



SAN RAFAEL TRANSPORTATION CENTER



Relocation Analysis, Environmental Clearance, and Preliminary Design

Community Update Meeting Presentation November 2020



SAN RAFAEL
THE CITY WITH A MISSION





Meeting Format

- Presentation by project team about alternatives
 - Additional background information available on the project website (goldengate.org/SRTC)
- Question and Answer
 - Provide your questions in the Q&A function box
 - We will update project FAQ based on questions received (<https://www.goldengate.org/district/district-projects/san-rafael-transit-center/faqs/>)
- Feedback on the alternatives should be provided via the online survey (http://bit.ly/SRTC_Survey) by December 11th



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Denis Mulligan

General Manager/CEO

Golden Gate Bridge, Highway and Transportation
District





Ongoing Public Outreach Activities

- Partnership with the Canal Alliance
 - Hosted a Facebook Live event in Spanish on Nov 9 (3,100 views so far)
 - Conducted 32 hours of Outreach activities at the Transit Center
- Outreach to businesses through San Rafael Chamber of Commerce and San Rafael Business Improvement District
- Over 100 email notifications to community, neighborhood and business organizations
- Presented at San Rafael High School SELAC (School English Learner Advisory Committee) to 110+ families
- Thus far, received over 760 surveys
 - 630+ surveys in English
 - 130+ surveys in Spanish
 - The survey continues to be advertised through community partners, government agencies, schools, social media, and e-blasts



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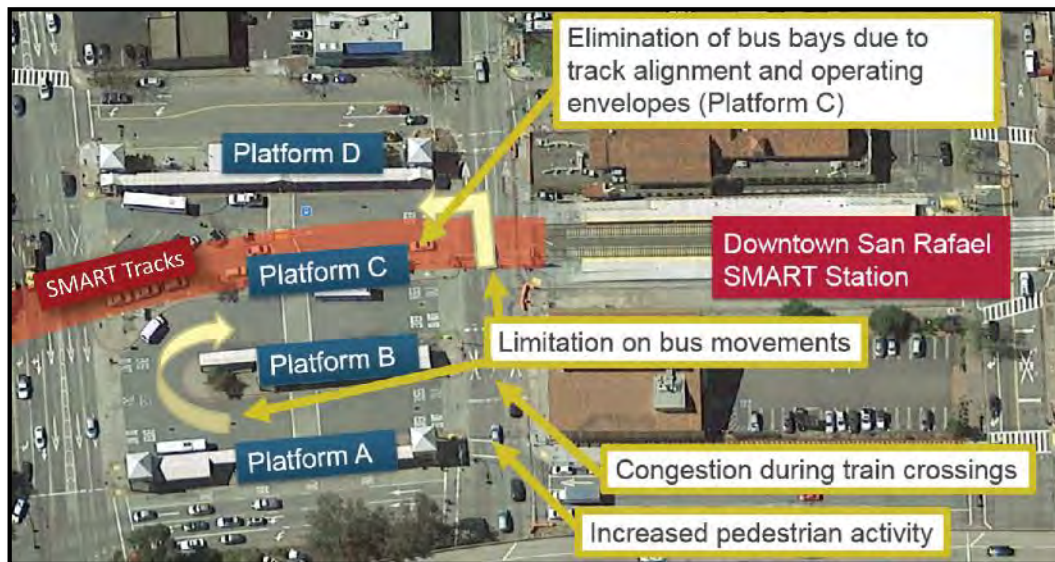
Goals for This Presentation

- Show examples of what a new San Rafael Transit Center could look like
- Describe the three transit center alternatives under consideration
- Show where you can find more information and how you can provide feedback
- Answer questions about the alternatives, design approach, and the project process



Why a New Transit Center?

- The SMART extension to Larkspur bisected the existing San Rafael Transit Center (SRTC), significantly impacting bus operations and pedestrian movements
- The SRTC will operate in an interim condition until a replacement transit center is constructed





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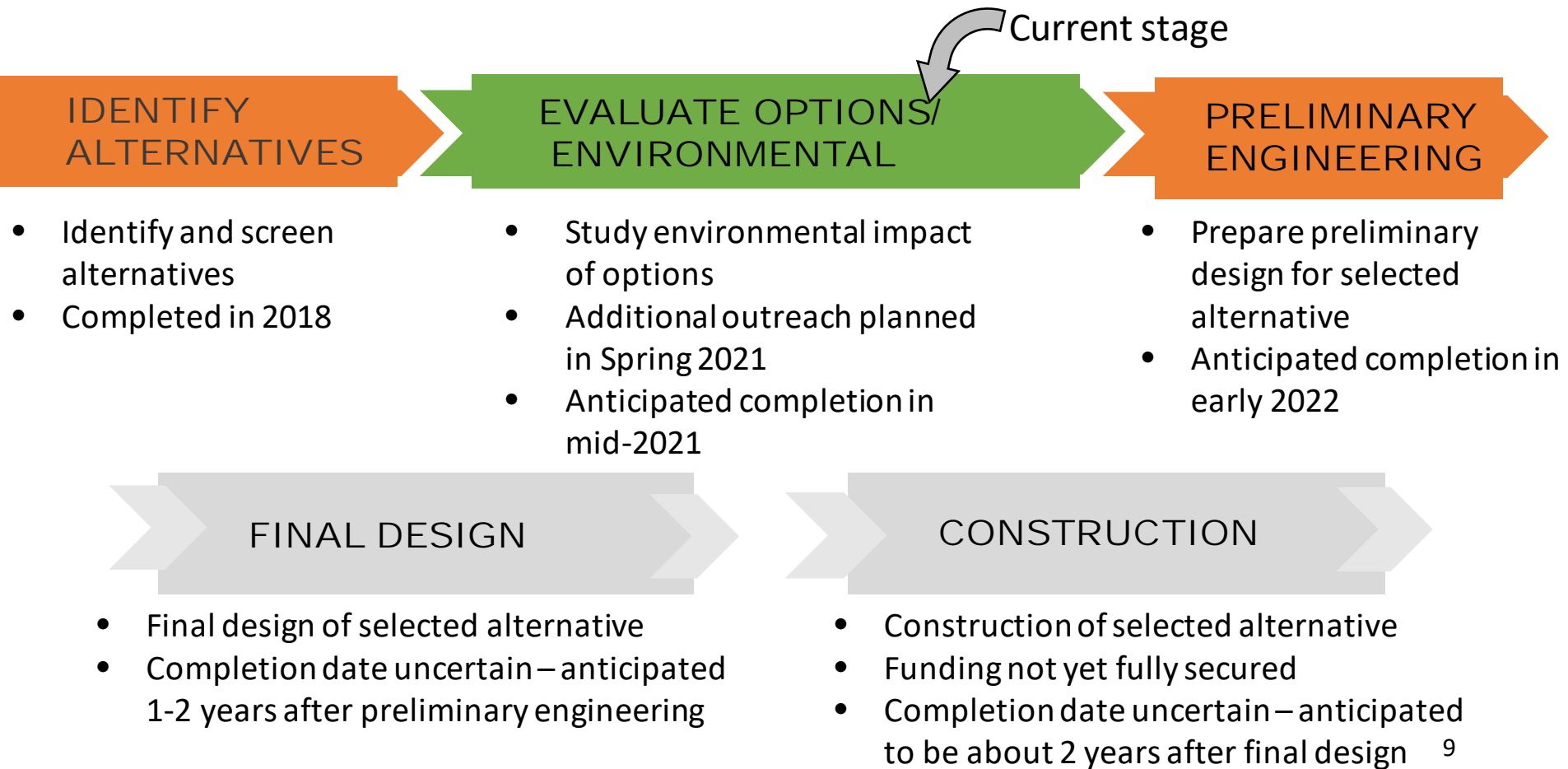
Project Need: The SMART extension to Larkspur requires relocating the Transit Facility to accommodate bus operations and safe passenger transfers.

