Whistlestop Block Concept

Additional area under consideration for transit center facilities
Appendix C
Scoping Meeting Materials

Sign-in Sheet from the Scoping Meeting
Scoping Meeting Postcard
Scoping Meeting Poster
SIGN-IN SHEET FROM SCOPING MEETING
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Email</th>
<th>Would you like to receive project updates?</th>
<th>How did you hear about this meeting? (Check all that apply)</th>
</tr>
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<tbody>
<tr>
<td>Barbara</td>
<td>63 Harvard Dr.</td>
<td><a href="mailto:barbara.alexander36@ymail.com">barbara.alexander36@ymail.com</a></td>
<td>Yes</td>
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<tr>
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<td>Larkspur CA 94939</td>
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<tr>
<td>Alice</td>
<td>245 Jewell St.</td>
<td>aliceçoehman.com</td>
<td>Yes</td>
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<td>Jill</td>
<td>340 Riviera Dr.</td>
<td><a href="mailto:nairlybyday@gmail.com">nairlybyday@gmail.com</a></td>
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<td>Rick Beckstrom</td>
<td>491-A Wilson Ave</td>
<td>rick_safetynet.com</td>
<td>Yes</td>
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<td>Gody Lowe</td>
<td>344 Wildwood North</td>
<td><a href="mailto:clow@marintransit.org">clow@marintransit.org</a></td>
<td>Yes</td>
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<td>Angela Tsai</td>
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<td>Yes</td>
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<td>Liza Ryan</td>
<td>37 Marquard Ave</td>
<td><a href="mailto:lizahr@gmail.com">lizahr@gmail.com</a></td>
<td>Yes</td>
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<tr>
<td>Mary Sackett</td>
<td></td>
<td><a href="mailto:mcsackett@marincounty.org">mcsackett@marincounty.org</a></td>
<td>Yes</td>
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<td>Jon Gross</td>
<td>102 Lucas Park Dr. 94903</td>
<td><a href="mailto:jon@smith.com">jon@smith.com</a></td>
<td>Yes</td>
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<td>Bill O'Connell</td>
<td>790 Mission Ave.</td>
<td><a href="mailto:billy@connell.com">billy@connell.com</a></td>
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<td>Ann Purdi</td>
<td>902 Linden St.</td>
<td><a href="mailto:b.purdi@att.net">b.purdi@att.net</a></td>
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<tr>
<td>Kate Powers</td>
<td>450 Montecillo Rd.</td>
<td><a href="mailto:kmarino@yahoo.com">kmarino@yahoo.com</a></td>
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<tr>
<td>Gretchen Leavitt</td>
<td>255 C St.</td>
<td>gretchen.leavitt@globalnet</td>
<td>Yes</td>
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<td></td>
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<td><a href="mailto:tester@gmail.com">tester@gmail.com</a></td>
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<td>Amy Liakover</td>
<td>134 Reservoir</td>
<td><a href="mailto:aliakover@aol.com">aliakover@aol.com</a></td>
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<td>Cynthia Landauer</td>
<td>187 Son Rafael Pk</td>
<td><a href="mailto:clairedester@salubr.net">clairedester@salubr.net</a></td>
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<td>Richard Faith</td>
<td>302 4th St Apt 34</td>
<td><a href="mailto:lw269ero@gmail.com">lw269ero@gmail.com</a></td>
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<td>Amy G.</td>
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<tr>
<td>John Eells</td>
<td>65 Oak Crest Drive</td>
<td><a href="mailto:johneells@comcast.net">johneells@comcast.net</a></td>
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<td>Leslie Stone</td>
<td>8 David Court</td>
<td><a href="mailto:Leslie@LSA-Design.com">Leslie@LSA-Design.com</a></td>
<td>Yes</td>
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<td>Richard Sobole</td>
<td>61 SR 94903</td>
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<td>Pat Soberanis</td>
<td>400 Corte Carpe #13 Greenbrae CA 94904</td>
<td><a href="mailto:richardhsobole@ymail.com">richardhsobole@ymail.com</a></td>
<td>Yes</td>
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<td>Justin Burnett</td>
<td>655 Fifth Ave San Rafael CA 94903</td>
<td><a href="mailto:wmb29gt@gmail.com">wmb29gt@gmail.com</a></td>
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<td>Hugh Murray</td>
<td>687 Sth Ave</td>
<td><a href="mailto:hmurphy@verizon.net">hmurphy@verizon.net</a></td>
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<td>Tracy Neal</td>
<td>407 Mission Ave</td>
<td><a href="mailto:nealove@yahoo.com">nealove@yahoo.com</a></td>
