



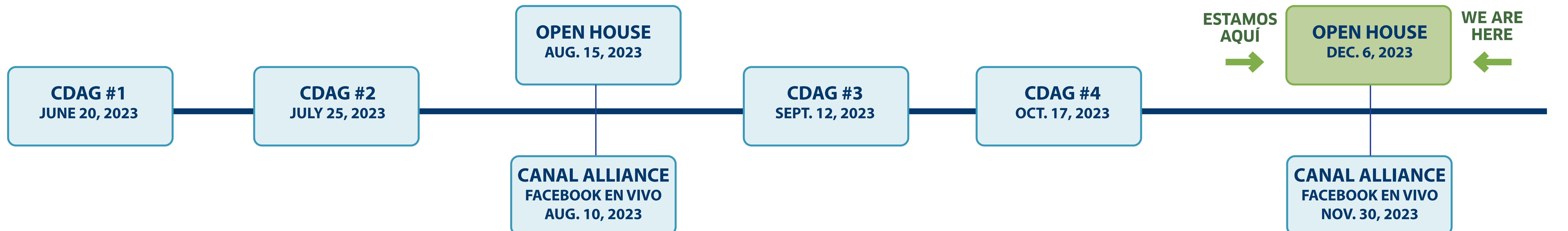
Project Information

Información del Proyecto



Existing Transit Center
Centro de Tránsito Existente

New Transit Center
Nuevo Centro de Tránsito





Community Design Advisory Group (CDAG)

Grupo Consultivo de Diseño Comunitario (CDAG)

Introduction and Purpose of CDAG

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The Community Design Advisory Group (CDAG) is a collaborative group of stakeholders with a mandate to provide input into the architecture, design, and amenities of the new transit center. The Golden Gate Bridge District collaborated closely with the City of San Rafael to identify community organizations and community members to participate in the CDAG. As an advisory group, CDAG provides valuable expertise and perspectives, but is not a decision making body. The group is consensus-based, with a facilitator providing support to the process, and seeks to bring diverse and broad input to the design.

El Grupo Asesor de Diseño Comunitario (CDAG) es un grupo de colaboración de las partes interesadas seleccionadas con el mandato de contribuir a la arquitectura, el diseño y los servicios del nuevo centro de tránsito. El Distrito del Golden Gate Bridge colaboró estrechamente con la ciudad de San Rafael para identificar a las organizaciones comunitarias y a los miembros de la comunidad que participarían en el CDAG. Como grupo consultivo, el CDAG aporta valioso conocimiento y perspectivas, pero no es un órgano decisorio. El grupo se basa en el consenso, con un facilitador que apoya el proceso y trata de aportar contribuciones diversas y al diseño.

Meeting Outcomes

Meeting #1, June 25, 2023

The CDAG reviewed project history and process, then went on a walking tour of the site. Members contributed ideas about existing site conditions and what they would be looking for in a new transit center. They also offered thoughts on the four design principles described below.

Meeting #2, July 25, 2023

The CDAG reviewed “big moves” -- the big ideas that would inform the overall project direction. These included plaza and building location, scale of bus shelters, and the look and feel of plaza spaces.

Meeting #3, September 12, 2023

The CDAG discussed design options for integration of historic elements to the Customer Service Building; building massing; and program layout. Members also reviewed materials and design ideas for the bus shelters, with a focus on a large bus canopy east of the SMART tracks.

Meeting #4, October 17, 2023

Participants provided feedback on emerging design concepts for the Customer Service Building, plaza, and bus canopy. The group identified several areas where additional exploration may be needed, e.g. bike lane configuration.

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Thank You, CDAG!
¡Gracias CDAG!

NOTE | NOTA
Following the CDAG Charter, only comments made during formal meetings are included as part of CDAG record.
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Design Principles | Principios de Diseño

The project team developed the below project-wide principles based on community input during prior project phases. The Community Design Advisory Group and the community during the August 2023 Open House provided additional input. The highlights represent common comments from numerous community members.

El equipo del proyecto elaboró estos principios para todo el proyecto basándose en las aportaciones de la comunidad durante las fases previas del proyecto. El Grupo Asesor de Diseño Comunitario aportó información adicional. The highlights represent repetitive comments from numerous community members.



Consolidate Transit Center
Improve bike & pedestrian safety

Consolidar el transporte público mejorando la seguridad para bicis y peatones

Create gateway to downtown San Rafael

Crear una puerta de entrada al centro urbano de San Rafael

Retain sense of historic rail building

Conservar el sentido histórico del edificio original

Sustainability and Resilience

Sostenibilidad y Resiliencia

Highlights

- Safe & easy pedestrian access & connections
- Dedicated bike lane
- Shade
- Seating and places to rest
- Clear wayfinding signage
- Big trees
- Welcoming to downtown
- Reveal features from original 1929 Depot (aka Whistlestop)

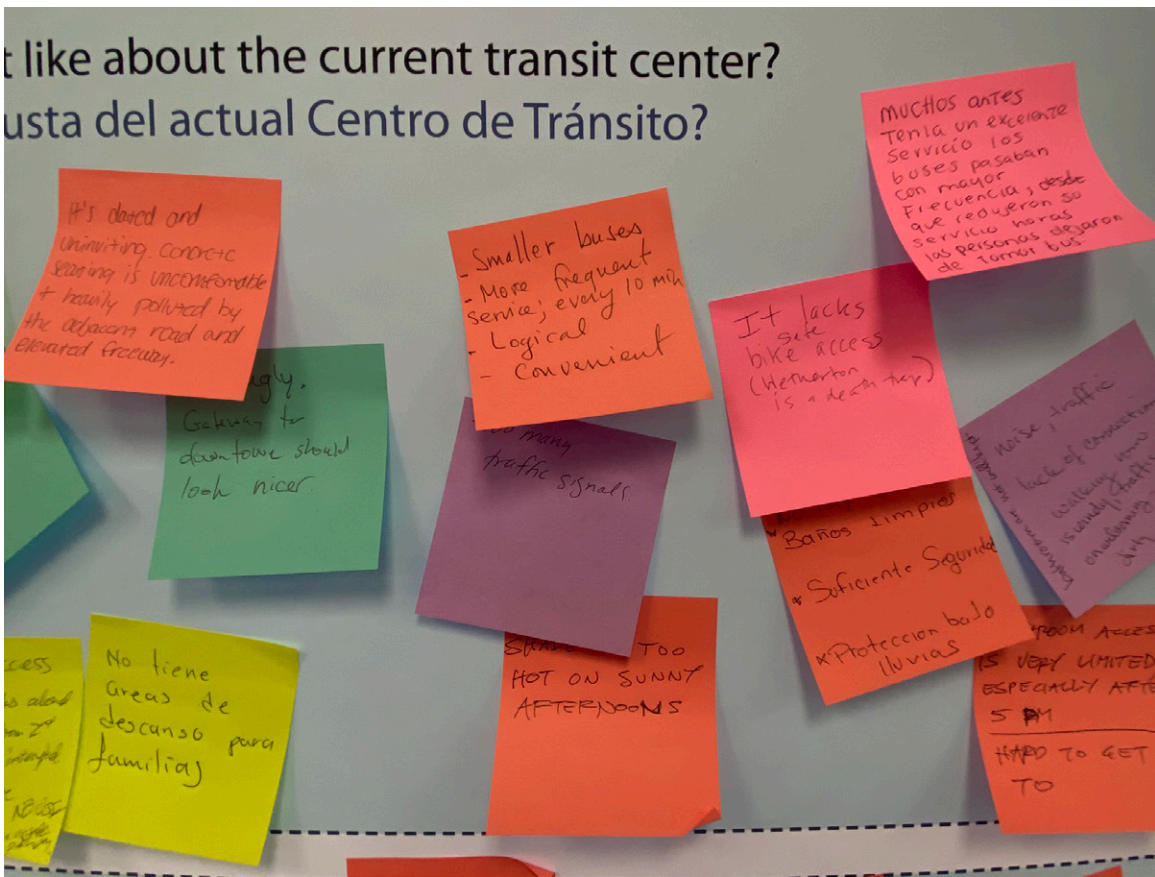
Destacados

- Conexiones y accesos peatonales seguros y fáciles
- Ciclovía exclusiva
- Sombra
- Asientos y lugares de descanso
- Señalización clara
- Árboles grandes
- Bienvenida al centro
- Revelar las características originales de la estación de 1929

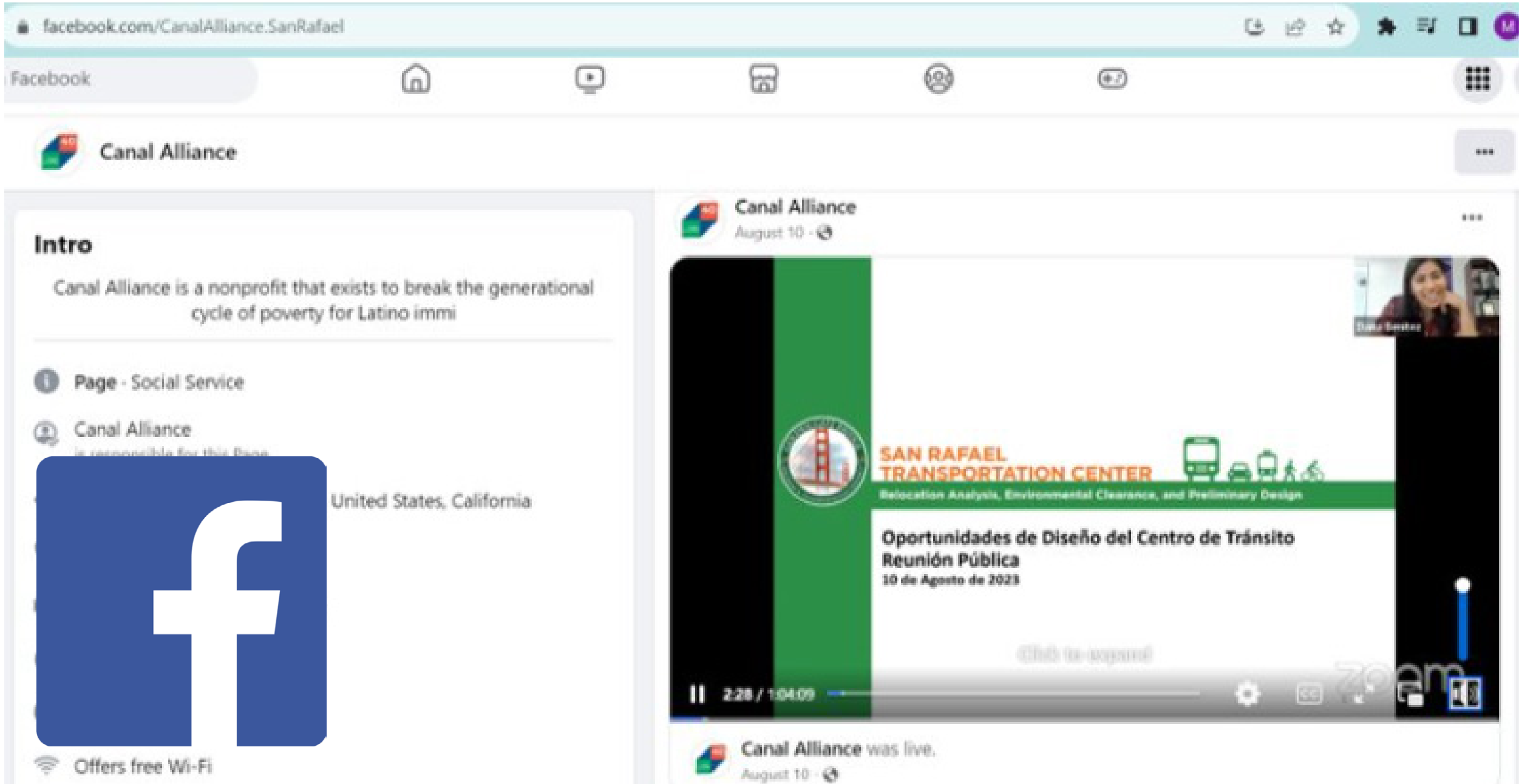
August 2023 Public Outreach Activities: Open House, Facebook Live, & Survey

