



SAN RAFAEL TRANSPORTATION CENTER



Relocation Analysis, Environmental Clearance, and Preliminary Design

Community Meeting Presentation November 2020



SAN RAFAEL
THE CITY WITH A MISSION





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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 chat box
 - We will update project FAQ based on questions received
- Feedback on the alternatives should be provided via the survey (http://bit.ly/SRTC_Survey)



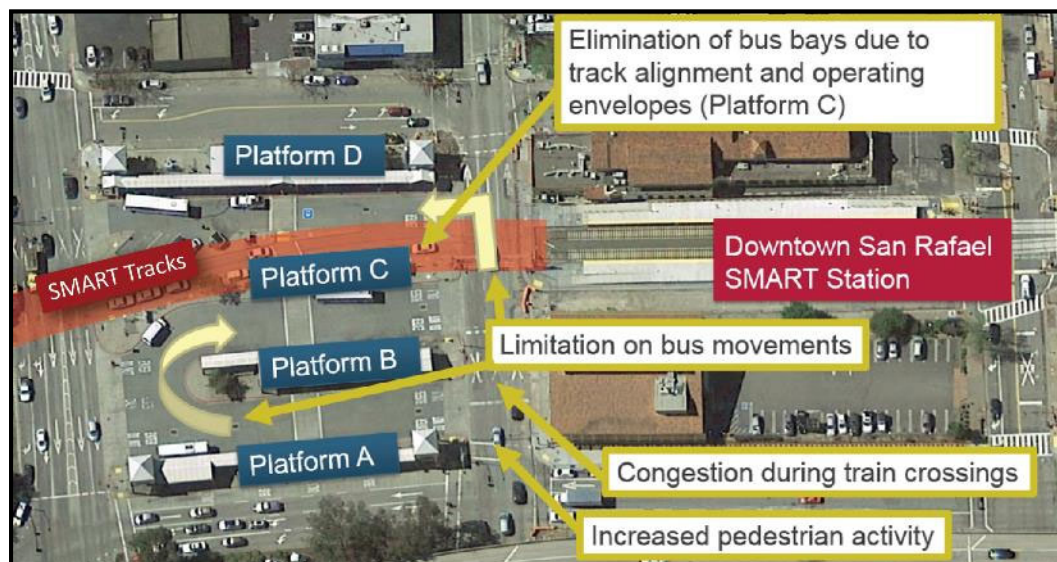
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Why a New Transit Center?

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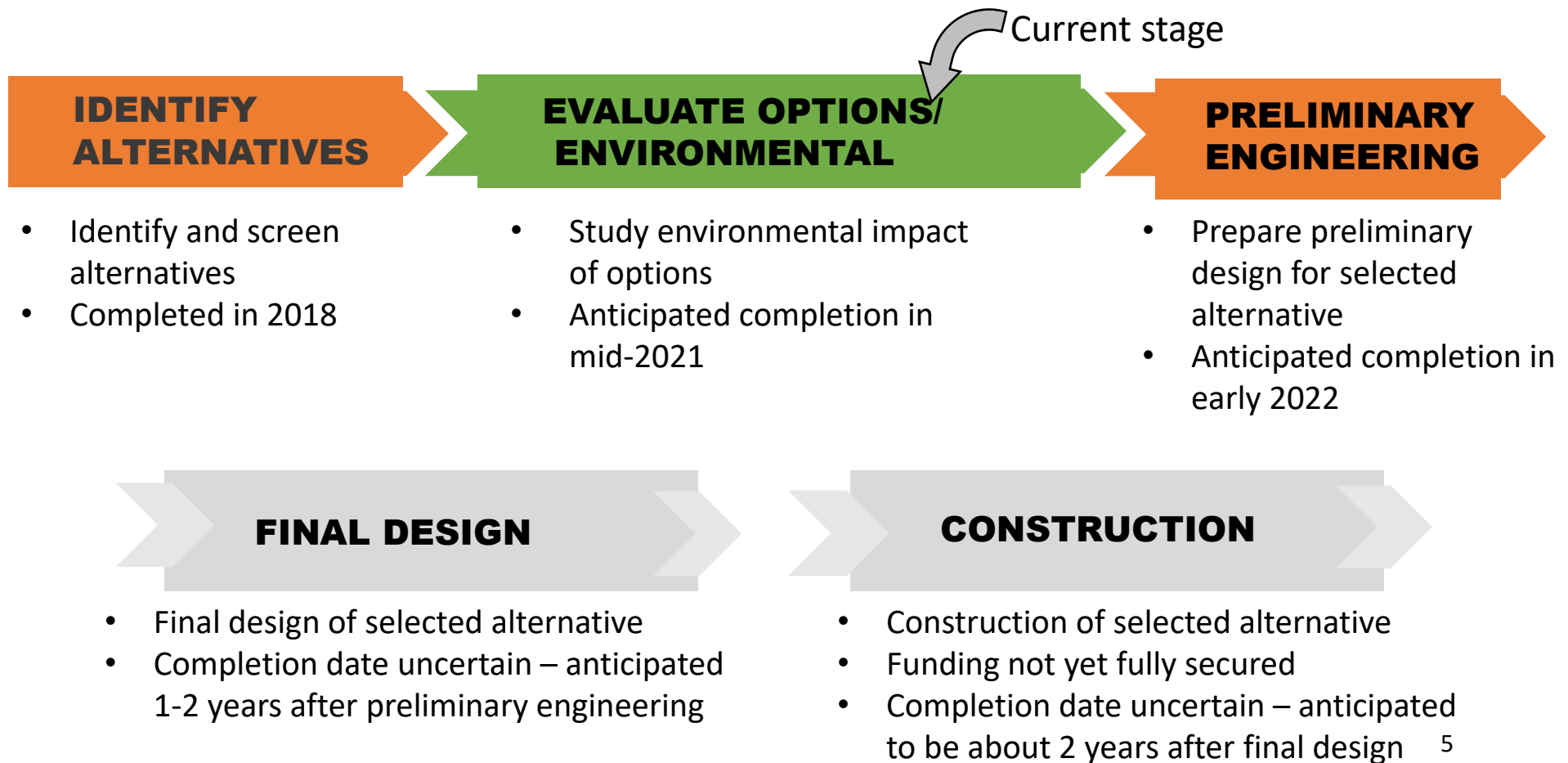
Project Need: The SMART extension to Larkspur requires relocating the Transit Facility to accommodate bus operations and safe passenger transfers.