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<td>Molly Blauvelt</td>
<td>127 Dubois St</td>
<td><a href="mailto:tommillyto@gmail.com">tommillyto@gmail.com</a></td>
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<td>David Catalinotto</td>
<td>1050 Court St #511</td>
<td><a href="mailto:nicolemaurer@gmail.com">nicolemaurer@gmail.com</a></td>
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<td>Dr. Stichter</td>
<td>900 Fifth Ave Sth 101</td>
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<td>Rafaq Rafe</td>
<td>111 Morphee St, San Rafael, CA</td>
<td><a href="mailto:rafaqrafe@gmail.com">rafaqrafe@gmail.com</a></td>
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<td>Keni Hagen</td>
<td>75 Redwood Dr, San Rafael, CA</td>
<td><a href="mailto:kenhagen9@comcast.com">kenhagen9@comcast.com</a></td>
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<td>Kay Karchevski</td>
<td>42 Huckleberry Dr, San Rafael, CA</td>
<td><a href="mailto:kay@karchevski.com">kay@karchevski.com</a></td>
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<td>Scott and Barb Stokes</td>
<td>369 Orange St, San Rafael, CA</td>
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<td>Maika Larens</td>
<td>164 Du Bois St, San Rafael, CA</td>
<td><a href="mailto:maika.larens@dsr.cs.org">maika.larens@dsr.cs.org</a></td>
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<tr>
<td>C. White</td>
<td>Suite 5</td>
<td><a href="mailto:cwhite@acm.net">cwhite@acm.net</a></td>
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<td>M. Maddox</td>
<td>51 Ock Ave</td>
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<td>J. Smith</td>
<td>26 Yllic Ave, STE</td>
<td><a href="mailto:jsmith@acm.net">jsmith@acm.net</a></td>
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<td>O. Domenico</td>
<td>129 Reservoir Rd</td>
<td><a href="mailto:odomenico@acm.net">odomenico@acm.net</a></td>
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<tr>
<td>Elizabeth &quot;Libby&quot; Pegan</td>
<td>5401 Old Redwood Hwy, Suite 200, Petaluma, CA 94954</td>
<td><a href="mailto:lajanen@sonomamountains.org">lajanen@sonomamountains.org</a></td>
<td>Yes ❏ No □</td>
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<tr>
<td>Jeffrey Olson</td>
<td>217 Alpine, 94901</td>
<td></td>
<td>Yes ❏ No □</td>
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<tr>
<td>John James</td>
<td>39 Oak Grove Rd, 7th Floor, San Rafael, CA</td>
<td>415-699-4222</td>
<td>Yes ❏ No □</td>
<td>Mailer ☑ Website ☑ Other: (Please specify) GGT Bu!</td>
</tr>
<tr>
<td>Kevin O'Keefe</td>
<td>3 San Marino Ct, San Rafael, CA 94901</td>
<td><a href="mailto:keokeef@sonomamountains.org">keokeef@sonomamountains.org</a></td>
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<td>Steve Lamb</td>
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<td>John O'Neil</td>
<td>557 Monteclair Rd</td>
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<td>Karen Isaac</td>
<td>1527 5th Ave.</td>
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<tr>
<td>Steve Stephens</td>
<td>28 Angela Ave.</td>
<td><a href="mailto:iro@comcast.net">iro@comcast.net</a></td>
<td>☐ Yes ☐ No</td>
<td>☑ Mailer ☐ Website ☐ Other: (Please specify)</td>
</tr>
<tr>
<td></td>
<td>San Anselmo, CA 94960</td>
<td></td>
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<tr>
<td>Alan Schacter</td>
<td>193 Bayview Dr.</td>
<td><a href="mailto:EMAIL@SCHACTER.COM">EMAIL@SCHACTER.COM</a></td>
<td>☒ Yes ☒ No</td>
<td>☐ Mailer ☒ Website ☐ Other: (Please specify)</td>
</tr>
<tr>
<td></td>
<td>San Rafael, CA 94901</td>
<td>(415) 759-7588</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ron Patterson</td>
<td>108 Nantucket Cove 94901</td>
<td><a href="mailto:ron@comcast.net">ron@comcast.net</a></td>
<td>☐ Yes ☐ No</td>
<td>☐ Mailer ☒ Website ☐ Other: (Please specify)</td>
</tr>
<tr>
<td></td>
<td>San Rafael</td>
<td>(415) 453-7764</td>
<td></td>
<td></td>
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</tbody>
</table>
SCOPING MEETING POSTCARD
NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) AND SCOPING MEETING

HELP SHAPE THE FUTURE OF THE SAN RAFAEL TRANSIT CENTER

AVISO DE PREPARACIÓN DEL BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y LA REUNIÓN DE ALCANCE

AYUDE A DAR FORMA AL FUTURO DEL CENTRO DE TRÁNSITO DE SAN RAFAEL

October 30, 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA

30 de octubre de 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA
The Golden Gate Bridge Highway and Transportation District will hold a public scoping meeting to gather input and comments from public agencies and the community on the scope for the Draft Environmental Impact Report to be prepared for the San Rafael Transit Center Replacement Project. Join us for this open house format.