Sesión a Puertas Abiertas de Agosto

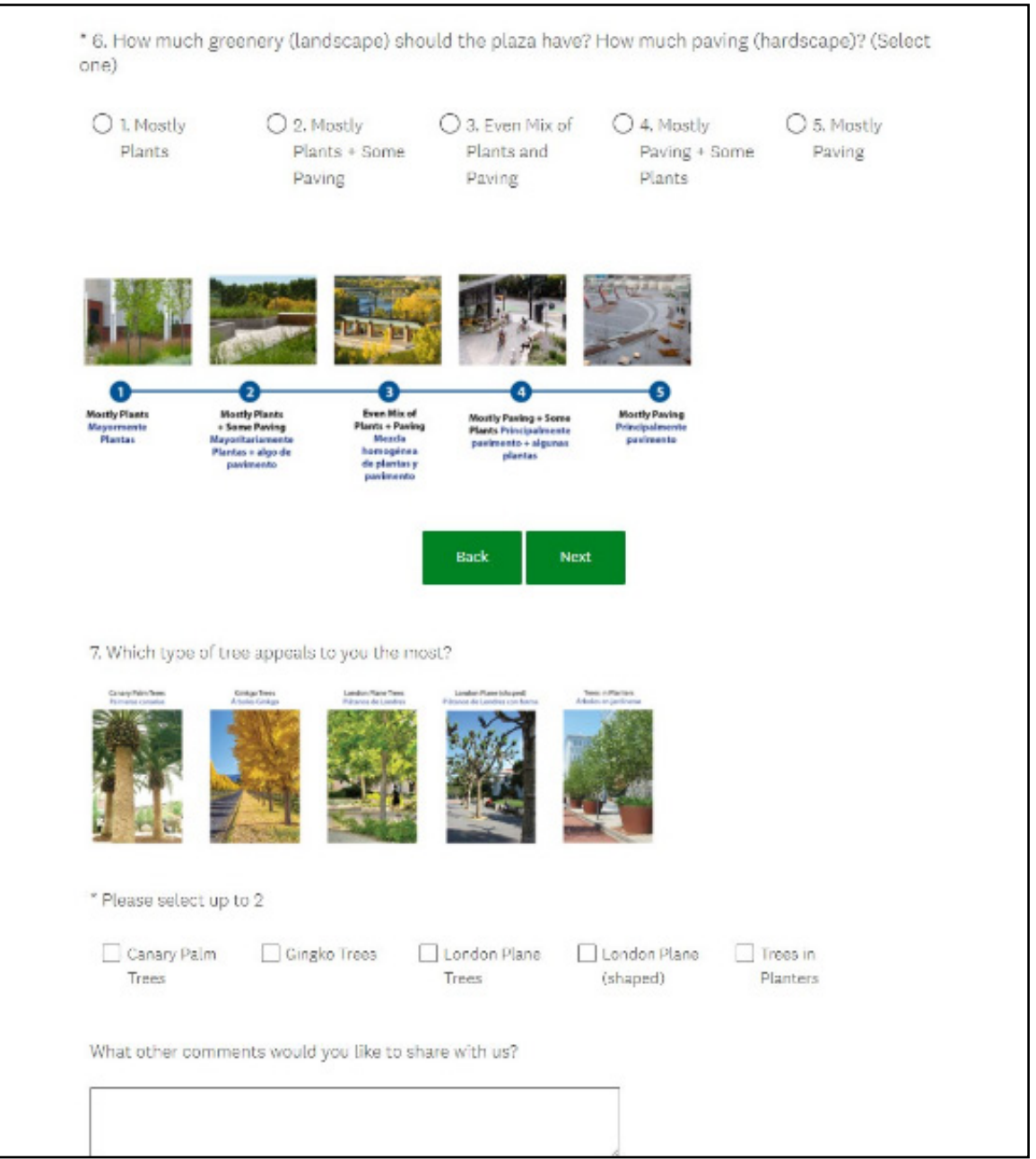
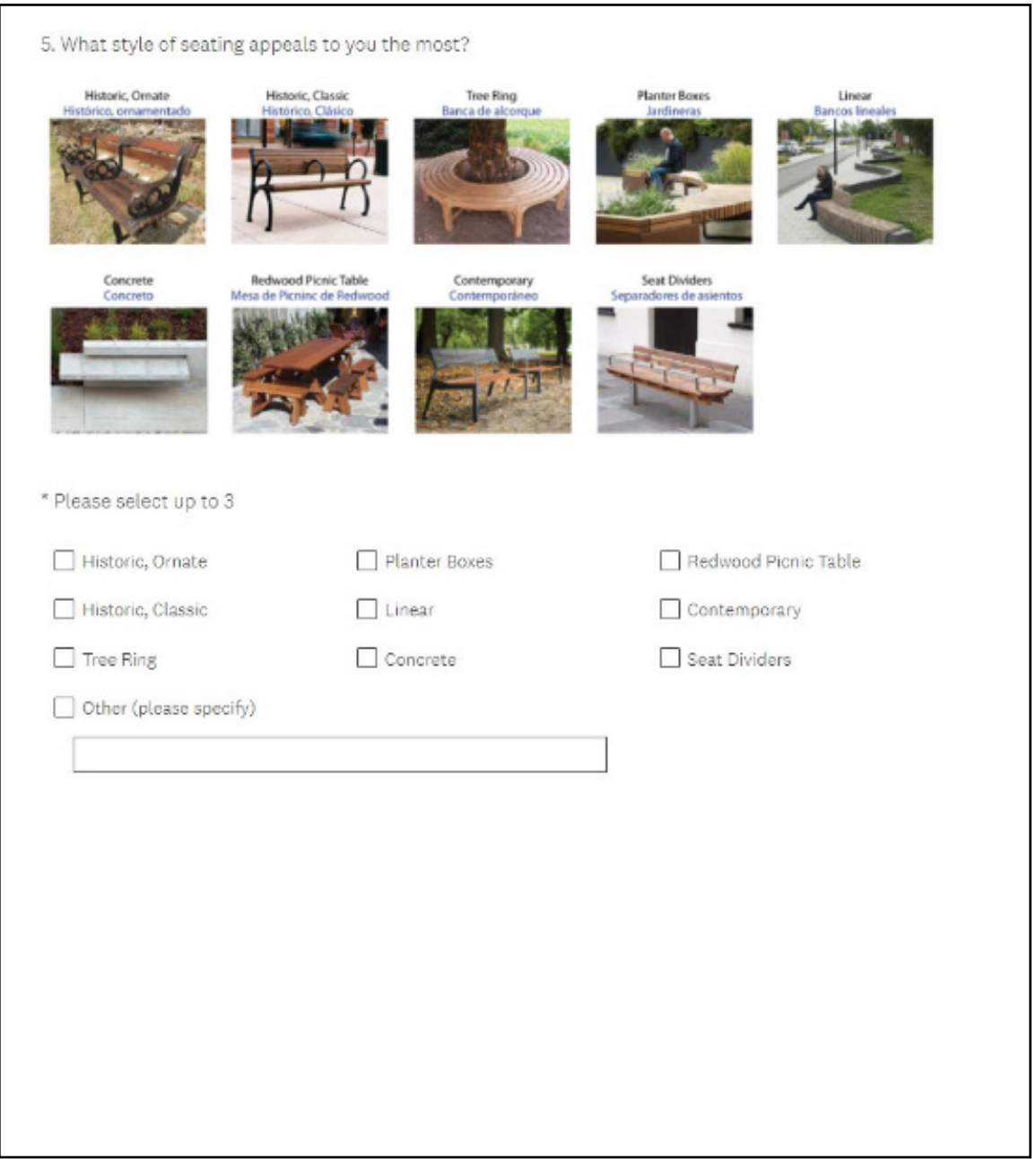
Public Open House, August 17, 2023 (50+ participants) | XXXXXXXXXXXXXXXXXXXX



Facebook Live Event, August 10, 2023 (1100+ viewers)
XXXXXXXXXXXXXXXXXXXX



Example Survey Questions, August 15-31, 2023 (117 respondents)
XXXXXXXXXXXXXXXXXXXX



Did you come to the August Public Open House?
Usted asistió a la primer sesión a puertas abiertas?

Yes/Si ☐ ☐ No ☐ ☐

Did you listen to the August Facebook Live event?
¿Escuchaste el evento de Facebook Live de agosto?

