

PUBLIC COMMENTS

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From: [DJ Allison](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:48:18 PM

Protected bike lanes and improved Ped crossing designs are needed within a multi-block radius surrounding the new transit center. Bus ingress and egress shouldn't be pulling out onto 4th street or Tamalpais.

Sent from [MCBC](#)

From: [Kevin Anderson](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 1:23:32 PM

Protected bike lanes on Fourth and West Tamalpais. Secure bicycle parking. Safe pedestrian crossings.

The time is now. Let's make the changes that will make the pedestrian experience safer and more appealing for everyone.

Sent from [MCBC](#)

From: [Terrell Anderson](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 11:44:33 AM

Please add my voice to those asking for better bike and pedestrian safety around the Bettini Transit Center in San Rafael. Please count the priorities of the Marin County Bike Coalition as my own including: the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street; include protected bike lanes along 4th Street; create a safe, convenient, and attractive pedestrian experience; and, 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 for your attention to this issue.

Sent from [MCBC](#)

From: [Erin Aradi](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:55:29 PM

Protected bike lanes throughout the corridor (along 4th and Tamalpais) would make me feel a lot safer while riding my bike to the transit center or to work.

Sent from [MCBC](#)

Maley, Patrick

From: Lisette Arellano <ten.salamanders@gmail.com>
Sent: Monday, November 19, 2018 5:47 PM
To: SRTC
Subject: San Rafael Transit Center Needs

The Puerto Suello Hill Pathway ends at an intersection in downtown San Rafael that does not allow safe access to 4th Street businesses or the bike route to San Anselmo/Fairfax. It is at present not possible to bike down 4th Street without danger of being hit by cars parking or turning.

This corridor should be prioritized as a future transit hub and the heart of Marin.

Sent from [MCBC](#)

Maley, Patrick

From: Steve Ash <StevenAsh-IPM@comcast.net>
Sent: Monday, November 19, 2018 2:03 PM
To: SRTC
Subject: OPPOSED to the "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 the "4th Street Gateway Concept". Why not move it due South of the transit center along the tracks that will extend the rail service.

I think it is a bad idea, and OPPOSE it as the solution to moving the current transit center. I don't fancy the plan to UGLY-UP the entrance to San Rafael with a huge bus stop. This will also interfere with traffic on Second, Third, Fourth, Fifth and Mission Streets heading into East San Rafael to Trader Joe's, Redwood Credit Union, Whole Foods, and Best Burger.

The fact that the plan removes at least two historical structures makes the plan even less desirable.

I oppose the current "4th Street Gateway Concept" and think the project should be built south of Second Street.

Thanks for your consideration regarding this matter.

Cheers,

Steve...

Member of the Round Earth Society

"Only two things are infinite: the Universe and human stupidity, but I'm not sure about the universe." Albert Einstein

"The good thing about science is that it's true whether or not you believe in it." Neil deGrasse Tyson

"The Universe is made up of protons, neutrons, electrons, and morons." Anon

Sent from my iPad

Begin forwarded message:

SRTC@goldengate.org

Maley, Patrick

From: alwiii@aol.com
Sent: Tuesday, November 20, 2018 1:21 PM
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.

Avard

From: [Jennifer Bair](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:28:14 PM

Protected bike lanes on Tamalpais and E. Blithedale in Corte Madera and Mill Valley respectively. Also, the bus transit area is not safe and there are not enough bike lanes in San Rafael, making it dangerous!

Sent from [MCBC](#)

Maley, Patrick

From: Connor Barnett <cbarnettmcms@gmail.com>
Sent: Monday, November 19, 2018 2:01 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.

Maley, Patrick

From: Lilly Barnett <lilypolly12@gmail.com>
Sent: Monday, November 19, 2018 2:33 PM
To: SRTC
Subject: SR transit

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, but it will also require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: Lucia Barnett <lucia.candy13@gmail.com>
Sent: Monday, November 19, 2018 4:07 PM
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.

Maley, Patrick

From: apbauer@aol.com
Sent: Tuesday, November 20, 2018 10:17 AM
To: SRTC
Subject: RE: destruction of two historical structures which currently grace area

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.

Mountain-Castro, Jenelle

From: SRTC <SRTC@goldengate.org>
Sent: Tuesday, November 13, 2018 3:48 PM
To: Dankberg, Adam
Subject: FW: [BULK-MESSAGES] San Rafael Transit Center Needs

Hi Adam,

Here's another from the MCBC.

Thanks,

Ray

From: Morris Beazley [mailto:morris.beazley@yahoo.com]
Sent: Friday, November 09, 2018 2:13 PM
To: SRTC <SRTC@goldengate.org>
Subject: [BULK-MESSAGES] San Rafael Transit Center Needs

Please implement MCBC's 4 priorities (north/south greenway, bike lanes along 4th st, safety for pedestrians, and convenient bike sharing/parking) as you finalize the master plan/design for downtown San Rafael. Providing a safe and convenient cycling experience will reduce traffic, improve health and wellness, and improve air quality. These are important and achievable goals.

Sent from [MCBC](#)

From: [Terry Berkemeier](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:01:37 PM

Dear Sirs, Regarding bicycle access to and through San Rafael, I am aware of current proposals via my membership of MCBC. To these I would like to add my perspective as a resident of Larkspur who cycles through San Rafael in both the north-south and east-west directions. Specifically, from Larkspur to the Civic Center Farmers' Market and between areas such as Fairfax and China Camp. In addition to this, simple and safe access for bicycles to and from both the bus station and the Smart train is necessary. To which you should add the need for bicycle storage by commuters at the transit interchange which is at least as good as that as provided at the Larkspur Ferry Terminal. Please feel free to contact me in case you want to follow up on these comments.

Sent from [MCBC](#)

From: [Katherine Bernheim](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 9:10:18 PM

The most important improvement I would like to see as a cyclist who rides through San Rafael from San Anselmo would be a dedicated bike pathway along 2nd St. It's so dodgy to ride on the street between the end of Greenfield and 1st St. A bike lane on 4th would be great, as well as more bike parking, especially around Kaiser.

Sent from [MCBC](#)

Maley, Patrick

From: jo biel <jolynnebiel@gmail.com>
Sent: Monday, November 19, 2018 10:41 AM
To: SRTC; jo biel
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.

Which in itself is awful and will take away the entrance to downtown San Rafael, but the traffic that piles up now on the turn from Lincoln causes major traffic jams already and will get worse. I certainly will give up on shopping and eating out in the downtown area. As will probably many who do not want to fight the congestion anymore. Please consider the small retailers too!

Thank you for your consideration.

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4200 California Street, Suite 201
San Francisco, California 94118
jolynnebiel@gmail.com
(415) 752-6070
fax (888) 507-0447

"all I know is that I know nothing" Socrates

From: [Lisel Blash](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:51:14 PM

I would like to see a safe east/west route through San Rafael, a better connector to the bike path along 101 from downtown San Rafael to the Terra Linda area, better pedestrian pathways overall, and more bike parking areas.

First, I ride from Fairfax to meetings in San Rafael, the Canal, Terra Linda, and the Civic Center all the time. It is challenging. Riding through downtown San Rafael, especially at night, is scary due to the lack of safe bike lanes. I would love some protected bike lanes through the downtown, and a better connector to the Puerto Suello path. It is really weird trying to get from the transit center over to that Puerto Suello Hill path along Hetherton—the temporary protected route along Tamalpais was great and should be reinstalled as a permanent fixture. The intersection at Hetherton and 4th is dangerous. Also the intersection over the Miracle Mile from Greenfield is kind of confusing.

The whole connection from the new bike path along the smart train route from Civic Center to either the Puerto Suello Hill Bike Path or from the bike lane along Los Ranchitos/Lincoln is confusing and not continuous. If you go from downtown San Rafael towards Civic Center on the path, you either end up with a kind of scary ride under the freeway bridge and across a dangerous offramp to get towards Civic Center, or you wait at the light at Merrydale and North San Pedro where the lights don't change for bikes unless you ride across the street and press the pedestrian crossing button and do some kind of awkward thing to get over across the way and back on Merrydale to connect to that path by the Smart Train. Merrydale is a little dangerous on a bike--and I haven't noticed any signs directing me to the new path by the Smart Train that is accessible via that route.

When I want to return west from Civic Center and come along the new bike path under the freeway by the Smart Train station, there seems to be no clear route to get back onto the Puerto Suello Hill bike path by the freeway. If I ride up Los Ranchitos/Lincoln, I then I have to cross the road unprotected and carry my bike over the dirt by the side of the road to get back on the bike path and ride down to San Rafael if I want to get on the path. I know I could cut off the Smart Train path somewhere and ride back

on Merrydale, too, but it is still a little confusing to find coming off the new path and then you have to ride straight up a killer hill.

Finally, there is so little bike parking in San Rafael. Like, not near Aroma Café or the Theater, so people chain their bikes to the parking meters. I like my bike out where I can see it, not in some isolated corner behind a building where someone could steal it more easily.

There doesn't seem to be any bike parking near to Kaiser downtown, despite their "Thrive" campaigns promoting healthy living. That whole area needs some pedestrian improvements if the Whistlestop housing and senior center goes in there—it is fast moving and inhospitable to pedestrians.

Thanks!

Sent from [MCBC](#)

From: [Robert Boyce](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 11:47:36 AM

Hello,

I am a frequent bike rider around San Rafael. I often ride with my 12 year old daughter, Sarah, who is a seventh grader and bike commuter to St. Raphael School in downtown. We ride to the transit center often to get the train to Santa Rosa or the bus to SF. Over the past few years we have had numerous close calls, and she finds herself having to use sidewalks to get to school. That is not an acceptable solution. There is plenty of road, and substantial off-street parking around SR. What we need is some protection for bikers to get from the Transit Center to Sun Valley. The exchange by the Old Yardbirds and Shell Station could be vastly improved. I was personally grazed by a red light running car there, at the crosswalk in front of the old Wooden Duck.

Increased secure bike parking would make life easier as well all over SR, but certainly at transit center.

Please consider cyclists as part of the transit solution when making your final plans for the transit center.

Thanks for your consideration.

Best,
Robert & Sarah Boyce

Sent from [MCBC](#)

Maley, Patrick

From: pbrans@aol.com
Sent: Monday, November 19, 2018 9:55 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.

Sincerely,

Edward K. Branscome
485 Holly Drive
San Rafael, CA 94903

From: [Amanda Brown](#)
To: [SRTC](#)
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:24:31 PM

I support protected bike lanes and safe pedestrian crossings around the San Rafael transit center.

Sent from [MCBC](#)

Maley, Patrick

From: Geoffrey Brunell <geoffreybrunell@gmail.com>
Sent: Monday, November 19, 2018 11:21 AM
To: SRTC
Subject: Comment 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,

Geoffrey Brunell

-----Original Message-----

From: Burkhard Braun [mailto:burkbraun@gmail.com]

Sent: Monday, October 29, 2018 3:11 PM

To: SRTC <SRTC@goldengate.org>

Subject: San Rafael transit center options

Hi, District-

I have looked over the stated options for the San Rafael Transit center from the October 2018 draft. It is hard to believe that, at this late date, any options are being entertained that have bus users making transfers across very busy streets, such as Heatherton (Heatherton shift option), 4th street (4th street gateway), and 3rd (the Two-story option, assuming users may well prefer a street crossing to going upstairs, across, then down). All such options are dangerous and hardly viable. The North of 4th street option, under the freeway, suffers from the same problem with respect to transfers with the Smart train.

The only non-dangerous option here, that truly fulfills the core mission of a transit center to safely facilitate transfer between all transit options, is the Whistlestop block concept, there being minimal to no traffic on Tamalpais, and highly controlled traffic on the Smart track. This is the only option that centralizes all modes of transit and enables safe transfers between them, with the added benefit of being built around the historic Whistlestop building, which could be refurbished/redesigned once again to serve something related to its original use.

Only if you contemplate blocking traffic on 4th street would something like the 4th street gateway option be viable. That option would then have optimal bus access to Heatherton, easy access to the Smart train, and safe transfers.

Sincerely yours, -Burk Braun

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Burkhard R. Braun, PhD  
burkbraun@gmail.com  
Tel/Fax(415) 459-4978  
37 Hillcrest Drive  
San Rafael, CA 94901-2018

**From:** [Emily Buskirk](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 3:41:59 PM

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I would like to see safe ways to travel through San Rafael on a bicycle - including access to the transit center and secure bicycle parking. I'd also like to see a better balance between the needs of car traffic trying to get west and people walking to and from the transit center.

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Chris Carvalho <chris\_p\_carvalho@yahoo.com>  
**Sent:** Monday, November 19, 2018 12:07 PM  
**To:** SRTC  
**Subject:** San Rafael 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

Re: 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 don't do this.

Best,

Chris Carvalho  
566 Heather Way  
San Rafael  
415-794-4275

**From:** [Edward Chin](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:43:37 PM

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I live in the Bret Harte neighborhood and my son goes to Coleman Elementary. It would be great if he could bike to school more often but there are no safe options to get from Bret Hart through to the bike path. I would really like to see a bike path continue alongside the rail that is going in on Anderson and connect all the way through.

Sent from [MCBC](#)

**From:** [erik clyman](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Wednesday, November 14, 2018 3:42:54 PM

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can we have a real transit solution for people that live in marin county and work in the east bay? one bus that goes only on cutting? can we get a gondola or something?

Sent from [MCBC](#)

**From:** [Mark Comin](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 3:01:36 PM

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Hi, I often ride my bike in and through downtown San Rafael. Traffic woes in Marin are well known, the opportunity to make changes are far and few between. With a reconfiguration of the San Rafael Transit Center, our community has what is probably a once in a lifetime chance to safely incorporate alternative modes of transportation, i.e, bicycling. As you may well be aware, there have been far too many injuries and casualties in the general area of the current transit center. We have the opportunity to capitalize on existing investments such as the Lincoln Pathway, the Puerto Suello Pathway and SMART multi-use Pathway. I'd like to make sure that the following improvements be made

1. 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.
2. 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.
3. 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.
4. 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.