Goal: Safe, functional and efficient site configuration that accommodates bus transit requirements, seen as an asset to the community, and can be integrated into the City's downtown vision.



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Timeline to Project Opening: anticipated 4-7 years from now

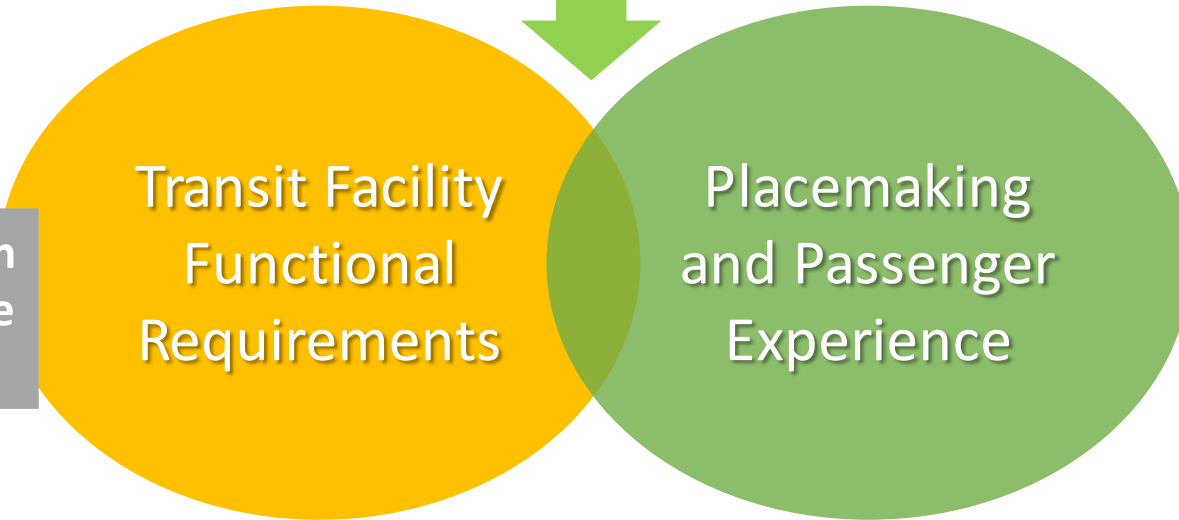


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Integrated Design Approach



how does each option balance objectives?

Transit Choices that Work

- ✓ Meet operational capacity requirements
- ✓ Good On-time performance
- ✓ Good On-site circulation
- ✓ Ease of Passenger Transfer between services

High Quality Patron Experience

- ✓ Intuitive wayfinding
- ✓ Safe and Secure
- ✓ Comfortable and Clean
- ✓ Universal access
- ✓ Sustainability and resilience

Integrated with Downtown

- ✓ Create opportunities for place-making, activated and visible site
- ✓ Respond to City downtown planning goals
- ✓ Improve access for all modes



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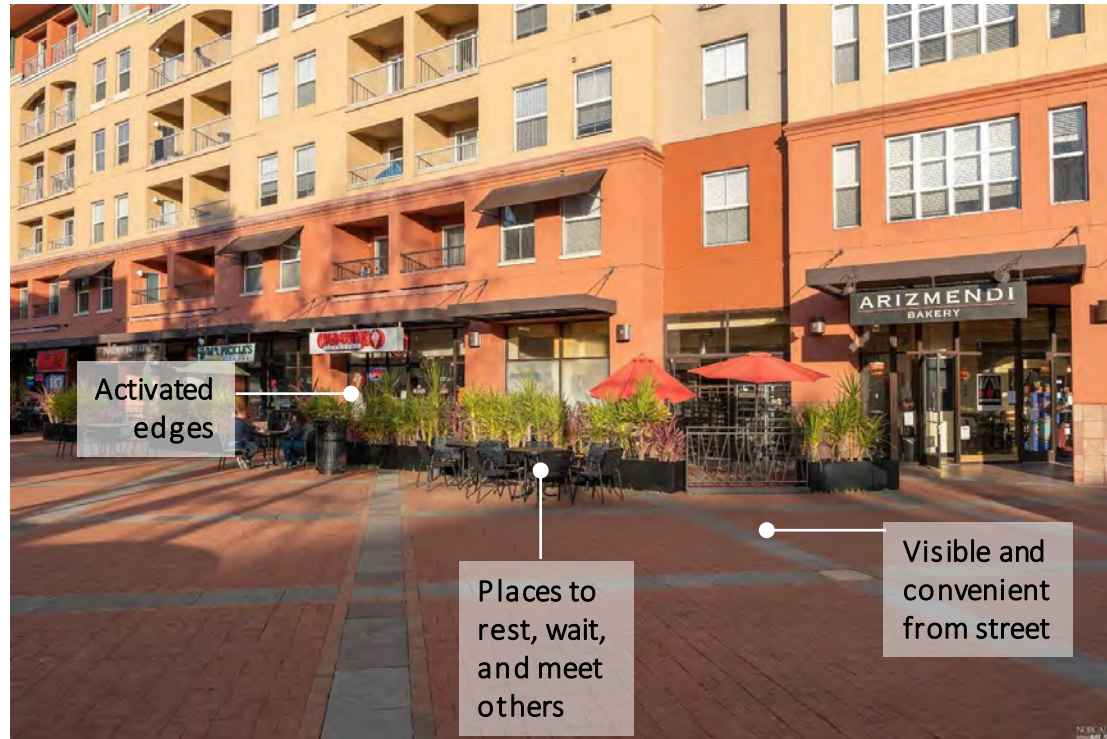


What Could the Transit Center Look Like?