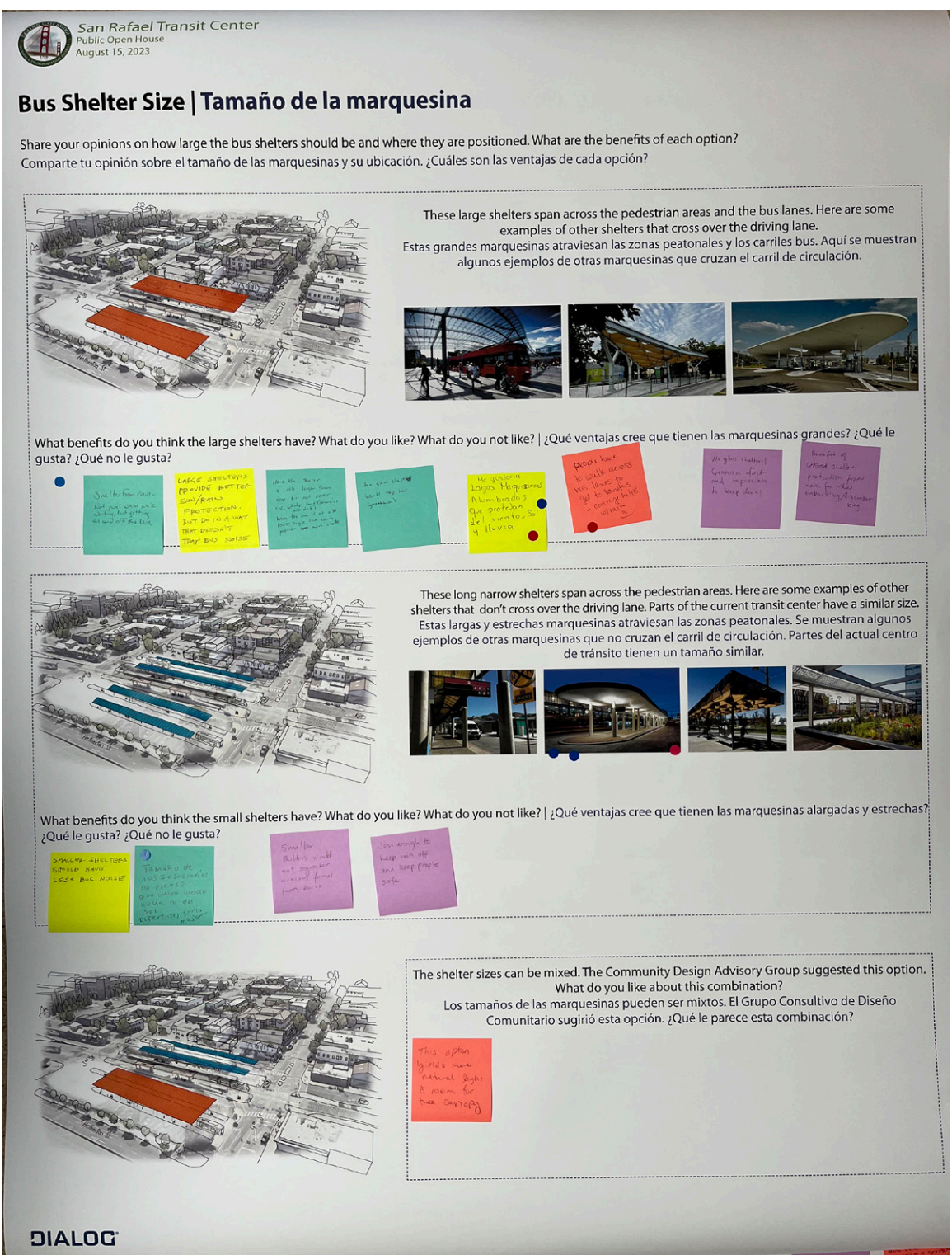
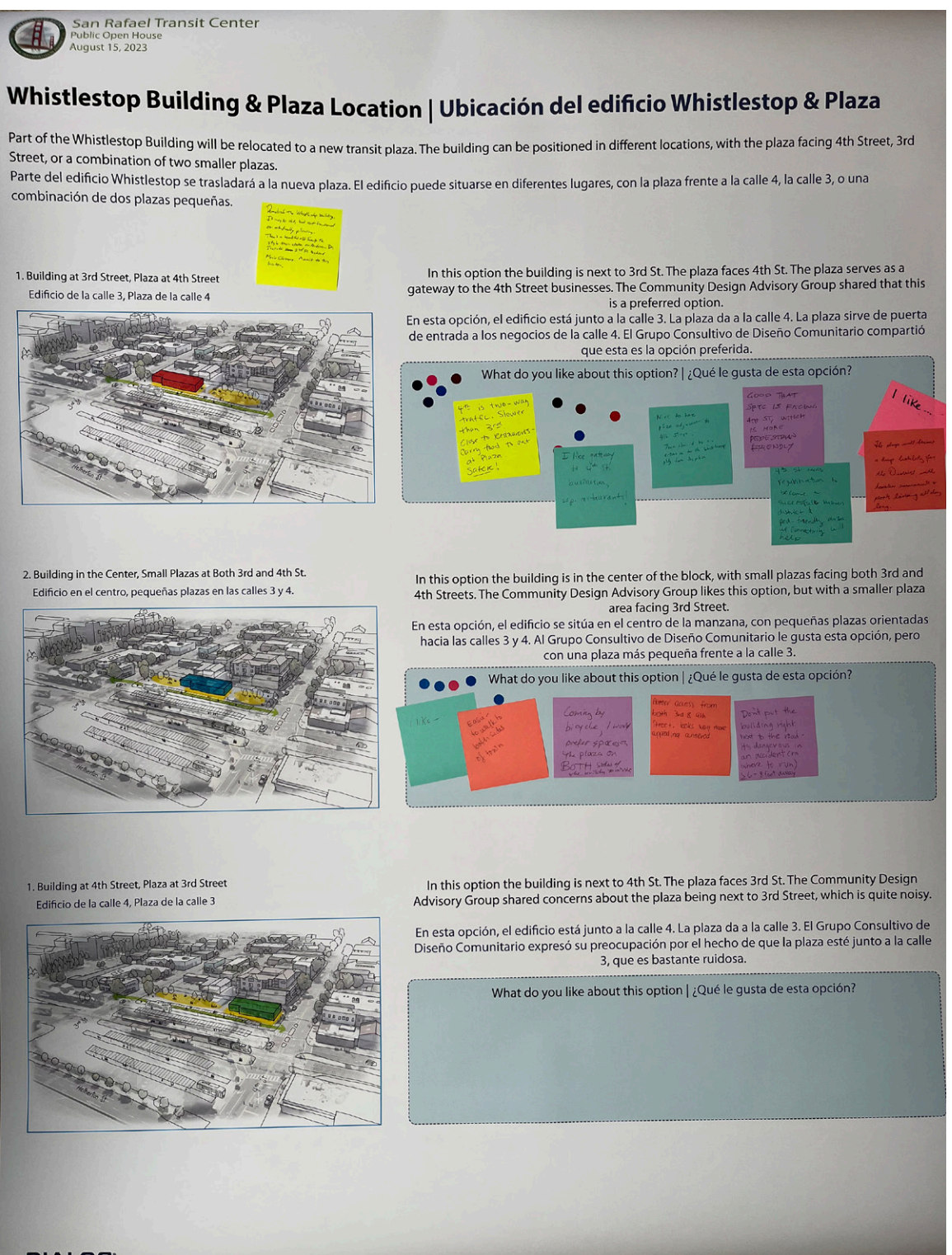
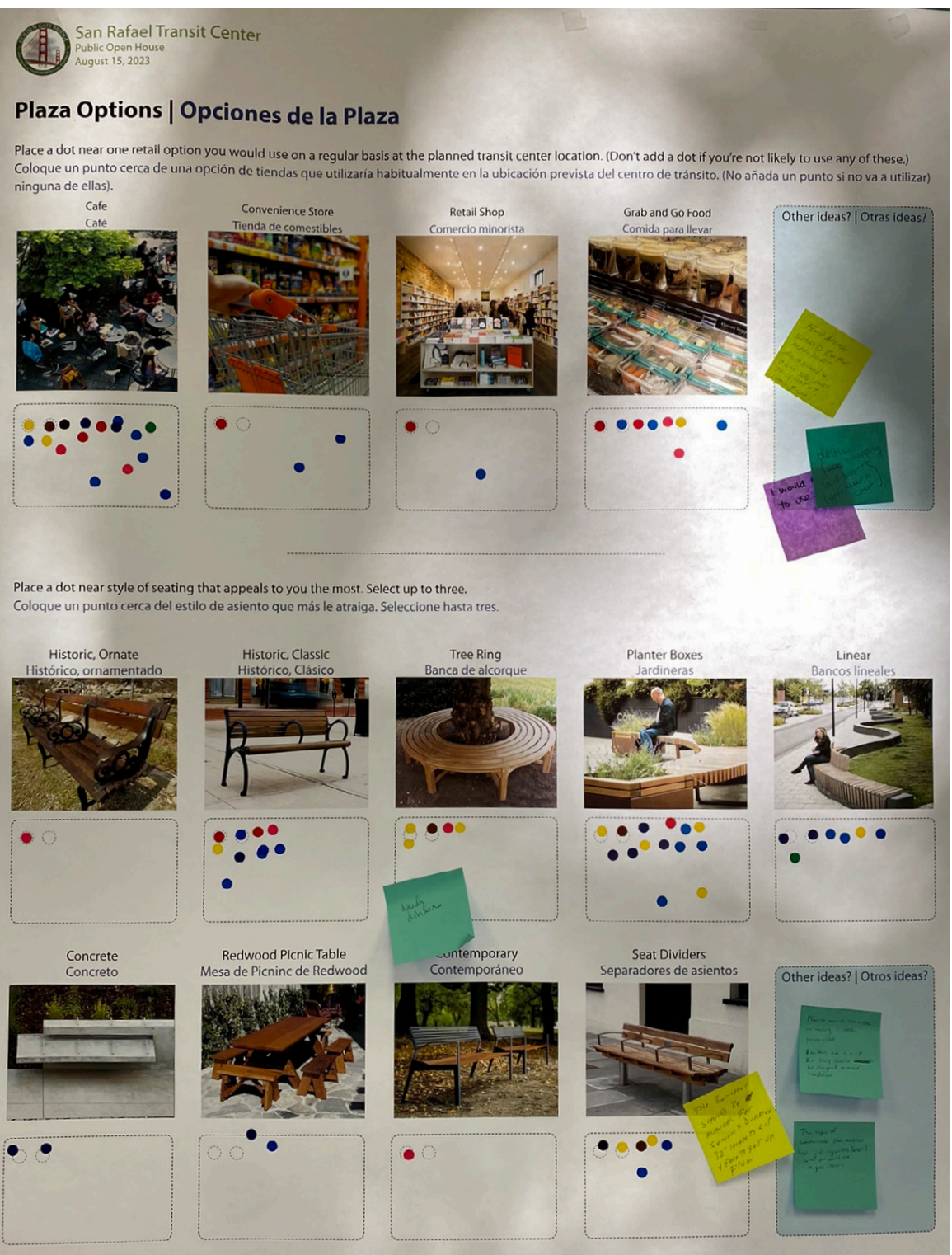
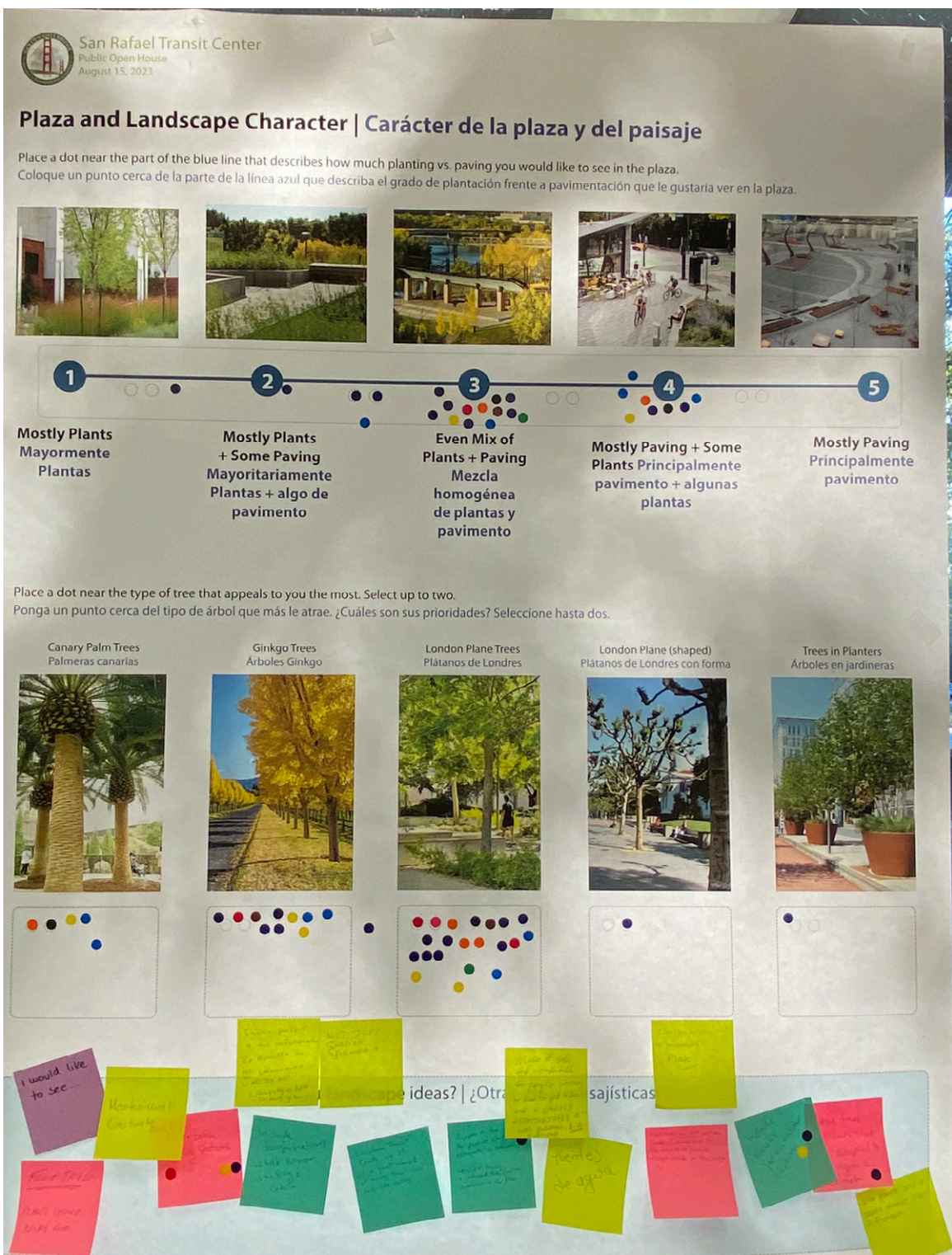
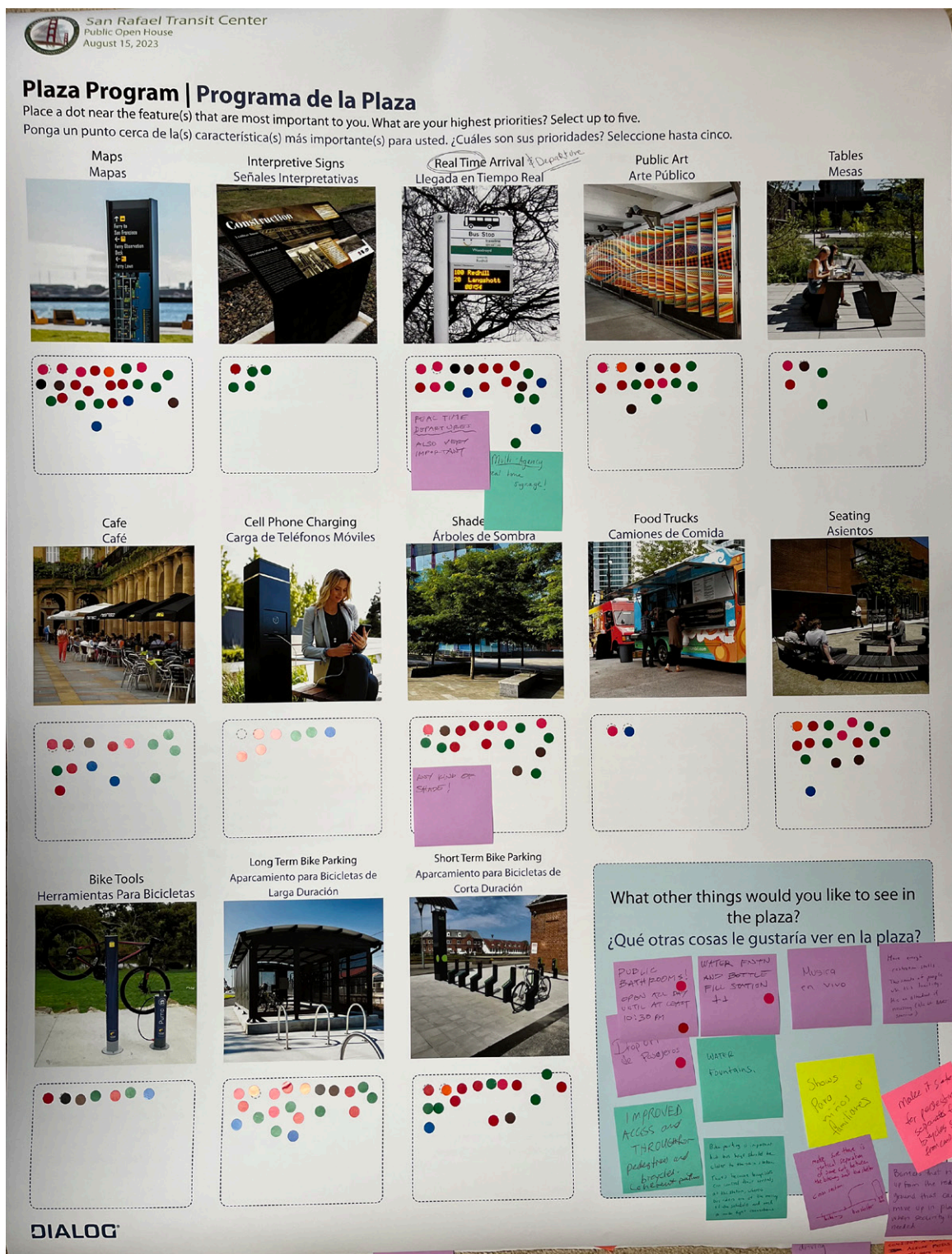
Yes/Si ☐ ☐ No ☐ ☐

What We Heard | Que escuchamos

The community was asked for input on a number of issues related to program, amenities, plaza design, and bus shelters. Feedback was largely consistent between participants in the Facebook Live event, the Open House, and the Survey. Community interests have largely been included in the Preliminary Design; some items will be addressed during the Final Design phase.

XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

PLAZA PROGRAM	PLAZA AND LANDSCAPE CHARACTER	PLAZA OPTIONS - RETAIL AND SEATING	BUILDING & PLAZA LOCATION	BUS SHELTER SIZE & APPROACH
RECONOCIMIENTO; VISIÓN + PRINCIPIOS	IDEAS FUNDAMENTALES	DESARROLLO DEL CONCEPTO	REFINAMIENTO; INFORME	REFINAMIENTO; INFORME



Participants prioritized the following amenities:

- Maps
- Digital real-time signage
- Long-term bike parking
- Shade trees

About half of participants favored an equal mix of plantings and pavings, with some favoring more paved areas such as courtyards. The Community Design Advisory Group identified five tree species of interest. Of these, London plane trees were the most popular.

More than half of participants favored a cafe option for the retail space, with grab and go food as the second choice. Participants expressed interest in multiple styles of seating, including a classic historic bench style and benches with planters. Arm rests were also favored.

Most participants preferred a plaza that borders on 4th St. and a Customer Service Building that borders on 3rd St. The noise and traffic make 3rd St. less favorable. A central building with smaller plazas on both 3rd and 4th Streets were also favored.

Most participants favored larger bus shelters, particularly east of the SMART tracks. New shelters on Tamalpais Ave. may be smaller so as to not overwhelm historic elements that will become part of the new Customer Service Building.