**From:** Nathan Cohen <cohen.nm@gmail.com>  
**Sent:** Saturday, November 17, 2018 6:40 AM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

It is vital that pedestrian and bicycle traffic is prioritized in the planning of the new transit center. This will make traveling through San Rafael so much safer and pleasant. I ride my bike to the SMART train every day for work and the fact that it exists likely has a lot to do with why we still live in Marin, have our current jobs, etc. It is a huge asset to have decent public transportation that will attract more young people to an aging county. That said, the bike infrastructure in San Rafael is currently horrendous and there is no dedicated bike route in any direction through downtown. The statistics on the number of deaths and injuries near the transit center is simply unacceptable. Some basic improvements could go such a long way.

I'd like to reiterate the MCBC comments:

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,  
Nathan

Sent from [MCBC](#)

**From:** [Michael Cooke](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 11:02:13 AM

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If you want people to move out of their cars and on to public transport. We need safer pedestrian access, a protected bike lane through San Rafael and adequate secure bike parking at the new transit center.

Sent from [MCBC](#)



**From:** Helga Cotter <cotterha@me.com>  
**Sent:** Wednesday, November 21, 2018 6:48 PM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

I would like to see protected bike lines along 4th and Tamalpais as well as connecting the N/S Greenway to extend to Mission and 2nd. I ride to work on a regular basis into downtown San Rafael and it is very difficult to ride from the end of the bike path on Mission through downtown. There is a large amount of traffic to maneuver through and it would be ideal to link the current bike path to the N/S Greenway. This would alleviate the interaction of cars and cyclist and create a safer environment for all to ride through the downtown San Rafael area. I would also like to see bike share and secure bike parking and safe routes for pedestrians coming and going to the transit center. I also use the Transit Center and crossing 3rd street in the mornings and evenings is not very safe with the right turns. Several times cars are in a hurry and don't heed the walk signs that give pedestrians the right-of-way. This option from Mission to the Transit Center should have a way to walk safely without interacting with traffic as much as possible.

Sent from [MCBC](#)

**From:** [Andrew Cullen](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Thursday, November 15, 2018 6:37:25 AM

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I am very upset that I pay sky high taxes as a single resident in San Rafael and the city is dirty and dangerous. The bike path connections are a top priority as you look at the environmental build in San Rafael near the transit center. Please ensure that there is a robust path built to last generations. There will not be another chance to do it right for a long time.

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Billy D. <digitydog@hotmail.com>  
**Sent:** Monday, November 19, 2018 3:18 PM  
**To:** SRTC  
**Subject:** The historic building you want to demolish unnecessarily.

**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.**

Sent from my iPhone

**From:** [Darren Davis](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:24:21 PM

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DO the right thing. Think LONG term and not short term "fix". We WILL have scooters, driverless cars, bus ect. This area must be perfect. Get it right and ask for help when you know you don't have solutions. Bikes, pedestrians, buses, trains and even scooters must be part of the full equation. If you can think of some crazy ideas regarding this project, they might just work.

Sent from [MCBC](#)

**From:** [Jason Davis](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 4:42:59 PM

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Having gone to Middle School in the 1980s in san rafael and then working near the transit center from the late 80s to mid 90s, I have seen the increase in traffic and lack of safety for pedestrians and cyclists. This is long over due to bring San Rafael to have it realize its full potential.

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Sherna Deamer <Sherna@deamer.org>  
**Sent:** Monday, November 19, 2018 4:29 PM  
**To:** SRTC  
**Subject:** [BULK-MESSAGES]

Hello,  
I have looked at the various proposals for the new San Rafael Transit Center and think that the Whistlestop Block concept is the best by far. Having the Transit Center under the freeway is a horrible idea.  
Thank you for accepting comments,  
Sherna Deamer  
208 Union St.  
San Rafael

**From:** [Dan DeFrank](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 9:13:40 AM

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I am an avid cyclist and I must agree drivers AND cyclist need to be more aware of their surroundings and share the road.

Sent from [MCBC](#)

**From:** Dean DiGiovanni [mailto:deandigi@comcast.net]

**Sent:** Tuesday, November 13, 2018 9:23 AM

**To:** SRTC <SRTC@goldengate.org>

**Subject:** SRTC Notice of Preparation for EIR

*My input and comments on the alternatives presented are first prefaced by the FAQ's on the Golden Gate Transit's website:*

*1. This area already suffers from congestion. How will traffic be impacted?*

A key issue that will influence the preferred solution will be circulation and access. Congestion is a primary concern for those who live, work and attend school in San Rafael. The 2nd & Hetherton and 3rd & Hetherton intersections are among the busiest and most congested in the entire county. High traffic volumes also create an undesirable pedestrian environment, demonstrated by a history of collisions. It is critical to locate and design the transit center in a way that benefits bus and auto circulation while creating a safe environment for pedestrians to access the transit center, circulate between transit services, and connect with downtown San Rafael.

*2. Where will the new transit center be located?*

Downtown San Rafael is a major work center and the location where several major north-south and east-west bus routes intersect with each other as well as with the new SMART train. With easy freeway access, it is the ideal location to reduce riders' travel time, reduce operating costs, and reduce the amount of time buses spend on City streets. In addition, many people use the services at the transit center to travel to and from destinations within San Rafael. Therefore, downtown San Rafael is the ideal location for the new transit center.

My comments are as follows:

1. The preferred alternative is to move the center away from the busy intersections of 2nd and Heatherton and 3rd and Heatherton and the freeway on-ramp to southbound Hwy 101. Traffic stacks up we'll past San Rafael High School already without the train traveling across 3rd St.

2. For pedestrian safety and improving traffic flow, vertical separation of pedestrians from vehicles is essential. Raised pedestrian walkways from the street level across the city streets for any of the alternatives to elevated lobbies at the transit center are needed to protect pedestrians and allow smoother traffic flow.

3. Parking for the transit center must be included as many of the users drive to the park and ride lots to catch a bus and to catch the train.

4. Since horizontal space is a premium in this congested area of San Rafael, an alternative that has two stories seems to be the only viable alternative and is not shown that includes raised pedestrian walkways over surface streets, user parking structure, and is away from 2nd and 3rd St. A multi-level parking lot at the vacant lot between Tamalpais and Lincoln Ave. should be used in conjunction with the [North of 4th Street Concept](#) or the [Across the Freeway Concept](#).

5. The R must include traffic studies and necessary mitigations to improve traffic and not worsen it on San Rafael Streets and Hwy 101 both southbound and northbound where heavy queuing already exists. Funding should not be a consideration for eliminating any solution for the needed safety improvements to make traffic and pedestrian safety a priority.

6. The transit center will be a visible and signature facility for a lifetime and needs to be done correctly to improve traffic and pedestrian safety the first time without limiting solutions to funding at this time. Do not discount alternatives for perceived funding issues.



**From:** [Chris Dis](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:16:15 PM

---

I infrequently bike through SR. When I have I've commuted from Mill Valley. I exit the CalPark Tunnel and continue along Anderson to Fifth Avenue in front of the Mission. I find this by far the safest way to get thru SR. My office is over by Dominican University so 5th to Grand is not a problem at all (if need be you can enter the bike lane at Heatherton. Driving out of SR most evenings I note the difficulty of pedestrians crossing Heatherton along any number of cross streets (2nd, 3rd, 4th, 5th & Mission). During commute hours those streets are extensions of the freeway on-ramp. Pedestrians and bikes are invisible to motorists. The lights need to be staggered to allow Peds/Bikes to cross prior to the cars turning. Heatherton is too wide of a street and the ability of motorists to "see" oncoming traffic, and peds and bikes crossing is hindered. Separately, 4th street is too busy (both with vehicles and foot traffic) and too narrow of a street to be a good choice for a bike lane. What with cars turning and parking additional bikes would just gum up the works. Fifth and/or Mission are by far nicer streets to bike on and the motorists are in less of a hurry. There's no parking on Mission which would be an added plus.

Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** blackdogs@jps.net  
**Sent:** Monday, November 19, 2018 8:39 PM  
**To:** SRTC  
**Subject:** Stop 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.

Kevin and Helen Driscoll  
415 485-1191

**From:** [Helene Drumm](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 7:42:50 PM

---

I often try to get to San Rafael from San Anselmo via Greenfield by bike or walking but there is no safe way down third street. And don't even try getting back from the Gerstle Park area to San Anselmo - too many fast cars! Not to mention it is more than impossible to get to the Whole Foods and Trader Joes's area. Oh, I should add getting to Marin Subaru is terrifying by bike. I thought I would pick up my car for service via bike, bait that was insane.....Also riding down fourth street would be better with a bike lane. I would also like to see bike parking in more places.

Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** Christine Egan <christine@christineegan.com>  
**Sent:** Monday, November 19, 2018 10:25 AM  
**To:** SRTC  
**Subject:** [BULK-MESSAGES] Don't tear down historic buildings

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.

Christine Egan

**Maley, Patrick**

---

**From:** Monique Epstein <monique@ohzoneinc.com>  
**Sent:** Tuesday, November 20, 2018 4:58 PM  
**To:** SRTC  
**Subject:** SR downtown changes

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.

Monique Epstein

*Monique Epstein  
EPSTEIN SOURCING & DESIGN, INC.  
625 Sequoia Valley Road  
Mill Valley, CA 94941  
415-388-5515*

 Please consider your environmental responsibility - think before you print!

---

**From:** Lorenzo Ersland <lorenzo.ersland@gmail.com>  
**Sent:** Tuesday, October 30, 2018 2:54 PM  
**To:** SRTC  
**Subject:** New area considered for SR Transit Center

I will unfortunately not be able to attend the community input meeting this evening. However, I read in the IJ that a new location is being considered: the block between 4th and 5th, between Irwin and Heatherton. This seems like a really good location as it provides easy freeway access (completely between the on/off freeway ramps) which should make for easier traffic flow. The crossing of Heatherton would be much safer at Fourth Street than at the current transit center location. Aesthetically, it would be more "hidden" from the "gateway" to downtown. The current structures on that block are not particularly noteworthy and should be more economical to acquire.

I look forward to seeing an actual draft design for this location. It seems the best so far.

Lorenzo Ersland  
Central San Rafael resident

**From:** [Stacey Farrell](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Sunday, November 11, 2018 1:01:29 PM

---

I hope that San Rafael can prioritize pedestrian and bicycle safety/access around the new transit center. I live in Bret Harte and ride my bike to work at San Rafael High School. We need to make this space safer for everyone, especially all of the students who are going to and coming from school. We need protected bike lanes and more protection for pedestrians who are crossing Hetherton.

Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** Carol Fern <fernins@novato.net>  
**Sent:** Monday, November 19, 2018 1:43 PM  
**To:** SRTC  
**Subject:** San Rafael

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.

*Sincerely,*  
*Carol A. Fern*  
*142 Drakewood Pl*  
*Novato, CA 94947*  
*(415) 893-0029*



**Maley, Patrick**

---

**From:** Patsy Fleisch <patsyfleisch@yahoo.com>  
**Sent:** Monday, November 19, 2018 11:02 AM  
**To:** SRTC  
**Subject:** Bus Stop Exention

**Dear San Rafael Transit Center Team,**

**We would like to comment on the proposal to turn two blocks of San Rafael into a long bus stop, the proposal called "4th Street Gateway Concept". It is already huge.**

**We 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.**

**Respectfully,**

**Patsy & Ken Fleisch**

**Maley, Patrick**

---

**From:** Jennifer de la Fonteijne-Barnett <delafonteijne@yahoo.com>  
**Sent:** Monday, November 19, 2018 1:43 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. Surely, you can think of something better than destroying historic structures and building an ugly bus stop!

Thank you for your consideration.

Jennifer

**Maley, Patrick**

---

**From:** Kalynn S Franjeh <kfranjeh@gmail.com>  
**Sent:** Sunday, November 18, 2018 7:52 PM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs



Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** Matt Garibaldi <garibaldi.matthew@gmail.com>  
**Sent:** Monday, November 19, 2018 10:49 AM  
**To:** SRTC  
**Subject:** Proposal comment

**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.**

---

Matt Garibaldi  
713-715-8287

**Maley, Patrick**

---

**From:** dora gavros <dgavros@yahoo.com>  
**Sent:** Monday, November 26, 2018 7:39 PM  
**To:** SRTC  
**Subject:** destruction of beautiful homes

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, but it will also require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

*Dora K Gavros, DDS*  
1550 Tiburon Blvd  
Medical Office B  
Belvedere, Ca. 94920  
tel:415-435-3111  
fax:415-435-3147  
dgavros@yahoo.com

**From:** [Frank Gerber](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 8:22:32 AM

---

I would love to see San Rafael become a more bike friendly city. Not only would it inspire more locals to commute by bike, it would welcome others to come, visit, eat, and shop rather than avoiding it because it is so bike unfriendly.

Sent from [MCBC](#)

**From:** [Georgia Giandomenica](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Monday, November 12, 2018 6:45:24 AM

---

I would love to see a route through san rafael that would enable people to either walk or ride more safely. I appreciate the tunnel connecting San Rafael to Larkspur but what good is it really when going through San Rafael puts us at such a risk.

Sent from [MCBC](#)

Maley, Patrick

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**From:** mirto golino <mirtoola@gmail.com>  
**Sent:** Monday, November 19, 2018 6:58 PM  
**To:** SRTC  
**Subject:** Re- proposed 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.

Those historical edifices are like seeing "flowers" in what is otherwise a "concrete jungle. When I drive by- my eyes get a little feast!

Thank you for your consideration.

Mirto Golino



**From:** [Chris Gospodnetich](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:07:01 PM

---

I broadly support these efforts and am happy to help!

Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** J <j@under-construction.net>  
**Sent:** Monday, November 19, 2018 11:43 AM  
**To:** SRTC  
**Subject:** San Rafael 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.

J Leigh Gregg

---

**From:** Jan Gross <jan@jan144.com>  
**Sent:** Tuesday, October 30, 2018 6:35 PM  
**To:** SRTC  
**Subject:** Commuter parking

I attended the October 30 "scoping" meeting and came away very dissatisfied and disturbed. I am 1 of the 9000 commuters who stream through the San Rafael Transit Center. Because I live in northern San Rafael, I drive and park in the commuter "Park and Ride" lots. These lots are so popular that you cannot find a parking spot after 8 am.

So perhaps you can imagine my increasing alarm as I read through the Notice of Preparation. Three of the 5 alternatives clearly eliminate commuter parking and provide no information about providing replacement parking. In fact, according to the document, the only parking mentioned is for operations staff.

At the meeting when I asked about commuter parking, the response was no new parking will be provided. That is unacceptable and puts this project at cross purposes with its primary objectives of improving "the desirability and usability of transit" and to "minimize traffic congestion."

If there is not adequate commuter parking, I have no qualms about challenging your EIR.  
This glaring omission must be rectified.

Jan Gross  
103 Lucas Park Drive  
San Rafael, CA 94903  
415-518-8915

Sent from my iPad

**From:** [Nancy Grover](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 8:21:48 PM

---

Protected bike lanes in all the areas mentioned. Also safe bike parking in downtown San Rafael, especially near the Rafael Theater and bus depot. I have biked this area and worried about connecting to the bike paths. I would bike to downtown more often if there was safe parking. I end up going out of my way to park at the Police station when I do now. But those trips are fewer because of lack of bike parking---especially in proximity to the homeless people who congregate in that area.

Thank you for listening to us.

Nancy

Sent from [MCBC](#)

**From:** [william hammonds](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 16, 2018 2:02:39 PM

---

Need the bike path from Terra Linda to Larkspur to be connected between 4th and Andersen Dr. This bus and train station area is very dangerous for bikes. Plus the need along 4th street for travel east and west bike though San Rafael.

Sent from [MCBC](#)

**From:** [Lori Harvey](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 12:50:53 PM

---

We need to remove all buildings between 2nd/3rd/ Heatherton/Irwin etc. This should have been done years ago. Let's make room for drivers and have safe riding and walking experiences for all people in San Rafael. There is no excuse for the road chaos we experience trying to get on and off the freeway via car and not feeling safe on any of the streets walking or riding a bike. You/County/State approved all these new places to live without dealing with the gridlock that you knew was going to happen. Please...make the necessary changes.

Sent from [MCBC](#)

**From:** [Coral H.C.](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 2:22:03 PM

---

Improvements I would like to see at the San Rafael Transit Center include:

1. "Green Way" path - painted green bike path
2. Signs to show where bike path goes
3. Bike parking area
4. Orange flags available for carrying to cross the street and be seen
5. Creative bright and fun signs to show bus/taxi/train information
6. Planting trees to create harmony and peace
7. Cafe lounge area with outside seating like a Paris cafe
8. More color and more plants

Sent from [MCBC](#)

**From:** [Susan Hewitt](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 10:29:31 PM

---

I think that all pedestrian and bike traffic should be directed to 4th street. The intersections of Irwin/2nd, Irwin/3rd, hetherton/3rd and hetherton and 2nd should be dedicated solely to cars and buses. I've seen too many near misses and one pedestrian hit- it is not worth taking chances. Instead create an inviting secondary route on the less busy 4th street with dedicated pedestrian and bike lanes. San Rafael high should direct students to walk through Union street down to the transit center on 4th.

Sent from [MCBC](#)



**Maley, Patrick**

---

**From:** Robin Hildebrant <zillagod@comcast.net>  
**Sent:** Thursday, November 22, 2018 7:56 PM  
**To:** SRTC  
**Subject:** Save Historic Victorian Homes in San Rafael

**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.**  
Robin Hildebrant

Sent from my iPhone

**Maley, Patrick**

---

**From:** Kyle Hubbard <kyle\_hbbrd@yahoo.com>  
**Sent:** Monday, November 19, 2018 8:59 PM  
**To:** SRTC  
**Subject:** 4th Street Gateway Concept

I think extending the transit center is a bad idea and will make traffic more congested. Removing the existing Victorian buildings to extend the transit center will take away an important part of the area and turn that area into one long bus stop. Please reconsider the plan. Thank you, Kyle Hubbard

[Sent from Yahoo Mail on Android](#)

**From:** [Rachel huettinger](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 1:14:56 PM

---

I'd like to see protected bike lanes and safe bike parking. I'd like to see San Rafael as a more bike friendly city.

Sent from [MCBC](#)

**From:** [Georgia Hughes](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 6:13:08 AM

---

Please create protected bike lanes and safer pedestrian crossings at the transit center. Secure, covered bicycle lockers, please.

Sent from [MCBC](#)

**From:** Mark Ingwersen <mark.ingwersen@yahoo.com>  
**Sent:** Saturday, November 17, 2018 11:46 AM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

Pedestrians and cyclists need safer options through San Rafael. I agree with the concepts brought forth by the MCBC. Cyclist and those on foot would be unquestionably safer when automobiles are kept at a distance. The north-south greenway from the bike path to Anderson is an absolute must! Wider sidewalks and separate bike lanes along 4th street are also vital. Even better: close off most of Fourth street to automobile traffic completely and transform downtown San Rafael into a thriving pedestrian area with shops, cafés, restaurants and areas for people to mingle and spend time socializing. It works in Europe and it can be amazing here!

Sent from [MCBC](#)

---

**From:** Raoul Isaac <raoulisaac@yahoo.com>  
**Sent:** Tuesday, October 30, 2018 4:22 PM  
**To:** SRTC  
**Subject:** SRTC-Whistlestop Block Option-Comments and Info  
**Attachments:** Development Options-20180706\_Package 706 3rd.pdf

Dear Mr. Santiago,

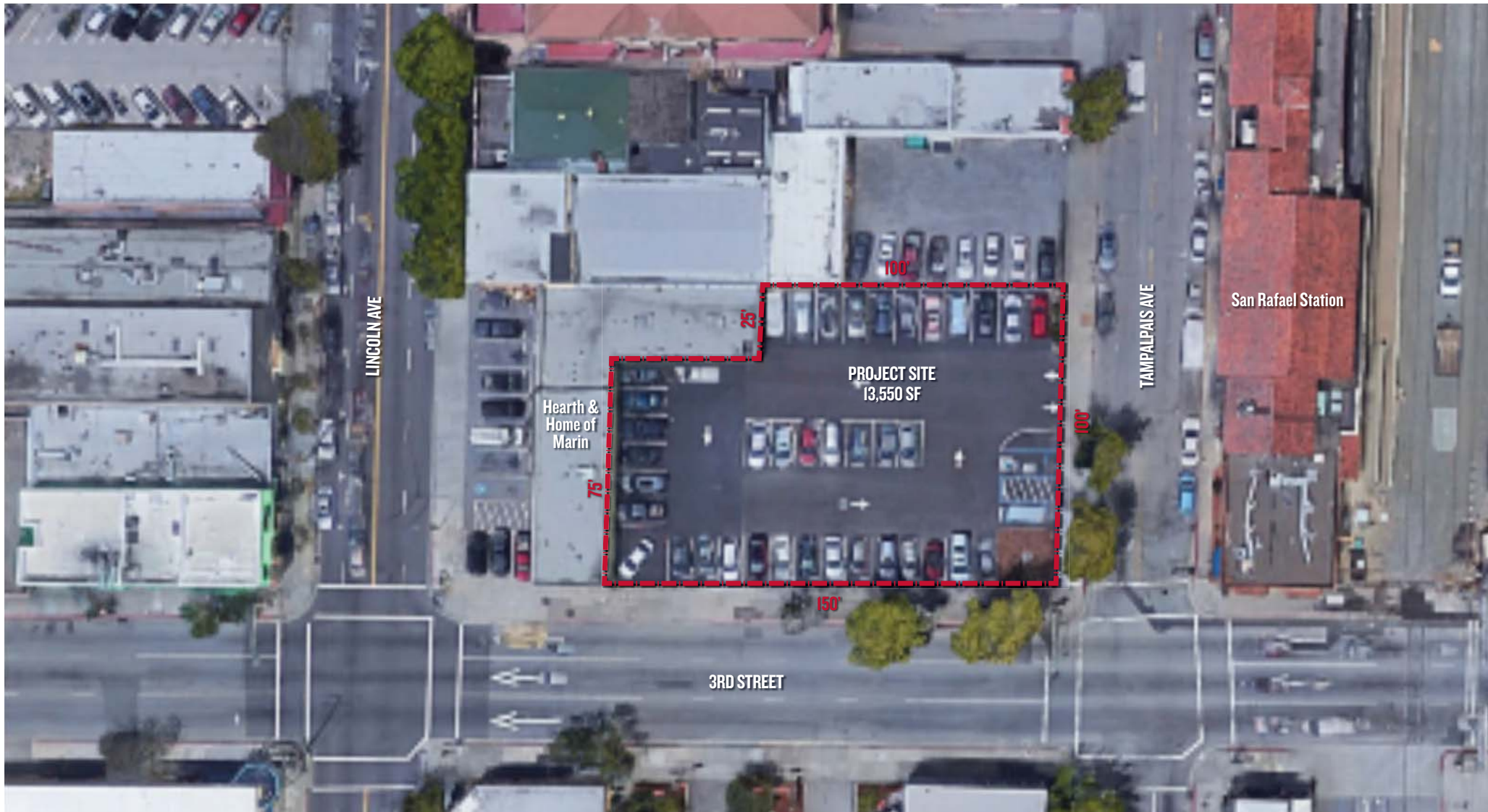
I represent 700-706 3rd LLC, owner of 901 Tamalpais Ave, which is currently used by The Whistlestop as parking. The owner is planning on developing this property as a 91 unit residential development. Please see the attached Package prepared by our Architect.

We submit to you, that as part of the EIR process, the potential displacement of this project should be considered.

Feel free to contact me with any questions.

Thank you,

Raoul Isaac  
Real Estate Asset Manager  
1527 5th Ave  
San Rafael, CA 94901  
415.505.2320



# 706 THIRD STREET | SITE AERIAL

SAN RAFAEL, CA | JULY 6, 2018



| UNIT COUNTS      |           |
|------------------|-----------|
| STUDIO UNITS     | 1         |
| 1 BEDROOM UNITS  | 25        |
| 1+ BEDROOM UNITS | 5         |
| 2 BEDROOM UNITS  | 13        |
| <b>TOTAL</b>     | <b>44</b> |

| PARKING COUNTS* |           |
|-----------------|-----------|
| ALTERNATIVE 1   |           |
| 3X PUZZLE LIFTS | 47        |
| STALLS          | 6         |
| ADA STALLS      | 2         |
| <b>TOTAL</b>    | <b>55</b> |
| ALTERNATIVE 2   |           |
| 3X PUZZLE LIFTS | 47        |
| STALLS          | 1         |
| ADA STALLS      | 2         |
| <b>TOTAL</b>    | <b>50</b> |

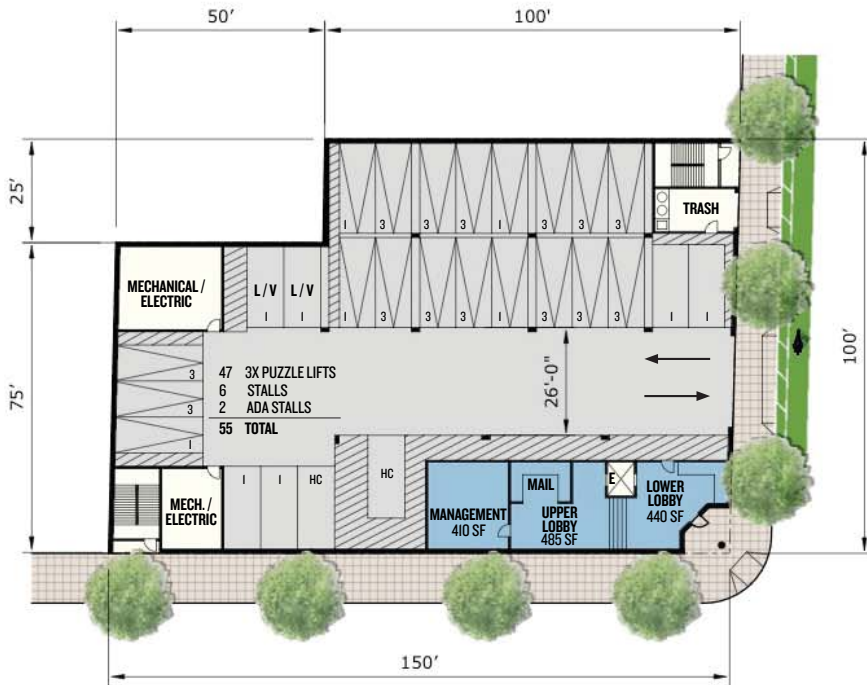
| * REQUIRED PARKING                               |           |
|--------------------------------------------------|-----------|
| Required by Zoning                               | 48 spaces |
| Required by Downtown Plan Policy 1:1             | 44 spaces |
| Potentially TOD Reduction 0.5:1 by State Mandate | 22 spaces |