The new Transit Center will create improved mobility for San Rafael and Marin County residents and employees. It will also improve transit connections throughout Marin.

The Notice of Preparation of the Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project is expected to be released on Tuesday, October 16, and be available for review for a 30-day comment period.

LEARN MORE AT GOLDENGATE.ORG/SRTC.
SCOPING MEETING POSTER
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LEARN MORE AT GOLDENGATE.ORG/SRTC.
Appendix D

NOP Comments

Scoping Meeting Comment Cards
Scoping Comments
SCOPING MEETING COMMENT CARDS
COMMENT CARD

Name: Barbara Alexander

Affiliation/Business: 

Address: 63 Harvard Dr, Larkspur 94939

Email: barbara.alexander36@gmail.com

Phone: 415-847-3210

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:


2. Two story concept is good - gets buses up and out of way.

3. Whistle stop block concept seems simplest - most low profile.
Name: Sylvie Anderson
Affiliation/Business: Marin School of Environmental Leadership
Address: 3410 Holly Drive
Email: sylvieanderson@marinseq.org
Phone: (415) 747-7369

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

- Make sure it (transit center, stops, buses) are in a safe, family-friendly location.
- The more secure and bright it is, the more youth will want to use it!
COMMENT CARD

Name: Rick Deckstrom

Affiliation/Business: Property Owner

Address: 491-A Wilson Ave. Novato 94947

Email: Rick-Patti@msn.com

Phone: 209 470-5904

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
As a property owner of an adjacent parcel to the proposed transit facility, I have not received notification of these proposals in advance.
COMMENT CARD

Name: Jill Carmody

Affiliation/Business: Smiling Hearts Hair Studio - Coronado Plaza

Res: 340 Riviera Drive, San Rafael

Address: ________________

Email: hairybyday@gmail.com

Phone: 415-250-0969

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
We need parking!

Comments:

Lights

* This parking structure will not be a new home for San Rafael's homeless.

Parking: safe, accessible, metered-like at downtown Wells Fargo Bank & clean w/security.

→ Use the existing property where the transit center occupies and give us some great parking possibilities; 2-story/3-story.

Any time we use the SMART train we are hiking all over looking for parking that is longer than 2hrs. Really a drawback & not visionary.

This parking is also available for downtown events - open 24/7.
COMMENT CARD

Name: Alice Cochran
Affiliation/Business: Dominican Univ. - adjunct math prof.
Address: 245 Jewell Street
Email: Alice @ Alice Cochran.com
Phone: 415-451-8997

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Like the "Whistlestop Block Concept" using the parking lot across Palisades + southeast of 4th Street downtown closer to Freeway.

- The transit center needs a better passenger pick-up/drop-off than exists now. (Currently on a city street)
- The pedestrian plaza & continuing bike path are a problem.
- Elevating buses makes a barrier and is more expensive.
- The Whistlestop Bldg should be an attractive place with a visitor/info center, cafes, shops (think Ferry Plaza)
- Using the "Block Concept" it could be an open "pass through" from one set of platforms to another.
Name: BJORN GRIEKENBURG
Affiliation/Business: MARIN COUNTY BICYCLE COALITION
Address: 
Email: BJORN@MARINBIKE.ORG
Phone: 415-723-4673

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

I do not see any of MCBK's previous feedback, nor bike routes adopted in the city of SK's Bike/Ped Master Plan + Station Area Plan incorporated.

Our highest priority is the creation of all ages and abilities bike routes on Ym St. and Tamalpais West. The pick-up/drop-off zones and bus bays on Tamalpais are incompatible with this vision.
Name: Jim Harrison

Email: Jharrisi91@comcast.net

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

1) With the 2 story concept you have the opportunity to have an elevated pedestrian crossing over Heaverton.

2) Must have bike path through Center, x 87, ending at 4th Street (going south).
COMMENT CARD

Name: Steve Lamb

Affiliation/Business:

Address: S. A.

