets
- Creates a tunnel at 3rd Street
- Difficult to get vehicles and transit users up to the second level requiring ramps and vertical conveyances (elevators, stairs, ramps or escalators)
- Poor gateway for Downtown
- Continues to require pedestrian crossings across 3rd Street on the east side of Hetherton Street to access the transit terminal from the pick-up and drop off area

- Constrains future reinterpretation of the area for mixed-use transit oriented projects.
- Constrains right turn movements from southbound Hetherton Street to westbound 3rd Street
- High construction cost
- Costly to operate
- Highly disruptive construction impact

Predicted result: Reduced transit use

Under the Freeway:

These locations are impaired by the following considerations:

- Poor user experience due to an inherently unpleasant environment under a busy freeway
- Operational constraints posed by bridge bents
- Isolation from downtown and origins and destinations west of Hetherton Street and related crossing safety concerns. All Downtown trips require crossing Hetherton Street
- Transfer to other transportation modes is impaired by isolation
- No opportunity for a symbiotic relationship exists for adjacent land uses
- Depending on site circulation, function of Hetherton Street will be adversely impacted by bus access and egress
- Covering the creek would require clearance by the resource agencies: a likely challenge

Predicted result: Reduced transit use

Glass and Sash Site:
This location is impaired by the following considerations:

- An isolated site inconvenient for transit user access particularly to and from Downtown (long walk to the core of Downtown)
- Impaired transit operations including poor bus access and major routing changes resulting in delays
- Transfer to other transportation modes is impaired by isolation
- Poor access from east of the freeway (the Canal immigrant community has significant transit dependency)
- Requires crossing of the busy 2nd and 3rd Street arterial couplet with related safety concerns
- Little opportunity for a symbiotic relationship exists for adjacent land uses unless the retail center to the east is redeveloped.
- This is a prime site for transit oriented development

Predicted result: Reduced transit use

c: Jim Schutz, Paul Jensen, Bill Guerin

ARGONAUT COMPANY

November 14, 2018

Raymond Santiago
Principal Planner
Golden Gate Bridge Highway and Transportation District
1011 Andersen Avenue
San Rafael, CA 94901

Via US mail and email

Reference: San Rafael Transit Center EIR/EIS Scoping

Mr. Santiago,

As a member of the San Rafael 2040 General Plan Steering Committee, San Rafael Heritage board and Executive Director of Resilient Shore, a San Rafael based nonprofit project focused on reducing flood risk and adaptation for rising seas in our city, I'm committed to the welfare and improvement of San Rafael and its long-term sustainability. It's in this spirit I offer the following recommendations for San Rafael Transit Center EIR/EIS Scoping. Please also see the attached letter to Mayor Philips and Councilmember Bushey.

The GGBHTD Transit Center project is a once in a generation opportunity to improve mobility and access to Downtown and the North Bay. It also has the potential to be a strategic public investment that can be leveraged to enhance Downtown, attract private investment and increase transit use.

As a community, San Rafael runs the risk of singular focus on perceived negative impacts of a bus terminal and not on the potential advantages of a *Transportation Gateway*. This project holds the promise of becoming a transformational facility if it's located at the intersection of multiple transportation modes and is thoughtfully designed. With many unknowns about the future of public transit, decisions made now need to allow sufficient flexibility for the Transportation Gateway to be reinterpreted in the future.

This flexibility should not justify implementing a project that fails to contribute to the quality of our cityscape. It must meet operational needs, be cost effective, provide a compelling environment for transit users and create great places.

In the opinion of this writer, the site that provides the greatest promise for the Transportation Gateway is the "4th Street Gateway" site. However, regardless of its location, masterful design and sensitivity in implementation will be required for a successful outcome.

The following topic areas include narrative and recommendations for inclusion in the EIR/EIS scope:

Historic Resources

The city's historic resource inventory was last updated in the 1980s. I understand the scope of services for the pending Downtown Precise Plan includes updating the historic resource inventory in the plan areea. It may also include a rating of the resources and specific recommendations for their preservation and ongoing use. The city's inventory doesn't include all potential resources and further investigation should be conducted per CEQA criteria to address impacts and mitigation measures for historic and cultural resources on the various sites.

The preferred preservation option is to retain resources on their original sites. Relocation of historic buildings is generally discouraged. However, it can be successful under certain circumstances without adversely impacting eligibility for local, state or national landmark status. This would need to be considered on a case by case basis. Commonly context and association are key considerations. For example, the NWP Depot is associated with the railroad tracks and two listed historic resources at 633 and 637 5th Avenue, are also associated with the railroad as their original use was for railroad housing.

Consideration of protection and continued viable use of historic resources such as, but not limited to, the following should be included in the environmental analysis:

- Northwestern Pacific Railroad Depot (1929 with subsequent additions and modifications Whistlestop)
- 633 5th Avenue (Well maintained two story c 1890 Queen Ann residence)
- 637 5th Avenue (Well maintained two story c 1890 Queen Ann residence)
- 927 Tamalpias (Single story 1932 brick commercial building, former taxi stand)
- 709 4th Street (Two story 1889 Stick style wood frame commercial building, a particularly well preserved and uncommon local example of the type commonly associated with San Francisco)

Coordination with San Rafael Planning Documents

Considerable resources and community aspirations have been focused on planning for the improvement of Downtown San Rafael. Planning and design of the Transportation Gateway should be coordinated with existing and in progress San Rafael planning documents and efforts such as, but not limited to, the following:

- San Rafael General Plan (2040 General Plan Up Date is in progress)
- Station Area Plan
- San Rafael Bicycle and Pedestrian Plan (Recently adopted updates include routing the North/South Greenway on West Tamalpias from Mission Avenue to Second Street. This will allow the greenway segment from Mission to 4th Street along Hetherton to be

deemphasized and possibly abandoned reducing right turn conflicts with pedestrians and bicycles (and potentially increasing the footprint of the Transportation Gateway)
- Downtown Precise Plan (to be initiated)
- San Rafael Downtown Community Plan
- San Rafael Historic Resources Inventory

Urban Design and Placemaking

The success of the Transportation Gateway will ultimately be determined by its growth in use in relationship to single occupant vehicles and attraction of private investment for Downtown development. It should provide excellent user convenience and experience and enhance the quality of its surroundings.