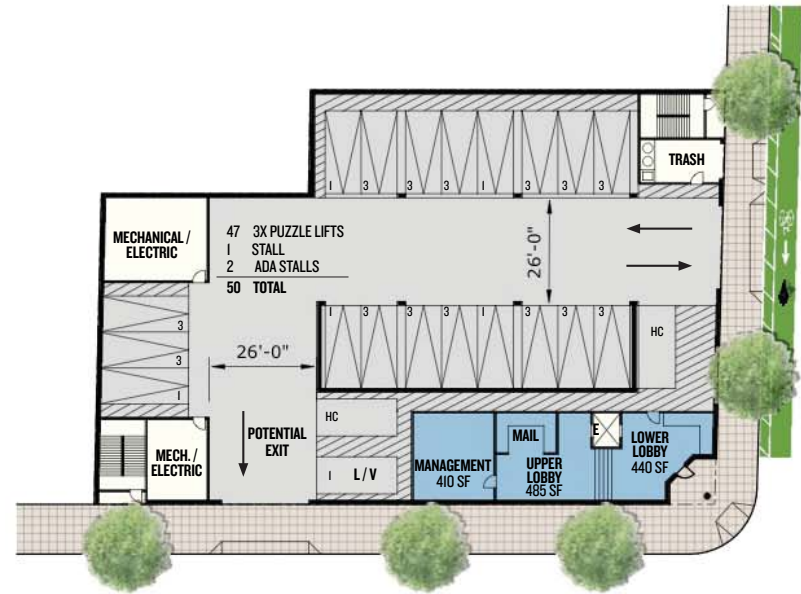
# 706 THIRD STREET | SITE PLAN - MARKET RATE HOUSING

SAN RAFAEL, CA | JULY 6, 2018





**GROUND FLOOR PLAN  
ALTERNATIVE 1: 55 spaces**

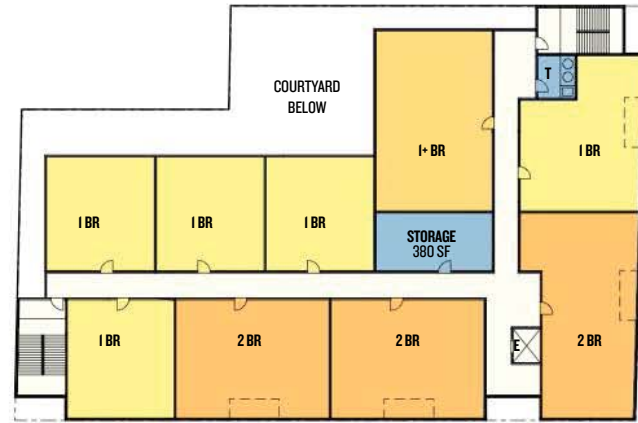


**GROUND FLOOR PLAN  
ALTERNATIVE 2: 50 spaces**



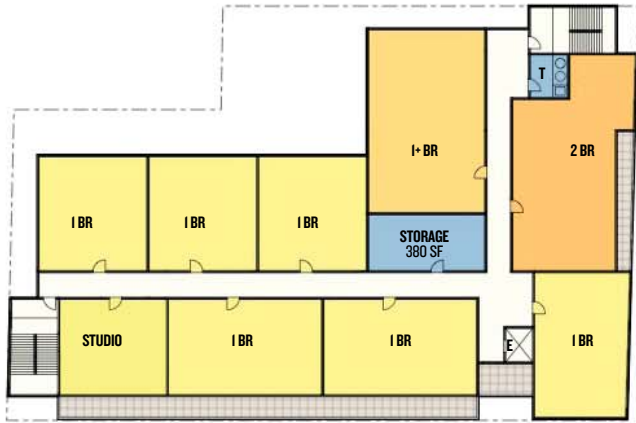


**2ND FLOOR PLAN**

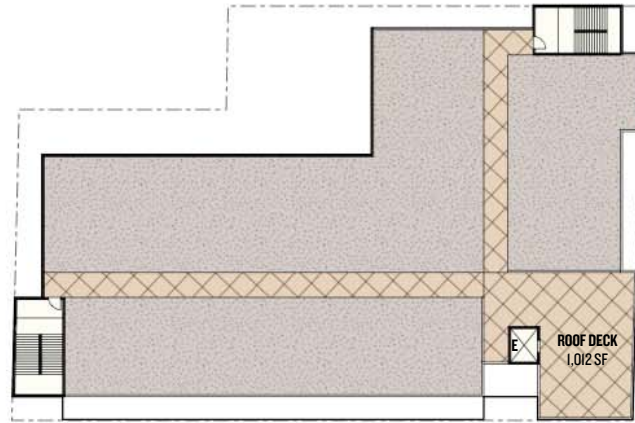


**FLOORS 3 TO 5**





**6TH FLOOR PLAN**



**ROOF PLAN**



**OPTION 1: Market Rate Housing**

| HOUSING UNIT SUMMARY | STUDIO    | 1 BR       | 1+ BR      | 2 BR       | Unit Count  |
|----------------------|-----------|------------|------------|------------|-------------|
| <b>BUILDING A</b>    |           |            |            |            |             |
| Ground Floor         | -         | -          | -          | -          | -           |
| 2nd Floor            | -         | 4          | 1          | 3          | 8           |
| 3rd Floor            | -         | 5          | 1          | 3          | 9           |
| 4th Floor            | -         | 5          | 1          | 3          | 9           |
| 5th Floor            | -         | 5          | 1          | 3          | 9           |
| 6th Floor            | 1         | 6          | 1          | 1          | 9           |
| <b>TOTAL</b>         | <b>1</b>  | <b>25</b>  | <b>5</b>   | <b>13</b>  | <b>44</b> * |
| <b>Unit %</b>        | <b>2%</b> | <b>57%</b> | <b>11%</b> | <b>30%</b> | <b>100%</b> |

| NET UNIT AREA                | STUDIO     | 1 BR          | 1+ BR        | 2 BR          | TOTALS          |
|------------------------------|------------|---------------|--------------|---------------|-----------------|
| Ground Floor                 | -          | -             | -            | -             | -               |
| 2nd Floor                    | -          | 3,110         | 1,225        | 3,310         | 7,645           |
| 3rd Floor                    | -          | 3,830         | 1,225        | 3,310         | 8,365           |
| 4th Floor                    | -          | 3,830         | 1,225        | 3,310         | 8,365           |
| 5th Floor                    | -          | 3,830         | 1,225        | 3,310         | 8,365           |
| 6th Floor                    | 595        | 4,635         | 1,225        | 1,225         | 7,680           |
| <b>TOTAL NET UNIT AREA</b>   | <b>595</b> | <b>19,235</b> | <b>6,125</b> | <b>14,465</b> | <b>40,420</b> * |
| <b>AVERAGE NET UNIT SIZE</b> | <b>595</b> | <b>769</b>    | <b>1,225</b> | <b>1,113</b>  | <b>919</b>      |

Net area includes area for potential balconies

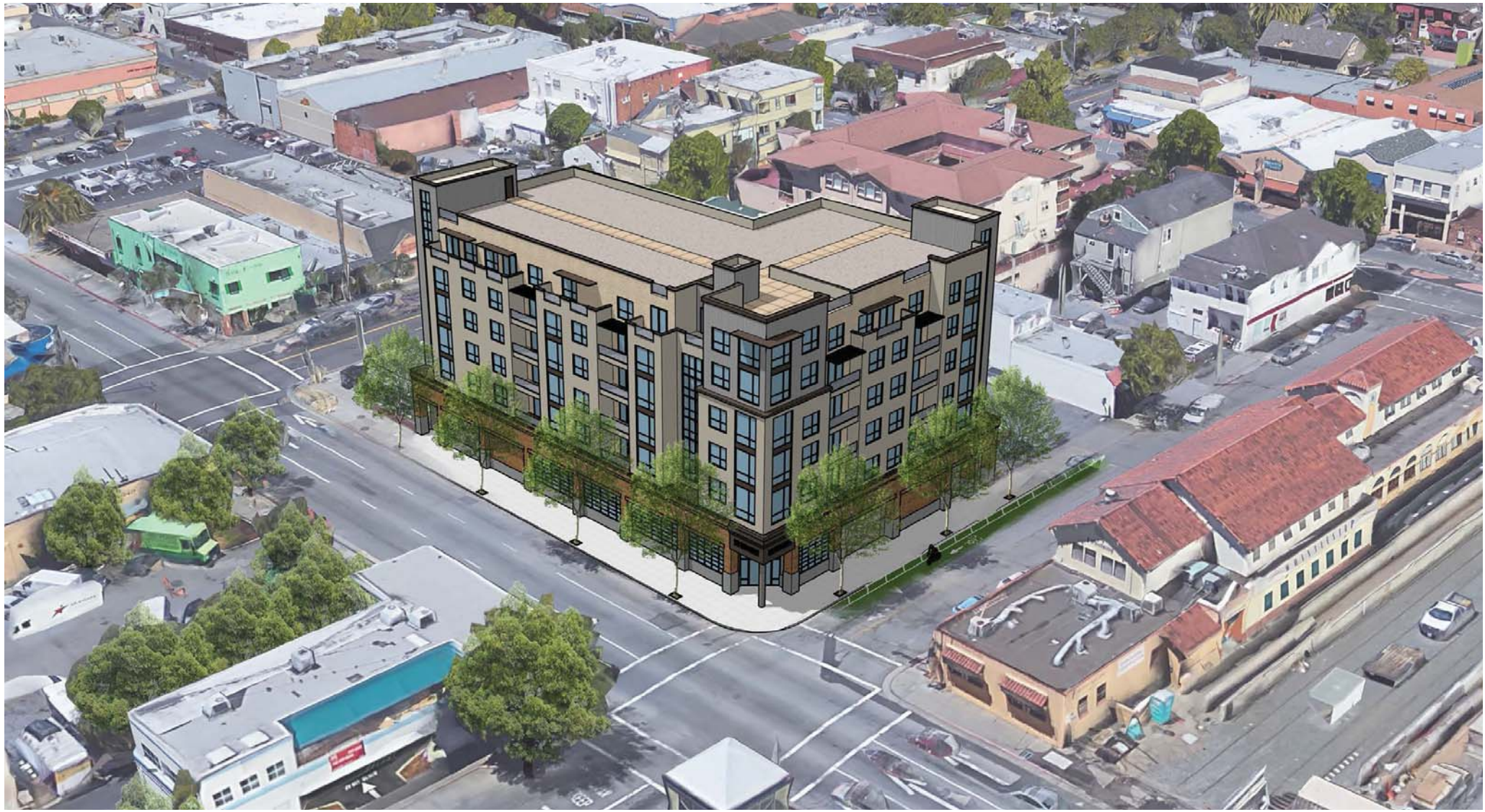
\* NOTE: If the 78' height limit could be raised to 82', an additional floor could be added, which would provide an additional 9 units for a total of 53 apartments with 1:1 parking ratio

| BUILDING AREAS |               |              |              |               |               |
|----------------|---------------|--------------|--------------|---------------|---------------|
| Gross Area     | Residential   | Storage      | Common Area  | Circ./Serv.   | Parking       |
| 13,550         | -             | -            | 1,500        | 1,480         | 10,570        |
| 11,415         | 8,365         | 380          | 720          | 1,950         | -             |
| 11,415         | 9,085         | 380          | -            | 1,950         | -             |
| 11,415         | 9,085         | 380          | -            | 1,950         | -             |
| 11,415         | 9,085         | 380          | -            | 1,950         | -             |
| 10,525         | 8,350         | 380          | -            | 1,795         | -             |
| <b>69,735</b>  | <b>43,970</b> | <b>1,900</b> | <b>2,220</b> | <b>11,075</b> | <b>10,570</b> |

GROSS AREA does not include roof decks

Courtyard Area - 2,130 SF

Area of roof decks and terraces - 2,835 SF



**706 THIRD STREET | AXONOMETRIC - MARKET RATE 6 STORIES**

SAN RAFAEL, CA | JULY 6, 2018





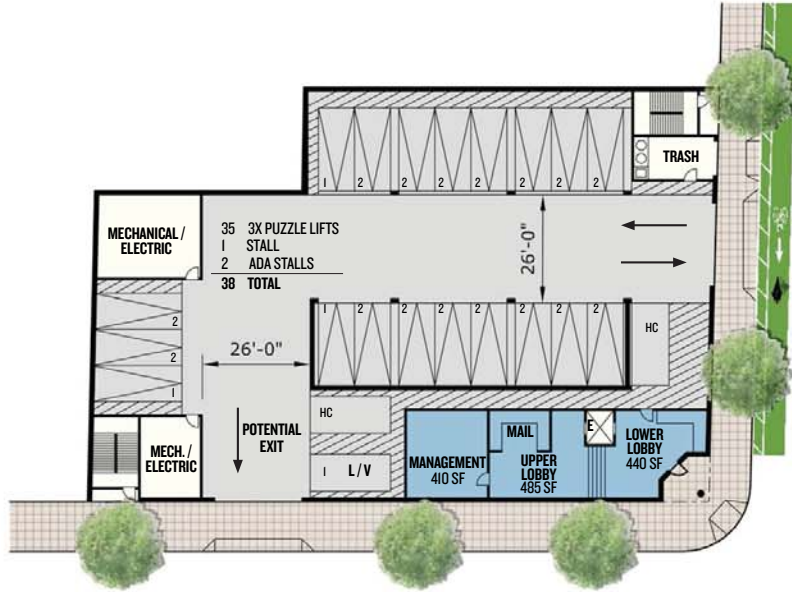
## 706 THIRD STREET | VIEW FROM FREEWAY

SAN RAFAEL, CA | JULY 6, 2018

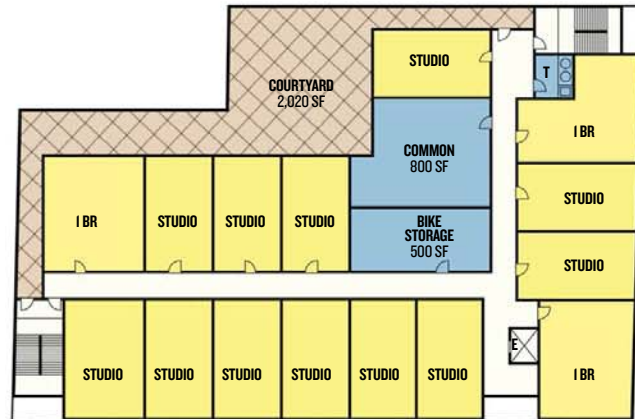


# 706 THIRD STREET | VIEW FROM FREEWAY WITH 703 THIRD ST BUILDING

SAN RAFAEL, CA | JULY 6, 2018



**GROUND FLOOR PLAN**



**2ND FLOOR PLAN**

| PARKING COUNTS* |           |
|-----------------|-----------|
| 2X PUZZLE LIFTS | 35        |
| STALLS          | 1         |
| ADA STALLS      | 2         |
| <b>TOTAL</b>    | <b>38</b> |

| * REQUIRED PARKING                               |           |
|--------------------------------------------------|-----------|
| Required by Zoning                               | 48 spaces |
| Required by Downtown Plan Policy 1:1             | 44 spaces |
| Potentially TOD Reduction 0.5:1 by State Mandate | 22 spaces |