Email: SLAMB51 @ yahoo.com

Phone:

GOLDEN GATE BRIDGE
Comments:

Bicycle & pedestrian safety, circulation, access, parking, ease of use are all very important to me.
COMMENTS CARD

Name:  Cynthia Landecker

Affiliation/Business:  San Rafael Heritage

Address:  127 San Rafael Ave., San Rafael, CA 94901

Email:  clandecker@saber.net

Phone:  415-456-0221

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

1. It is vitally important that under the "Cultural Resources" section of the EIR, a thorough evaluation of all historic buildings in the transit center area be made. The NWP depot, the two Queen Anne's at 5th & Hetherton, can be a vital part of "reflecting San Rafael's history and culture."

2. If "placemaking components" mean elements that give an economic, esthetic, and cultural identity to the area, the NWP depot is a perfect historic resource that could be used in this way if it is preserved for adaptive reuse.
Gretchen Leavitt

255 C St. San Rafael, CA 94901

gretchen.leavitt@sbcglobal.net

415-737-68050

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

In mostly alone when I take public transit, so keeping the transit center close to the SMART train would be my preference. I don’t want the transit center located to the other side of the highway. The 2-story option looks like a good alternative. 4th St. Gateway looks best to me.
Name: KRAMATI, MANASA (COALITION LEADER)
Affiliation/Business: SAUSALITO TAXI-CAB COALITION
Address: 
Email: gemquest42@gmail.com
Phone: (415) 532-7002

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Dear Sir/Madam

Please be advised that the Sausalito Taxi-Cab Coalition has to date about 17+ members wanting to have participation in the center of the transit plan as taxi-cab service is still a needed on sight, on demand, travel solution when other options fall apart. I would so much appreciate contact with the authority to discuss.
COMMENTS CARD

Name: **Patrick Muriithya**

Affiliation/Business: ________________________________

Address: **61 Labrea way, San Rafael CA 94903**

Email: **Patrickmuriithya @ comcast.net**

Phone: **(415) 050 4787**

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
OWNS taxi express co.

We would like to see a logical taxi stand to accommodate the many taxis that are in Marin County.
Name: Hugh Murphy
Affiliation/Business: VMF architecture, Inc.
Address: 637 Fifth Ave, San Rafael, CA 94901
Email: hmurphy@vmarch.com
Phone: 415-451-2500

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
The 4th Street Gateway Concept significantly impacts our city's cultural heritage by proposing the demolition of two historical buildings (635 and 637 Fifth Ave) circa 1895 Queen Anne Victorians.

Also, by spreading out over 3 blocks, this concept completely changes the approach to the main downtown pages.

Abandon the 4th St Gateway Concept!
COMMENTS CARD

Name: KEVIN C. O'KEEFE

Affiliation/Business: STEARNS LENDING LLC

Address: 3 SAN MARINO CT, SAN RAFAEL 94901

Email: LOANS@OKEEFE.ORG

Phone: 415-613-3313

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

IN ORDER OF IMPORTANCE: (1) IMPACT ON E-W TRAFFIC FLOW TO 1015 ENTRANCE N 4 5. (2) IMPACT SPECIFICALLY ON MORNING FLOW TO 1015.

(3) MORE OF SAME - MINIMIZE # OF STREETS WITH ENTRANCES/EXITS TO/FROM CENTER. (4) MINIMIZE IMPACT ON AVAILABLE PARKING.

WILL ALSO SUBMIT ADDITIONAL ONLINE.
 Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

- SHORT & SAFE PEDESTRIAN
- ROUTES TO & FROM AND INTERNAL TO BUS/TRAIN
- ROUTE 1 BEST ON PLAN 41st Street Gateway
- Route II OK on Plans, Across Fwy W/ Heatherwood Shift
- Route II NO on Plans, North of 41st

COMPUTER PARKING IS DIMINISHED - WHAT PLANS ARE AFOOT?

- FOOD & BEVERAGE VENDORS? NEED A CENTRALIZED FACILITY

BECAUSE WE HAVE FAILED IN 2 PREVIOUS PLANS TO

1. ELEVATE, TRACKS OVER 3rd, 4th & 5th Streets
2. CONNECT FUTURE END OF LINE @ LAKESPOE TO 100 YARDS OF FERRY INSTEAD OF 1/4 MILE!