The following were identified as priorities in the community engagement process:

- Enhance the Hetherton Street edge: The Transportation Gateway should not be perceived as a bus terminal at Downtown's front door.
- Enhance walkability and east/west linkage on 4th Street between Tamalpias and Irwin Street. As San Rafael's Main Street, loss of the street wall and the retail connection along 4th between the railroad tracks and Hetherton is problematic and requires design solutions that work for the sites impacting 4th Street. Right turn access to 4th Street from Hetherton should be retained.
- Create a compelling 4th Street Gateway at Hetherton. This is Downtown's eastern front door. With the "4th Street Gateway" alternative, a possible solution that may warrant consideration, is relocation of the Queen Ann residences on 5th Avenue to the corners at 4th and Heatherton Streets potentially addressing gateway and linkage objectives. Association with the railroad, a consideration for landmark designation for these resources, is maintained.
- Enhance the West Tamalpias corridor from Mission Avenue to 2nd Street. Tamalpias has been identified as the route for the north/south greenway and is envisioned as a pedestrian oriented street in the Station Area Plan. As a short low traffic volume street, it's particularly suitable for conversion to linear urban plaza for active transportation, ride share and passenger drop off and pick up.
- Avoid concentrating busses in front of the NWP Depot building on Hetherton. This concern has been expressed by the preservation and bicycle communities. Combined use of this narrow right of way as the North/South Greenway and bus drop off and pick up may have significant adverse impacts discouraging active transportation use and impairing the quality of access to the NWP Depot.
- Consider impacts on the creek under the southbound US 101 Freeway viaduct. Improving the visual and ecological function of this reach has been identified as a priority by the environmental community.

Transportation, Circulation and Safety

Transit, vehicular and active transportation circulation in Downtown San Rafael can be described as complex and in a precarious state of equilibrium.

Bettini has served us well with 9,000 trips a day and its reported status as the second busiest of its type in the Bay Area. However, two of the considerations for its relocation have been loss of bus platforms for the SMART extension to Larkspur and safety. This has been made evident by two recent pedestraian fatalities resulting from vehicles turning left onto Hetherton from 3rd Street. Additionally, the high volume of westbound right turn movements from Hetherton onto 3rd Street makes pedestrian and bicycle crossings to the Bettini site challenging.

Below are some recommendations for analysis:

- Quantify how people are currently getting to and from Bettini, where they are coming from and where they are going to.
- Update traffic counts and analysis of intersection function following initiation of SMART service to Larkspur to factor this impact into the mix.
- Assess user convenience for transfer between modes for each alternative.
- Assess and rate the user experience for each alternative site.
- Assess transit trip time impacts for users for each of the alternative sites.
- Model transit vehicle routing by all transportation service providers to each of the sites and assess their impact on Downtown street and intersection function and active transportation mobility and safety.
- Model ride share and pick up and drop off for each site.
- Consider reducing the land take for dual right turns from Hetherton on to 3rd Street by making the easterly of the proposed two lanes a thorough/right. Will this have an adverse impact on roadway and intersection function and/or safety?
- Identify the sites with the lowest crossing conflicts for pedestrians/active transportation users crossing high volume roadways and turning movements.
- Quantify parking impacts particularly with those alternatives located under the freeway viaducts.

Fiscal Impact Analysis

A primary consideration for the City is fiscal impacts of the various alternatives. In my experience, fiscal impact analysis is challenging as it is dependent on various different *assumptions* regarding different scenarios and forecasts and consideration of variety of factors impacting both municipal revenue and costs. Should the GGBHTD task its consultant/s to prepare a fiscal analysis it may wish to consider the following:

- Impact on property taxes resulting from purchasing private land holdings and converting them to public use.

- In the above assessment, probability of redevelopment of private lands to a higher use should be considered. For example, the Citibank site likely has a low improved land value basis (and associated property taxes) and its redevelopment for a higher use is not likely due to banking business practices (see the attached letter).
- Estimate impacts on value of adjacent land holdings and their probability of redevelopment for each of the sites. Does proximity to the Transportation Gateway have a positive impact on land assemblage and development activity?
- Consider development capacity Downtown based on available infrastructure capacity and availability of development sites to accommodate that capacity. This relates to potential opportunity cost.
- Is air rights development a significant consideration and does it equate to a meaningful net present value? Does this matter?
- If the residences on 5th Avenue are relocated to 4th and Hetherton consider having them remain in private ownership.
- Does proximity to the Transportation Gateway impact market based parking demand and associated project development costs?

Flooding and Sea Level Rise Risk

Most of the sites are within the 2016 FEMA FIRM 1% risk area and are subject to combined tidal as well as fluvial impacts. This is part of a greater challenge for much of the Central San Rafael valley. The environmental document should quantify this risk and identify potential mitigations. A broader city strategy to address these issues will likely be required and the GGBHTD is a key stakeholder.