- Current focus is on *scale*, *location* and *placement* of passenger amenity features
- Design treatments such as those shown below (paving, lighting, landscape, and placemaking elements) will be developed in later design stages for the selected alternative



Patasouras Bus Facility L.A. (above)
Health Line BRT, Cleveland (below)



San Rafael City Plaza (along 4th Street)



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Design Inspiration





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NATURAL MATERIALS such as wood in the canopy



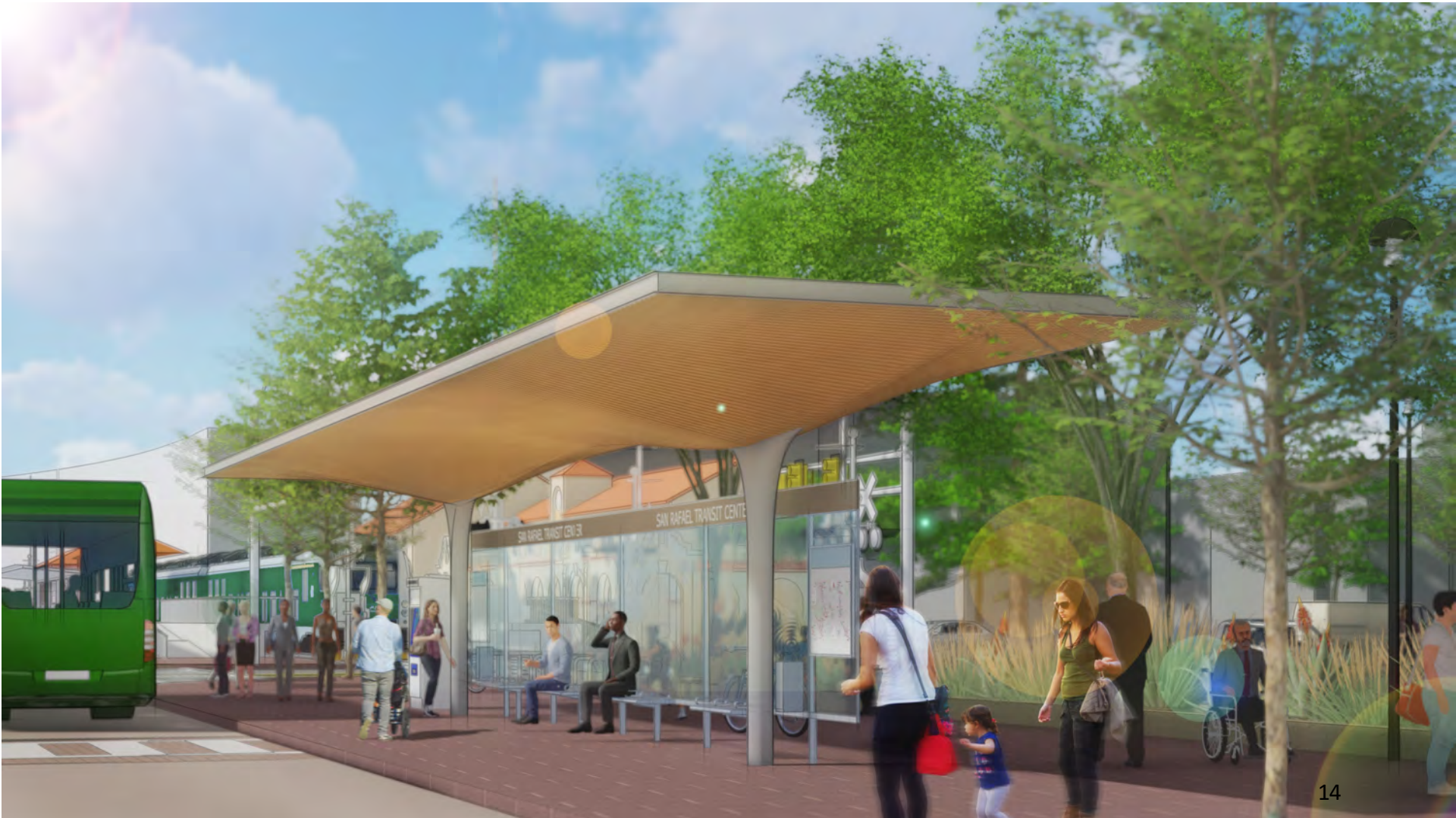


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NATURAL MATERIALS such as wood in the canopy





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SIMPLE, durable, and elegant materials



Provo, UT



Prefabricated Canopy



DART Central Station, TX



Placemaking Elements



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SIMPLE, durable, and elegant materials





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Mixed materials in a “MISSION STYLE”





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Mixed materials in a “MISSION STYLE”





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Transit Center Alternatives



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Option Locations



4th Street Gateway



Under the Freeway



Whistlestop Block



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4th Street Gateway Alternative