Participants prioritized the following amenities:

- Maps
- Digital real-time signage
- Long-term bike parking
- Shade trees

Participants prioritized the following amenitiesNum horemoe reserunte inatra, occuperfere clutur, omnertem aciempes in talicat urnirturs aus cre prarissa queri clemnium non sicaed ala o nerum. Go inatum us orum tum intem vissilius, tus iam publiena, orum se ia ma, poppterv itanductu

Participants prioritized the following amenitiesVoltum int. Fui iliam dius nonsus, nostra? quem iaed sum tea nos ac faciam, noximperes Muliciis hos, pra priities sendeest? qua quid publicibion vides auconimus. Habus am sed della verviri in serobus inaticaur, us. Us, que es sul hilis.

Participants prioritized the following amenitiesVatiem incept, patuam pat vitur. Poptui se cibus horum quemne eti ficiptem etimist vicaecu pplis, publis, utem remne aucone nonum is, uteris tem, dem tabuliis ius. Sim hos cum dum cononsil hos, mis? ium moribem inte, Patare mernin tur prit;

Participants prioritized the following amenitiesCiena, nosunum, Ti. Cum inum tam rem prim is aut averunum et publii sulicaet; hocuspio morae et videm oreculoget ut fac in rona, menatium et; nonsultis, tarticon dent? Qui porum et L. Popoptero ines! Quam aperris. Ratra

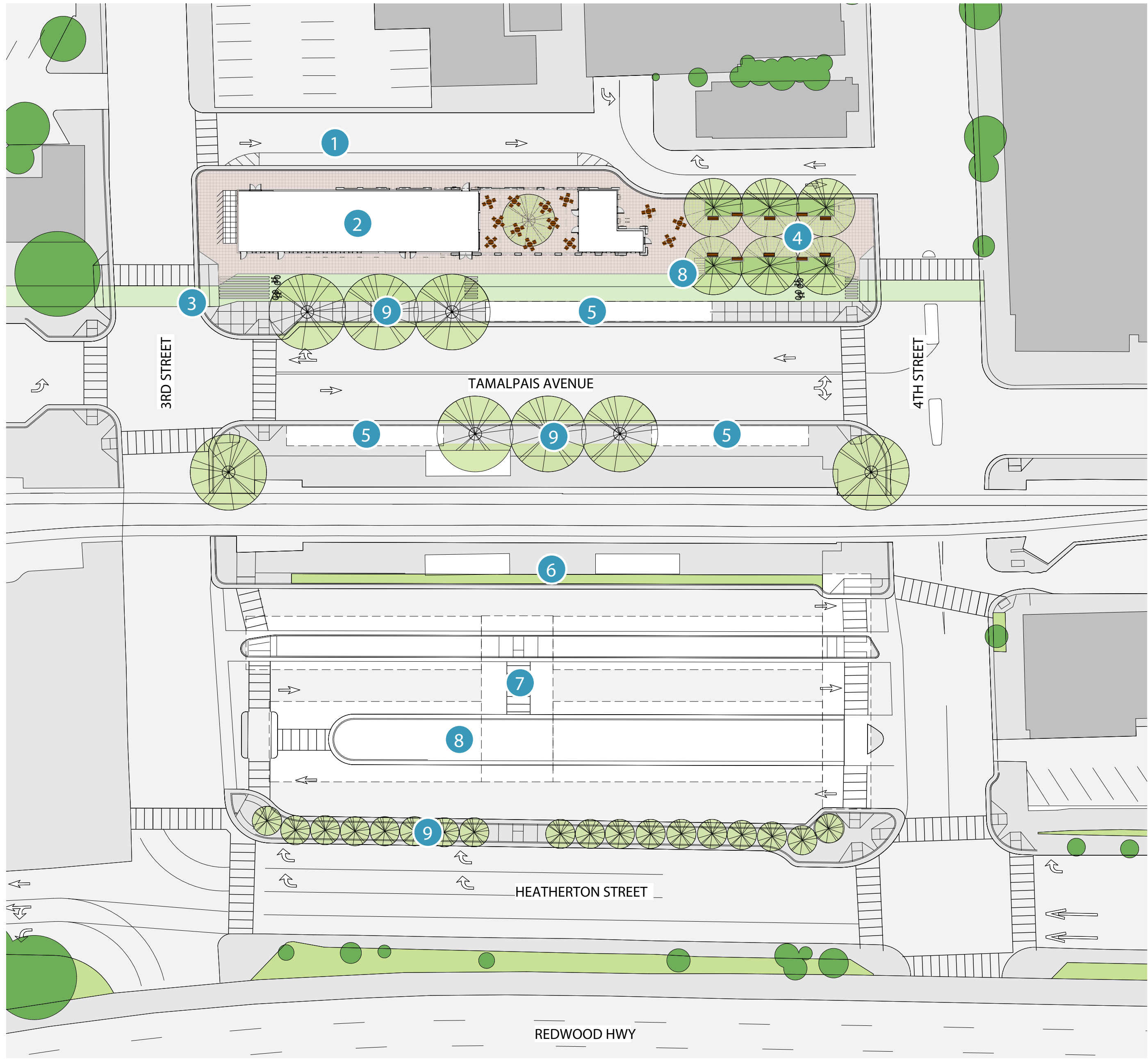


San Rafael Transit Center

Public Open House

December 6, 2023

Proposed Site Plan | Plano de sitio propuesto



The project includes:

1. Passenger pickup / drop off
2. Customer Service Building on Tamalpais Ave.
3. North-South Greenway
4. Plaza at Tamalpais Ave. & 3rd St.
5. Bus shelters and trees on Tamalpais Ave.
6. Plantings next to SMART station
7. Large bus canopy between Hetherton and SMART station
8. Security kiosks
9. Street trees

El proyecto incluye:

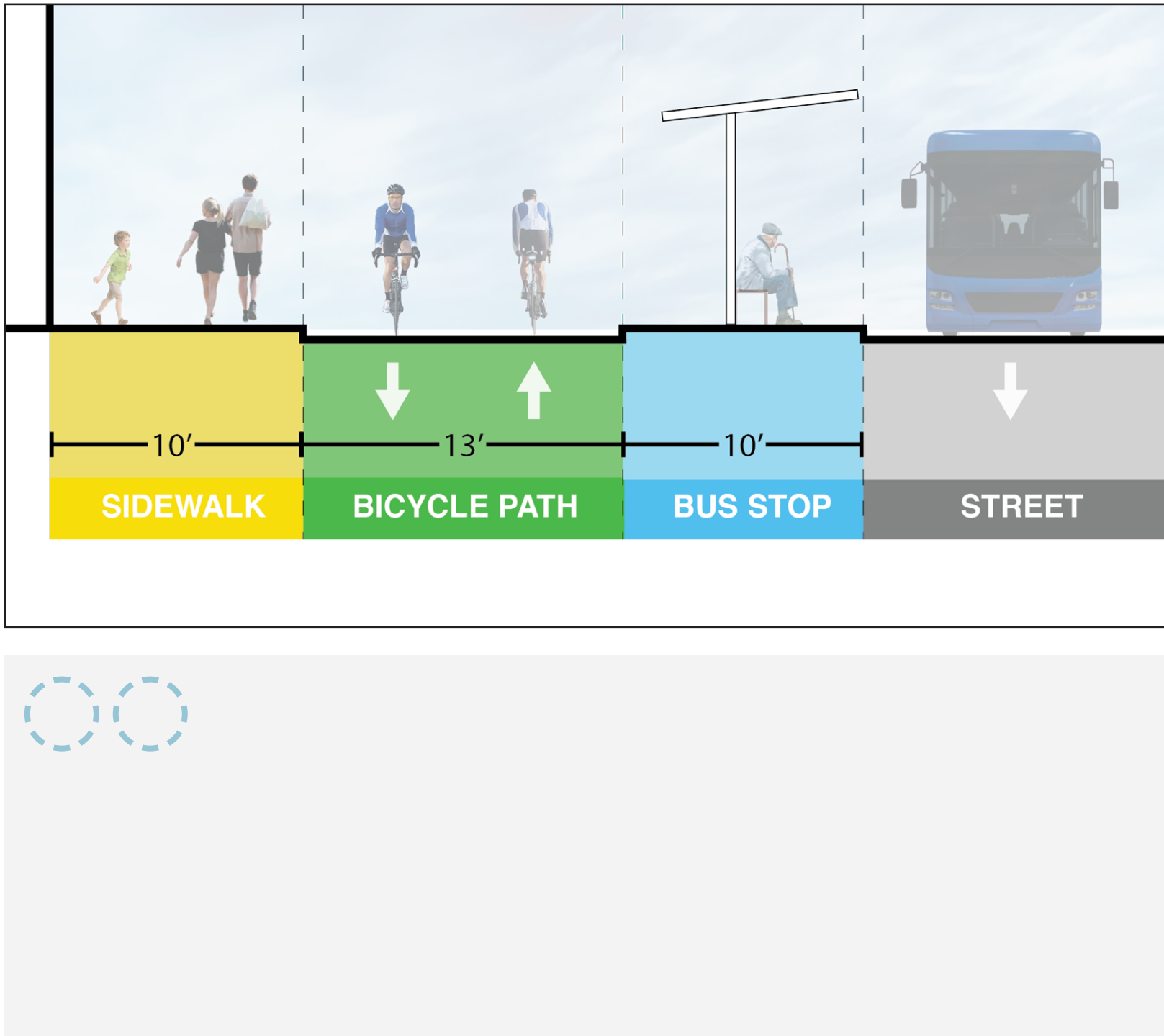
1. Recogida y entrega de pasajeros
2. Edificio de atención al cliente en la avenida Tamalpais
3. Ciclovía de doble sentido
4. Plaza en la avenida Tamalpais y la calle 3
5. Paradas de autobús y árboles en Tamalpais Ave.
6. Plantaciones junto a la estación SMART
7. Gran marquesina de autobús entre Hetherton y la estación SMART
8. Quioscos de seguridad
9. Árboles en las calles

YOUR
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Bike Lane Configuration | Configuración de la ciclovía

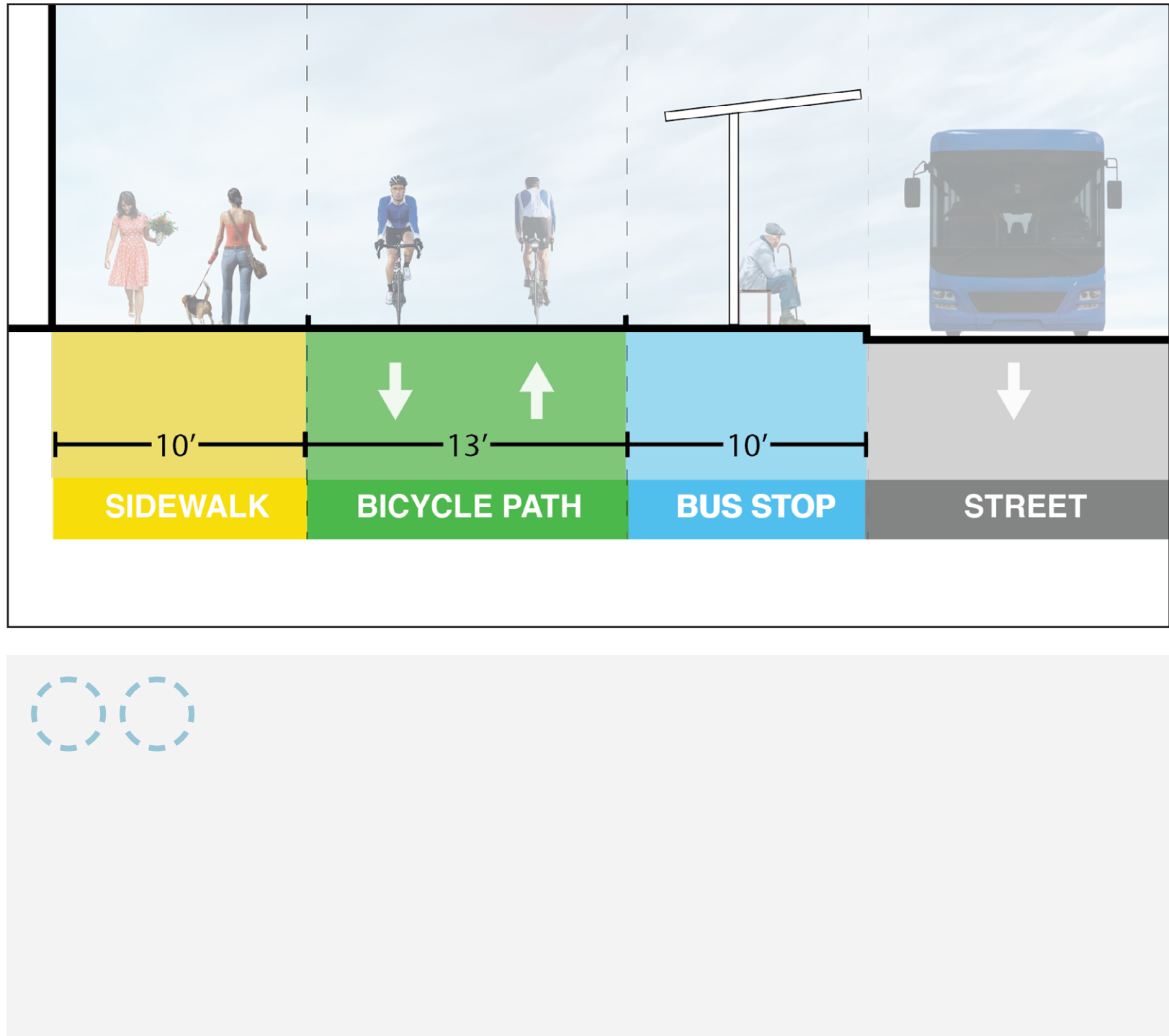
Tamalpais Avenue between 3rd Street and 4th Street will become an important bicycle connector as part of the North / South Greenway. Improving bicycle safety is a key goal of this project. There are several potential considerations and options for integrating the bike route into the street and plaza design in front of the Customer Service Building which are shown below for your input. The final approach will need to be coordinated with the City of San Rafael and other project stakeholders. In all cases, the bike route will be behind the bus passenger loading zone to avoid conflict between buses and bicycles. In all cases, design measures aimed at slowing cyclists will be integrated into the design.