Preparing for the Future

Transportation as we know it is the process of major disruption. This is likely to be on par with the rapid conversion from horse and buggy to automobiles taking less than 15 years in major US cities a century ago. We are already witnessing the impacts of ride share services on public transportation (declining transit use with many modes and in many markets). Introduction of artificial intelligence and automated vehicles will likely have even greater impacts. Major cities have observed significant increases in automobile trips resulting from ride share services. This has increased congestion, taxing an already overburdened road network. All of this makes programming and designing a Transportation Gateway a major challenge!

Should the EIR/EIS scope include a sensitive analysis based on different scenarios? How can the GGBHTD make a prudent investment with so many unknowns? Recommendations:

- Select the best location based proximity to the major transportation systems and networks: The vehicles and how they are operated will change but the networks (roads, rails, paths) will not.
- We are analog critters and will continue to use active transportation: Walking, bikes and scooters are likely to remain. The associated safety conflicts and concerns will continue.
- Minimize investment in facilities that are specialized in function.

- Secure the footprint for a future multi modal Transportation Gateway that will allow for elevating SMART and its platforms and mixed-use air rights development. The concept of a viable North Bay/Wine Country/Redwood Empire rail network depends on a robust link to the core of the Bay Region. The current at grade crossings in Downtown San Rafael are an impediment to achieving this vision as is the tenuous link to the ferry at Larkspur. Inertia is likely to intervene over time.

GGBHTD has done an excellent job engaging the community and listening to all of the stakeholders. This project is of great importance to our city and region. I appreciate the opportunity to provide input in the EIR/EIS scoping process and hope my comments prove helpful.

Best Regards,

Jeffrey D, Rhoads RA LEED AP
Principal
Argonaut Company

Copies:
Mayor Gary Philips
San Rafael City Council
Jim Schutz
Bill Guerin
Paul Jensen
Danielle O'Leary
Steve Kinsey
Cynthia Landecker
William Carney

Maley, Patrick

From: Nancy Roberts <nancyrob214@comcast.net>
Sent: Thursday, November 22, 2018 7:49 PM
To: SRTC
Subject: Stop the Victorian tear down

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th StreetGateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Nancy Roberts

Maley, Patrick

From: Ben Ross <benross28@comcast.net>
Sent: Monday, November 19, 2018 10:27 AM
To: SRTC
Subject: San Rafael bus stop

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: Roberta Rossetti <rrosse2008@yahoo.com>
Sent: Tuesday, November 20, 2018 9:50 AM
To: SRTC
Subject: Victorian

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration..

Roberta Rossetti

From: Liza [mailto:lizahr@gmail.com]
Sent: Friday, November 09, 2018 4:09 PM
To: SRTC <SRTC@goldengate.org>
Subject: Public Comment on San Rafael Transit Center Replacement Project

To Raymond Santiago, Principal Planner, Golden Gate Bridge, Highway and Transportation District.
Dear Sir:
I attended the public meeting October 30th at the Whistlestop building and had questions about the alternatives. Please address the following issues in the EIR.

The "north of 4th street" alternative is located under the highway. While this keeps all the bus bays together, it would force patrons to cross Hetherton or Irwin (busy, high-speed, dangerous streets) to access customer service, restroom, or exit the station. How is this danger to public safety being addressed? Also, the parking area presently located here would be lost. What would be done to replace it? How would the loss of the only free parking near the SMART station affect ridership on the train, and traffic?

Please analyse the impacts of loss of parking to transportation flow, and the public safety impacts of forcing people to cross Hetherton and Irwin, also for the Across-the-Freeway option.

The Gateway option demolishes two historic Victorian-era buildings on Fifth Ave. that house local businesses. These buildings are CEQA historic resources. Will the EIR analyze the impact of their destruction? Will it analyze the aesthetic impact of the loss of these attractive, historic buildings, and their replacement with bus bays?

The Whistlestop Block option covers Tamalpais Ave. with its extremely narrow sidewalk with bus bays. How will the crowds entering and exiting these buses do so on the five-foot-wide sidewalk without risk to public safety, and delay in bus routes as crowds are jammed attempting to enter or exit. This option also contemplates "relocating" the Whistlestop building, the historic San Rafael Depot. Where could this monumental building feasibly be relocated? What would the impact to the downtown be, culturally, aesthetically, of losing this historic resource? Why does the transit center not analyse the potential to incorporate this building into a public space gateway, as envisioned? None of the alternatives even mentions it. Whistlestop will soon be evacuating the historic Depot building and the SMART trains outside it provide ample historic context to maintain and re-use it. Please analyse the potential for loss or damage of this resource, and how surrounding it with bus bays would impact the ability to re-use and restore the Depot buiding.

None of the above four options uses the more than half of the current Bettini transit center that is unimpacted by the train track. While the last option, Two-Story Concept, does use Bettini, I was told this option is not under serious consideration. At the meeting, ICF claimed the undisturbed half of Bettini had to be abandoned was because of the public safety risk of crossing 3rd Street. How is this risk different from the risk of crossing Hetherton or Irwin, which several alternatives require? Why do the alternatives not make use of the Bettini space for 10 bus bays, and the area east of the Whistlestop building for the other 7 bus bays? Please analyze the impacts of using the remainder of Bettini as part of the new transit center. Keeping the transit center west of Hetherton would obviate the need for crossing Hetherton or Irwin, for destroying cultural and aesthetic resources, and would cost less than the other alternatives. Why is this alternative not being considered?

What would be the fate of the Bettini space if it is abandoned as the Bridge District wishes?What could use the Bettini site, surrounded by highways, buses and a train track? Please analyze the aesthetic and public safety impacts of abandoning the Bettini site, potentially allowing it to become a vacant lot or homeless encampment.

Thanks for considering my comments and analyzing the above issues in the EIR. The citizens of San Rafael are counting on you to replace the transit center not only with a functional and vital center, but to use urban design to help improve and revitalize the entrance to our city. This opportunity should not be wasted.