**OPTION 2\***

| UNIT COUNTS      |           |
|------------------|-----------|
| STUDIO UNITS     | 52        |
| 1 BEDROOM UNITS  | 23        |
| 1+ BEDROOM UNITS | 0         |
| 2 BEDROOM UNITS  | 0         |
| <b>TOTAL</b>     | <b>75</b> |

\* 74 - 75 UNITS DEPENDING ON 5TH FLOOR LAYOUT

**OPTION 2A\***

| UNIT COUNTS      |           |
|------------------|-----------|
| STUDIO UNITS     | 64        |
| 1 BEDROOM UNITS  | 27        |
| 1+ BEDROOM UNITS | 0         |
| 2 BEDROOM UNITS  | 0         |
| <b>TOTAL</b>     | <b>91</b> |

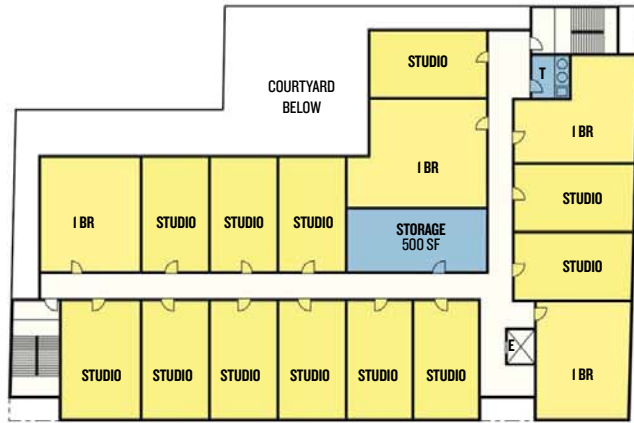
\* 90 - 91 UNITS DEPENDING ON 6TH FLOOR LAYOUT



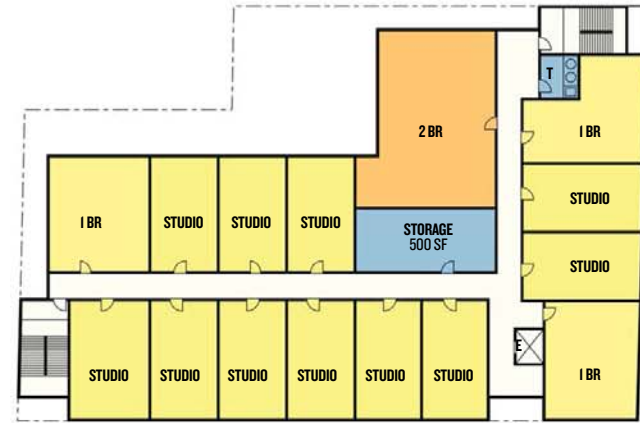
**706 THIRD STREET | GROUND FLOOR AND 2ND FLOOR PLAN - SENIOR HOUSING**

SAN RAFAEL, CA | JULY 6, 2018



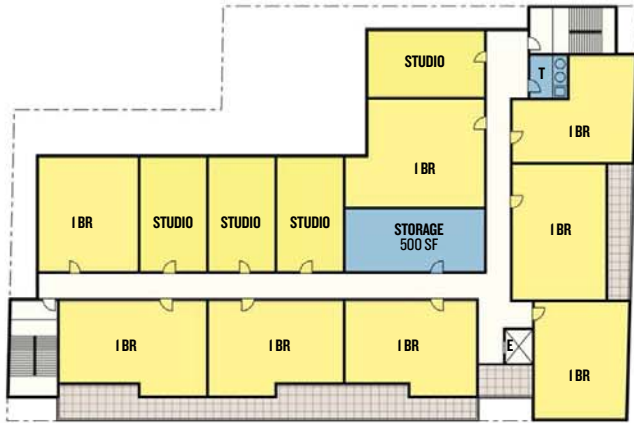


**FLOORS 3 TO 5\***  
**\*Option 2A / Floors 3 to 6**

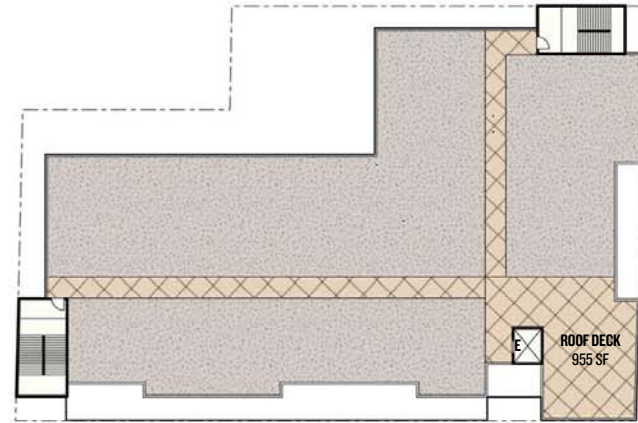


**ALTERNATIVE 5TH FLOOR\***  
**\*Option 2A / 6th Floor**





**6TH FLOOR PLAN\***  
**\*Option 2A / 7th Floor**



**ROOF PLAN**



**OPTION 2: Senior housing (6 Floors)**

| HOUSING UNIT SUMMARY | STUDIO     | 1 BR       | Unit Count  |
|----------------------|------------|------------|-------------|
| <b>BUILDING A</b>    |            |            |             |
| Ground Floor         | -          | -          | -           |
| 2nd Floor            | 12         | 3          | 15          |
| 3rd Floor            | 12         | 4          | 16          |
| 4th Floor            | 12         | 4          | 16          |
| 5th Floor            | 12         | 4          | 16          |
| 6th Floor            | 4          | 8          | 12          |
| <b>TOTAL</b>         | <b>52</b>  | <b>23</b>  | <b>75</b>   |
| <b>Unit %</b>        | <b>69%</b> | <b>31%</b> | <b>100%</b> |

| NET UNIT AREA                | STUDIO        | 1 BR          | TOTALS        |
|------------------------------|---------------|---------------|---------------|
| Ground Floor                 | -             | -             | -             |
| 2nd Floor                    | 5,490         | 1,900         | 7,390         |
| 3rd Floor                    | 5,490         | 2,700         | 8,190         |
| 4th Floor                    | 5,490         | 2,700         | 8,190         |
| 5th Floor                    | 5,490         | 2,700         | 8,190         |
| 6th Floor                    | 1,775         | 5,565         | 7,340         |
| <b>TOTAL NET UNIT AREA</b>   | <b>23,735</b> | <b>15,565</b> | <b>39,300</b> |
| <b>AVERAGE NET UNIT SIZE</b> | <b>456</b>    | <b>677</b>    | <b>524</b>    |

| BUILDING AREAS |               |              |              |               |               |
|----------------|---------------|--------------|--------------|---------------|---------------|
| Gross Area     | Residential   | Storage      | Common Area  | Circ./Serv.   | Parking       |
| 13,550         | -             | -            | 1,500        | 1,480         | 10,570        |
| 11,415         | 8,165         | 500          | 800          | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 10,305         | 7,955         | 500          | -            | 1,850         | -             |
| <b>69,515</b>  | <b>43,015</b> | <b>2,500</b> | <b>2,300</b> | <b>11,130</b> | <b>10,570</b> |

GROSS AREA does not include roof decks

Courtyard Area - 2,130 SF

Area of roof decks and terraces - 2,835 SF

**OPTION 2A: Senior housing (7 Floors)**

| HOUSING UNIT SUMMARY | STUDIO     | 1 BR       | Unit Count  |
|----------------------|------------|------------|-------------|
| <b>BUILDING A</b>    |            |            |             |
| Ground Floor         | -          | -          | -           |
| 2nd Floor            | 12         | 3          | 15          |
| 3rd Floor            | 12         | 4          | 16          |
| 4th Floor            | 12         | 4          | 16          |
| 5th Floor            | 12         | 4          | 16          |
| 6th Floor            | 12         | 4          | 16          |
| 7th Floor            | 4          | 8          | 12          |
| <b>TOTAL</b>         | <b>64</b>  | <b>27</b>  | <b>91</b>   |
| <b>Unit %</b>        | <b>70%</b> | <b>30%</b> | <b>100%</b> |

| NET UNIT AREA                | STUDIO        | 1 BR          | TOTALS        |
|------------------------------|---------------|---------------|---------------|
| Ground Floor                 | -             | -             | -             |
| 2nd Floor                    | 5,490         | 1,900         | 7,390         |
| 3rd Floor                    | 5,490         | 2,700         | 8,190         |
| 4th Floor                    | 5,490         | 2,700         | 8,190         |
| 5th Floor                    | 5,490         | 2,700         | 8,190         |
| 6th Floor                    | 5,490         | 2,700         | 8,190         |
| 7th Floor                    | 1,775         | 5,565         | 7,340         |
| <b>TOTAL NET UNIT AREA</b>   | <b>29,225</b> | <b>18,265</b> | <b>47,490</b> |
| <b>AVERAGE NET UNIT SIZE</b> | <b>457</b>    | <b>676</b>    | <b>522</b>    |

| BUILDING AREAS |               |              |              |               |               |
|----------------|---------------|--------------|--------------|---------------|---------------|
| Gross Area     | Residential   | Storage      | Common Area  | Circ./Serv.   | Parking       |
| 13,550         | -             | -            | 1,500        | 1,480         | 10,570        |
| 11,415         | 8,165         | 500          | 800          | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 11,415         | 8,965         | 500          | -            | 1,950         | -             |
| 10,305         | 7,955         | 500          | -            | 1,850         | -             |
| <b>80,930</b>  | <b>51,980</b> | <b>3,000</b> | <b>2,300</b> | <b>13,080</b> | <b>10,570</b> |

GROSS AREA does not include roof decks

Courtyard Area - 2,130 SF

Area of roof decks and terraces - 2,835 SF



**706 THIRD STREET | AXONOMETRIC - SENIOR HOUSING 7 STORIES**

SAN RAFAEL, CA | JULY 6, 2018



## 706 THIRD STREET | VIEW FROM FREEWAY

SAN RAFAEL, CA | JULY 6, 2018



## 706 THIRD STREET | VIEW FROM FREEWAY WITH 703 THIRD ST BUILDING

SAN RAFAEL, CA | JULY 6, 2018

**From:** [Hilary Jeffris](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:34:22 PM

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Protected bike lanes. Secure bike parking. Safe pedestrian crossings.

Sent from [MCBC](#)



**From:** [Beth Jennings](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 10:02:43 AM

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please everyones sake, please consider :  
Protected bike lanes ( barrier proof) that vehicular traffic can not cross into  
and that is free of pedestrian traffic

secure pedestrian walkways

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Kyle W Jordan <kyle.w.jordan@gmail.com>  
**Sent:** Tuesday, November 20, 2018 12:28 PM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

Add bike improvements

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Jack Judkins <junkthird@gmail.com>  
**Sent:** Sunday, November 18, 2018 6:13 PM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

I am a frequent bike rider from Fairfax to San Rafael. The bike route on 4th Street is unpleasant at best and unsafe at worst. Please make a bike-safe lane on 4th Street. Also in heading to the transit center form Fairfax, getting to 1st street is problematic from the end of Greenfield, Please figure out a safe way to get form Greenfield to 1st Street.

Thank you

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Peg Kane <pkane@pinnbrokers.com>  
**Sent:** Monday, November 19, 2018 10:31 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.

Margaret Kane

**From:** Katie Kelly <katiekelly@sbcglobal.net>  
**Sent:** Monday, November 19, 2018 10:58 AM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

I use my bike for transportation 100% of the time, and I support everything proposed by the MCBC.

If protected bike lanes are impossible on 4th Street then, at a bare minimum, there should be adequate signage stating the law as it already exists: Cyclists may use the full width of the road. Drivers need to be aware of that, they need to slow down and stop honking and harrasing people using the road lawfully. These signs should be countywide, in any downtown area.

I've in fact confirmed this with local police officers, the legality of using the entirety of the roadway downtown. These "sharrows" painted onto the roadway actually mean that bikes can legally use the entire width, but you have to actually research the law on this. It is not obvious. Therefore, the sharrows are meaningless. We need clear language, plainly visible, and often.

There is research that shows that improved cycling infrastructure is better for business, so I'd do anything possible to make this area safe for cyclists and pedestrians.

Crossing Heatherton to points east of 101 is a death trap, on any street. Just crossing from, say, near Sprouts Supermarket to head north, just to try to go east towards the Montecito Shopping Center requires patience, skill, and knowledge of which way to go. You have to be able to sprint. It's so bad that during rush hour, I'll go by foot, but it's not like that's any safer. You have to have your wits about you, you have to make eye contact with every driver you see, and use large arm gestures to ensure that you're visible.

It is so obvious that cars come first in this area's current design, and the tragedy here is that even car drivers suffer. They're stuck in this endless stop-and-go quagmire. It's just no wonder the area is not safe for anybody, because drivers are so frustrated they are even more aggressive.