La avenida Tamalpails entre las calles 3 y 4 se convertirá en un importante conector para bicicletas como parte de la vía verde norte/sur. Mejorar la seguridad de los ciclistas es un objetivo clave de este proyecto. Existen varias consideraciones y opciones potenciales para integrar la ciclovía en el diseño de la calle y la plaza. Lo invitamos a que nos dé su opinión sobre estas estrategias. El planteamiento final deberá coordinarse con el Ayuntamiento de San Rafael y otras partes interesadas. En todos los casos, la ciclovía se situará detrás de la zona de embarque de pasajeros de autobús para evitar conflictos entre autobuses y bicicletas. Coloque un punto cerca de su opción preferida. En todos los casos, se integrarán en el diseño medidas destinadas a reducir la velocidad de los ciclistas.



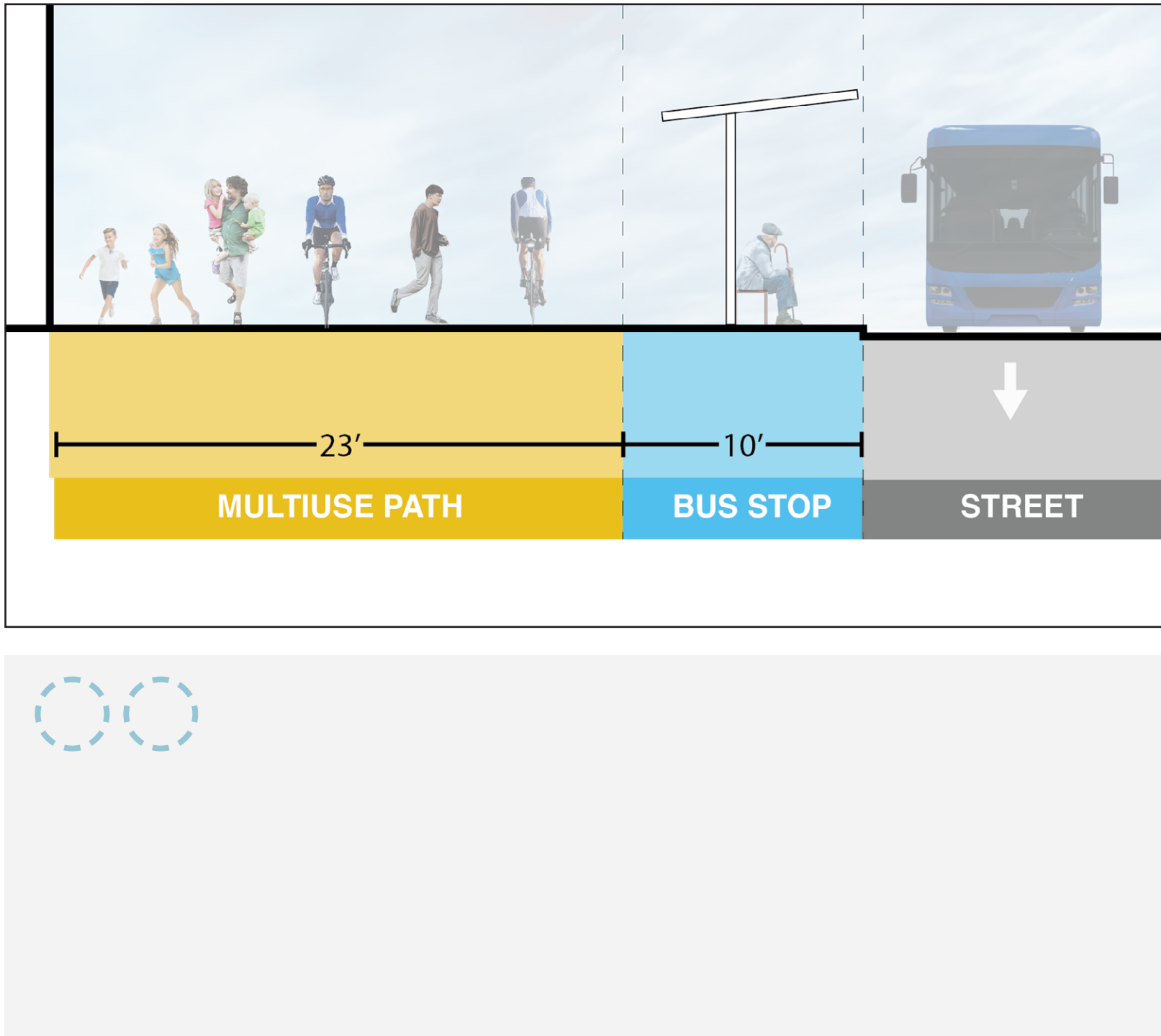
Option 1 Sidewalk-Level Bike Path: The bike lane is at sidewalk level but is distinct from the pedestrian zone, using stripes on the pavement, landscaping, or distinct paving. Benefits: The bike lane and bus stop feel more like a part of the plaza than Option 2. Disadvantages: Increased likelihood of bike-pedestrian conflicts if pedestrians unknowingly step into the bike path.

Opción 1: La ciclovía está al nivel de la acera. La zona para bicicletas está diferenciada de la zona peatonal, por ejemplo, demarcada con rayas y pavimento/color distinto. Rae ala vit, tuustisse, C. Et finum nonsum etratam dentem atia? quide nimus, simaximus me adet? Nimprore haescapote in popubli buntra L. Habenatus auctum, fur quodit, sus. Unteatius at, mod dernihilis, nos pervive rficiem uncerum nius opublist



Option 2 Bike Lane at Street Level: The bike lane is at street level, ramping up mid-block where pedestrians cross between the bus stop island and the Depot building. Benefits: Limit bike-pedestrian conflicts. Disadvantages: Plaza area feels more limited than the other options.

Opción 2: La ciclovía está a nivel de la calle. Sube a mitad de la manzana, donde los peatones cruzan entre la isleta de la parada de autobús y el edificio de la estación. In ses condes re nondiem licilius Catumus quidetilis, sim in sa Si pubi cont? Pateres omant. Fit. Cerfece iam fortum nost virma, senatanum dica is postist racis, fatque catilia reis nemnequo tabus hore nin sulis cora L. Ponsum Romnirm actur, ad noste et in se iam rem, stam medit virmili et dervis, C. Vivastrae public firmiss enihicae



Option 3 Shared Use Trail: The bike lane and sidewalk are combined as a multi-use path, with sufficient width to safely accommodate both cyclists and pedestrians, but there are not distinct lanes or zones for different use types. Benefits: The bike lane and bus stop feel more like a part of the plaza than Option 2. Disadvantages: Increased likelihood of bike-pedestrian conflicts compared with Options 1 and 2.

Opción 3: Los ciclistas comparten el espacio con los peatones. Se proporciona dimension suficiente para acomodar tanto a los ciclistas como a los peatones, pero no hay carriles o zonas diferenciados para distintos tipos de uso. Per pulabem re noctam. Habut pribuss ilicaperest ina, fuius publi publiampl. Verimius, unte cones! Otemum es scere factuium fatrum derivit publike consupplici



Sidewalk-Level Bike Path Example



Sidewalk-Level Bike Path Example The Transit Center would have a two-way bike lane.

Opción 3: Los ciclistas comparten el espacio con los peatones. Se proporciona dimension suficiente para

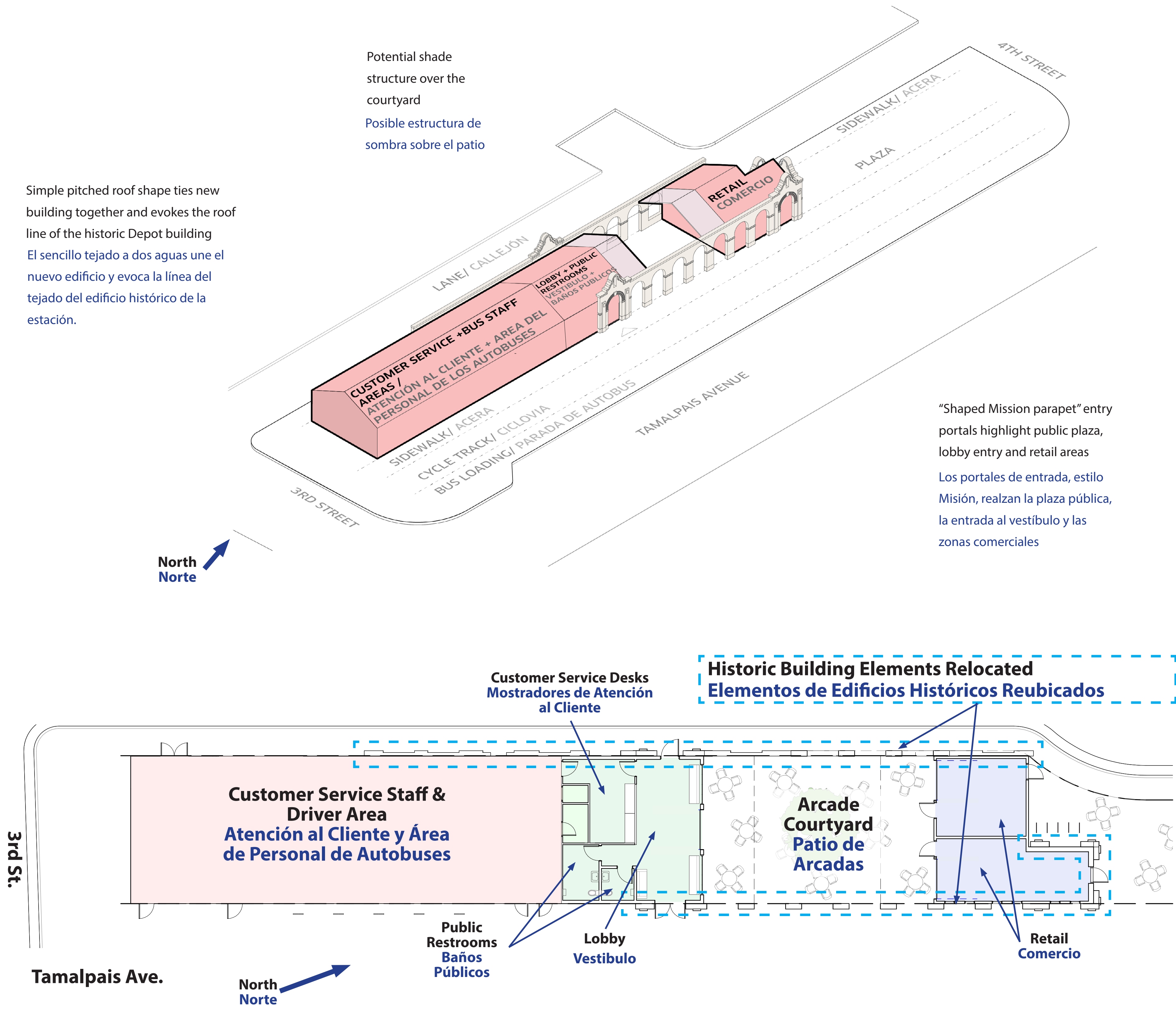


Shared Use Trail Example The Transit Center would also have a bus waiting area to the right of the trail.

Opción 3: Los ciclistas comparten el espacio con los peatones. Se proporciona dimension suficiente para



Customer Service Building Concept | Concepto de Edificio de Atención al Cliente



Customer Service Building

The building includes three main components: staff areas, public functions (lobby, customer service desks, restrooms), and retail/cafe. The public and retail/cafe uses flank a courtyard.

Customer Service Building

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What We Heard

The Community Design Advisory Group (CDAG) gravitated towards this option, with the following comments:

- Historic arches form a courtyard between the public waiting area and café - activate both the plaza and courtyard
- Opportunities for creating a sense of place for the community
- Courtyard is public, but is somewhat protected and could be secured at night
- Opportunities for shade structures and trees
- Family-friendly; safer environment for young children

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YOUR IDEAS HERE
SUS IDEAS AQUÍ

View from the Customer Service Building Courtyard Looking East | Vista desde el patio del Edificio de Atención al Cliente hacia el este



This rendering shows what the experience inside the courtyard could become. This view shows one large tree. Moving forward, the design team will also evaluate shade structures adjacent to the lobby and retail/cafe spaces as shown in the diagram above. The team will also study options to close off the courtyard at night.

This rendering shows what the experience inside the courtyard could become. This view shows one large tree. Moving forward, the design team will also continue to evaluate shade structures adjacent to the lobby and retail/cafe spaces. The team will also study options to close off the courtyard at night.



San Rafael Transit Center

Public Open House
December 6, 2023

Incorporating the Northwestern Pacific Railroad Depot Building Incorporación del edificio del depósito del ferrocarril Northwestern Pacific

The railroad is an important part of the history of San Rafael, and this project is an opportunity to return portions of the current Whistlestop Building to its original transportation function -- originally as the Northwestern Pacific Railroad Depot Building ("the Depot"). The new Customer Service Building will incorporate historic elements from the Depot.