Sincerely,
Elizabeth Ryan
37 Marquard Ave SR
415-637-7189

From: Den Satake
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 12:25:14 PM

Downtown San Rafael is one of the worst places to attempt to use alternative transportation such as bicycles or walking in all of Marin. Please take this opportunity to create east/west bike lanes on 4th st, and north south lanes along West Tamalpais. Secure bike parking is also needed so that those who wish to patronize the local businesses in town can do so knowing that their non-polluting, non road clogging vehicle is safe.

Thank you

From: Wendy Schaevitz <wendy@schaevitz.org>
Sent: Wednesday, October 31, 2018 7:06 PM
To: SRTC
Subject: Scoping Meeting Input

I was shocked that in the EIR list of concerns to be reviewed there was nothing about emergency response impacts. Wherever the final location of the transit center, the ability of emergency personnel to respond either at that location or at other locations that might be impacted by heavy traffic to/from the transit center should be a necessary consideration in the EIR evaluation. The East San Rafael peninsula along Pt. San Pedro Road has only one way in/out at the Hwy 101 freeway, and the location of the transit center either near or directly on that access is a critical issue.

_____

Wendy Schaevitz
193 Bayview Drive, S.R.
415-459-7568

Maley, Patrick

From: Erik Schmidt <eschmidt7@att.net>
Sent: Friday, November 16, 2018 4:09 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Dear GGBHTD and Downtown San Rafael Transit Center Planners:
Design and planning for a reconfigured and re-envisioned San Rafael Transit Center gives this community and all the agencies working together on the project an opportunity to create a regional hub for transportation and mobility, and to develop a safe, welcoming and integrated part of downtown San Rafael. This is the time to get it right, and your work is critical to making that happen. As a frequent user of the current transportation facilities at and through the transit center, by bike, bus and train, and occasionally by foot, I urge you to ensure the following key measures are addressed and incorporated into the project's design:

1. I often travel through this area by bike, and find the gap between the Lincoln Hill pathway and Larkspur-San Rafael tunnel and pathway to be incredibly dangerous and confusing. A complete, integrated bike pathway should be part of the Transit Center design, so cyclists can smoothly and safely ride through the downtown area and make multi-modal transit connections in all directions.
2. I have found no safe, direct bicycle route through downtown SR towards the Ross Valley towns. Planning for any redesign of 3rd and 4th Streets should include bike lanes, not just facilities for cars and pedestrians. This is a no-brainer in a densely populated urban center like San Rafael.
3. The agencies collaborating on this project ought to look to successful designs in places such as Boulder, Portland and elsewhere, that incorporate full bike and pedestrian facilities with transit in a busy downtown area. This can be done well if it is prioritized from the outset! Such a thoughtful plan and design will greatly improve quality of life and alternative transportation options well into the future, and will greatly reduce the currently unacceptable risk of accidents in this area.

Thank you for considering my comments.
Erik Schmidt
38 Redwood Ave.
Corte Madera CA 94925

From: Jeffrey Schneider
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 5:01:37 PM

It is crucial to construct protected bike lanes along 4th St and to connect the north-south bike and walk routes.. This is a very dangerous area for bikes and pedestrians. Public spaces should also be developed in any construction. To enhance the use of car free mobility options convent secure bike parking, bike share and space for other mobility options like scooter would be a major improvement.

From: SRTC <SRTC@goldengate.org>
Sent: Friday, October 19, 2018 9:16 AM
To: Judy Schriebman
Subject: RE: what is the link for the SR Transit Center relocation plans?

Dear Ms. Schriebman,

You can find the most up-to-date information on the project website at https://na01.safelinks.protection.outlook.com/?url=www.GoldenGate.org%2FSRTC&data=02%7C01%7Cadam.dankberg%40kimley-horn.com%7Cb7805ca058194576d09e08d635de338d%7C7e220d300b5947e58a81a4a9d9afbdc4%7C0%7C0%7C636755625813051408&sdata=h%2F7JNxL9uSf4kMMyjp%2FbUomp5sK3jR1qqY9FYYNe4pk%3D&reserved=0. The Notice of Preparation, which was released on October 16th, includes information on the five concepts which are thus far being considered for environmental review.

A public scoping meeting to gather input and comments from the community and public agencies on the scope for the Draft Environmental Impact Report is scheduled for October 30th from 5:30 to 7:00 at Whistlestop, 930 Tamalpais Avenue in San Rafael. We hope to see you there.

Thank you for your interest.

Sincerely,

The San Rafael Transit Center Project Team

-----Original Message-----
From: Judy Schriebman [mailto:judy@leapfrogproductions.com]
Sent: Thursday, October 18, 2018 10:37 AM
To: SRTC <SRTC@goldengate.org>
Subject: what is the link for the SR Transit Center relocation plans?

I heard a draft plan with 5 options was just released?

Please send info. Thank you,

Judy

STEVEN SCHOONOVER
Attorney at Law

November 14, 2018

Raymond A. Santiago
Principal Planner
Golden Gate Bridge Highway & Trans. Dist.
1101 Anderson Drive
San Rafael, CA 94901-5318

Re: Comments – San Rafael Transit Center Draft EIR

Dear Mr. Santiago:

I reviewed the Notice of Preparation of the Draft EIR for the San Rafael Transit Center and was alarmed that the Notice is directed to "Reviewing Agencies and Organizations," implying that the public plays no role in assessing the various proposals. The Notice of Preparation seeks comments "focusing on your area of expertise, your agencies' area of jurisdiction," once again implying that the public plays no role in the evaluation of the various proposals. Please stop the process and send out a new Notice of Preparation in which you make clear that the public is welcome and encouraged to comment regardless of their area of expertise or lack of "jurisdiction." My request is in full accord with one of the stated goals of CEQA as interpreted in case law by California courts – full public participation in evaluating the environmental effects of public and other projects.