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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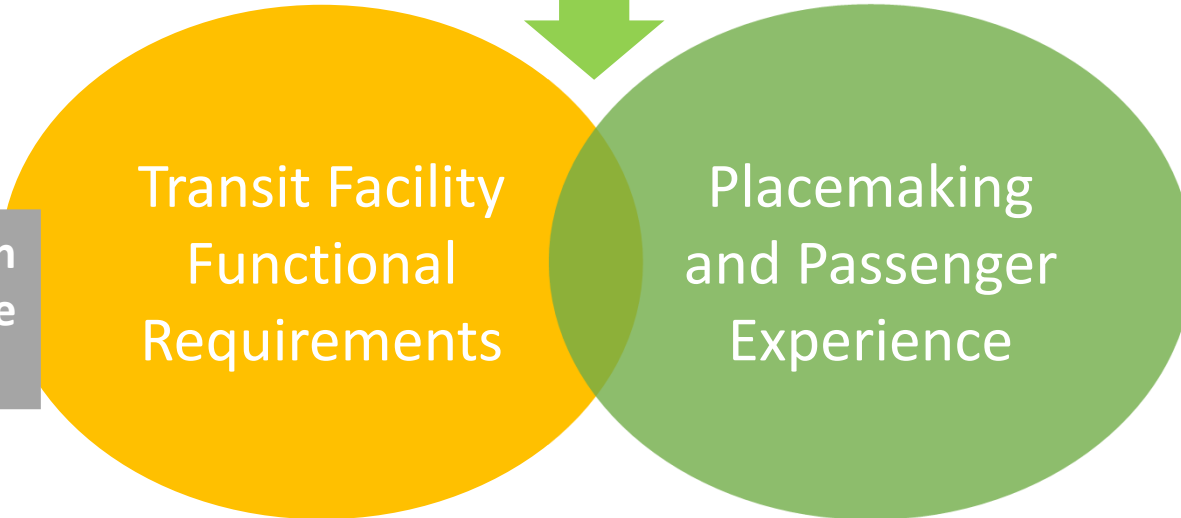
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Integrated Design Approach



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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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



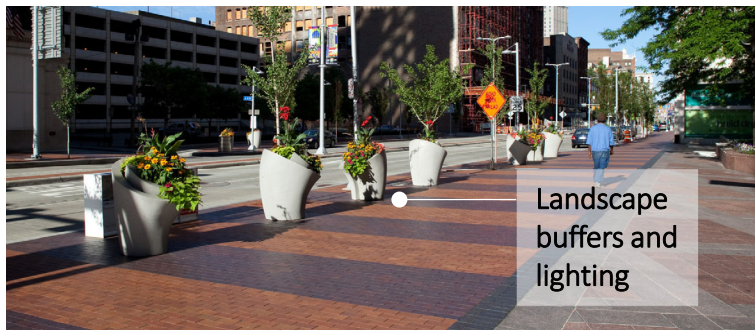
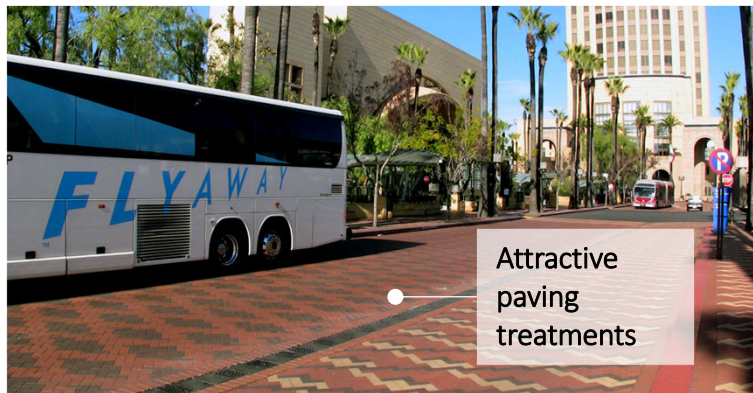
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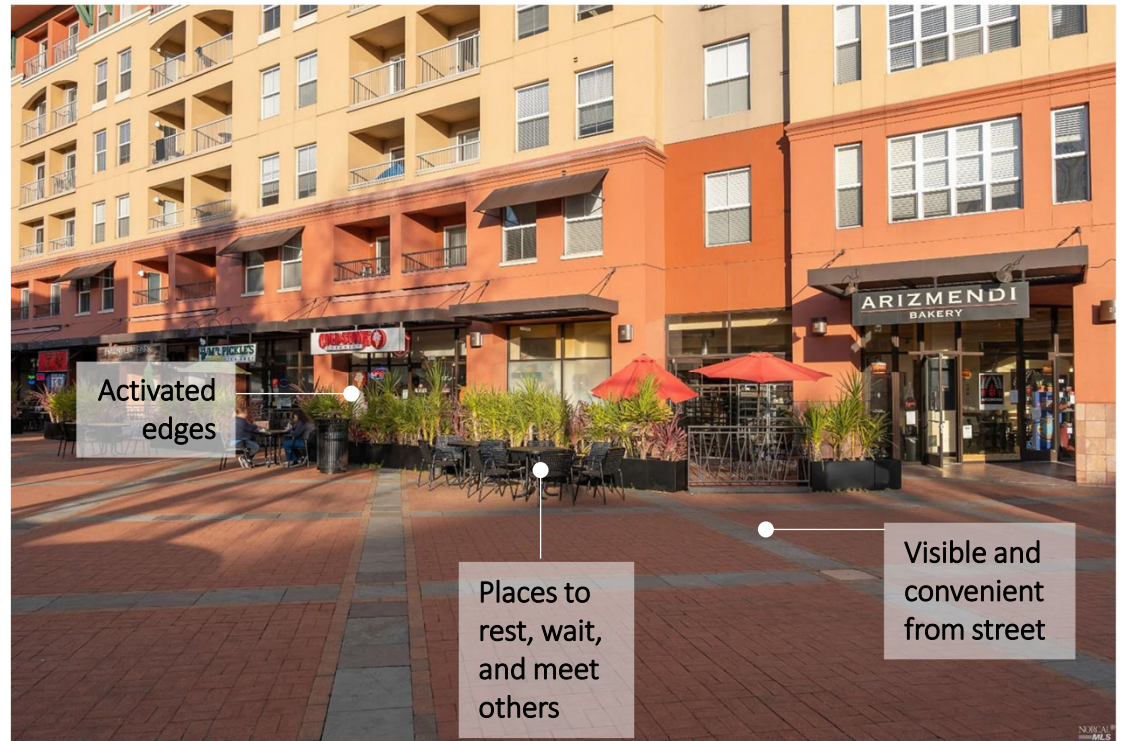


What Could the Transit Center Look Like?