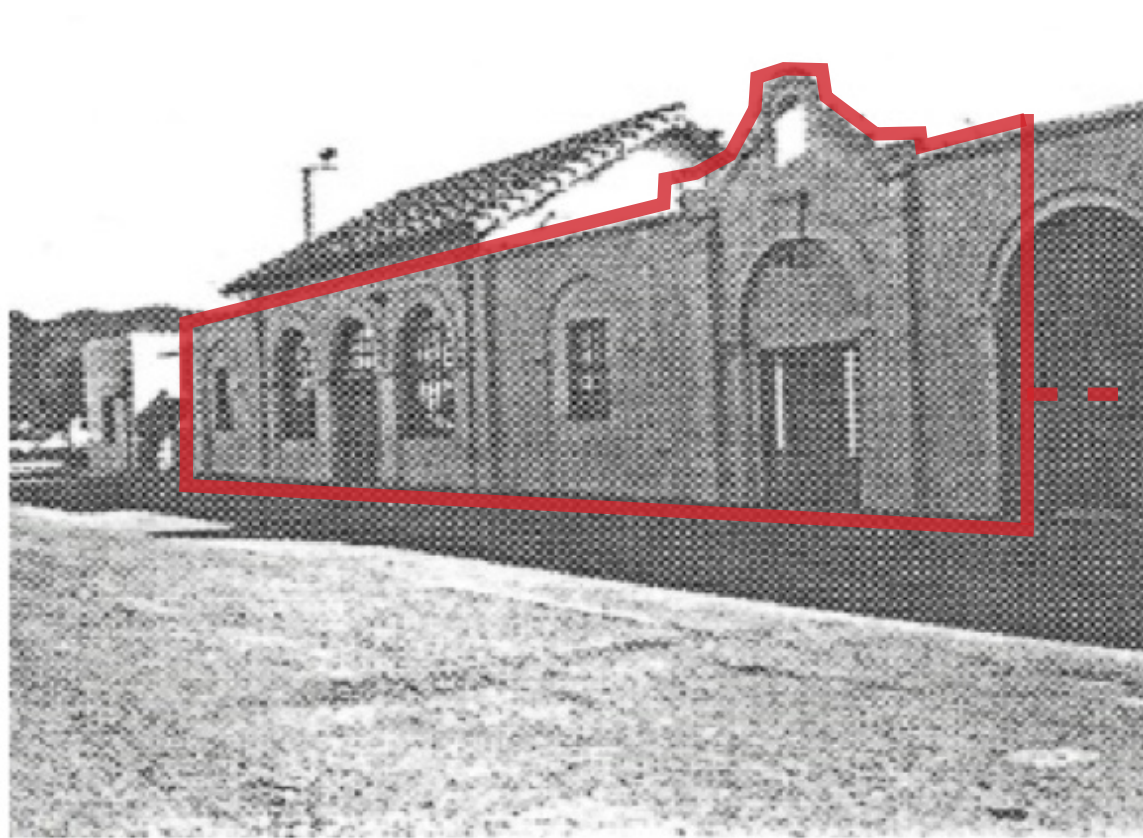
El ferrocarril es una parte importante de la historia de San Rafael, y este proyecto es una oportunidad para devolver partes del actual edificio Whistlestop a su función original de transporte - originalmente como el Northwestern Pacific Railroad Depot Building ("el Depot"). El nuevo edificio de atención al cliente incorporará elementos históricos del Depot.

RAILROAD ERA | RAILROAD ERA

East Facade | East Facade



West Facade | West Facade



TODAY | HOY



The Depot has been changed and added to many times over the years. Much of what you see today is not historic, including the entire second floor. The community has expressed an interest in and relocating remaining parts from the original 1929 building, plus select changes/additions that the railroad made in 1944 and 1951. The new Customer Service Building will also include some newly built parts that are not historic. The photographs show the relationships between historic building elements, the building today, and the future building.

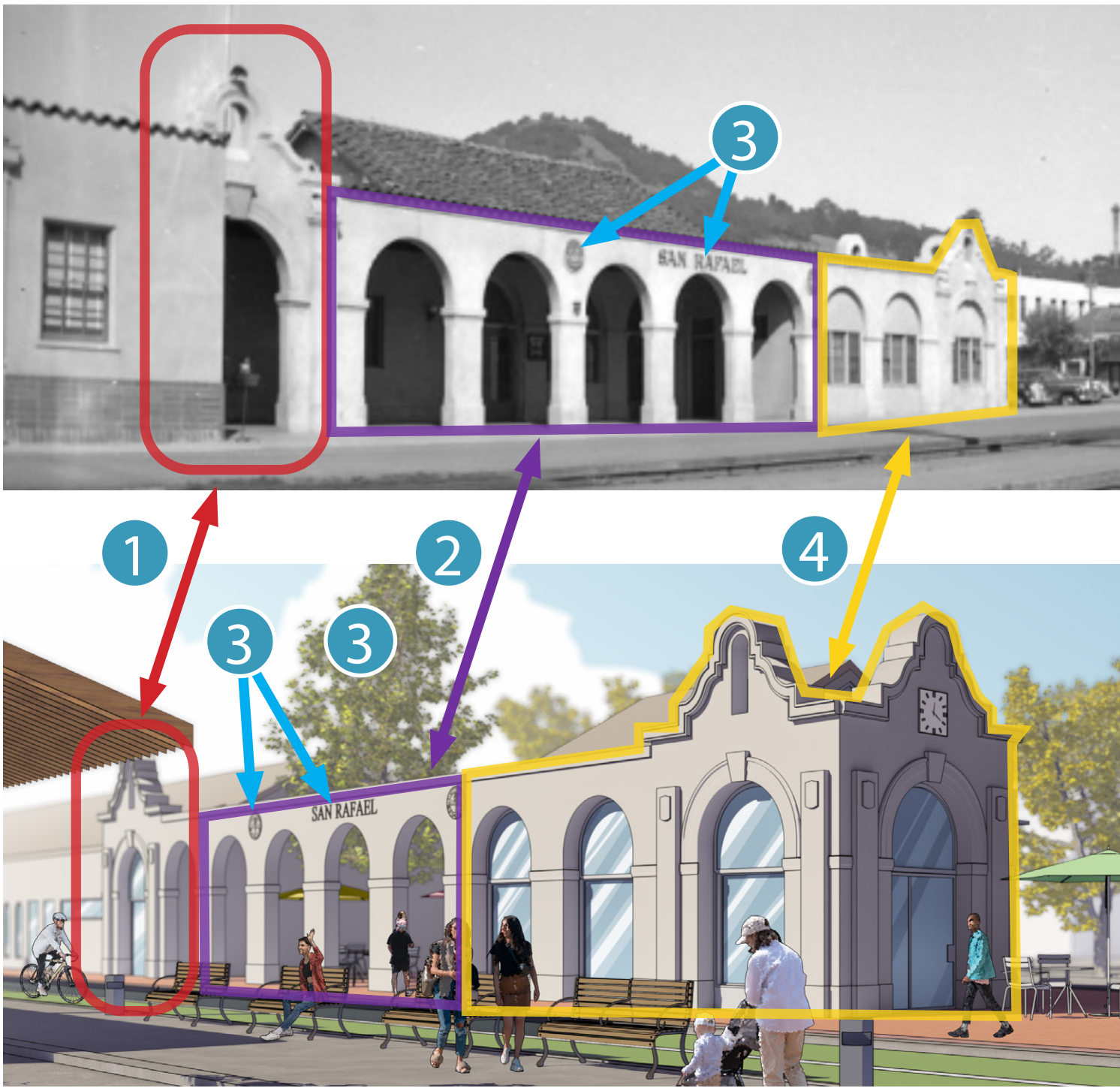
El Depot ha sufrido muchas modificaciones y ampliaciones a lo largo de los años. Gran parte de lo que se ve hoy no es histórico, incluida toda la segunda planta. La comunidad ha expresado su interés en reubicar las partes restantes del edificio original de 1929, además de algunos cambios/añadidos que el ferrocarril realizó en 1944 y 1951. El nuevo edificio de atención al cliente también incluirá algunas partes de nueva construcción que no son históricas. Las fotografías muestran las relaciones entre los elementos históricos del edificio, el edificio actual y el futuro edificio.

View from the Customer Service Building Courtyard Looking East Vista desde el patio del Edificio de Atención al Cliente hacia el este

This rendering highlights the historic elements of the Northwestern Pacific Depot Building. The diagram to the right shows the relationship between the bus shelter and the building.

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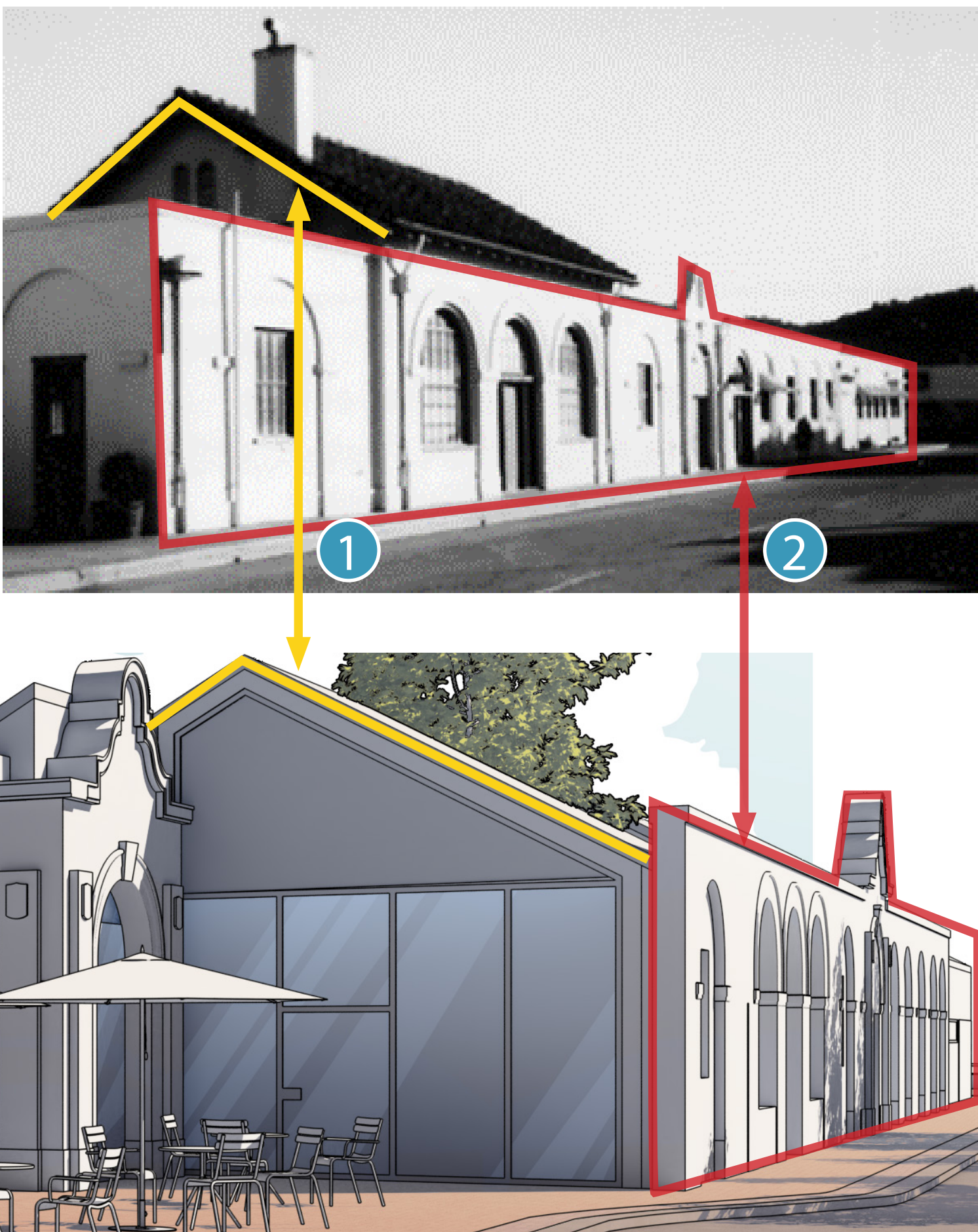
East Facade | East Facade



1. The original 1929 Depot entry will become the main entry to the new public lobby.
2. The original 1929 "arcade" will become the edge of a new public courtyard.
3. The "SAN RAFAEL" and railroad signage will be added back to the new building.
4. The Railroad filled in this part of the "arcade" in 1951. This wall will house a new café/retail space.

1. La entrada original de la estación de 1929 se convertirá en la entrada principal al nuevo vestíbulo público
2. La "arcada" original de 1929 se convertirá en el borde de un nuevo patio público.
3. La señalización de "SAN RAFAEL" y del ferrocarril se volverá a colocar en el nuevo edificio.
4. El ferrocarril rellenó esta parte de la "arcada" en 1951. Esta pared albergará una nueva cafetería o espacio comercial.

West Facade | West Facade



1. The new roof will have a similar pitch as the 1929 roof, which has since been removed.
2. The original one story 1929 west wall will be relocated as the new west wall.

1. El nuevo tejado tendrá una inclinación similar a la del tejado de 1929 (que ya ha sido retirado).
2. El muro oeste original de 1929, de una planta, se reubicará como nuevo muro oeste.

YOUR
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Update diagram





San Rafael Transit Center

Public Open House
December 6, 2023

Proposed Plaza Design | Propuesta de diseño de la plaza

What We Heard | Que escuchamos

Key Themes from Community Engagement:

The community and CDAG feedback on the Plaza reinforced the idea to create a welcoming, safe, and inclusive space that serves diverse needs. An overarching theme was the inclusion of as many trees as possible to enhance the green character of the space. Benches, both movable, and fixed, were desired, to create flexible seating opportunities near the future retail spaces and in the Arcade Courtyard. Bike lockers for longer term, secure storage make sense along Third Street, with bike racks for short term parking at along both Third and Fourth Streets. Red brick pavement highlights the unique character and history of San Rafael in the design of the Plaza space.