I have the following comments regarding the five proposals you mention in your Notice of Preparation:

1. Two-Story concept – This is the preferred alternative. The footprint is the smallest, resulting in the least impacts. It may cost more, but public agencies have already saved millions by running a train through the heart of a City without making any workable provisions for mitigating existing traffic congestion, especially when the train is chugging hither and yon, such as elevated or sunken tracks (or roadway.) Addressing the resulting traffic chaos can be artfully ignored no longer.

2. Across the Freeway Concept – Covering the creek (even partially) will have biological impacts requiring independent professional assessment. Eliminating Park-N-Ride spaces will simply shift parking to neighboring streets, requiring mitigation.

3. Fourth Street Gateway Concept – Although you don't disclose it in your Notice, this proposal suggests the two irreplaceable Victorians on Fifth Ave. between Hetherton and Tamalpais will be demolished or removed, resulting in a tragic

Mail: 1537 Fourth Street PMB 164
San Rafael, CA 94901
Telephone: 415.456.3036

Office: 4302 Redwood Hwy, Suite 100
San Rafael, CA 94903
E-mail: schoonoverlaw@gmail.com

Cultural, aesthetic (architectural) and historical loss to the community, something CEQA seeks to avoid. San Rafael already suffers from a dearth of fine architecture, and the demolition of the two buildings would detract greatly from the City's heritage. Unless perhaps the two buildings were moved to equally high-profile sites in San Rafael's Gateway, no amount of mitigation could possibly make up for their loss. It appears the Whistlestop building will be incorporated or otherwise preserved, a very good idea. One would hope the two Victorians will be equally protected.

4. Whistlestop Block Concept – Preserving and incorporating the Whistlestop building is preferred. Any major alteration (or demolition) of this building would present San Rafael with a significant blow to its cultural and historic heritage.

5. North of Fourth Street Concept – While this concept is attractive, it doesn't sound very practical when "it would require customer service, restrooms, and pick-up/drop-off functions to be located off site." That's a large block of land. Not sure why it would require moving essential functions off-site, so perhaps that issue should be addressed in the Draft EIR.

I don't understand why the alternatives for the Transit Center don't include the large, vacant parcel south of Second Street where the old Glass and Sash business operated (425 Irwin) unless politics intervened. Locating the Transit Center at this site would eliminate major disruptions between Second Street and Fifth Avenue, and is in an industrial area with immediate freeway south access. It would also be a mere block of the train station.

The goal of re-locating the Transit Center must be pursued while keeping in mind that morning commute-hour traffic from San Rafael, San Anselmo, Fairfax and west Marin is already seriously grid-locked. Third Street traffic isn't much better. Hoping that people will abandon their autos is pure fantasy.

Sincerely,

Steven Schoonover

Mail: 1537 Fourth Street PMB 164
San Rafael, CA 94901
Telephone: 415.456.3036
Office: 4302 Redwood Hwy, Suite 100
San Rafael, CA 94903
E-mail: schoonoverlaw@gmail.com

Maley, Patrick

From: Jean Severinghaus <jsever117@gmail.com>
Sent: Monday, November 19, 2018 4:51 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Scoping comments for Transit Center redesign Environmental Review, Nov 19, 2018
Thank you for the opportunity to comment on the scope of the review and redesign.

1) Please list seconds of delay for each north-south express bus, each east west bus and the #40 East Bay BART bus for each of the proposed design locations and layouts. Rapid pass thru and lack of delay should be a criteria transparent to the public in this review as rapid time thru is key to making transit attractive and successful. Please factor in the very long delays of gridlock hours and missed SMART connections for each location needed for bus travel along Irwin, Heatherton, and local east-west streets during capacity times. The public is giving ill-informed input without this knowledge.

2) We have worked long and hard for many years to keep Tamalpais safe, slow and quiet for bikes and walking: Please mark this route north-south from 2nd to Mission on all the transit center alternatives maps so the public can be aware of this priority street that has been repeatedly called out in city documents as they make decisions. Tamalpais must not include bus bays, rideshare, TNC pick ups and anything that causes confusion and safety hazards.

3) Please review and discuss for each alternative how the site provides the safety of "eyes on the street" of shops. The location under the viaducts is dark, smells of exhaust, and is extremely noisy from the freeway traffic overhead so is isolated and therefore most unsafe for women. The new location should be in midst of shop windows, not isolated by high speed arterials. Please mark wach site for this safety criteria.

4) Forcing all customers to cross the deadly and dangerous Heatherton and Irwin will reduce bus use unless all turning cars on the east-west streets are prohibited from sharing all H. and I. crosswalks at and north and south of the under 101 station. Will the City of San Rafael find the political will to delay on- and off-101-bound traffic to provide fully protected pedestrian signal phases to these crosswalks, and not concurrent nor permissive ones, both of which lead to fatalities and serious injuries? Even the perceptions of pedestrian-vehicle conflicts, having to make an avoidance move, deters pedestrians from accessing and using transit. Please list the seconds of pedestrian delay for accessing each site and accessing SMART from each site with protected crosswalk phases.

5)Please show how each site would handle BRT (modern Bus Rapid Transit) or Autonomous Rapid Public Transit.

6) Please add back in to the designs and review the uses of the current location as part of at least two street-level alternatives. Crossing 3rd as a pedestrian at Tamalpais can be made entirely protected and far safer than ped crossings of Heatherton and Irwin which disrupt freeway traffic. For example car drop offs and pick ups can be well accomplished in the current site between the two east west arterials 2nd and 3rd east of the train tracks, and not using Tamalpais, with minimal addition to circulating city traffic. Some bus service could remain there as long as it is not the routes serving the canal and San Rafael High School students: those routes should be moved to the

Whistlestop block.