- 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



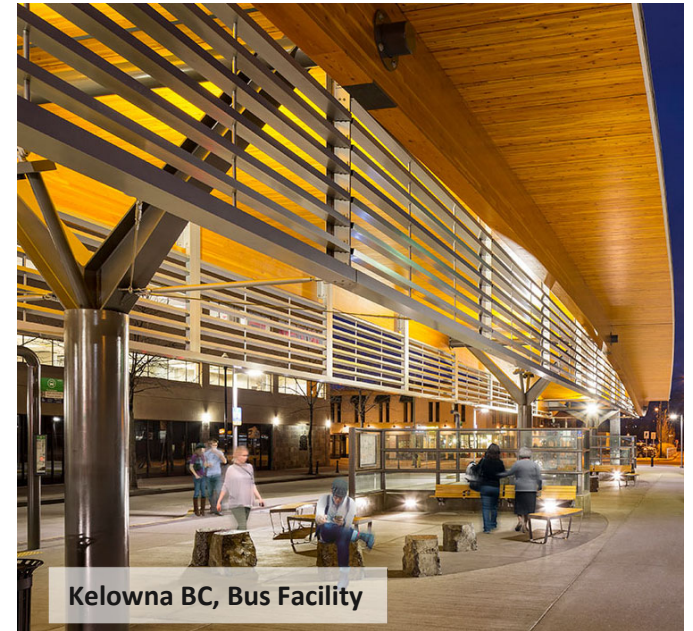


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NATURAL MATERIALS such as wood in the canopy



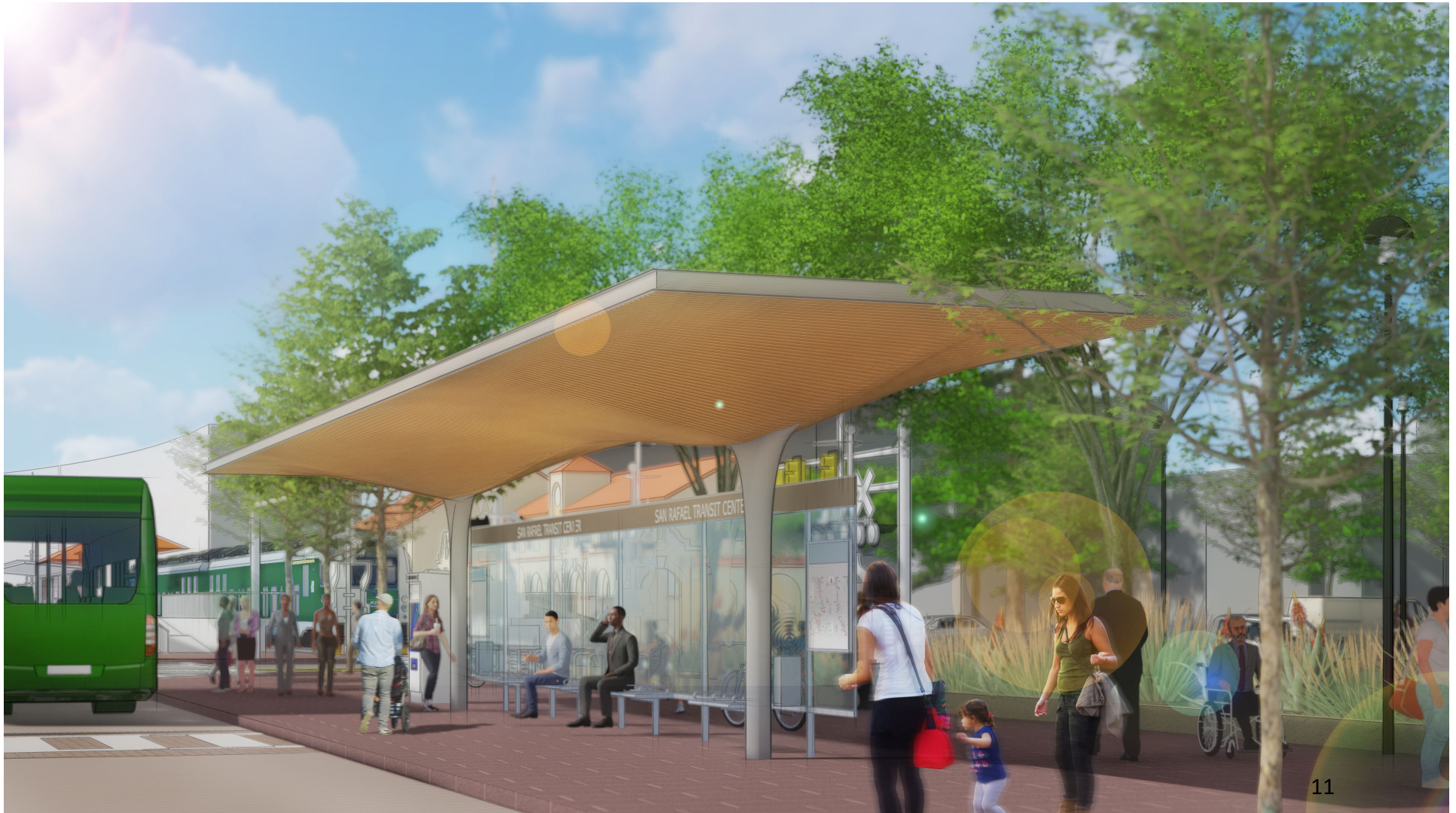


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NATURAL MATERIALS such as wood in the canopy





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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”



Mill Valley



Marin



San Rafael





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Mixed materials in a “MISSION STYLE”





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Transit Center Alternatives



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4th Street Gateway Alternative