Our town has got to change its priorities, and at least make it a safe and pleasant experience for human beings. You'll see a much more lively town.

I just remembered. We need more bike racks downtown.

Thank you for giving me this space to express my point of view!

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Stu Kneeland <Stu@jhbryant.com>  
**Sent:** Monday, November 19, 2018 11:00 AM  
**To:** SRTC  
**Subject:** Please don't tear it 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 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.

Stuart Kneeland

## Maley, Patrick

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**From:** Glenn Koorhan <gkoorhan@att.net>  
**Sent:** Monday, November 19, 2018 2:37 PM  
**To:** SRTC  
**Subject:** Draft EIR - San Rafael Transit Center Replacement Project

Dear Mr. Santiago,

We are writing to comment on the scoping and content of the EIR about to be prepared for the relocation and expansion of the San Rafael Transit Center (SRTC). We also kindly request that you add us to the project mailing list.

My wife and I are the owners of two properties potentially affected by the project: 703-705 Fourth Street (at the corner of Fourth and Tamalpais) and 709-711 Fourth Street (adjacent to 703-705 Fourth to the west). 703-705 Fourth Street is a mixed used property consisting of a restaurant on the ground floor, professional offices on the 2<sup>nd</sup> floor, and two one-bedroom apartments also on the 2<sup>nd</sup> floor. This building was originally constructed in the early 1900's, and since the early 1990's when we acquired and completely renovated the property, it has been well-maintained and fully occupied. 709-711 Fourth Street was originally constructed in 1889 and, as a true Victorian, is listed as a historic resource in the *San Rafael Historical/Architectural Survey* last updated in 1986. This building houses a tavern on the ground floor and professional offices on the 2<sup>nd</sup> floor. The building has been renovated several times, most recently in 2017.

The "Whistlestop Block Concept" proposed by the District shows an area defined by a blue dotted line as an "additional area under consideration for transit center facilities." Both of our buildings lie within this area, meaning that they could be subject to condemnation proceedings if the District selected this concept. The concept diagram shows the new land use (at least for 703-705 Fourth Street) as "Bike Share/Parking." The plan also shows the Whistlestop building as being preserved, presumably for private redevelopment since Whistlestop is moving to a new facility to the west. In fact, all five proposals for the relocated SRTC call for the preservation of the Whistlestop building, although there is some discussion of removing portions of this building and/or moving the building to another nearby site.

As San Rafael residents since the '80's, we understand and appreciate the sentimental value of the Whistlestop building and past efforts to preserve it when Whistlestop proposed a new building for the site a few years ago. We also understand that the City of San Rafael has made the preservation of this building one of five "key design goals" of the project. But preserving this building doesn't work well when there are transit facilities to the west of it between 3<sup>rd</sup> and 4<sup>th</sup> Streets, which is the case only in the Whistlestop Block Concept. It ends up being an ungainly island in the middle of the transit center, surrounded by moving buses. It creates a visual barrier between the SMART station, bus facilities to the east of the SMART station, and bus facilities that are built to the west of the building. Such a barrier could make the user experience for bus patrons difficult and confusing. In addition, the building itself, which is not particularly "historic," would require redevelopment at great cost when Whistlestop leaves. Its preservation appears to be the main cause for the taking of our properties under the Whistlestop Block Concept. So we must ask, why is the retention of this structure necessary or desirable under the Whistlestop Block Concept?

If not the case already, we ask that the EIR address this issue. What would the Whistlestop Block Concept look like if the Whistlestop building were not retained on its current site? The concept diagram does not show this option, but in our view it must be considered. Also, why would the retention of the Whistlestop building, presumably for private redevelopment, take priority over other private properties in the area which would then have to be bulldozed? Our buildings are fully occupied, contain needed housing units, have existed for over a century, and are well-maintained under stable, long-term ownership. Are they any less important than a vacant, non-historic structure which interferes with the bus patron experience under the Whistlestop Block Concept and is in need of renovation at great cost? The answer, in our view, is that they're not, which is one reason why we may have no choice but to vigorously oppose any taking of our properties.

Finally, the EIR should, and we're sure will, take into account (1) the costs of acquiring private properties and relocating their tenants and (2) the aesthetics of extending the transit center west of the Whistlestop site. Acquisition and relocation costs will easily add many millions of dollars to a project cost that is already growing at a rapid pace. And bus platforms and/or parking west of the Whistlestop site along Fourth Street, displacing vibrant businesses now located there, would not be consistent with the City's vision for its main downtown street.

Thank you for this opportunity to comment.

Respectfully,

Glenn and Peggy Koorhan

**Glenn S. Koorhan**  
912 Lootens Place, 2nd Floor  
San Rafael, CA 94901  
415-457-0800 - Office  
415-457-0810 - Fax  
415-706-7088 - Cell

**From:** [Tuomas Kostainen](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 7:41:44 PM

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I would like to ask the Project Team to really utilize this opportunity and make the area of the new San Rafael Transit Center safe and pleasant for pedestrians and bicyclists by incorporating safe and convenient bike routes to the expanding public transportation system. Currently the surrounding bike paths/lanes end several blocks away from the Transit Center area which is really illogical and counterproductive. To get people to really commute and travel with bikes or by walking, requires safe and pleasant routes with the least amount of crossings and lane changes.

I'm really encouraging the Project Team to take a holistic look at the area and make it safe, convenient and pleasant for bicyclists and pedestrians. Some of the solutions would be to complete the missing section of the North-South Greenway and create protected bike lanes on Fourth Street -- currently there's no safe bike route in east-west direction through the area. These bike lanes should be protected from car traffic, including parked cars. The center should also include sufficient space for secure bike parking.

One of the main requirements for any modern transit center is to have safe and pleasant access for pedestrians and bicyclists. Otherwise, the job is only half done. I'm really looking forward to a beautiful, functional, pleasant and safe Transit Center area in the coming years.

Sent from [MCBC](#)



**From:** [Maddy Kragh](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 11:42:44 AM

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I would love to see more protected bike lanes. everywhere! I think if San Rafael starts implementing these safer conditions for bike riders, the rest of the county will follow in tow. Other towns in Marin already have them and they have made a much better relationship between drivers and bikers, no to mention increased safety.

Sent from [MCBC](#)

**From:** Paloma Krasilchik-Ojeda <pamy.oj@gmail.com>  
**Sent:** Monday, November 19, 2018 11:59 AM  
**To:** SRTC  
**Subject:** San Rafael Transit Center Needs

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.

Sent from [MCBC](#)

**Maley, Patrick**

---

**From:** Steve Lamb <slamb51@yahoo.com>  
**Sent:** Monday, November 19, 2018 12:33 PM  
**To:** SRTC  
**Subject:** Comments: San Rafael Transit Center Replacement Project

Hi,

My concern/interest is with bicycles/bicyclists/pedestrians. The analysis/study should include all aspects related to this segment of the population: circulation, access, comfort, safety, health, parking. The weight/importance given to these elements should be at least as much, if not more, as is given to transit concerns and automobile considerations. In addition, consideration should include impacts, improvements, effects on regional bicycle infrastructure, specifically the North-South Greenway and the East-West Greenway. If we're ever going to make progress in reducing single-occupancy-vehicle use we must emphasize all alternative modes whenever we can; this project is a once-in-a-generation opportunity to do so in this area.

Thanks,

Steve Lamb  
8 Laurel Ave Apt 6  
San Anselmo CA 94960  
m: 415-654-6048  
h: 415-485-6829

**From:** Kathleen Lambert [mailto:klamber@comcast.net]

**Sent:** Monday, October 29, 2018 6:12 PM

**To:** SRTC <SRTC@goldengate.org>

**Subject:** Move the Transit Center out of Downtown San Rafael

Remove the transit center from the congested Heatherton/2nd&3rd Street eyesore under the ugly 101 passover. Please do not demolish two beautiful Victorians on 5th Street as has been proposed by San Rafael's clueless Mayor and Town Council members who live in Terra Linda and could care less about how they are destroying the character of downtown centered about the historical mission. They are often aided and abetted by the equally clueless Marin County Supervisors, Rice and Connelly. They have divided jurisdiction of San Rafael right down the middle of downtown on 4th street. East San Rafael is presided over by a 3rd Supervisor whose allegiance is to West Marin. Of course none of these 3 supervisors are San Rafael residents and seemingly oblivious to the city's and their constituencies.

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The transit center needs to be relocated out of the congested downtown San Rafael where pedestrian and car traffic are gridlocked most of the time. No wonder pedestrians have been killed around this bottle neck being used to carry "freeway" 101 and 580 traffic on DOWNTOWN STEETS to and from the Ross Valley. Instead of jamming the transit center into the downtown shopping/office/restaurant area, please consider locating it in the less congested pedestrian area such as somewhere on Anderson Drive near the Marin Airport Terminal or even at the new kiosk being built for the Smart train to Larkspur. Shuttle buses could be used to efficiently move passengers to a safer location that would serve Marin in the future for many years. Where was the San Rafael Planning Commission when the city, Smart Train and Golden Gate officials were busy spending tax payer money for a "short-term" revamp of the Transit Center. Why did they jam it into the midst of 101 and 580 "freeway" traffic on downtown San Rafael streets (why not widen Sir Francis Drake to carry Ross Valley traffic). Great planning by all who clearly don't care about enhancing the character the downtown San Rafael Mission City and/or Marin residents wishing to shop, spend time in San Rafael!

**From:** [William Lang](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 6:41:46 PM

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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.

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Stacey Lapuk <stacey@staceylapukinteriors.com>  
**Sent:** Saturday, November 24, 2018 10:46 AM  
**To:** SRTC  
**Subject:** location of new transit center

Dear San Rafael Transit Center Team,

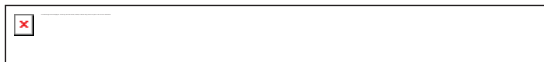
I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

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.

Stacey Lapuk, ASID  
Indigo Interiors, Inc.  
25 Old Ranch Road, Novato, CA 94947  
415-493-6469w  
415-320-0077c

[www.staceylapukinteriors.com](http://www.staceylapukinteriors.com)  
*Award-Winning Interior Design*



**From:** [Olle Larsson](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 3:14:16 PM

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Please implement suggestions by MCBC.  
SINCERELY OLLE LARSSON

Sent from [MCBC](#)

**Maley, Patrick**

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**From:** Janice Leach <janiceleach4@gmail.com>  
**Sent:** Monday, November 19, 2018 10:49 AM  
**To:** SRTC  
**Subject:** Beautiful building

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.



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**From:** SRTC <SRTC@goldengate.org>  
**Sent:** Tuesday, October 23, 2018 10:54 AM  
**To:** Jason Lee  
**Cc:** sunshine@thecivicedge.com  
**Subject:** RE: San Rafael Transit Center Scoping - Request to consider another option  
**Attachments:** Whistlestop Block Concept.pdf

Dear Mr. Lee,

We received lots of great feedback from the public in the weeks following the June 12<sup>th</sup> Community Meeting, including yours. All of the ideas were considered by the Project Team and the project's Technical Working Group, which is comprised of staff from each of the stakeholder agencies (the City of San Rafael, Marin Transit, SMART, TAM, MTC, and the Golden Gate Bridge District). As there were concerns about the safety and efficiency of placing buses along the curbs of 3<sup>rd</sup> and 4<sup>th</sup> Streets in the Whistlestop Block Concept, an alternative solution was proposed that would place buses off-street, within a portion of the block bounded by 3<sup>rd</sup> Street, 4<sup>th</sup> Street, Tamalpais Avenue, and Lincoln Avenue (see attached drawing). It was decided that this option would address those concerns and provide additional space for transit related facilities and support activities.

Thank you for your interest and participation. We hope to see you at the Scoping meeting on October 30<sup>th</sup>.

Sincerely,

The San Rafael Transit Center Project Team

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**From:** Jason Lee [mailto:jasonlee@yahoo.com]  
**Sent:** Thursday, October 18, 2018 7:11 PM  
**To:** SRTC <SRTC@goldengate.org>  
**Cc:** sunshine@thecivicedge.com  
**Subject:** San Rafael Transit Center Scoping - Request to consider another option

Dear The San Rafael Transit Center Project Team,

I recently received a notice that you will be available holding a meeting to discuss the project's Draft Environmental Impact Report (EIR) and Scoping.

Back in June, I sent the project team a diagram with some potential modifications to the Whistlestop Block Concept that would provide a more compact layout of bus bays and fulfill the project's goals of maintaining bus capacity while providing riders with a safe transferring environment. While I did receive an email acknowledging receipt of my feedback, there was no further correspondence from the project team.

Given the advantages of my proposed modification, including the space efficiency and compactness of this alternative solution, I was looking forward to seeing this in your scoping documents. While I did see some new options on the table, this does not appear to be one of them.

I have re-attached the design I sent in my original June email in case it may have gotten lost. I sincerely hope that you will be able to add this option to the alternatives you are already studying. I would welcome a conversation with the project team to further advocate for this option.

Sincerely,  
Jason Lee

Begin forwarded message:

**From:** SRTC <[SRTC@goldengate.org](mailto:SRTC@goldengate.org)>  
**Date:** June 21, 2018 at 2:43:44 PM EDT  
**To:** Jason Lee <[jasonrlee@yahoo.com](mailto:jasonrlee@yahoo.com)>  
**Cc:** "[sunshine@thecivicedge.com](mailto:sunshine@thecivicedge.com)" <[sunshine@thecivicedge.com](mailto:sunshine@thecivicedge.com)>  
**Subject:** RE: San Rafael Transit Center - Feedback and Whistlestop Block Modified Options

Dear Mr. Lee,

Thank you for your thoughtful feedback. We really appreciate you taking the time to analyze and assess the concepts that were presented at the June 12<sup>th</sup> meeting. You provide some interesting modifications to consider. We will continue to collect input from the public through July 11<sup>th</sup>. Your input will be shared with the project team for consideration. For the most up-to-date information, and to learn more about the project, visit the project website at: <http://goldengate.org/SRTC/>.