SO THIS TIME, LET'S WORK TO MINIMIZE

THE NUMBER OF STEPS, STAIRS, AND MAJOR ROAD CROSSINGS IN GETTING BETWEEN BUSES, AND FROM BUSES TO SMART TRAINS

WHAT WERE THEY THINKING? IT'S AT LEAST 800 FT TO FERRY, AND WHEN IT RAINS...?!
COMMENT CARD

Name: David Potter

Affiliation/Business: Consulting Services

Address: 90 Woodside Dr, San Anselmo

Email: PotterD @msn.com

Phone: (415) 608-7797

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

1. Increased foot traffic across busy highways - BAD idea, would eliminate all split proposals
2. Everything located together (train + bus) is better
3. Best options
   - Two story
   - Whistle stop block
4. Process is moving too slowly
COMMENT CARD

Name: Niko Reed

Affiliation/Business: None

Address: 328 DuBois St San Rafael

Email: nikoreed@comcast.com

Phone: 415 535 7789

Comments may be submitted following the meeting via email to SRTC@goldengare.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Hundreds of students from schools like San Rafael High and Davidson Middle School ride the 35 bus route for their commute to and from San Rafael. They face long and dangerous walks between school and the transit center, busy intersections, and have to wait for a long time. This is why I think the 35 bus routes should be rerouted to stop at these schools, or create a separate route for this that is scheduled with the school arrival/dismissal times. This would be much faster, safer, and easier for students.
Name: Niko Reed
Affiliation/Business: None
Address: 328 DuBois St, San Rafael
Email: Niko@mrreed.com
Phone: 1415-285357789

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

There should be spoken announcements at the transit center of bus smart schedules because sometimes you're not paying attention or you're on your phone or for blind people to know when their buses is going to come. For example: "35 towards canal arriving in 8 minutes on platform B"
Name: Niko Reed

Affiliation/Business: None

Address: 328 BuBois St. San Rafael CA

Email: nikoe@mrreed.com

Phone: 415 585 7789
Comments:

I think where the buses go should be parallel to the 3rd and 4th streets instead of perpendicular because buses wouldn't have to turn so many times to enter making the route faster and but it may interfere with the Smart Tracks.
Name: ALAN SCHAEVITZ
Affiliation/Business: I + San Pedro Road Coalition
Address: 193 Bayview Dr, SR
Email: EMAIL@SCHAEVITZ.ORG
Phone: (415) 459 - 7568
North of 4 + 1 is the best option for traffic flow & safety. It also removes any obstruction from the major traffic corridor to/from east S.R. on Ft. Sum Pedro Road.
Name: ALAN SCHAEVITZ

Affiliation/Business: Pt. San Pedro Road Coalition

Address: 193 BAYVIEW DR S.R.

Email: EMAIL@SCHAEVITZ.ORG

Phone: (415) 459-7568

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

Not considering the existing transit center block for parking (or parking in combo with other uses) is a big omission and mistake.
COMMENT CARD

Name: Leslie Simons
Affiliation/Business: San Rafael Heritage
Address: 23 Scenic SR
Email: simons72@comcast.net
Phone: 415-454-1873

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

1. 2-story out

2. North of 4th, a very cold experience too—seem to me remote to Station.

3. 4th St Gateway—don't move the 5th Ave UIC unless absolutely necessary. Clock worse than before. There are 2 important buildings on the "Boat" south part (farm to Lincoln) okay if the buses are moved off farm & 3rd. The taxi office (Hawkins & 3rd) on 4th.

4. Must be preserved no boot!

5. Across freeways looks dangerous for pedestrians
COMMENTS CARD

Name:   Ila Smith

Affiliation/Business:   Taxpayer, Voter, Citizen

Address:   26 Villa Ave, San Rafael

Email:   ilajos2530@gmail.com

Phone:   415-436-6342

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
1. Not enough notice of meetings. There were meetings before this one? No notice that I could see.

2. What provisions for parking?

3. Too crowded for money.

Need each option explained.
COMMENTS CARD

Name: Pat SoberaniS

Affiliation/Business: Transit rider (no car! In Marin!)

Address: 455 Freitas Pkwy #223 San Rafael CA 94903

Email: m12.pat@gmail.com

Phone: 415-300-3047

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Preferred location is outside Project Area!

Why not consider 1 block of Irwin/Grand/2nd/3rd? Yes it's 1 more street to cross for SMART commuters—but they are a small fraction of commuters and riders. That's giving more weight to a small number of riders. Instead you're putting us in unsafe areas + designs—crossing Heatherston!

Waiting under the freeway in Earthquake Country & in a place that's prone to flooding! Think of us, please!
Name: Pat Seberanis
Affiliation/Business: Transit Rider (no car! In Marin!)
Address: 455 Freitas Pkwy #223 San Rafael CA 94903
Email: mizpat@gmail.com
Phone: 415-300-3047

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Is there even a safety element in the EIR?

Comments:

SAFETY FIRST! Passengers racing from one bus to another at this major transfer point must be protected from traffic on city streets!