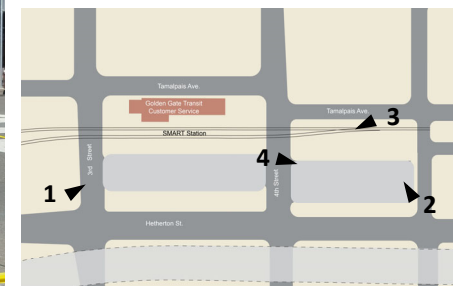


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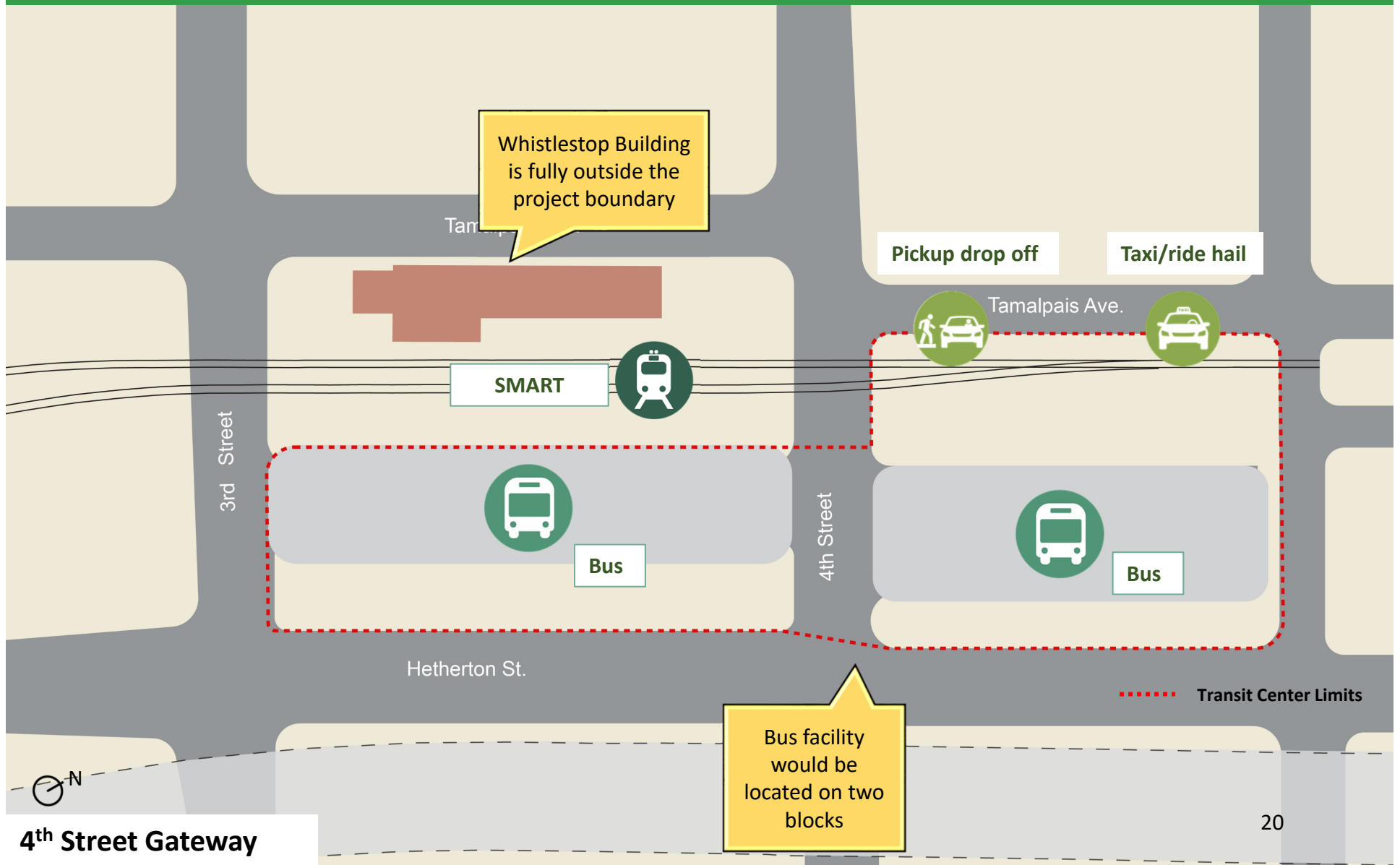
Existing Conditions





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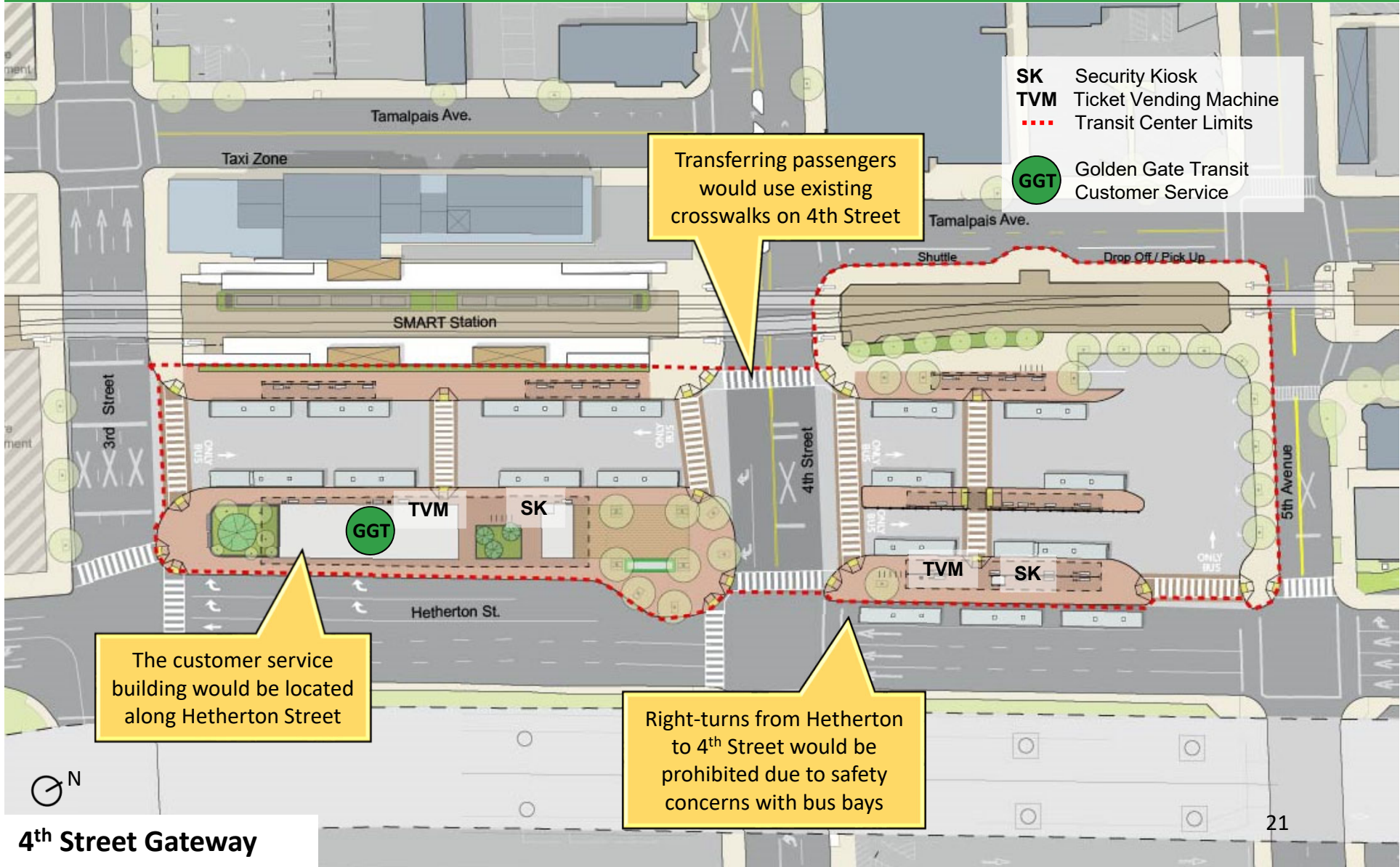
..... Transit Center Limits