In addition, I request that the scope of study and the designs that MCBC list for bicycles below be followed:
Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

Include protected bike lanes along 4th Street. There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Thank you.

Jean Severinghaus

Leslie Simons
23 Scenic Avenue, San Rafael, California 94901
simons72@comcast.net
415 454 2168

Raymond Santiago, Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901

November 13, 2018

Regarding: General issues – SRTC Concepts

Sent via email to: SRTC@goldengate.org

Mr. Santiago:

Thank you for the opportunity to speak on the issues of concern for this long time resident of the City of San Rafael and former San Francisco commuter. The first item has little to do with the design of a future transit center. I wish to point out discrepancies on all concept proposals.

1. The two-story portions of the Whistlestop building are colored red/orange and the single story flat roof portions are gray. On all drawings the south end is shown as red/orange when it should be gray; it is a large flat roofed area. Please have this corrected on all concept proposals in the future.
2. On all prior concepts, the Citibank property is considered a part of the transit center (TC). I suggest this property be kept in play **on all concepts** to keep the site lines to town, the church bell towers and Whistlestop (the NWP depot) uninterrupted.
3. The only concept that considers using the depot building is the "Whistlestop Block". This public/ private proposed future use should be a factor no matter which concept is chosen. Amenities such as a coffee kiosk could wait to be developed until Whistlestop completes their relocation. The depot should always be considered as the place for such amenities **on all concepts**.
4. In the November 4, 2018 San Rafael City Council agenda packet, Attachment 4, "SRTC Relocation Guidance Report". On page 8, under the heading "Preserve Whistlestop" I am heartened that the document wants to retain the building on its current site. Item 3 suggests widening the south sidewalk by the removal of a portion of the current Jackson's Café; an unnecessary modification.

   East of Tamalpais, Third Street is 4 to 6 feet wider than the block immediately to the west continuing in this narrower configuration past Lincoln. This is clearly visible in the angle of the east/west pedestrian crossing. The widening of the sidewalk could be accommodated by a push-out of the curb instead. The idea that the south end be used as a "more interesting public space" ignores the heavy traffic inherent to Third Street corridor. Personally, I don't see anyone wanting to hang out at this end.

I will address the Scoping and Environmental Process issues separately. Thank you for considering the concerns addressed above in future documents and concepts as they move forward.

Sincerely,

Leslie Simons

cc: Mayor Gary Phillips
San Rafael City Council
CCD Paul Jensen

Maley, Patrick

From: Craig Smith <arteefax@comcast.net>
Sent: Friday, November 23, 2018 2:13 PM
To: SRTC
Subject: San Rafael bus /train terminal

Your train project is abysmal at best,blocking 5 th , 4 th ,3rd streets multiple times a day for what 5 or 6 passengers some days.Now you want to reclaim property to increase your footprint for what so we can park our cars and wait for the road block to be lifted. You let this Engeneering mess get out of control this train should be elevated from the beginning. You have been misdirected from the start. Disappointed citizens

Craig Smith
Phone: (510)323-6277
Fax: (415)472-0123

Maley, Patrick

From: Nancy Spellman <nancyspellman@comcast.net>
Sent: Monday, November 19, 2018 6:54 PM
To: SRTC
Subject: Please save our Victorians

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept."

I oppose this plan as the only solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Nancy Spellman
San Rafael

From: Stock
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 9:42:16 PM

Please include in the plans for downtown San Rafeal a dedicated east/west bike lane and safe pedestrian access

Sent from MCBC

Maley, Patrick

From: Christy Strode <cstrode61@gmail.com>
Sent: Monday, November 19, 2018 11:43 AM
To: SRTC

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

From: Abe Stucky
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 3:36:28 PM

I would like to see protected bike lanes leading to the transit hub on all sides (north, south, east, and west). Pedestrian/bicycle only signal timing would we a huge improvement, as well as no turn on red signs. Secured bicycle parking would be an excellent addition to the space!

From: Liz Swearingen
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 6:25:22 PM

I have a piano lesson at Bananas Music and often commute there on my bike. The crossing across 2nd and 3rd is treacherous and there is absolutely no way to ride a bike on 2nd street where the store is located. Definitely no bike parking anywhere near there either. San Rafael is a scary place to be a bicyclist or pedestrian. Please design the area with pedestrian and bike safety and comfort uppermost!

Maley, Patrick

From: Dan Testa <otter95@yahoo.com>
Sent: Monday, November 19, 2018 10:32 AM
To: SRTC
Subject: Vote NO on 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Regards,
Dan Testa
958 Patricia Way
San Rafael, CA 94903

Sent from my iPhone

Maley, Patrick

From: Christen Thompson <chickenfur@gmail.com>
Sent: Friday, November 16, 2018 7:49 PM
To: SRTC
Subject: San Rafael Transit Center Needs

I ride my bike almost every day in Marin for fun and for commuting.

Please provide protected bike lanes north to south and east to west in the new transit center design.

Make it safer and easier for those that rdie their bikes.

Sent from MCBC

From: Lorraine Trautwein
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 5:46:34 PM

I regularly ride through downtown San Rafael on my road bike and on my electric cargo bike. 4th Street is designated as a bike route I would like to be able to navigate through town do do errands without fear of being doored and park my bike in a secure location while I do my shopping. I have been hit by a car while riding and have a had bike stolen while it was locked to my vehicle.
As electric bikes become a more viable and popular form of transportation it would be short sighted not to plan for their incorporation into the master transportation plan . More protected bike lanes, safe bike parking etc are needed now and the future.