We look for buses and drivers look for us, so the current protected SRTC is generally safe. Only the Two Stay Concept provides similar protection for us. Next best is North of 4th St — but half of the SRTC is under the freeway — in earthquake country! Why want the block of Irwin/Grand/2nd/3rd in the Project Area?
NAME: STAN MILLON

AFFILIATION/BUSINESS: COMMUTER: IV-F: SF & S.F.

ADDRESS: 29 OAK RIDGE RD. SF. 94103

EMAIL: 415.606.5777 cf@gmail.com ON LIST.

PHONE: 415.606.5777

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
Comments:

LOOK AT VANCOUVER, CANADA TRANSIT.
SEE BEST RATED TRANSIT SYSTEM IN N. AMERICA.
SEE A.L.A.T. = ADVANCED LIGHT RAIL TRAIN.
THE A.L.A.T. IS CALLED SKYTRAIN AND IS
ELEVATED TRAIN TRACK.

PLEASE CONSIDER ELEVATED TRACK
THROUGH S.A. TO LANSFORD FERRY.
COMMENTS CARD

Name: Richard Turnbull

Affiliation/Business:  

Address: 40 Robinhood Drive ☐ therturnbulls@comcast.net

Email: therturnbull@therturnbulls.com

Phone: 415-457-8634

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.
On your project objectives there is no parking.
Main concern: Parking
If it is popular & it already is
we need parking i.e. access to transportation
Already not enough, not close enough
not clean & or safe enough - let's fix this
This meeting was somewhat obtuse.
Like the hand out.
Name: Eric Valls
Affiliation/Business: BUSRAA!!
Address: 
Email: eric.r.valls@gmail.com
Phone: 

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

P.S. Regulate UBER & LYFT JUST LIKE CAB COMPANIES BUT WHATEVER
Comments:

*examples:* the north of fourth concept would remove existing pkg. I am skeptical of any
not reduction of private auto ownership in marin, thus any reduction in parking may be counter to objectives.

before the transit ctr, when buses stopped below the ferry, shelter from the elements was better. riders huddle in the vestibule next to the bathrooms on rainy days. any future project must include a roof that is not merely ornamental.
STATE AGENCY COMMENTS
November 30, 2018

Mr. Raymond A. Santiago
Golden Gate Bridge Highway and Transportation District
1011 Anderson Drive
San Rafael, CA 94901-5318

Dear Mr. Santiago:

Subject: San Rafael Transit Center Replacement Project, Notice of Preparation of a Draft Environmental Impact Report, SCH #2018102042, Marin County

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the San Rafael Transit Center Replacement Project (Project) located in Marin County. CDFW office received the NOP on October 24, 2018. On November 20, 2018, the Golden Gate Bridge, Highway and Transportation District (District) provided CDFW an extension to submit comments until November 30, 2018.

CDFW is a Trustee Agency with responsibility under the California Environmental Quality Act (CEQA) for commenting on projects that could impact fish, plant, and wildlife resources [Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)]. CDFW is also considered a Responsible Agency if the project would require discretionary approval pursuant to the California Endangered Species Act (CESA), the Native Plant Protection Act, or Fish and Game Code section 1600 et. seq. [Lake and Streambed Alteration (LSA)], or other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources. CDFW offers the following guidance as to the scope and content of the environmental information to be included in the EIR, which may include detail about significant environmental issues, reasonable alternatives, and mitigation measures (CEQA Guidelines, §§ 15082 and 15375).

CDFW offers the comments and recommendations below to assist the District in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources associated with the proposed Project.

PROJECT DESCRIPTION

The Project would replace the existing San Rafael Transit Center, also known as the C. Paul Bettini Transit Center, owned by the District, which operates Golden Gate Transit regional and inter-county bus transit services. The transit center is located in downtown San Rafael at the intersection of 3rd and Hetherton Streets. Due to the southward expansion of the Sonoma-Marin Area Rail Transit (SMART) transit system, and the construction of two sets of tracks through the middle of the existing transit center, the transit center must be relocated to another location in downtown San Rafael.

The NOP includes a description of five preliminary Project alternatives to be analyzed in the EIR. CDFW recommends that the EIR identify a preferred alternative, from the preliminary alternatives evaluated and the No Project alternative.

Conserving California's Wildlife Since 1870
The EIR should incorporate a complete Project description, including reasonably foreseeable future phases of the Project, that contains sufficient information to evaluate and review the Project’s impact to biological resources (CEQA Guidelines, §§ 15124 and 15378). Please include a complete description of the Project components below:

- Footprint area of permanent features and temporarily impacted areas, such as staging areas and access routes.
- Plans for any proposed buildings or structures, ground disturbing activities, fencing, paving, stationary machinery, landscaping, and stormwater systems.
- Operational features, including level of anticipated human presence (describe seasonal or daily peaks in activity, if relevant), artificial lighting/light reflection, noise, traffic generation, and other features.
- Construction schedule, activities, equipment types and crew sizes.