Thank you for your interest in the San Rafael Transit Center replacement project. We will add your e-mail address to our mailing list so that you will receive all future notices on the project.

Sincerely,

The San Rafael Transit Center Project Team



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**From:** Jason Lee [<mailto:jasonrlee@yahoo.com>]  
**Sent:** Wednesday, June 20, 2018 2:57 PM  
**To:** SRTC <[SRTC@goldengate.org](mailto:SRTC@goldengate.org)>

Cc: [sunshine@thecivicedge.com](mailto:sunshine@thecivicedge.com)

Subject: San Rafael Transit Center - Feedback and Whistlestop Block Modified Options

Dear SRTC Project Team,

Thank you for holding a public meeting last week on Tuesday, June 12, to discuss options for the new San Rafael Transit Center.

Of the four options you presented, the Whistlestop Block Concept is the most promising because of the relative ease of transferring between transit services. It is extremely important to make transfers short and direct - even under the best circumstances, there are only 5 minutes to make transfers, including walking time. More often than not, buses run a few minutes late, meaning that there may be only 1 to 2 minutes to make a transfer; otherwise, the wait for the next bus could be an hour or more.

The 4th St Gateway Concept is a possibility, but it would require large numbers of people to cross 4th Street, potentially endangering pedestrians if they are running across traffic to catch a departing bus. The other two concepts have some significant problems. The Two-Story Concept is too visually intrusive, requires navigating stairs or elevators, and has extra built-in operations & maintenance costs (elevators and an elevated structure). In addition, the darkness on the ground floor might make the facility feel unsafe. The Across the Freeway Concept disperses bus boarding locations and requires a long walk between transfers. It would also segregate and isolate certain customers and introduce safety and security issues with the walk beneath the freeway.

I support the Whistlestop Block Concept because (1) passengers could transfer between most routes without having to cross the street, and (2) the Whistlestop building itself could be incorporated into the transit center. Clustering bus bays would also make it easier for transit supervisors and security to manage the facility. There is one drawback, however: three bus bays are located on 3rd Street between Tamalpais Ave and Lincoln Ave - making for an extra long walk and a street crossing.

By fitting some extra bus bay locations around the "Whistlestop Block", the project can address this one drawback. In the attachment, I have attached a modified rendering of your original proposal that would accommodate 18 total bus bays (1 extra) and eliminate the need for the three bus bays along 3rd Street west of Tamalpais.

In the rendering, please see the following bus locations:

- A - An eastbound-facing bus bay along 4th Street between Tamalpais Ave and the SMART railroad tracks
- B - A westbound-facing bus bay along 4th Street between Hetherston St and East Tamalpais Ave. This would require crossing 4th Street; it could be used for a long-distance service such as Greyhound or the Marin Airporter, where people would typically plan their trips well in advance and schedule an extra waiting time buffer when transferring
- C and D - Two southbound-facing bus bays along Hetherston St just south of 4th St. The right turn lane from Hetherston to 3rd St would be shortened, but the current turning capacity would be preserved because there are now two right turn lanes instead of one.



# 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

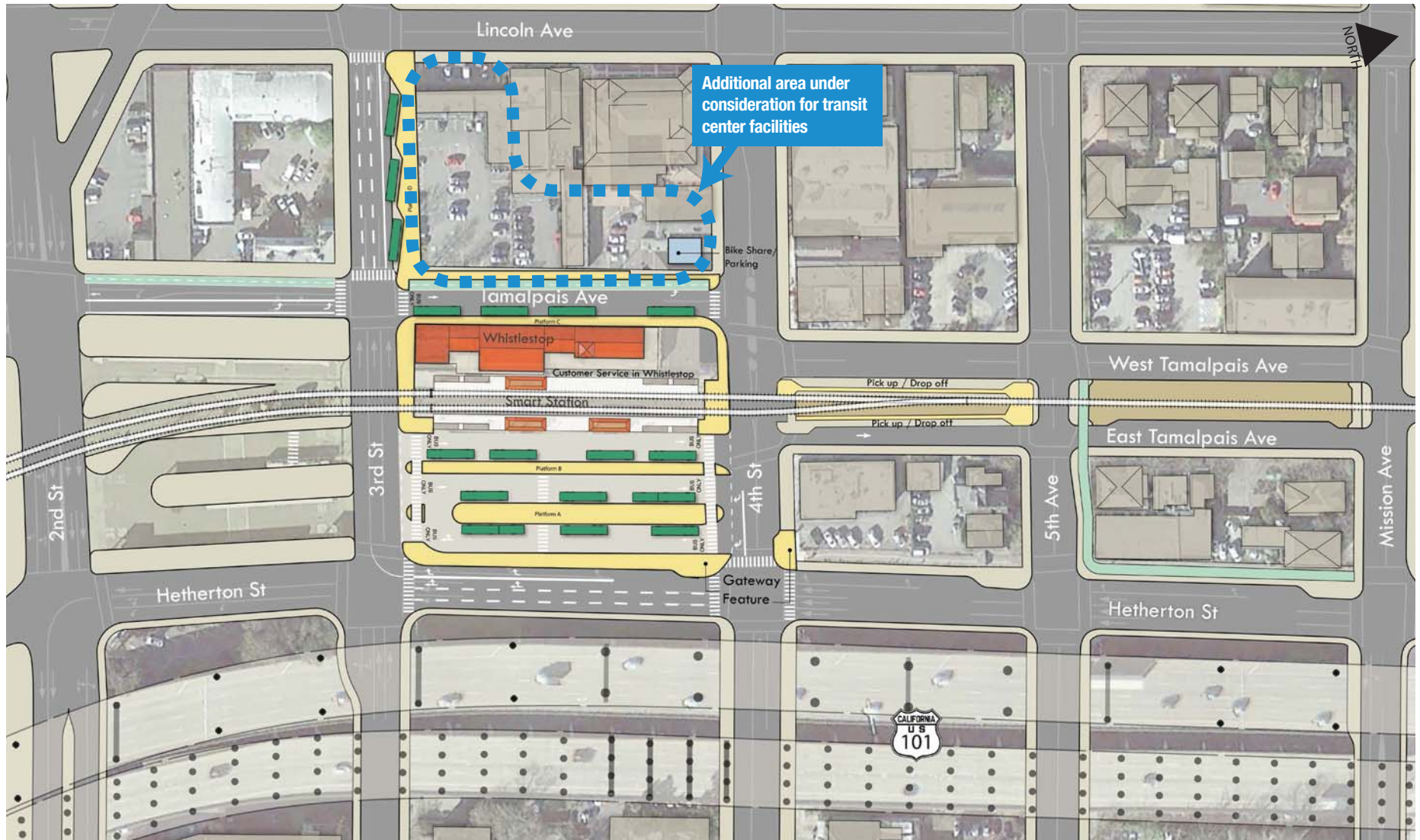


Figure 5  
Whistlestop Block Concept

**From:** [min lee](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Thursday, November 15, 2018 10:50:14 AM

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The elimination of a left turn lane at 3rd and Heatherton will create more issues: exasperate driver frustration resulting more aggressive driving, increase accidents at other intersections due to diverting drivers, and increase greenhouse emissions and delays for motorist. The City is knowingly creating a situation where drivers will be more frustrated. 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.

Sent from [MCBC](#)

**From:** [Mike MCBC Lenz](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 6:49:26 PM

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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

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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!

Sent from [MCBC](#)

**Maley, Patrick**

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**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](mailto:alikover@aol.com)]  
**Sent:** Friday, November 16, 2018 12:03 PM  
**To:** SRTC <[SRTC@goldengate.org](mailto: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](mailto: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.

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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](mailto: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

A handwritten signature in blue ink, appearing to be "Conrad Linke".

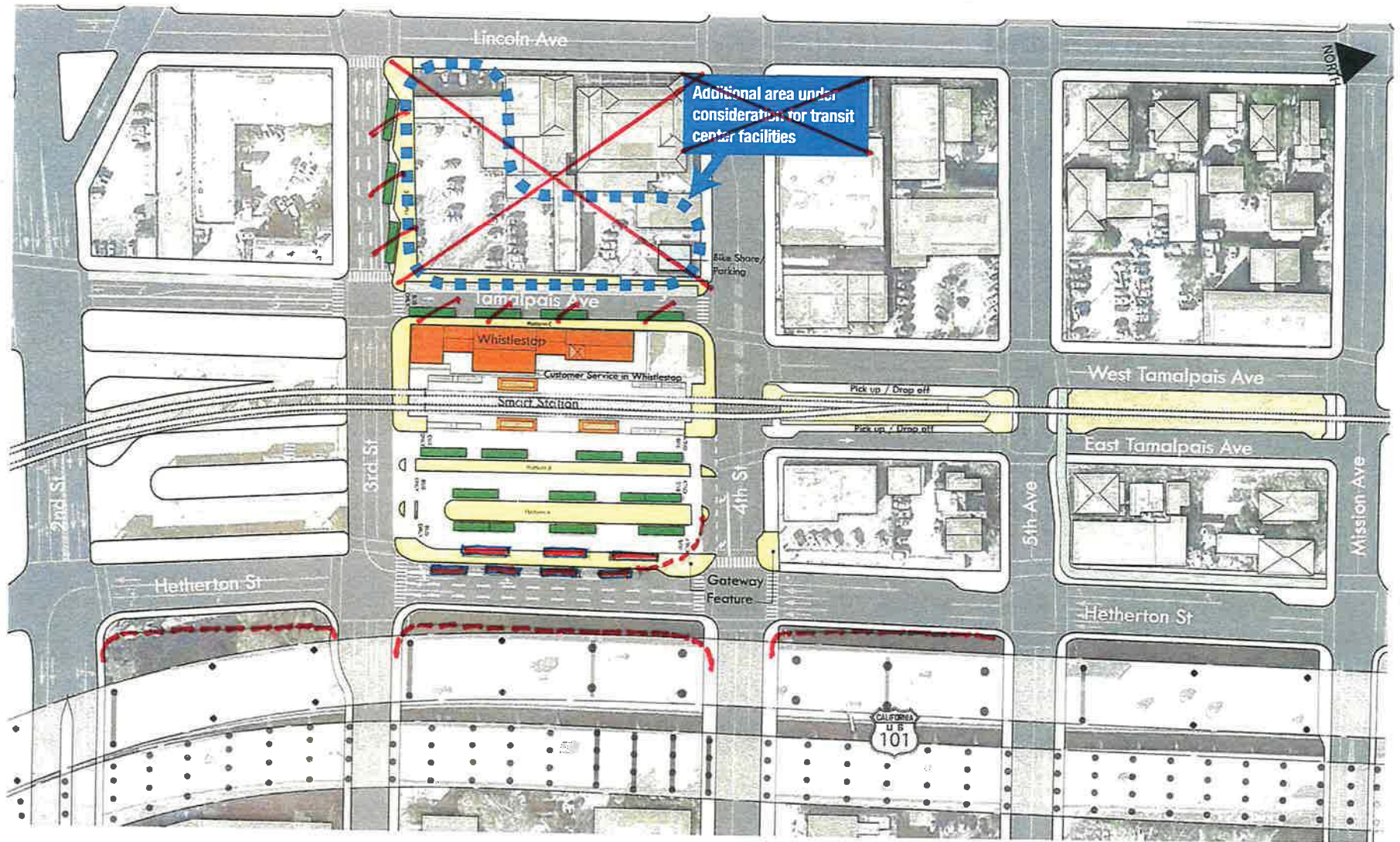


Figure 5  
Whistlestop Block Concept

**Maley, Patrick**

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**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**

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**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. & 4<sup>th</sup> St. building and the Victorian to the east to 4<sup>th</sup> 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**

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**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

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

Sent from [MCBC](#)

**From:** [Diana McBride](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 8:01:54 PM

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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.

Sent from [MCBC](#)

**From:** [Preston McCoy](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 10:56:32 PM

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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!

Sent from [MCBC](#)

**From:** [Jake mckibben](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Monday, November 12, 2018 9:18:55 AM

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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.

Sent from [MCBC](#)



**Maley, Patrick**

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**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**

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**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**

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**From:** Stefanie Mendez <stefanie@kagleas.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

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I would like to add to my previous comments that safe and protected pedestrian and bicycle access 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.

Sent from [MCBC](#)

**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 cars 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,

Sent from [MCBC](#)

**From:** Hugh Murphy  
**Sent:** Friday, October 12, 2018 12:01 PM  
**To:** [rsantiago@goldengate.org](mailto: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. 4<sup>th</sup> 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*

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**From:** Hugh Murphy  
**Sent:** Monday, September 3, 2018 1:33 PM  
**To:** [rsantiago@goldengate.org](mailto:rsantiago@goldengate.org); SRTC <[SRTC@goldengate.org](mailto:SRTC@goldengate.org)>  
**Cc:** Justin Barnett CPA <[Justin@JustinBarnettCPA.com](mailto: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 at 633 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 20<sup>th</sup>. 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 me 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 12<sup>th</sup> 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 12<sup>th</sup> 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 2<sup>nd</sup> and 3<sup>rd</sup> 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 GGBHTD 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 [www.goldengate.org/SRTC](http://www.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.



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This email was sent to [hmurphy@vmarch.com](mailto:hmurphy@vmarch.com) using GovDelivery Communications Cloud on behalf of: GGBHTD · 1011 Andersen Drive · Rafael, CA 94901 · 415-455-2000 · [www.goldengate.org](http://www.goldengate.org)



**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

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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.

Sent from [MCBC](#)

**Maley, Patrick**

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**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](mailto:gary_novack@pharmalogic.com)  
[www.pharmalogic.com](http://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

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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

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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.