From: Dave Troup
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 2:41:30 PM

Please be proactive to take positive steps to make walking and bicycling more attractive and safe throughout San Rafael, especially downtown and in the area around the Transit Center. Add bright flashing signals that can be activated by pedestrians. Add brightly visible green paint on the streets to identify bike lanes. Better yet, create PROTECTED bike lanes.

From: Dave Troup [mailto:dave.troup@hok.com]
Sent: Saturday, November 17, 2018 10:21 AM
To: SRTC <SRTC@goldengate.org>
Subject: Comments on SRTC Project

Dear SRTC Replacement Project team:

My comments:

Note 1:
Some of the concepts straddle a busy street, which would force transferring passengers to cross the street quickly in order to make a bus connection. As you must be aware, this would be a very dangerous situation that should not be implemented under any circumstance. There is already a recent history of car-on-pedestrian accidents in the area, including deaths at Hetherton Street. Any study needs to seriously analyze this danger.

Note 2:
Two of the concepts are located under the freeway, which would impact the existing park-and-ride lots. These lots are completely full of transit passengers' cars every single weekday. I believe it is very important that the new SRTC project does not reduce the number of free park-and-ride spots. To do so would negatively impact dozens of GGT bus commuters daily, likely forcing some people off the buses, and/or forcing people to park in the surrounding neighborhoods, creating unnecessary tension. Please do not ignore this issue. It was surprising and disturbing that at the public open house on October 30, no one from GGT or the consultant would commit to maintaining the current number of free park-and-ride spaces. Any study needs to seriously analyze this.

1. **Whistlestop Block**
    - Overall: I rate this #1 of the 5 options. Not perfect, but probably the best option.
    - Like:
        - Does not require connecting passengers to cross a busy street.
        - Does not impact existing park-and-ride spaces.
    - Dislike:
        - Somewhat spread out, making some of the bus transfers problematic.
        - Requires connecting passengers to cross the train tracks and Tamalpias Avenue.
    - Suggestion: Close off Tamalpias Avenue to car traffic.

2. Two-Story

- Overall: Rated #2 of the 5.
- Like:
  - Simplifies bus connections, since it arranges all the bus pads around just two passenger platforms.
  - Does not require connecting passengers to cross a street.
  - Does not impact existing park-and-ride spaces.
  - Good passenger drop off and pick-up by car.
- Dislike:
  - May be the most expensive option due to the two-story structure.
  - Requires a temporary facility at another location, since it is built on top of the existing SRTC.
  - Analyze the noise and air quality impacts of operating buses under the upper level.
- Suggestion: Provide wide and rain-protected passenger stairs/ramps between the two levels. Some passengers will have bikes.

3. 4th Street Gateway

- Overall: Rated #3 of the 5.
- Like:
  - Better than "North of 4th Street" or "Across the Freeway."
  - Does not impact existing park-and-ride spaces.
- Dislike:
  - Requires connecting passengers to cross busy 4th Street (see Note #1 above).

4. North of 4th Street

- Overall: Rated #4 of the 5. Not a good option. Do not consider further.
- Like:
  - Compact arrangement.
- Dislike:
  - Bounded by busy streets on all 4 sides. Requires passengers to cross a busy street no matter which direction they're coming from or going to (see Note #1 above).
  - Very difficult for a car to drop-off or pick-up bus passengers.
  - All the existing concrete support pylons for the freeway will impede the visibility of the bus drivers and passengers.
  - Very user-unfriendly. The City probably likes it because it's "out of sight."
  - Removes about 55 existing park-and-ride spaces (see Note #2 above).
  - Covers up much of the existing storm water creek, which needs to be analyzed.
  - Analyze the noise and air quality impacts of operating buses under the concrete freeway.

5. **Across the Freeway**
    - Overall: Rated #5 of 5. The worst option. Do not consider further.
    - Like:
        - Nothing good about it.
    - Dislike:
        - Requires connecting passengers to cross busy Hetherton Street (see Note #1 above). Very dangerous. No reason to consider. The goal should be to increase ridership, not increase pedestrian deaths.
        - Removes about 38 existing park-and-ride spaces (see Note #2 above).
        - Covers up part of the existing storm water creek, which needs to be analyzed.
        - Analyze the noise and air quality impacts of operating buses under the concrete freeway.
        - Removes the San Jose Taqueria, which is a cultural landmark, not just a restaurant. Analyze the impacts on the community.

Thank you for listening

Dave Troup
88 Valley Rd
San Anselmo, CA 94960

Dave.troup@hok.com

Maley, Patrick

From: Lada Tsibulya <ladushkat@msn.com>
Sent: Monday, November 19, 2018 10:44 AM
To: SRTC
Subject: 4th street Gateway Concept.

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.
Lada Tsibulya

From: Rachel urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 10:05:19 PM

Protected (preferably grade-seperated) bike lanes on 4th, and secure bike storage (including a little bike repair station with attached a pump and some attached tools) at the San Rafael bus stop would be awesome!

From: Stan Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 9:36:49 PM

My wife, kids and I ride and walk these streets daily. It's unsafe and terrifying throughout this area. Please add bike lanes, signage and beef up enforcement! It's unacceptable to have no bike lane from the transit center heading E to Fairfax.

From: Natalie Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 2:04:57 PM

Would love to see protected bike lanes on 4th street! Dangerous bike zone that could be made much safer.

Sent from MCBC

From: Nick Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 5:23:16 PM

Please help product bike lanes in high-traffic areas.

Sent from MCBC

Maley, Patrick

From: David Vasser <david.vasser@gmail.com>
Sent: Monday, November 19, 2018 10:33 AM
To: SRTC
Subject: NO on "4th Street Gateway Concept"

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Please DO NOT choose the "4th Street Gateway Concept" as how to renovate the bus stop in San Rafael.