Additionally, the EIR should specify if CDFW is anticipated to be a Responsible Agency that is expected to use the EIR in its decision making for the Project [CEQA Guidelines, § 15124, subd. (d)(1)(A)].

ENVIRONMENTAL SETTING

The proposed Project is located on the highly developed downtown area of San Rafael. However, two of the preliminary Project alternatives identified in the NOP require covering portions of Erwin Creek (a tributary to San Rafael Creek). The EIR should quantify the linear feet of creek that would be covered.

Sufficient information regarding the environmental setting is necessary to understand the Project's, and its alternative's (if applicable), significant impacts on the environment (CEQA Guidelines, §§ 15125 and 15360). CDFW recommends that the CEQA document prepared for the Project provide baseline habitat assessments for special-status plant, fish and wildlife species located and potentially located within the Project area and surrounding lands, including all rare, threatened, or endangered species (CEQA Guidelines, §15380).

Habitat descriptions and species profiles should include information from multiple sources: aerial imagery, historical and recent survey data, field reconnaissance, scientific literature and reports, and findings from “positive occurrence” databases such as California Natural Diversity Database (CNDDB). Based on the data and information from the habitat assessment, the CEQA document can then adequately assess which special-status species are likely to occur in the Project vicinity.

CDFW recommends that prior to Project implementation surveys be conducted for special-status species with potential to occur, following recommended survey protocols if available. Survey and monitoring protocols and guidelines are available at: [https://www.wildlife.ca.gov/Conservation/Survey-Protocol](https://www.wildlife.ca.gov/Conservation/Survey-Protocol).

Botanical surveys for special-status plant species, including those listed by the California Native Plant Society ([http://www.cnps.org/cnps/rareplants/inventory/](http://www.cnps.org/cnps/rareplants/inventory/)), must be conducted during the blooming period for all sensitive plant species potentially occurring within the Project area and require the identification of reference populations. Please refer to CDFW protocols for surveying and evaluating impacts to rare plants available at: [https://www.wildlife.ca.gov/Conservation/Plants](https://www.wildlife.ca.gov/Conservation/Plants).
IMPACT ANALYSIS AND MITIGATION MEASURES

The CEQA Guidelines section 15126.2 requires that the EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with Project implementation. This includes evaluating and describing potential impacts such as those listed below.

- "Take" of, and other impacts to, special-status species. For example:
  - Injury or mortality to individuals, or loss or modification of breeding, sheltering, dispersal, and foraging habitat including vegetation removal, alteration of soils and hydrology, and removal of habitat structural features (e.g. burrows, snags, roosts, overhanging banks).
  - Permanent and temporary habitat impacts from ground disturbance (quantified), noise, lighting, reflection, air pollution, traffic or human presence.
- Physical barrier impacts to species movement.
- Degradation or loss of sensitive natural communities and aquatic resources.

CEQA applies to significant project-related environmental impacts, including cumulative impacts. Therefore, a clearly defined threshold by which the significance of impacts is measured is necessary. Appendix G of the CEQA Guidelines identifies significance thresholds for biological resources impacts, including Mandatory Findings of Significance if the Project has the potential to substantially reduce the population or restrict the range of rare, threatened, or endangered species, among other impacts (Pub. Resources Code, §§ 21001, subd. (c) and 21083; CEQA Guidelines, §§ 15380, 15064, and 15065). These thresholds as generally sufficiently comprehensive for biological resources; however, wetlands impacts should also include wetlands that may not be protected under Section 404 of the Clean Water Act.

The EIR also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project’s contribution to the impact (CEQA Guidelines, §15355). Although a project’s impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact, for example a reduction of available habitat for a special-status species, should be considered cumulatively considerable.

Based on the comprehensive analysis of the direct, indirect, and cumulative impacts of the Project, the CEQA Guidelines sections 15021, 15063, 15071, 15126.2, 15126.4, and 15370 direct the Lead Agency to consider and describe all feasible mitigation measures to avoid potentially significant impacts identified in the EIR. The EIR should discuss take and impact avoidance and minimization measures for special-status species. CDFW, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service may provide technical assistance on mitigation measure development, as resources are available. Mitigation measures must be incorporated as enforceable project conditions to reduce potential impacts to biological resources to less-than-significant levels or minimize significant impacts as feasible.