Bus facility would be located on two blocks



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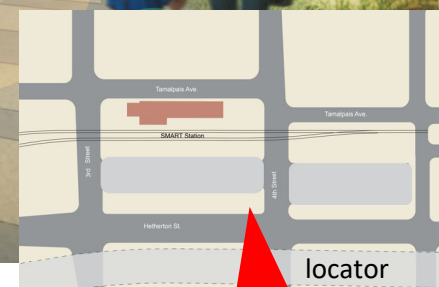


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Illustrative concept only – Final Design in Next Project Phase



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



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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

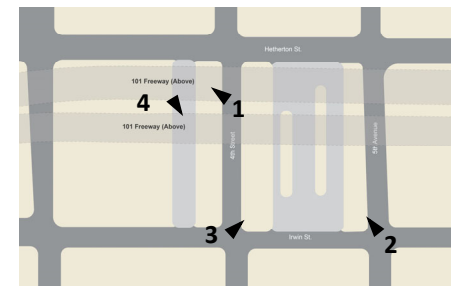


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Existing Conditions



Under The Freeway



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Transfers to SMART train would require crossing Hetherton Street

101 Freeway (Above)

Hetherton St.

101 Freeway (Above)



Pickup drop off

4th Street

5th Avenue

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



Bus



Bus



Taxi/ride hail

Irwin St.

..... Transit Center Limits



Under The Freeway



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Bridges over creek would provide connection to Hetherton Street

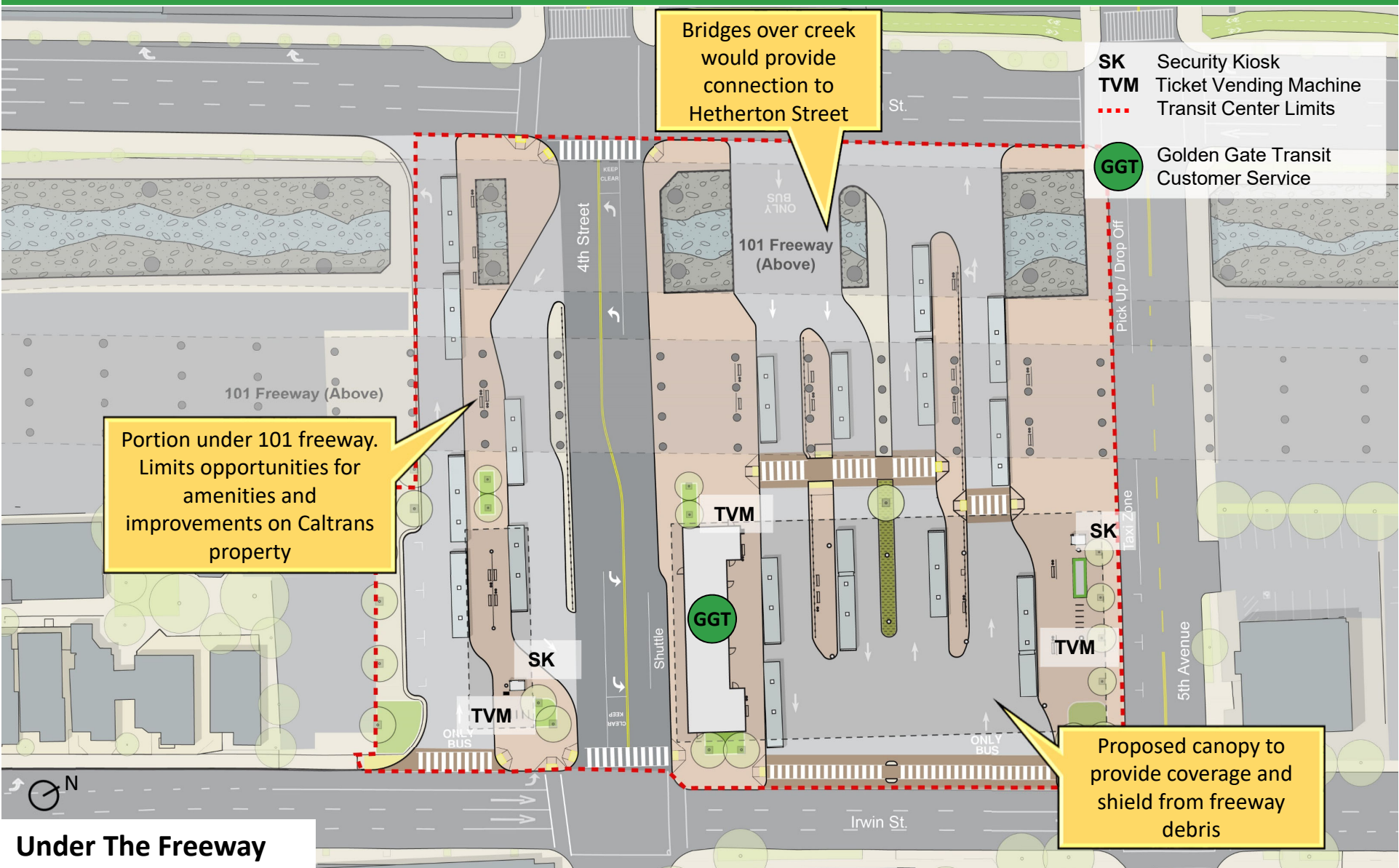
- SK** Security Kiosk
- TVM** Ticket Vending Machine
- GGT** Golden Gate Transit Customer Service
- Transit Center Limits