Thank you for your consideration.

Best,

David Vasser

From: Frank Valentini
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 5:01:46 PM

We need protected bike lanes on Fourth Street and West Tamalpias Streets. We need safe east-west and north-south routes through downtown San Rafael.

Sent from MCBC

From: Marc Vendetti
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 8:01:30 PM

People want a safe (non-automotive) way to get to and from the transit center– I'm talking about protected, separated bike lanes that make people feel safe when they ride. We also need secure bike parking at the center that includes a way to charge your e-bike/phone battery. Public restrooms are needed as well. Something akin to the CalTrain BikeHubs.

Let's face it, if we want to have more people get out of their cars on foot, scoots and bikes, we need to design our infrastructure to facilitate and encourage it. It needs to be a good experience for people.

Thanks,
Marc Vendetti

From: John Vipiana
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 12:30:13 PM

While commuting from Terra Linda to SF, I walk or ride my bike through this intersection weekly. Working my way from Puerto Suello Hill Pathway to Anderson is scary. I do not feel safe and have had a few close calls. There must be improvements to protect pedestrians and cyclist.

From: Steve Waterloo
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:46:38 AM

I have been commuting to work in SF by bicycle/ferry for over 15 years. The improvements in San Francisco have made it a LOT safer for bikers. The addition of designated bike lanes with protection will make the a huge difference in San Rafael. The most obvious and dangerous areas are a top priority (the Transit Center) but safe bike access to and from the center and across town should always be a priority (4th Street!).

At this time, it is safer to ride a bike in New York City than it is in San Rafael. Let's get caught up to what is working in bigger towns.

Maley, Patrick

From: Richard Waxman <richardwaxman27@gmail.com>
Sent: Monday, November 19, 2018 8:41 PM
To: SRTC
Subject: No to 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Richard Waxman

From: paul whiting
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:01:34 AM

I would like to see an area that supports bike and pedestians foremost.These people should be rewarded for their efforts in supporting clean energy forms of transport.I'd like to see bike paths running east and west and safe areas for bikes to be locked up.I'd like to see signage to cars warning of pedestrians and bicycles crossing and bike paths away from loading areas and hazardous areas .

From: Michael Wilmar
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 16, 2018 1:43:37 PM

Please improve the bicycle situation in and around the Transit Center in San Rafael. Full disclosure: I live in San Francisco but road bike mostly in Marin. However, I am very reluctant to ride north to and on North San Pedro Road because of the hazardous riding conditions in downtown San Rafael. This is a serious impediment and anything that can be done to remedy it should be done.

Maley, Patrick

From: Monique Winkler <mcw32470@hotmail.com>
Sent: Friday, November 16, 2018 5:34 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Please include protected bike lanes on Fourth and West Tamalpais.

Sent from MCBC

Maley, Patrick

From: Cindy Winter <cinhiver@gmail.com>
Sent: Monday, November 19, 2018 11:37 AM
To: SRTC
Subject: Comments on Draft EIR

Dear Mr. Santiago,

If you'll open this link, you'll find my comments (two pages only).

https://www.dropbox.com/s/wlizt5p4tbwefuq/Transit%20Center%20EIR.doc?dl=0

Thank you for your consideration,

Cindy Winter
1-415-461-0299
826 S. Eliseo Drive
Greenbrae

From: Helen Young
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 12:01:41 AM

I understand bicyclists needs but my priority at this hub and in downtown San Rafael is on cars and easing traffic congestion and NOT on creating bicycle lanes. I am 100% opposed to reconfiguring roadways for bicycles.

From: Nash zamzow
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:02:11 PM

Protected bike lanes on 4th and west tamalpais. Bike tunnel open on Camino alto. Bike lane on paradise drive by the market in Corte Madera. Fix our streets so many potholes.

From: Jana Zanetto
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Thursday, November 15, 2018 3:41:24 PM

I am hoping that some improvements can make the dangerous navigation of the SR Transit corridor more hospitable and safer for cyclists.As a senior (68-year old) cyclist who uses my bike as much as possible for commuting (to downtown, other cities, and to SF for various projects I am involved with) and errands, I am hoping for

1. a smoother connection between the end of the bike path area on Hetherton/Mission to the far side of 2nd Street toward Anderson, as I use the Calpark Tunnel ALL the time. Since there is currently no connection from 2nd Street south towards the tunnel, I currently must turn west on 4th or 5th to Lincoln, which is tight and usually pretty full of cars. Ideally the Puerto Suello bikepath would have an easily-negotiable connection to the 2nd to Andersen bike path that is planned, free of passenger loading zones and on-street parking to avoid dooring accidents.
2. bike lanes on 4th or 5th in the downtown area, especially from Lincoln to Irwin. When I travel north from Anderson to 2nd Street and arrive at 2nd Street, I often want to go to United Market or Trader Joe's. Using either 2nd or 4th is a real challenge, with the 101 onramp, many cars, and and many traffic lights. The dangerous transit corridor is hard for me, a bicyclist for 40 years--so it is not a good option for newer cyclists. I woul love to have an east-west bike path that starts around D Street and continues to Irwin Street for downtown shopping and activities. This is especially an issue after dark!
3. planning for secure bike parking and space for scooter-share, (e)bike-share, and car-share facilities as these options become increasingly popular for transit users.

Thank you!

Maley, Patrick

From: sharonzurcher@aol.com
Sent: Tuesday, November 20, 2018 12:05 PM
To: SRTC
Subject: Save the Victorian

Dear San Rafael Transit Center Team,
I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept". I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area. Thank you for your consideration.