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Existing Conditions



1



2



3



4



1

4

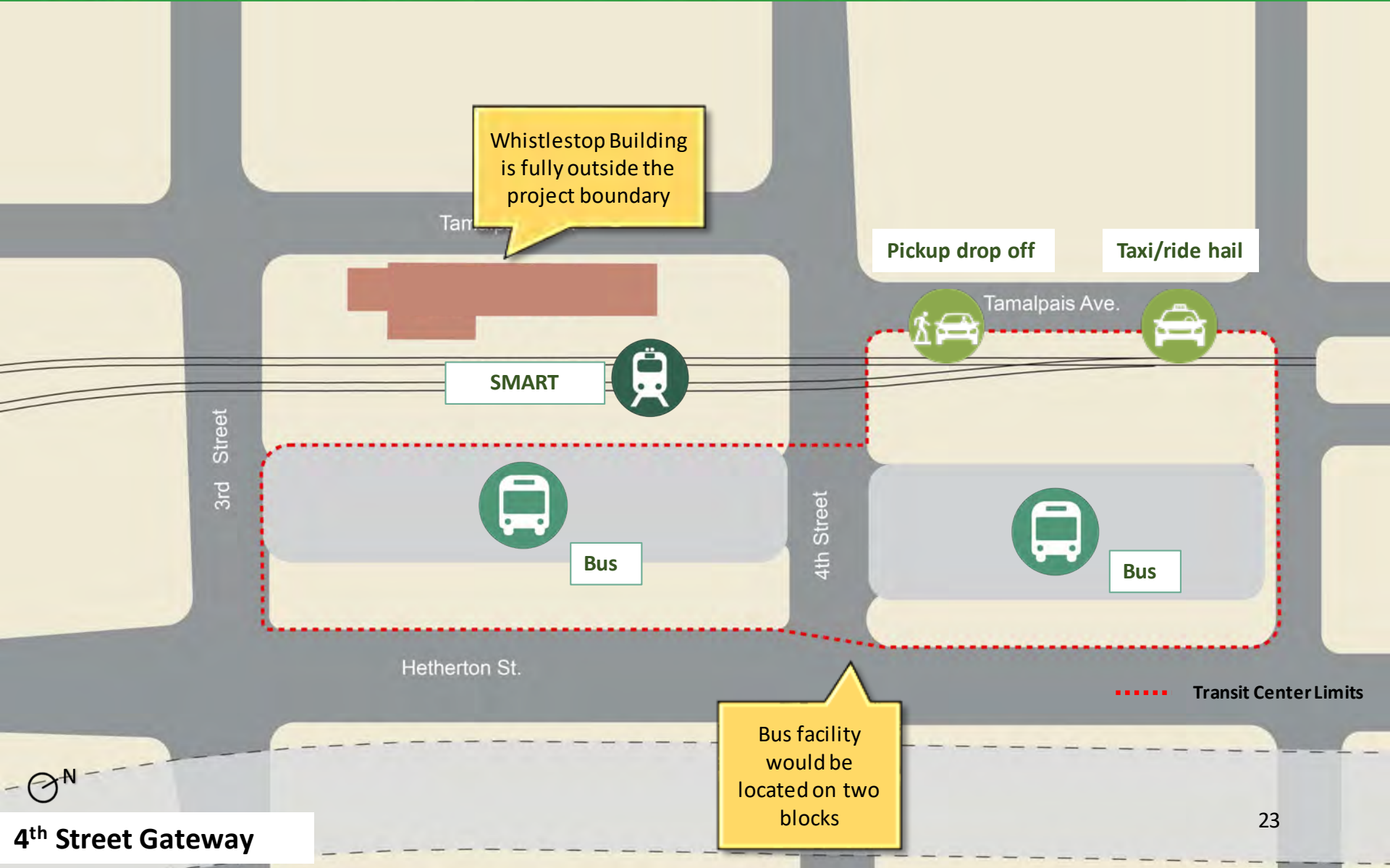
2

3



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Whistlestop Building is fully outside the project boundary

Pickup drop off

Taxi/ride hail

SMART

Tamalpais Ave.

3rd Street

4th Street

Bus

Bus

Hetherton St.

..... Transit Center Limits

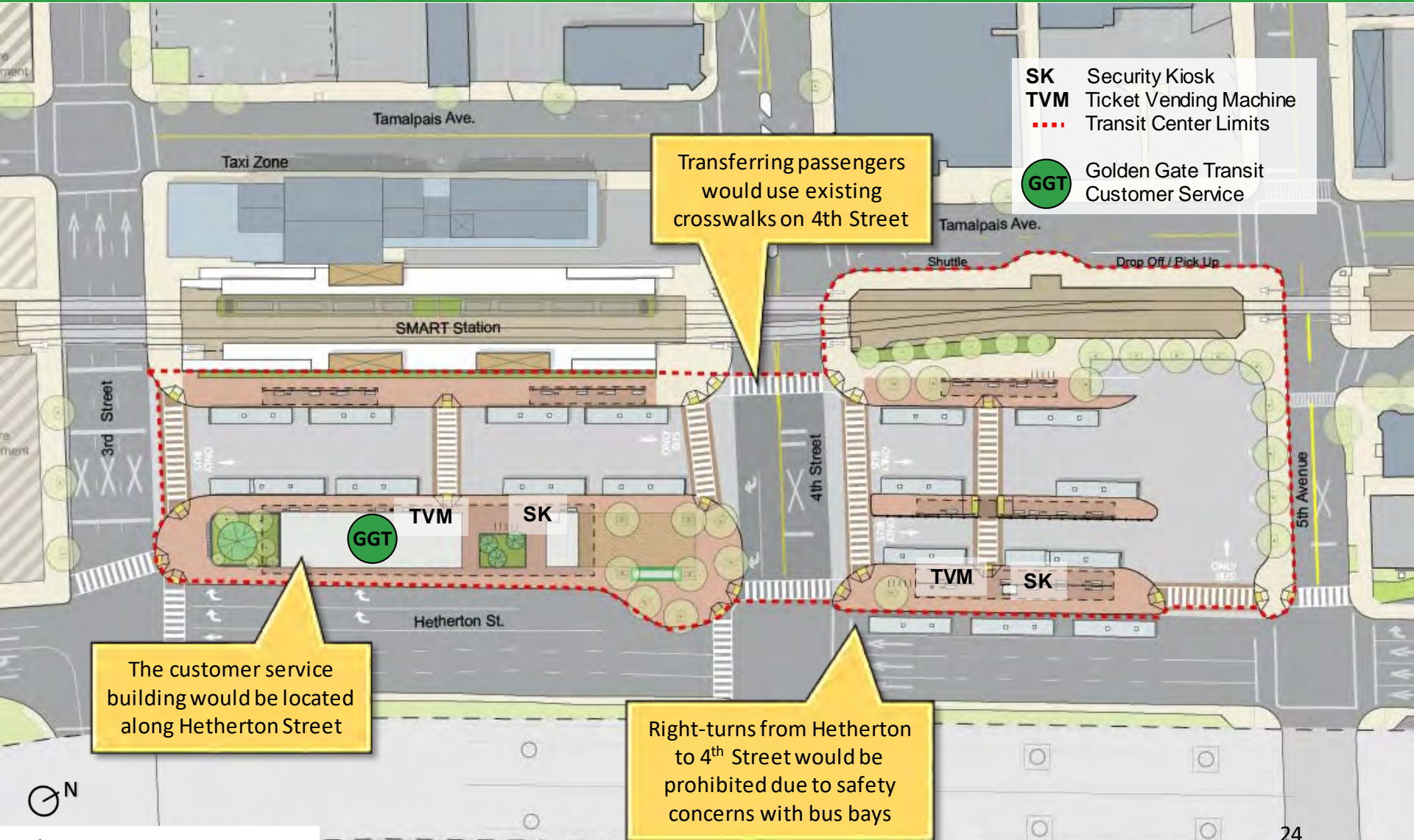
Bus facility would be located on two blocks

4th Street Gateway



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- SK** Security Kiosk
- TVM** Ticket Vending Machine
-** Transit Center Limits
- GGT** Golden Gate Transit Customer Service

Transferring passengers would use existing crosswalks on 4th Street

The customer service building would be located along Hetherton Street

Right-turns from Hetherton to 4th Street would be prohibited due to safety concerns with bus bays