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

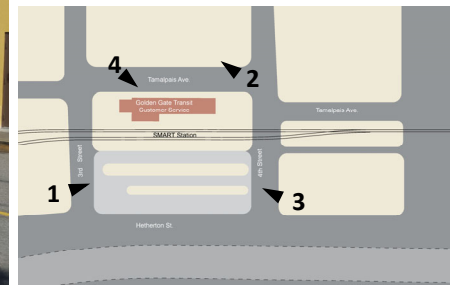


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Existing Conditions

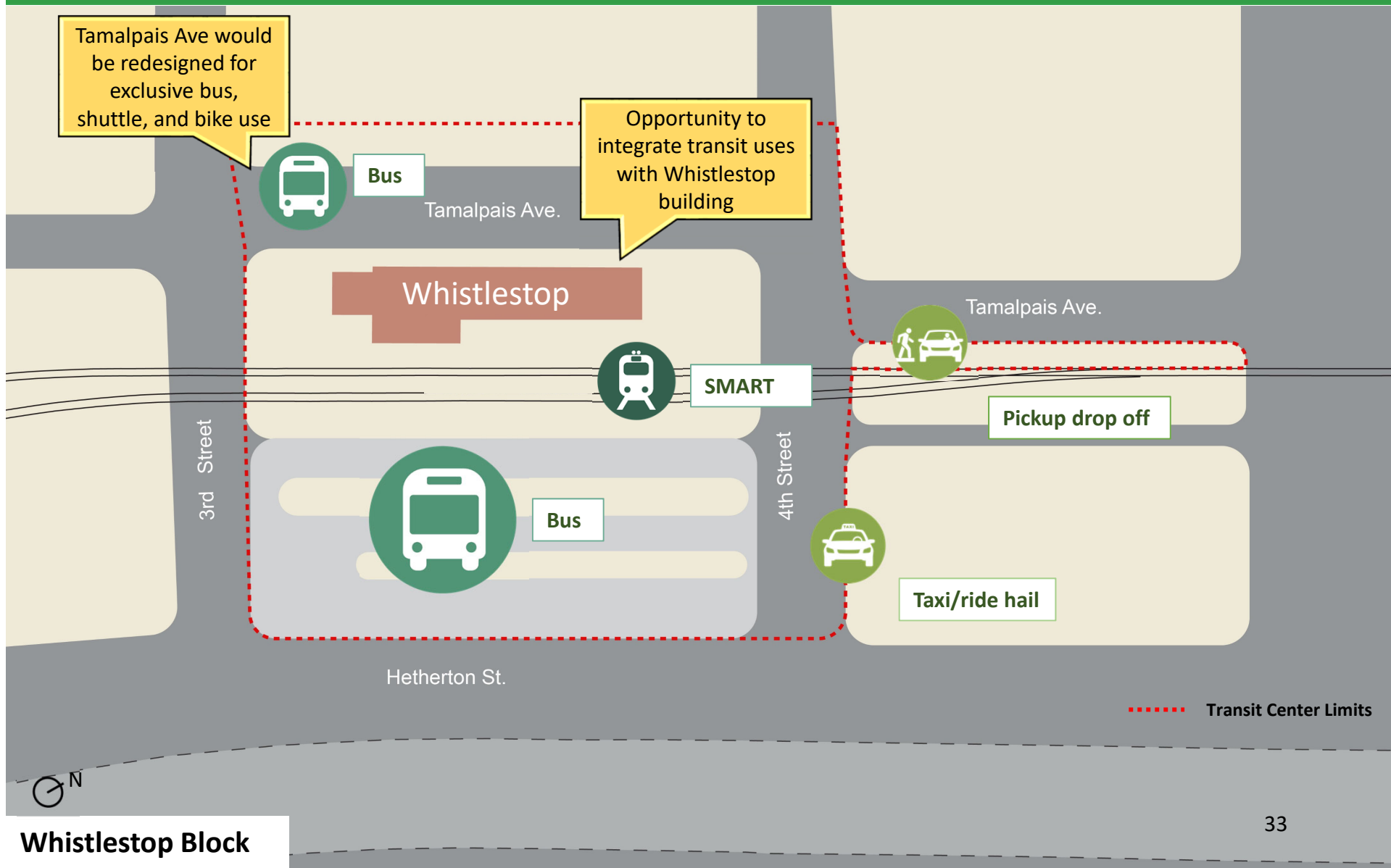


Whistlestop Block



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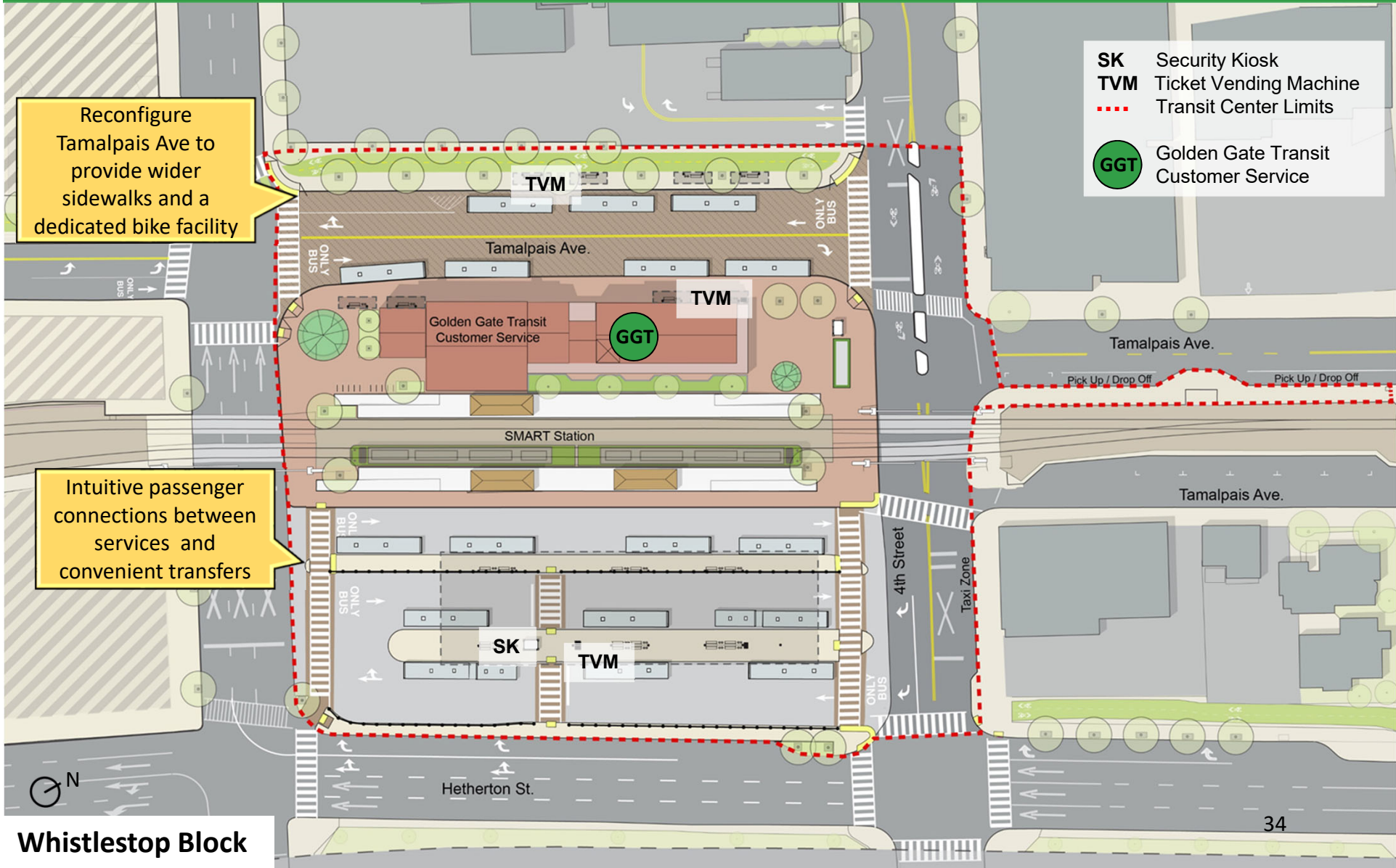
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Reconfigure Tamalpais Ave to provide wider sidewalks and a dedicated bike facility

Intuitive passenger connections between services and convenient transfers