Sent from [MCBC](#)

**From:** [Timothy Park](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 2:33:14 PM

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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.

Sent from [MCBC](#)

**Maley, Patrick**

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**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**

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**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**

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**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](mailto: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](tel:4159297711)  
Email: [Drew@GuideYou.com](mailto:Drew@GuideYou.com)

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Apartment Rentals & Relocation [RentalGuide.com](http://RentalGuide.com)  
Blueprint Shipping and Storage Bags [PlanBags.com](http://PlanBags.com)

**Maley, Patrick**

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**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!!!!!!!!!!!!!!!

Sent from [MCBC](#)

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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> to Mission. Continuation of the planned multiuse path along West Francisco would continue across 2<sup>nd</sup>, 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 2<sup>nd</sup> (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 2<sup>nd</sup> 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

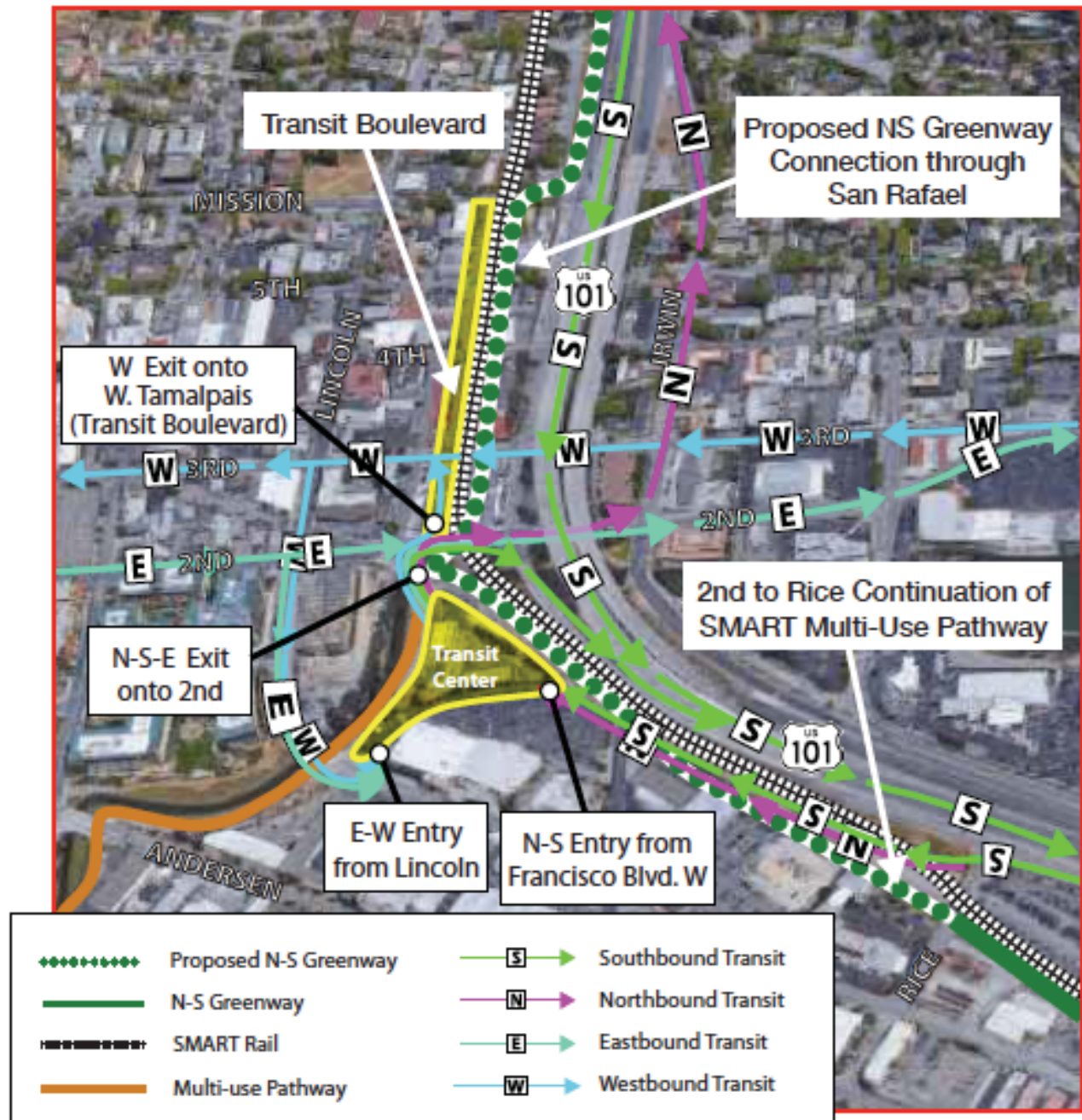
Steve Kinsey, Consultant, San Rafael's Transit Center Relocation

# 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**

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**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 IaskinReese](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Saturday, November 10, 2018 9:32:23 AM

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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.

Sent from [MCBC](#)

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.

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 3<sup>rd</sup> Street and 5<sup>th</sup> Avenue.
7. Concerns about visual and operational impacts on 4<sup>th</sup> Street and the Heatherton block faces can be effectively addressed by good design.
8. The historic residences located on 5<sup>th</sup> Avenue can be used as the 4<sup>th</sup> 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 4<sup>th</sup> Street
- We don't want to lose the Victorians on 5<sup>th</sup> 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 2<sup>nd</sup> and 3<sup>rd</sup> 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 Tamalpais 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, 5<sup>th</sup> Avenue and 4<sup>th</sup> Street SMART rail crossings at peak and other times, will extend to 2<sup>nd</sup> and 3<sup>rd</sup> Streets

These roadway capacity constraints underscore the desirability 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 2<sup>nd</sup> Street and 5<sup>th</sup> Avenue on the west side of Hetherton Street?**

If the Bridge District purchases the blocks between 3<sup>rd</sup> Street and 5<sup>th</sup> 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 3<sup>rd</sup> and 4<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> 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. These 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 4<sup>th</sup> 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 2<sup>nd</sup> and 3<sup>rd</sup> 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 2<sup>nd</sup> 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 2<sup>rd</sup> Street and 5<sup>th</sup> Avenue between Hetherton Avenue and the SMART tracks must address design, safety and historic resource concerns.

### **GGBHTD’S 4<sup>th</sup> 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 3<sup>rd</sup> Street and 5<sup>th</sup> 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, 3<sup>rd</sup> and 4<sup>th</sup> Streets and 5<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> Street and the west side of Tamalpias Avenue.
- Impact on developable land: As noted previously the Citibank site is unlikely to be in play for the foreseeable future. Parcels on the block between 4<sup>th</sup> Street and 5<sup>th</sup> Avenue are privately held with historic residences situated on the 5<sup>th</sup> Avenue frontage. Two small parcels with development potential front on 4<sup>th</sup> Street. Development of the current Bettini Site is a compensating factor for loss of the Citibank and 4<sup>th</sup> 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 use 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 5<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup>, specifically a break in the street wall and retail frontage.

### **Solving the Design Challenges of the 4<sup>th</sup> 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.

#### **4<sup>th</sup> Street:**

- ***Making the intersection at 4<sup>th</sup> 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" 4<sup>th</sup> Street. This provides the benefit of screening the loading platforms and busses from 4<sup>th</sup> 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 5<sup>th</sup> Avenue.*** These buildings have been converted to commercial use and can be easily relocated to the corners of 4<sup>th</sup> 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 4<sup>th</sup> Street.
- **Enhancing the pedestrian character of 4<sup>th</sup> 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 5<sup>th</sup> 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 Bahnhof 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 2<sup>nd</sup> Street to Mission Avenue can be earmarked for transit oriented development with street 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 4<sup>th</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> 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 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and Hetherton Streets
- Creates a tunnel at 3<sup>rd</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 2<sup>nd</sup> and 3<sup>rd</sup> 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

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 "4<sup>th</sup> 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 area. 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 5<sup>th</sup> 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 5<sup>th</sup> Avenue (Well maintained two story c 1890 Queen Ann residence)
- 927 Tamalpias (Single story 1932 brick commercial building, former taxi stand)
- 709 4<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> Street between Tamalpias and Irwin Street. As San Rafael's Main Street, loss of the street wall and the retail connection along 4<sup>th</sup> between the railroad tracks and Hetherton is problematic and requires design solutions that work for the sites impacting 4<sup>th</sup> Street. Right turn access to 4<sup>th</sup> Street from Hetherton should be retained.
- Create a compelling 4<sup>th</sup> Street Gateway at Hetherton. This is Downtown's eastern front door. With the "4<sup>th</sup> Street Gateway" alternative, a possible solution that may warrant consideration, is relocation of the Queen Ann residences on 5<sup>th</sup> Avenue to the corners at 4<sup>th</sup> and Hetherton 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 2<sup>nd</sup> 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 pedestrian fatalities resulting from vehicles turning left onto Hetherton from 3<sup>rd</sup> Street. Additionally, the high volume of westbound right turn movements from Hetherton onto 3<sup>rd</sup> 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 3<sup>rd</sup> 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 5<sup>th</sup> Avenue are relocated to 4<sup>th</sup> 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**

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**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 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.**

Nancy Roberts

**Maley, Patrick**

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**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**

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**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 building.

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

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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

Sent from [MCBC](#)

**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

**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

Sent from [MCBC](#)

**From:** [Jeffrey Schneider](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Monday, November 12, 2018 5:01:37 PM

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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.

Sent from [MCBC](#)

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**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%7C7e220d300b5947e58a81a4a9d9afdbc4%7C0%7C0%7C636755625813051408&sdata=h%2F7JNxL9uSf4kMMYjp%2FbUomp5sK3jR1qqY9FYNe4pk%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-----

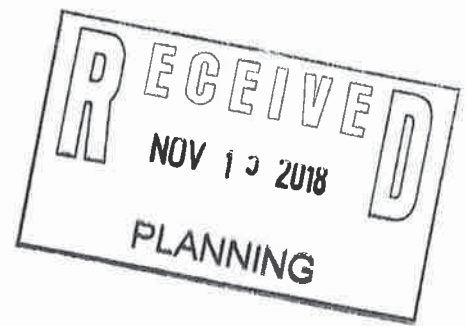
From: Judy Schriebman [mailto:judy@leapfrogproductions.com]  
Sent: Thursday, October 18, 2018 10:37 AM  
To: SRTC <SRTC@goldengate.org>  
Subject: what is the link for the SR Transit Center relocation plans?

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

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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



Raymond A. Santiago  
Golden Gate Bridge Highway & Trans. Dist.  
November 14, 2018  
Page 2 of 2

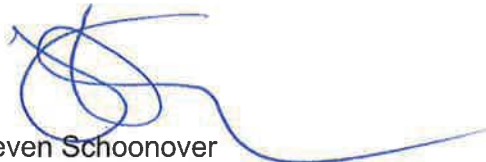
Cultural, aesthetic (architectural) and historical loss to the community, something CEQA seeks to avoid. San Rafael already suffers from a dearth of fine architecture, and the demolition of the two buildings would detract greatly from the City's heritage. Unless perhaps the two buildings were moved to 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

**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 each 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

Sent from [MCBC](#)

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](mailto:SRTC@goldengate.org)

Mr. Santiago:

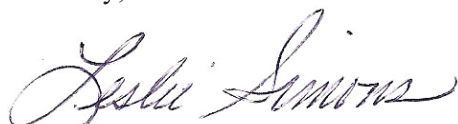
Thank you for the opportunity to speak on the issues of concern for this long time resident of the City of San Rafael and former San Francisco commuter. The first item has little to do with the design of a future transit center. I wish to point out discrepancies on all concept proposals.

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 Engineering 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**

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**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

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

Sent from [MCBC](#)

**Maley, Patrick**

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**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

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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 be a huge improvement, as well as no turn on red signs. Secured bicycle parking would be an excellent addition to the space!

Sent from [MCBC](#)

**From:** [Liz Swearingen](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 6:25:22 PM

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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!

Sent from [MCBC](#)

**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**

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**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 ride 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

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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.

Sent from [MCBC](#)

**From:** [Dave Troup](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 2:41:30 PM

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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.

Sent from [MCBC](#)

**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. 4<sup>th</sup> Street Gateway

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

## 4. North of 4<sup>th</sup> 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](mailto:Dave.troup@hok.com)

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**Maley, Patrick**

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**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

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Protected (preferably grade-separated) 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!

Sent from [MCBC](#)

**From:** [Stan Urban](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Monday, November 12, 2018 9:36:49 PM

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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.

Sent from [MCBC](#)

**From:** [Natalie Urban](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Wednesday, November 14, 2018 2:04:57 PM

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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

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Please help product bike lanes in high-traffic areas.

Sent from [MCBC](#)

**Maley, Patrick**

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**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

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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

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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

Sent from [MCBC](#)

**From:** [John Vjpiana](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Monday, November 12, 2018 12:30:13 PM

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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.

Sent from [MCBC](#)

**From:** [Steve Waterloo](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Tuesday, November 13, 2018 8:46:38 AM

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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.

Sent from [MCBC](#)

**Maley, Patrick**

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**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

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I would like to see an area that supports bike and pedestrians 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 .

Sent from [MCBC](#)

**From:** [Michael Wilmar](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 16, 2018 1:43:37 PM

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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.

Sent from [MCBC](#)

**Maley, Patrick**

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**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**

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**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

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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.

Sent from [MCBC](#)

**From:** [Nash zamzow](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Friday, November 09, 2018 3:02:11 PM

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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.

Sent from [MCBC](#)

**From:** [Jana Zanetto](#)  
**To:** [SRTC](#)  
**Subject:** San Rafael Transit Center Needs  
**Date:** Thursday, November 15, 2018 3:41:24 PM

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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 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 would 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!

Sent from [MCBC](#)

**Maley, Patrick**

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**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.