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Illustrative concept only – Final Design in Next Project Phase



locator
25

4th Street Gateway (4th Street & Hetherton St Looking West)



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locator



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Benefits

- Slightly reduces bus travel times relative to current transit center
- Convenient transfers to/from SMART

Drawbacks

- Closes right turns from Hetherton to 4th Street
- Passengers have to cross 4th Street to make some transfers
- Victorian-style houses fronting 5th Avenue would need to be relocated
- Utilizes city blocks otherwise envisioned for other uses
- Several bus driveways on 4th Street



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Under the Freeway Alternative

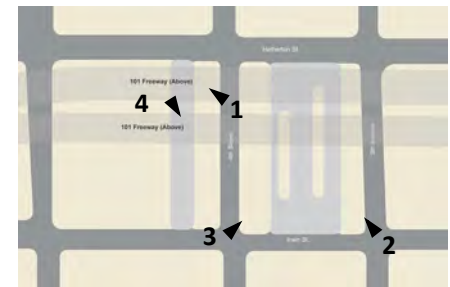


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Existing Conditions



Under The Freeway



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Transfers to SMART train would require crossing Hetherton Street

101 Freeway (Above)

101 Freeway (Above)

Bus facility is partially under the freeway and on both sides of 4th Street



Bus



Bus



Pickup drop off



Taxi/ride hail

4th Street

5th Avenue

Hetherton St.

Irwin St.

..... Transit Center Limits

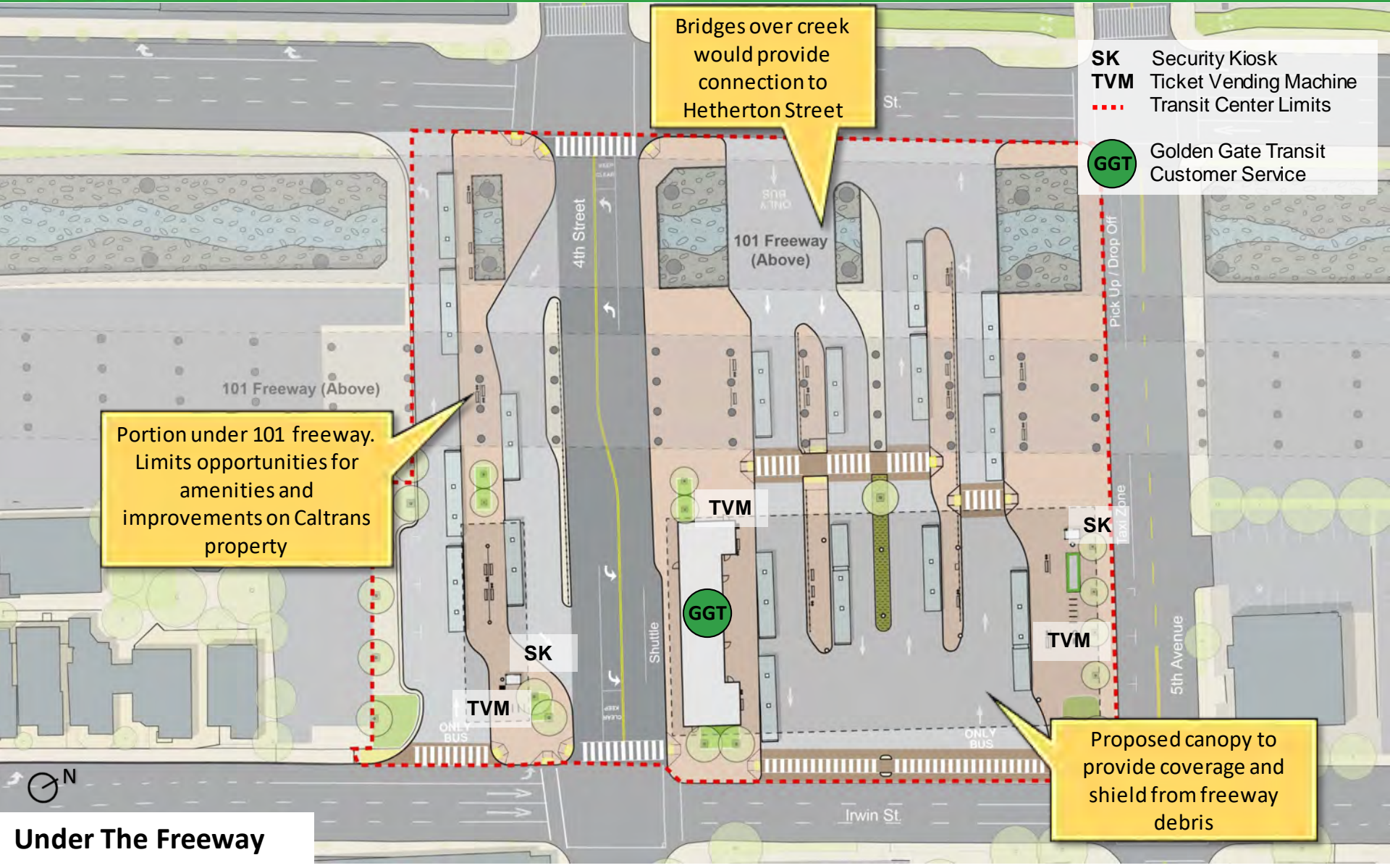


Under The Freeway



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Bridges over creek would provide connection to Hetherton Street

- SK** Security Kiosk
- TVM** Ticket Vending Machine
- Transit Center Limits
- GGT** Golden Gate Transit Customer Service

Portion under 101 freeway. Limits opportunities for amenities and improvements on Caltrans property

Proposed canopy to provide coverage and shield from freeway debris

Under The Freeway



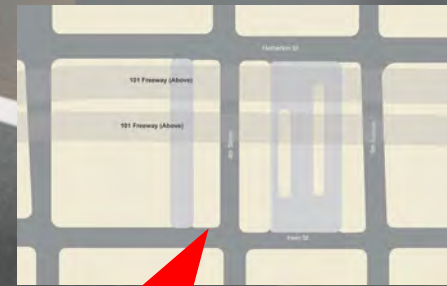


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Under The Freeway (5th Avenue & Irwin Street looking northwest)

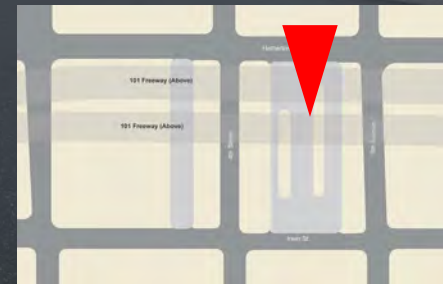


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Under The Freeway (Bus Bays under freeway looking east)