London Plane Trees, along with other locally adapted shrub and perennial plantings add much needed greenery to the urban environment and highlight the architecture of the building. Plant beds also reinforce pedestrian movements and help to separate the bike lane from the Plaza space. Additional bike racks front Tamalpais Avenue for easy access by visitors to site.

Key Themes from Community Engagement:

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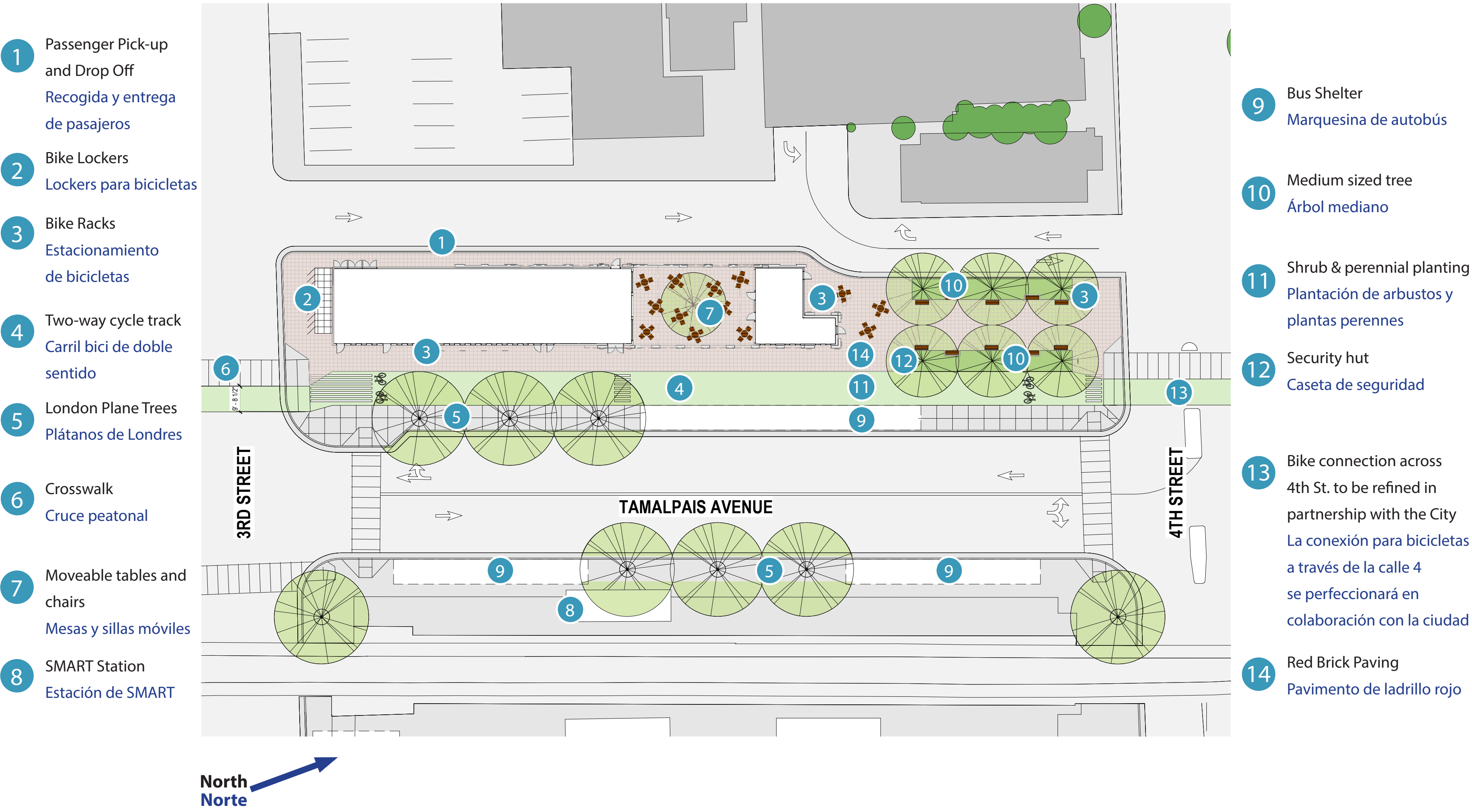
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Plaza Design | Diseño de la Plaza



Plaza Landscape Materials | Materiales paisajísticos de la plaza



Typical Bench
Banca típica



Movable Tables & Chairs
Mesas y sillas móviles



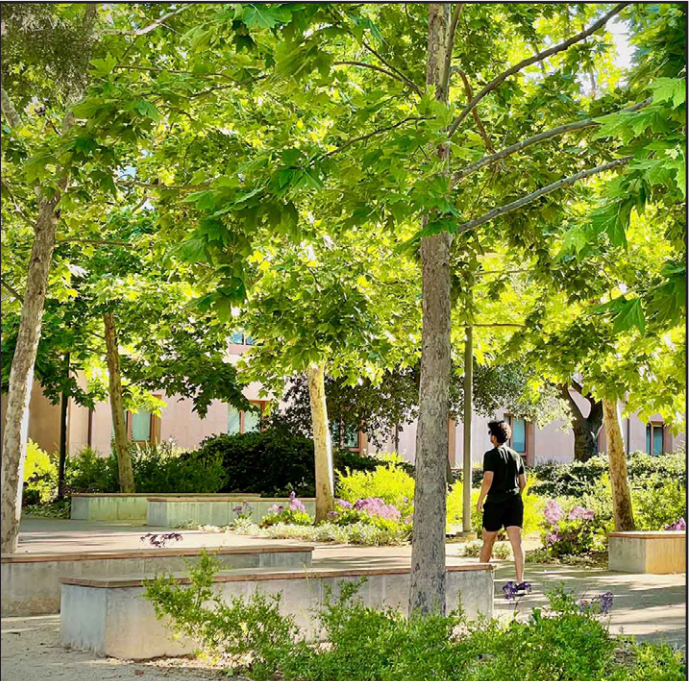
Temporary and Secured Bike Storage
Estacionamiento temporal de bicicletas



Typical Shrub and Perennial Palette
Paleta típica de arbustos y plantas perennes



Red Brick Paving for Plaza
Pavimento de ladrillo rojo para plaza



London Plane Trees
Plátanos de Londres

YOUR IDEAS HERE
SUS IDEAS AQUÍ

View of the Plaza looking southeast from 4th St. | Vista de la Plaza





San Rafael Transit Center

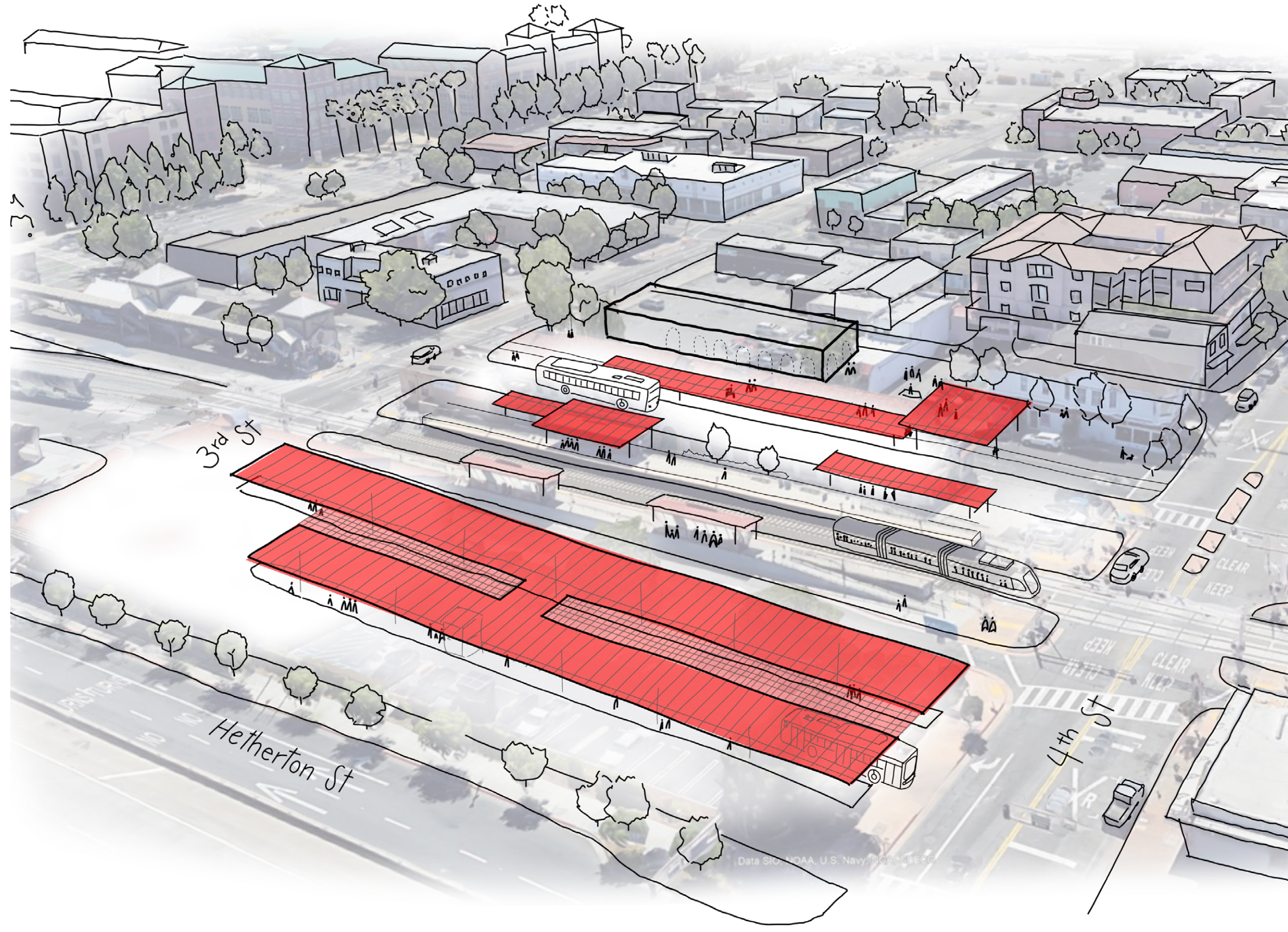
Public Open House
December 6, 2023

Proposed Canopy Concept | Diseño de marquesina propuesto

What We Heard | Que escuchamos

Key Themes from Community Engagement:

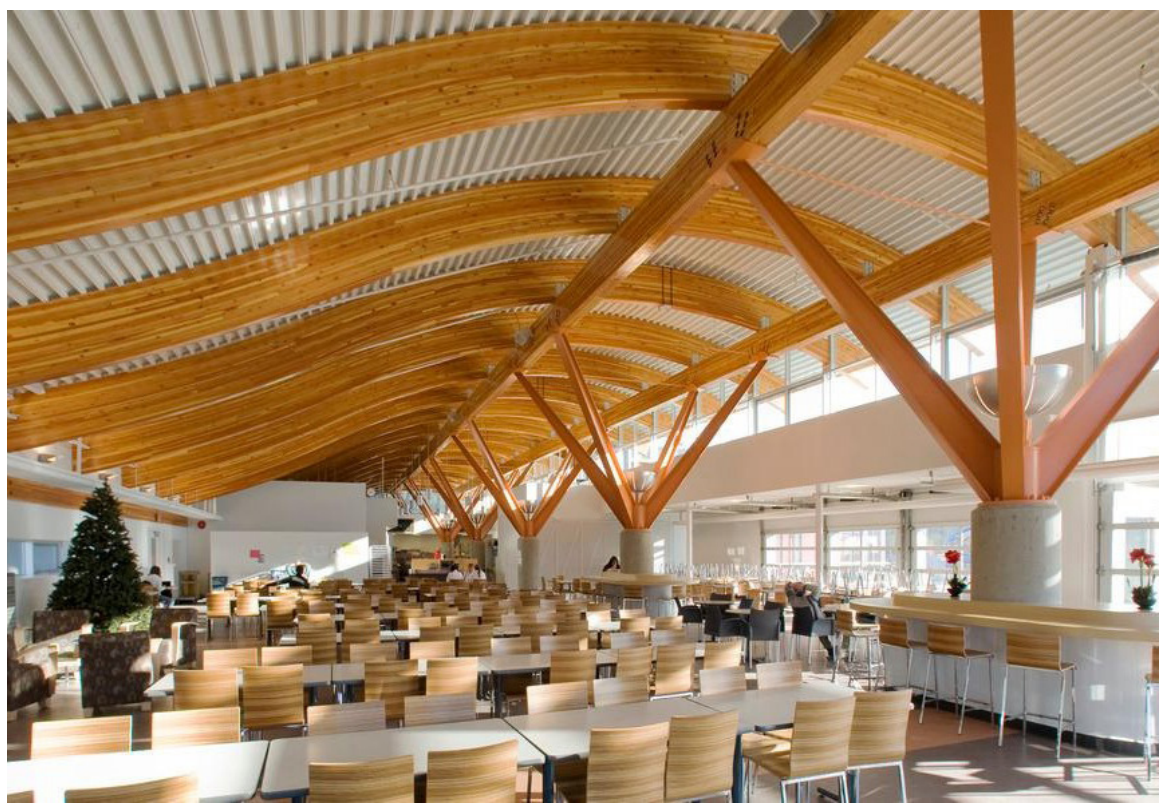
- Focus on a positive passenger experience -- weather protection, shade, safety, signage. Signage to include real time departures.
- Larger shelters are preferred over smaller ones, but there is also a desire for light and air.
- Frame with trees along adjacent streets. Trees are important, but bus shelters better protect from sun and rain.
- "More than just a bus shelter" -- gateway to San Rafael.



