



# SAN RAFAEL TRANSPORTATION CENTER

Relocation Analysis, Environmental Clearance, and Preliminary Design



## PRELIMINARY TRANSIT CENTER CONCEPTS UNDER CONSIDERATION

### Project Information

The Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin County Transit, Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART), is working on a replacement San Rafael Transportation Center (SRTC). This project includes identification and evaluation of potential sites, an environmental clearance process, and preliminary design for the transit center.

### Stay Connected

Email: [SRTC@goldengate.org](mailto:SRTC@goldengate.org)

Telephone: (415) 257-4444

Updates available on the project website [goldengate.org/SRTC](http://goldengate.org/SRTC)

[facebook.com/GoldenGateTransit](https://www.facebook.com/GoldenGateTransit)

[@GoldenGateBus](https://twitter.com/GoldenGateBus)

We are looking for your feedback on these concepts! Please take our survey at: [bit.ly/SRTCsurvey](http://bit.ly/SRTCsurvey)

### Whistlestop Block Concept



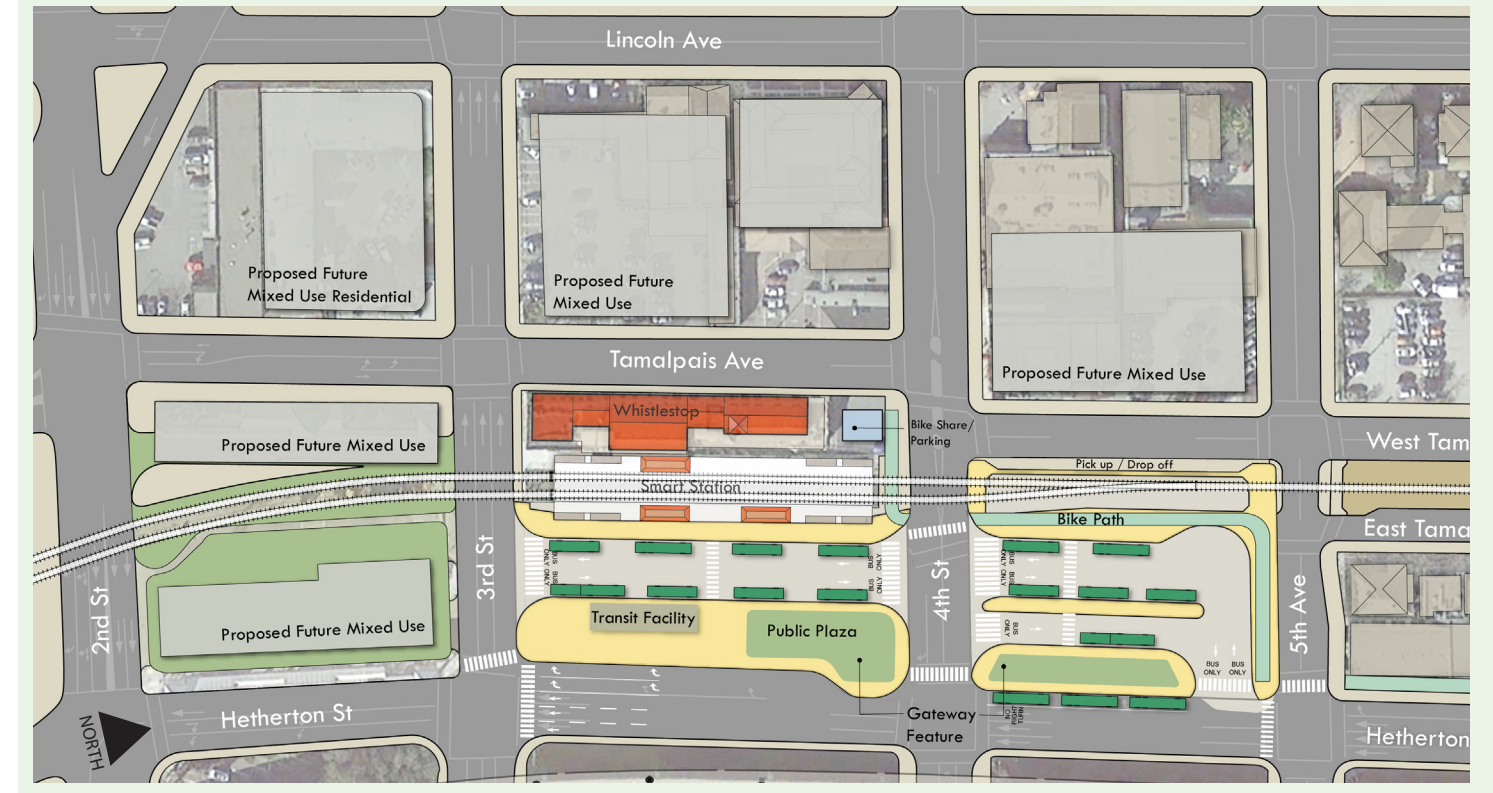
#### Pros

- Consolidates most bays on one City block
- Allows most bus and SMART transfers to occur without crossing City streets
- Creates an opportunity to integrate Whistlestop building into the transit center
- Provides convenient pedestrian access to 4th Street for most bays