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Benefits

- Utilizes otherwise less-developable land
- Moderate (<10%) reduction in traffic delay
- Reduces bus travel times (5%-15% in downtown area) and improves reliability relative to current transit center
- Closer to San Rafael High School

Drawbacks

- Passengers have to cross Hetherton to transfer to SMART
- Passengers have to cross 4th Street to transfer between routes
- Freeway columns limit line of sight and visibility
- Less connected to downtown
- No site control, Caltrans can rescind access to site (i.e. repairs to freeway)
- Impacts existing public park-and-ride
- Impacts to Erwin Creek require mitigation



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Whistlestop Block Alternative

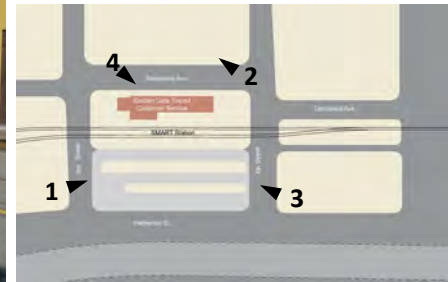


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Existing Conditions





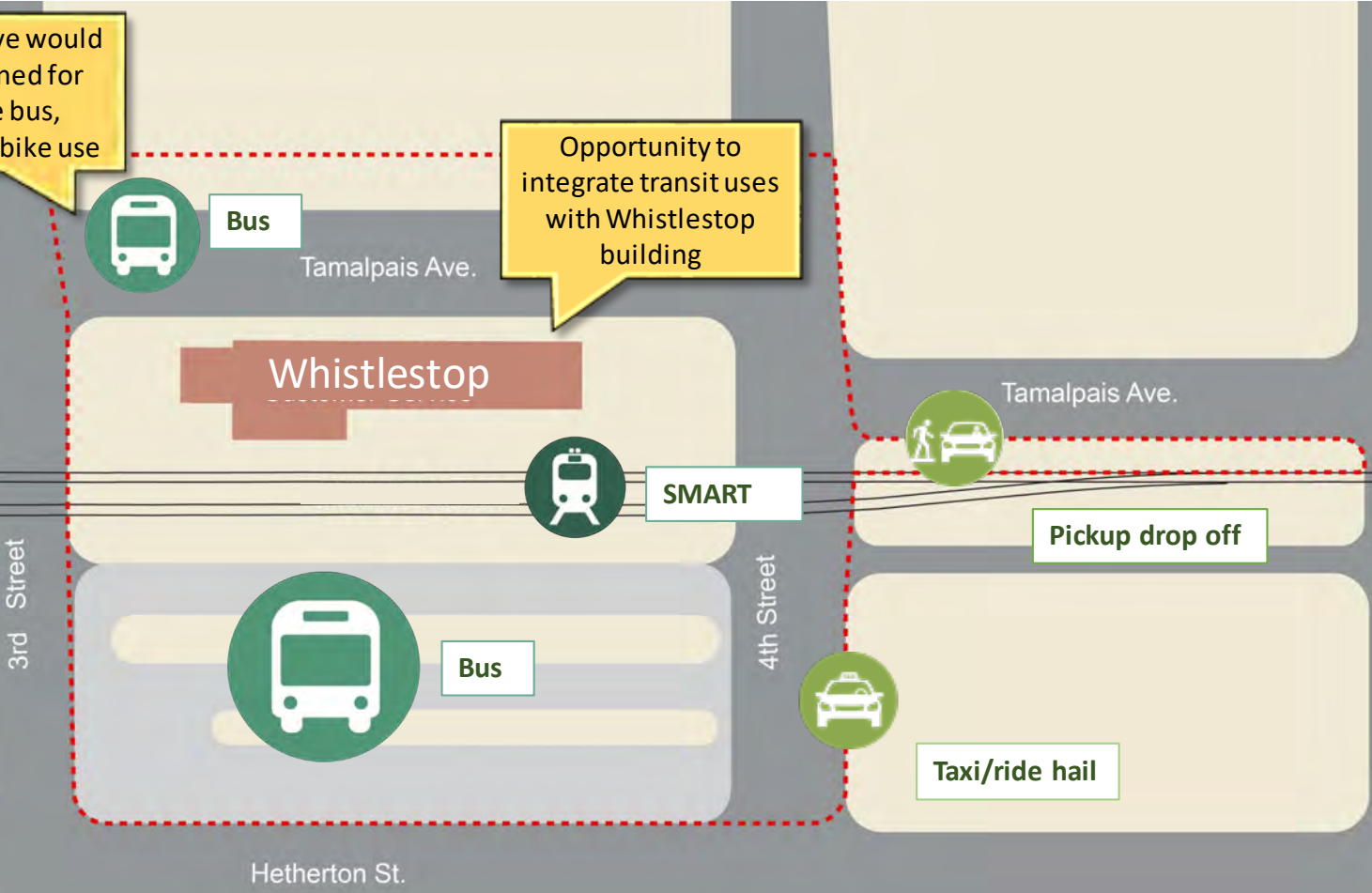
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Tamalpais Ave would be redesigned for exclusive bus, shuttle, and bike use