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



Whistlestop Block

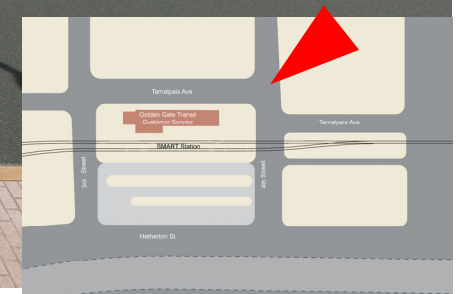


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Whistlestop Block (4th Street & Tamalpais Avenue looking south)

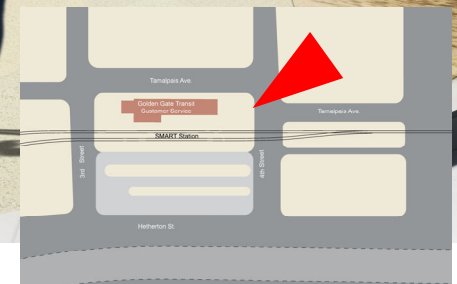


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Whistlestop Block (4th Street & Tamalpais Ave looking southwest)

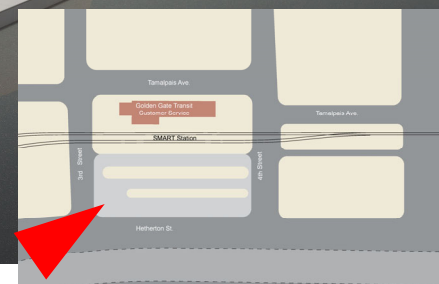


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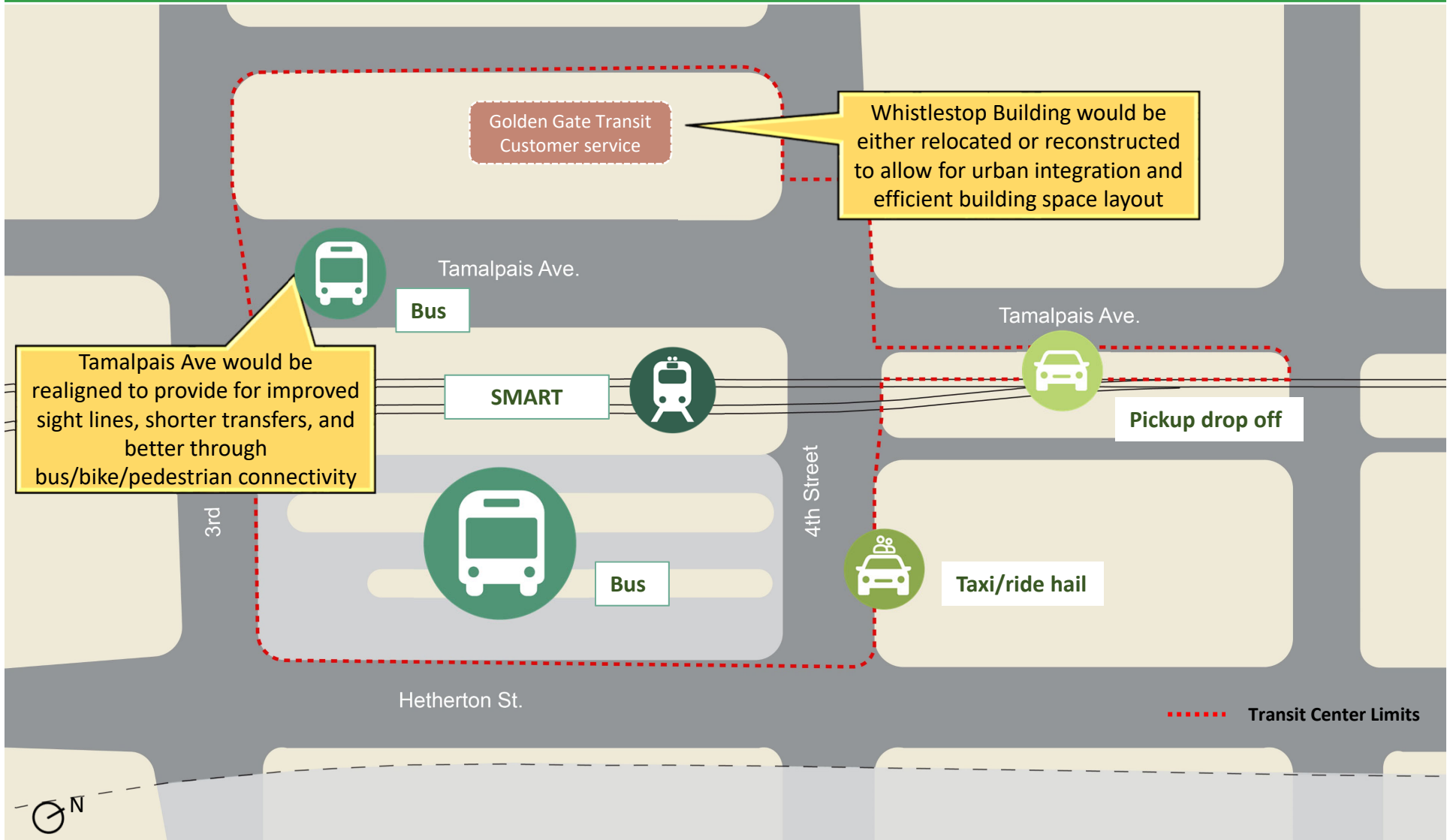