#### Cons

- Adds significant bus activity to 4th Street, increasing congestion and likely requiring changes to traffic signal operations
- Longer transfer distance for bus patrons between some routes
- Creates wide driveways fronting 4th and 3rd Streets
- Additional bays needed on City streets (3rd Street) to accommodate bus operations

### 4th Street Gateway Concept



#### Pros

- Convenient pedestrian access along 4th Street to Downtown
- Includes space for transit-supportive uses, public spaces, or gateway elements to Downtown
- Transfers between buses and SMART are within a short walk
- Efficient bus routing minimizes use of City streets for bus circulation

#### Cons

- Eliminates southbound right turns from Hetherton Street onto 4th Street
- Transfer activity will increase pedestrian crossings of 4th Street
- Creates bus driveways fronting both sides of 4th Street

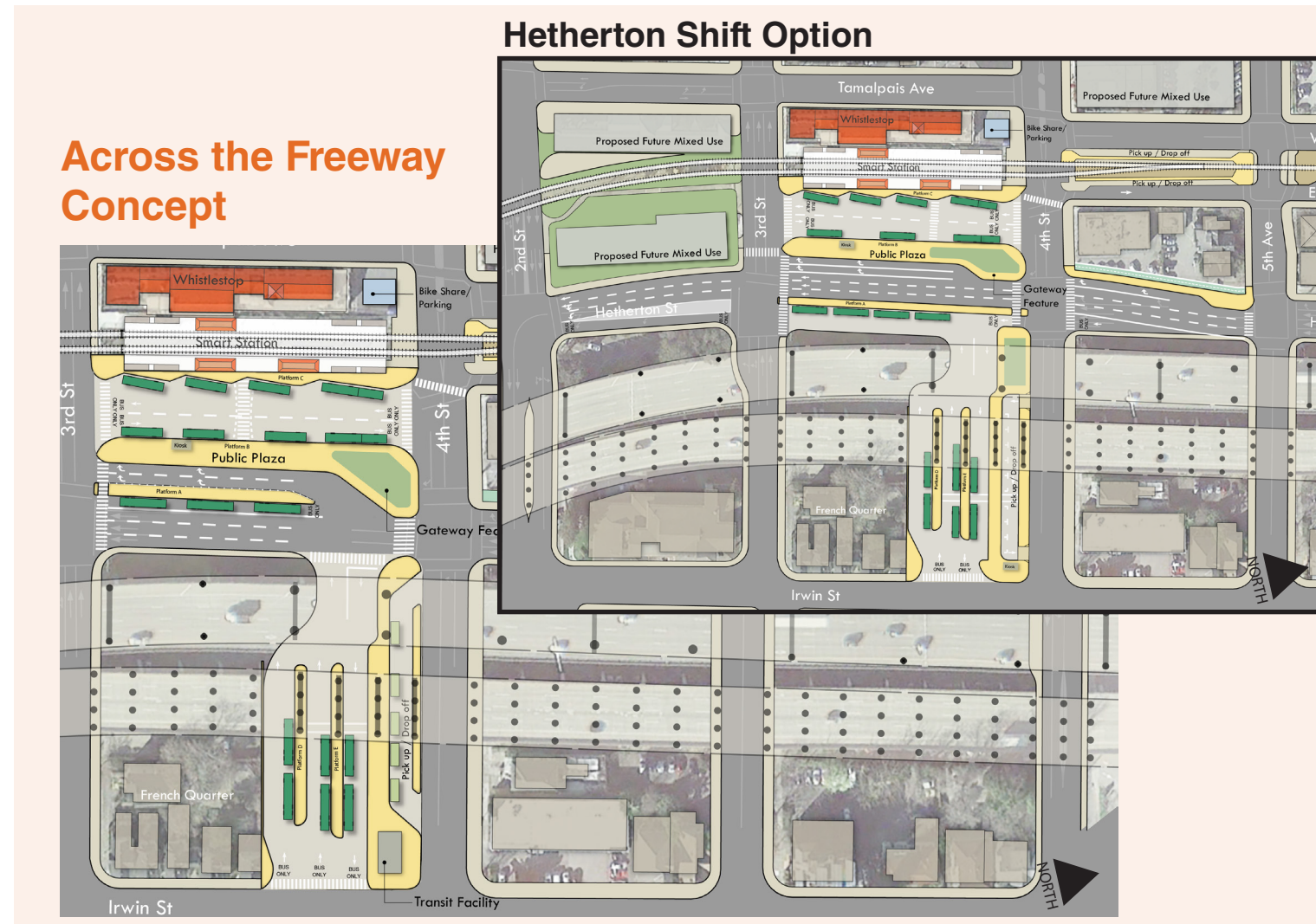


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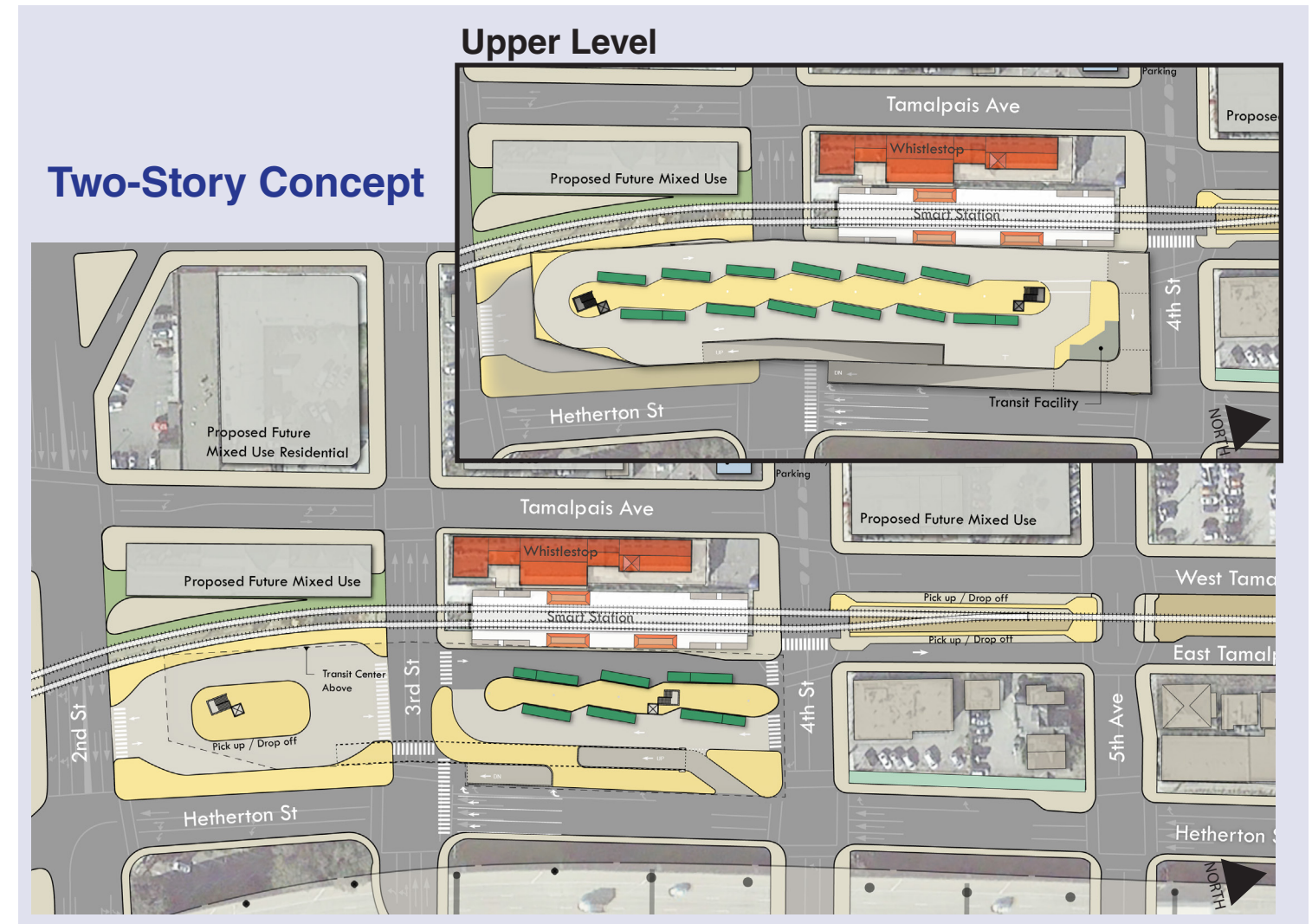


### Pros

- Provides convenient pedestrian access to 4th Street for most bays
- Creates opportunity for 4th Street improvements to bridge Downtown east and west of the freeway
- Efficient for buses arriving from freeway
- Buses serving beneath freeway facility may be less impacted by grade crossing operations

### Cons

- Eliminates a number of parking spaces from high-occupancy Caltrans park-and-ride
- Under-freeway space is less inviting for comfort and wayfinding
- Increases pedestrian crossings across Hetherton Street
- Transit island may make pedestrians uncomfortable and encourage jaywalking across bus only lane/right-turn lane
- Long walk times between some bus bays and SMART will make transfers challenging
- Would require covering up a portion of the creek, introducing environmental issues



### Pros

- Allows transfers between buses and SMART to occur without crossing City streets
- Only requires acquisition of one parcel, minimizing business impacts
- All bus bays are off-street
- Fewest number of bus driveways

### Cons

- May be aesthetically undesirable
- Would create a tunnel effect on 3rd Street
- Second level significantly increases project costs
- Ground floor noise and air quality concerns for customers
- Security may be a challenge as obstructed line of sight between bus bays creates challenges
- Would likely disrupt traffic operations at 3rd & Hetherton, increasing congestion
- Creates inefficient bus operations