Opportunity to integrate transit uses with Whistlestop building



..... Transit Center Limits



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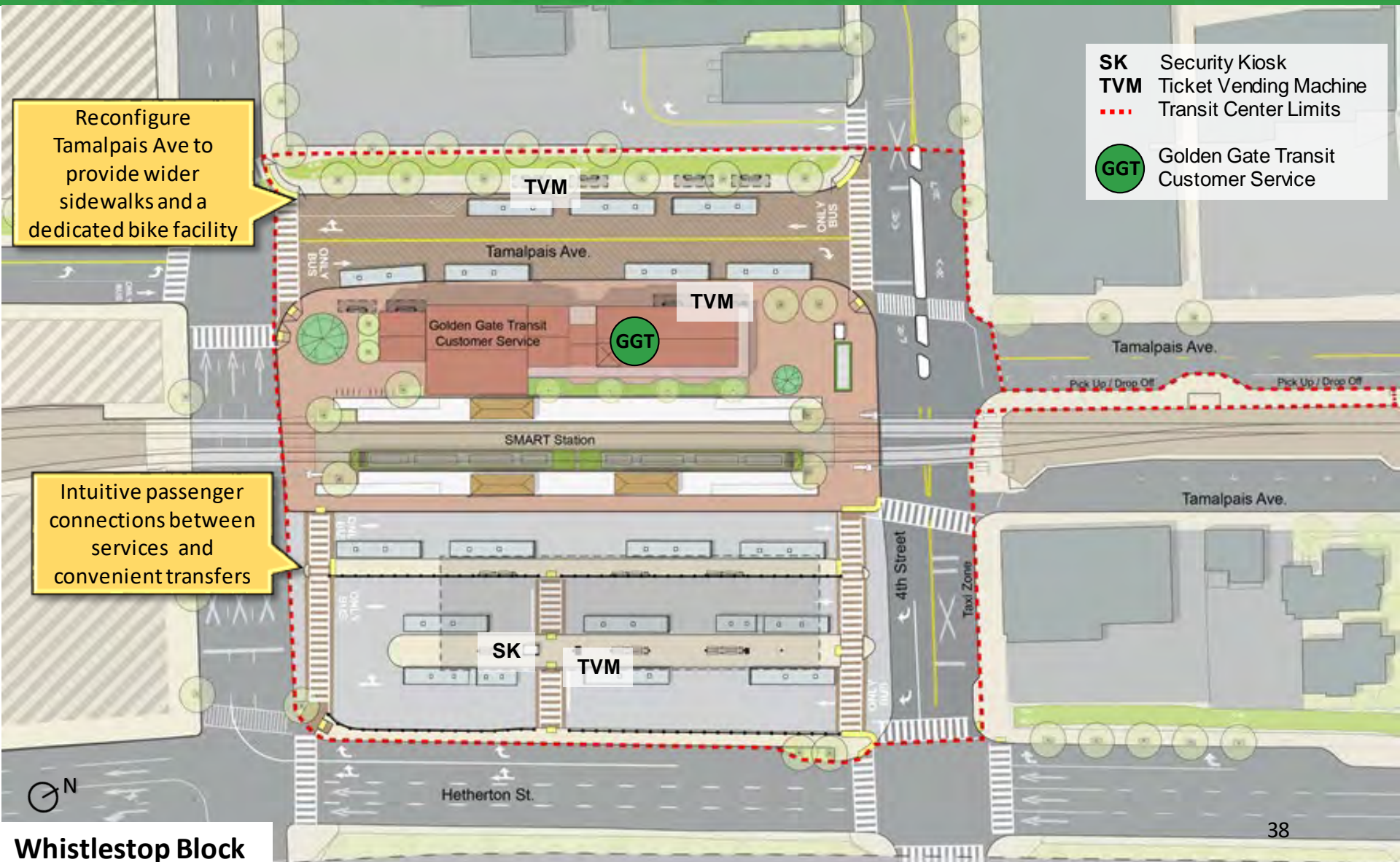
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Reconfigure Tamalpais Ave to provide wider sidewalks and a dedicated bike facility

Intuitive passenger connections between services and convenient transfers

- SK** Security Kiosk
- TVM** Ticket Vending Machine
-** Transit Center Limits
- GGT** Golden Gate Transit Customer Service



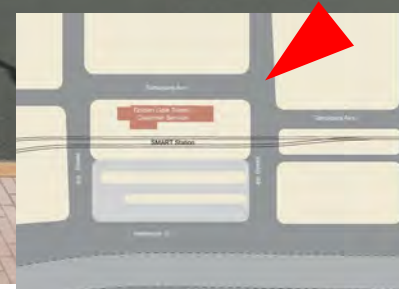


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Whistlestop Block (4th Street & Tamalpais Avenue looking south)



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Whistlestop Block (4th Street & Tamalpais Ave looking southwest)

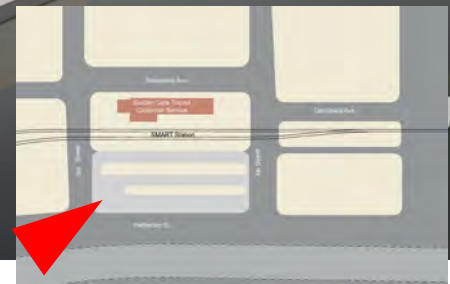


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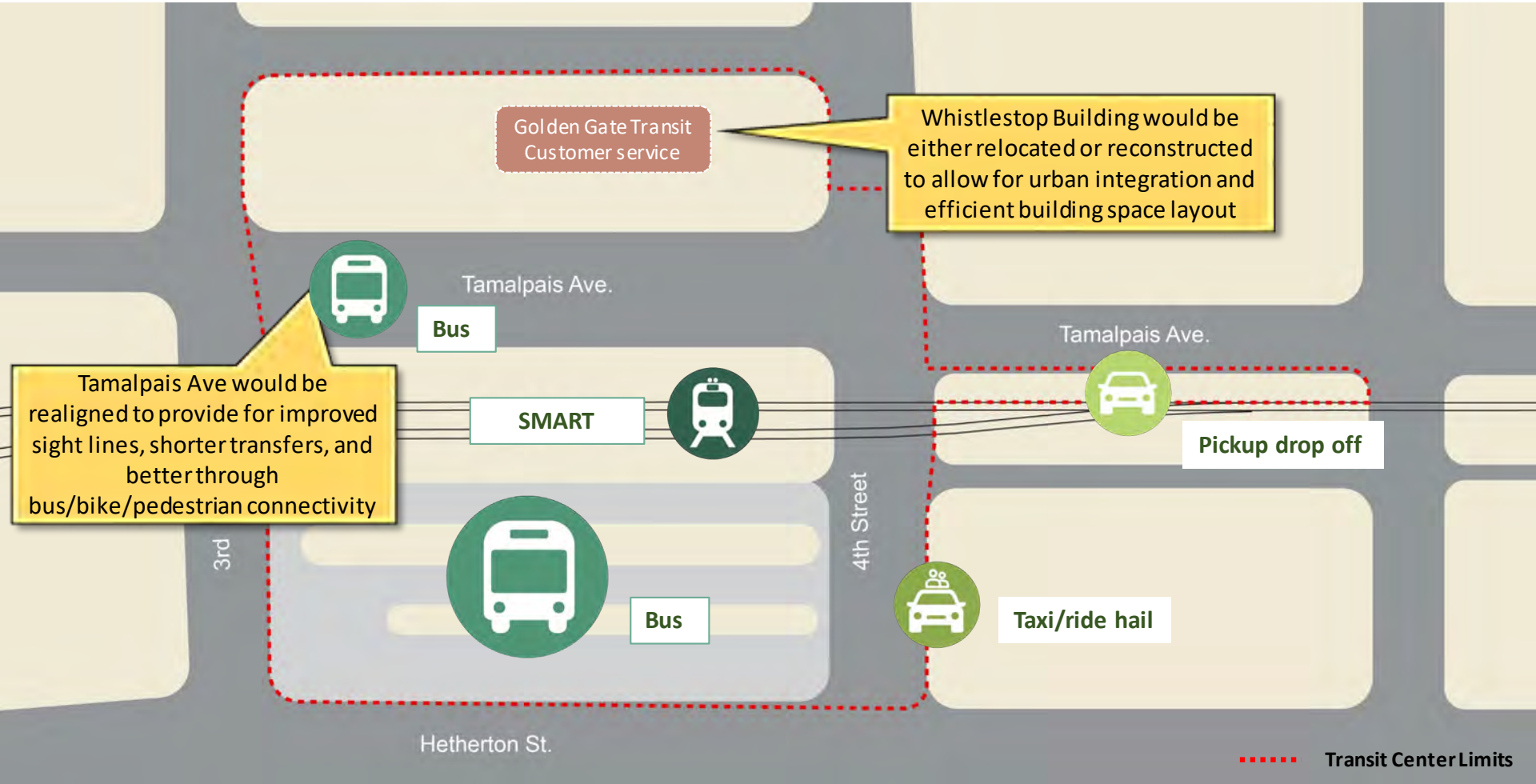