Whistlestop Block (3rd Street & Hetherton Ave looking northwest)



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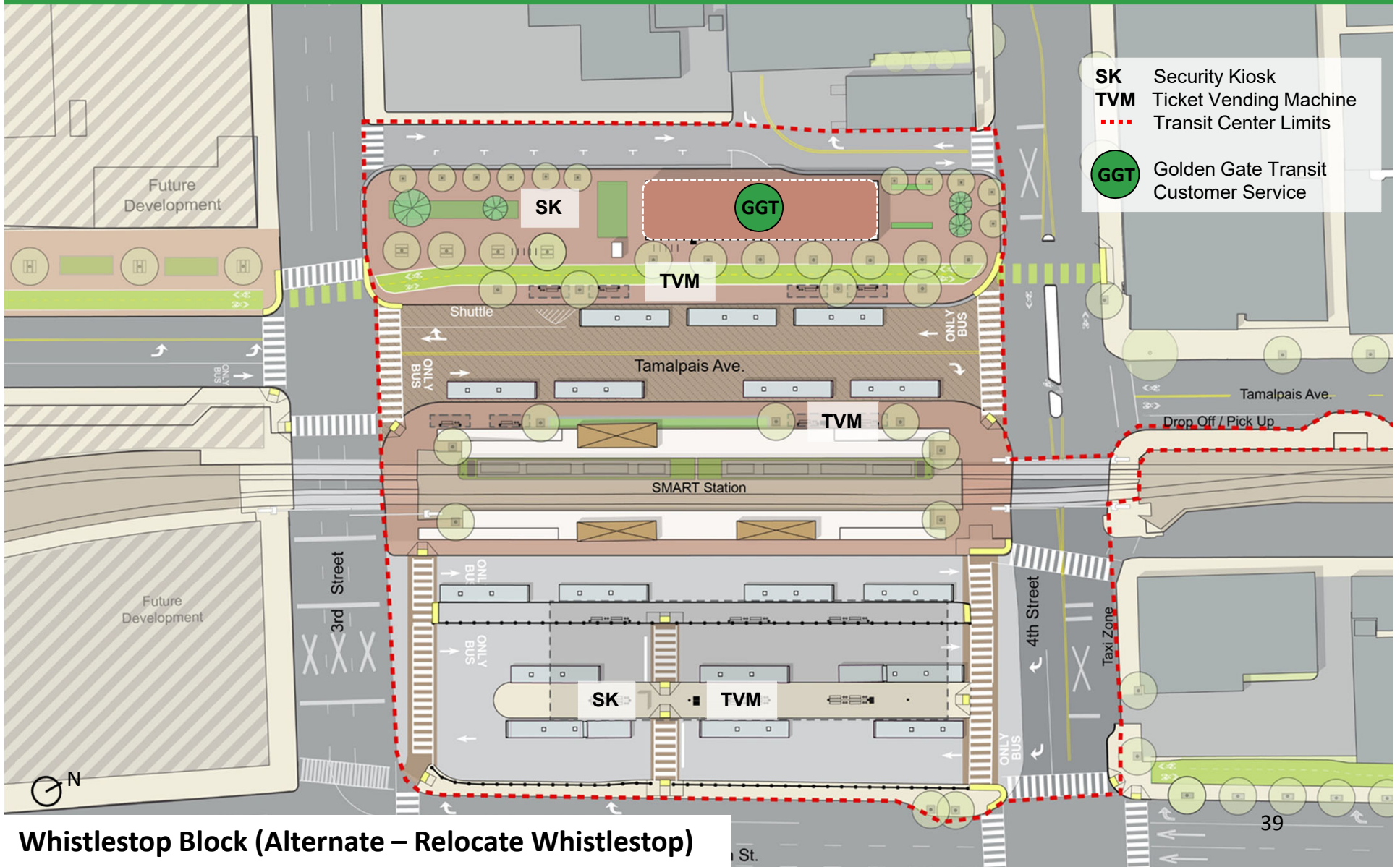


Whistlestop Block (Alternate – Relocate Whistlestop)



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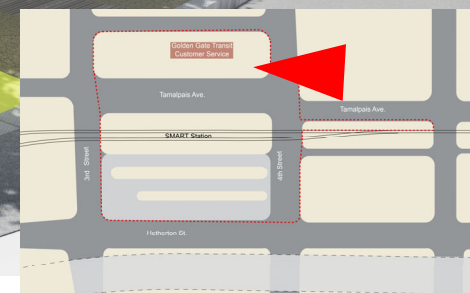


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Whistlestop Block (Alternate – Relocate Whistlestop; 4th Street & Tamalpais Ave looking south)



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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



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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



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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



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Question and Answer Period

- Additional background information available on the project website: goldengate.org/SRTC
- Question and Answer
 - Provide your questions in the chat box
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Thank You for Participating!

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