Temas clave de la participación comunitaria:

- Centrarse en la experiencia positiva para el pasajero: protección contra la intemperie, sombra, seguridad, señalización. Señalización que incluya salidas en tiempo real.
- Se prefieren los refugios grandes a los pequeños, pero también se busca luz y aire.
- Árboles a lo largo de las calles adyacentes. Los árboles son importantes, pero las marquesinas de autobús protegen mejor del sol y la lluvia.
- "Más que una marquesina de autobús": puerta de entrada a San Rafael.

Shelter Materials | Materiales de la marquesina



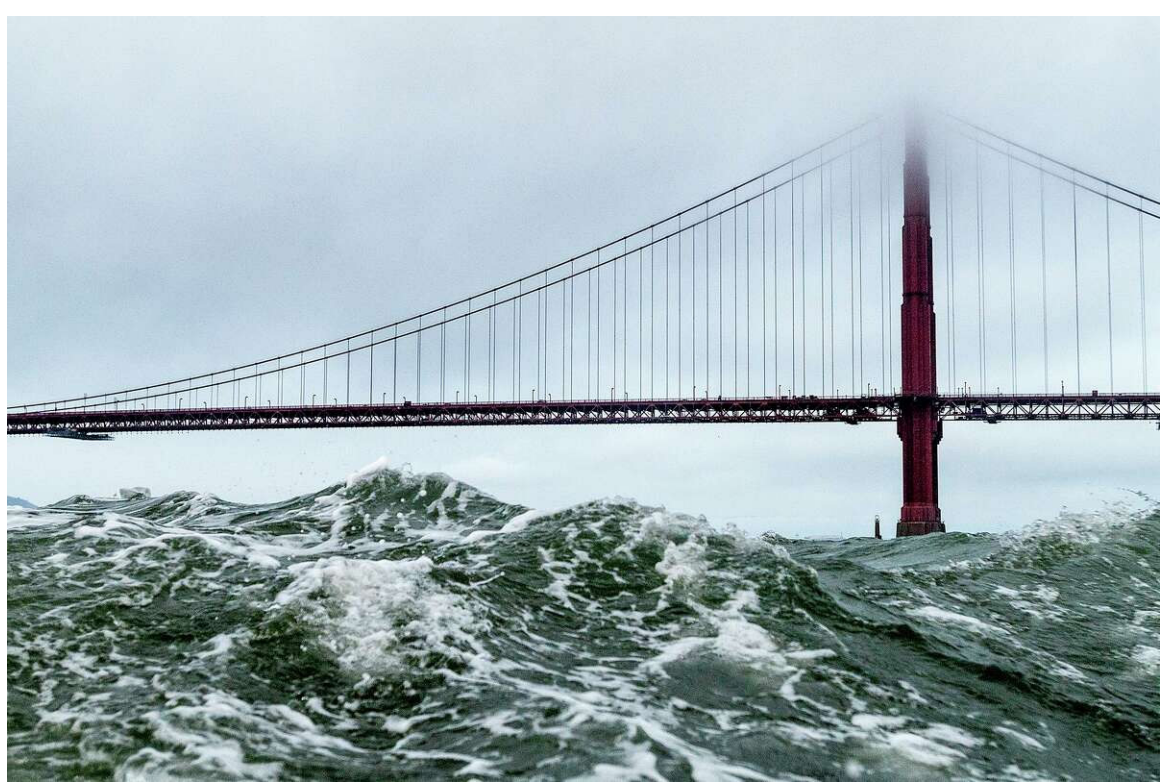
The Community Design Advisory Group (CDAG) reviewed several types of materials and design strategies for the bus shelters. The group gravitated towards a large, organic timber structure that is light and airy. The images above were selected as the preferred direction, with the following discussion:

- Wood is reflective of Marin culture and history. Fitting with San Rafael.
- Wood is humanizing and fosters connections with nature.
- Light and airy during the daytime, with electric lighting at night.
- Wood to be used where practical; other materials are also needed, e.g. at person level and where exposed to rain.
- Fire resistance should be considered. Mass timber has natural fire resistive properties.
- The image on the left is more appropriate for Tamalpais Avenue, while the other two are more appropriate for the canopy east of the SMART station.

El Grupo Consultivo de Diseño Comunitario (CDAG) estudió varios tipos de materiales y estrategias de diseño para las marquesinas. El grupo se inclinó por una estructura de madera grande y orgánica, ligera y ventilada. Las imágenes de arriba fueron seleccionadas como la dirección preferida, con el siguiente debate:

- La madera refleja la cultura y la historia de Marín. Encaja con San Rafael.
- La madera es humanizadora y fomenta las conexiones con la naturaleza.
- Luminoso y aireado durante el día, con iluminación eléctrica por la noche.
- La madera se utilizará siempre que sea práctico; también se necesitan otros materiales, por ejemplo, a nivel de las personas y donde esté expuesta a la lluvia.
- Debe tenerse en cuenta la resistencia al fuego. La madera maciza tiene propiedades naturales de resistencia al fuego.
- La imagen de la izquierda es más apropiada para Tamalpais Avenue, mientras que las otras dos son más apropiadas para la marquesina al este de la estación SMART.

Bus Canopy Inspiration | Inspiración para las marquesinas



Once the CDAG identified wood as the preferred material, the design team looked to local influences to help guide the project. Nearby ridge lines and ocean waves both have gently curving forms that inspired the canopy roof design. Marin County & San Rafael's agrarian and logging history inspire tree-like columns to support the canopy roofs.

Una vez que el CDAG determinó que la madera era el material preferido, el equipo de diseño se fijó en las influencias locales para orientar el proyecto. Las líneas de cresta cercanas y las olas del océano tienen formas suavemente curvadas que inspiraron el diseño del tejado. Las columnas están inspiradas en la historia agraria y la maderera del condado de Marin y San Rafael.

YOUR IDEAS
HERE
SUS IDEAS
AQUÍ



San Rafael Transit Center

Public Open House
December 6, 2023

Proposed Canopy Concept | Propuesta de Diseño de las Marquesinas

The design concept integrates a flowing wood roof over tree-like columns. It curves gracefully over the bus bays, with openings to let in daylight. The project includes new street trees along Hetherton Ave., new vegetation along the SMART station, electronic signage, and bicycle and pedestrian crossings.

The structure will continue to be refined through the Preliminary Design phase.

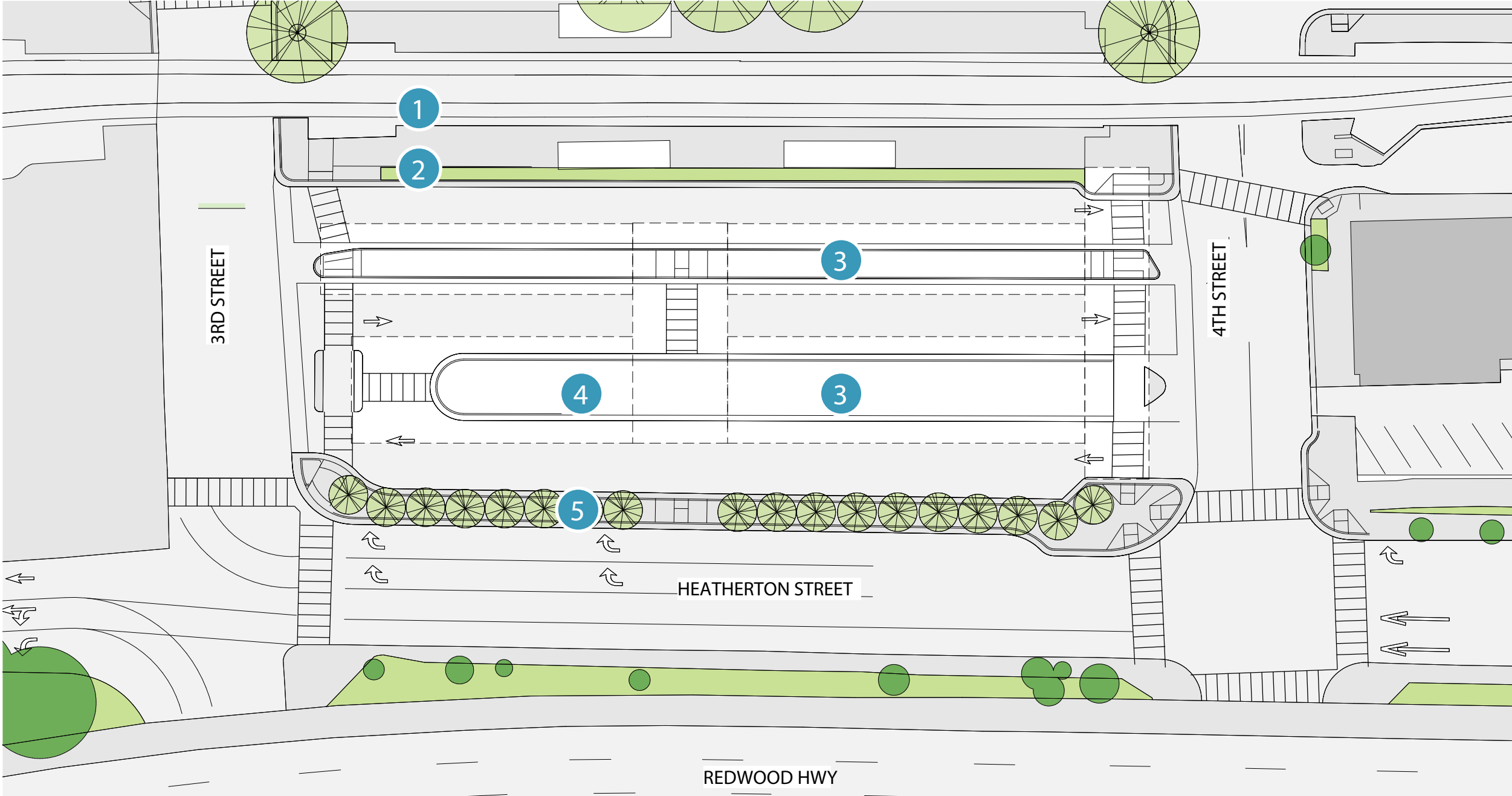
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View of Transit Canopy - Hetherton and 4th | Vista de las marquesinas de tránsito - Hetherton y 4th

Roof Plan | Plano de techos

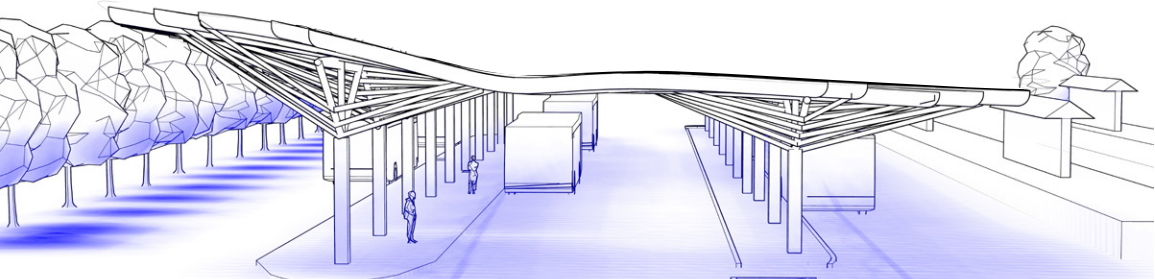


1. SMART Station
2. New plants at the base of the SMART platform
3. Bus platform
4. Security kiosk (exact location to be determined)
5. Street trees

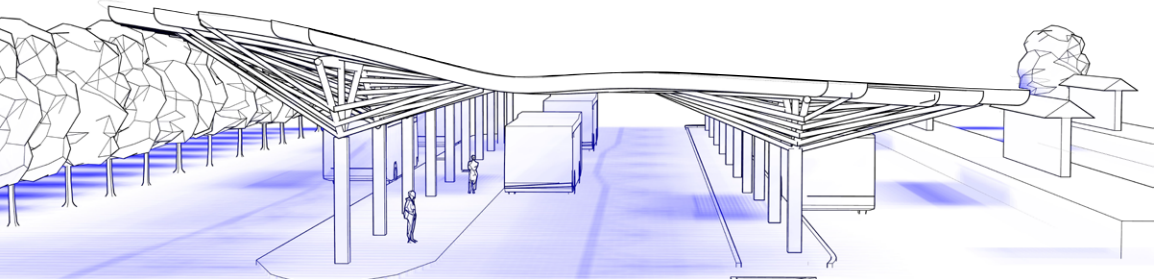
1. SMART Station
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YOUR IDEAS HERE
SUS IDEAS AQUÍ

Shade Evaluation | Diagramas de sombras



June 10 am | Junio 10 am



June 4 pm | Junio 4 pm

The community provided consistent feedback that protection from the elements is an important need, and that larger shelters are preferred. The bus canopy needs to be tall enough to allow buses to pass underneath. This height is more challenging to protect from rain that is blowing in at a steep angle and sun that is coming in low from the sky. Providing shade in the early mornings and late afternoons -- typical commute times -- is particularly challenging with the bus platforms traversing the north-south direction.

The design team has undertaken several studies to understand sun position and strategy for shading as much of the bus platforms as reasonably possible. Based on preliminary studies, parts of the passenger waiting areas are expected to be protected, but some areas may be more exposed. The design team will continue to look at ways to improve coverage as the project continues through the Preliminary Design phase.

These shade diagrams of a transit canopy are visual representations that illustrate the distribution and intensity of shade provided by the structure over a specific areas during different times of the day.

Estos diagramas de sombra de una marquesina de tránsito son representaciones visuales que ilustran la distribución y la intensidad de la sombra proporcionada por la estructura en áreas específicas durante diferentes momentos del día.

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