Whistlestop Block (3rd Street & Hetherton Ave looking northwest)



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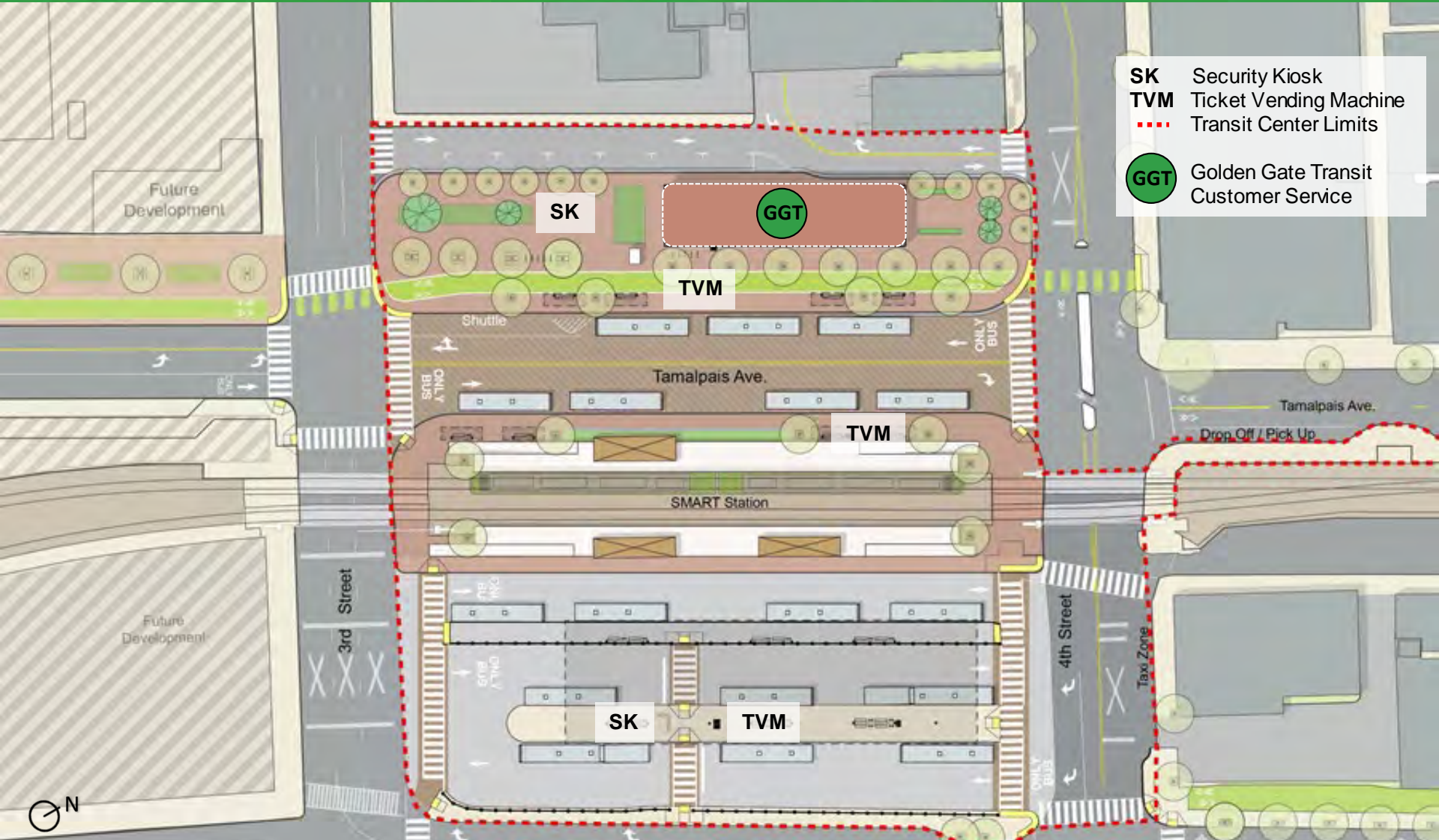
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Whistlestop Block (Alternate – Relocate Whistlestop)

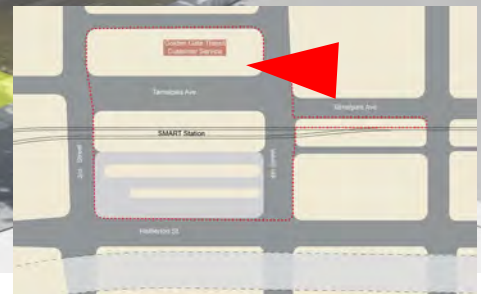


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Whistlestop Block (Alternate – Relocate Whistlestop; 4th Street & Tamalpais Ave looking south)



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Benefits

- Concentrates transit center activity on one block
- Reduces bus travel times (5%-15% in downtown area) and improves reliability relative to current transit center
- Moderate (<10%) reduction in traffic delay
- Passengers don't have to cross streets to make any transfers
- Opportunity to leverage existing/rebuilt Whistlestop as part of transit function

Drawbacks

- Uses land that could be envisioned for other purposes
- Bus driveways on 4th Street between SMART and Hetherton



We Want Your Input!

- Information on the project, schedule, and the three alternatives (and more) is on the project website: goldengate.org/SRTC
- This live meeting is for the purposes of answering clarifying questions – we ask that all community members provide their feedback through the survey



We Want Your Input!

- Provide your feedback through the online survey (see http://bit.ly/SRTC_Survey)
 - Tell us how these alternatives rate under different categories
 - Tell us what you like or would like to change about any of the three alternatives
 - Indicate preference on the design inspirations
- Survey open through December 11th
- Additional outreach planned for Spring 2021



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Thank You for Participating!

- Website: goldengate.org/SRTC
- Survey: http://bit.ly/SRTC_Survey
- E-mail: SRTC@goldengate.org
- Phone: (415) 257-4444



Question and Answer Period

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