Regulatory Requirements
California Endangered Species Act and Native Plant Protection Act
Please be advised that a CESA Incidental Take Permit (ITP) must be obtained if the Project would result in "take" of plants or animals listed under CESA or the Native Plant Protection Act (NPPA), including candidate species, either during construction or over the life of the Project. Issuance of an ITP is subject to CEQA review and documentation. The CEQA document must
specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project may impact CESA listed species, early consultation is encouraged, because significant modification to the Project and mitigation measures may be required for an ITP.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (CEQA §§ 21001(c), 21083, & CEQA Guidelines §§ 15380, 15064, 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code § 2080.

Lake and Streambed Alteration
CDFW requires an LSA Notification, pursuant to Fish and Game Code section 1600 et. seq., for Project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. CDFW will consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement (or ITP) until it has complied with CEQA as a Responsible Agency.

FILING FEES
CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

If you have any questions, please contact Ms. Deborah Waller, Environmental Scientist, at (707) 576-2880 or Deborah.Waller@wildlife.ca.gov; or Ms. Karen Weiss, Senior Environmental Scientist (Supervisory), at Karen.Weiss@wildlife.ca.gov.

Sincerely,

Gregg Erickson
Regional Manager
Bay Delta Region

cc: State Clearinghouse #2018102042
November 20, 2018

Mr. Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway and Transportation District
1011 Anderson Drive
San Rafael, CA 94901

San Rafael Transit Center Replacement Project – Notice of Preparation (NOP)

Dear Mr. Santiago:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans’ Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP. Additional comments may be forthcoming pending final review.

Project Understanding

The Golden Gate Bridge, Highway and Transportation District (District), in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Transit (SMART), proposes to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. A new transit center solution in downtown San Rafael would address near-term and long-term transit needs while improving the desirability and usability of transit for both residents and regional commuters. Regional access to the project site is provided either at southbound US 101/2nd Street or at northbound US 101/Mission Avenue interchanges.

The District has identified five preliminary alternatives described below.

- **Two-Story Concept** includes six bus bays on the ground level and 12 bus bays on the upper level. The Two-Story Concept is bounded by 4th Street to the north, Hetherton Street to the east, 2nd Street to the south, and Tamalpais Avenue to the west.
Across-the Freeway Concept has two options: the first would include a three-bay transit island on Hetherton Street between 3rd and 4th streets, and the second option would shift Hetherton Street to the west to allow for on-street bays on the east side of Hetherton Street between 3rd and 4th streets. This concept also incorporates the area underneath US 101, which would eliminate some existing Caltrans Park and Ride stalls and require covering Erwin Creek, a tributary of San Rafael Creek. The Across-the Freeway Concept is bounded 5th Street to the north, Irwin and Hetherton Street to the east, 3rd Street to the south, and Tamalpais Avenue to the west.

4th Street Gateway Concept would accommodate three curbside bus bays and preclude southbound right-turn movements from Hetherton Street to 4th Street. This concept is bounded by 5th Avenue to the north, Hetherton Street to the east, and SMART track to the west.

Whistlestop Block Concept co-locates the proposed transit center on the same block as the existing SMART station. The Whistlestop building would either be relocated, reconfigured, or restored and used for customer service functions with the proposed transit center. This concept is bounded by the 4th to the north, Hetherton Street to the east, 3rd Street to the south, and Lincoln and Tamalpais Avenues to the west.

North of 4th Street Concept would accommodate 17 bus bays within the block and require the customer service center, restrooms, and pick-up/drop-off function area be located offsite. This concept would occupy the entire block of 5th Avenue to the north, Irwin Street to the east, 4th Street to the South, and Hetherton Street to the west. This concept would also eliminate some existing parking stalls in the Caltrans Park and Ride lot and require covering Erwin Creek across the full length of the block.

Operations Analysis
Please submit a Travel Demand Analysis analyzing project-related trip generation, distribution, and turning movements within the STN. The analysis of state facilities is necessary to determine the scope and significance of issues that may arise from the project’s potential conflicts. The California Environmental Quality Act (CEQA) does not exempt these types of operational concerns from evaluation.

Cultural Resources
The project area is extremely sensitive for cultural resources, especially archaeological deposits, as several archaeological sites have been recorded immediately adjacent to the proposed work. As part of the environmental review for the proposed project, pursuant to CEQA Guidelines Section 15064.5, we recommend that the Golden Gate Bridge Highway and Transportation District conduct a cultural resource technical study that at a minimum includes a records search at the Northwest Information Center of the California Historical Resources Information System.

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(CHRIS), a field survey of the project area by a qualified archaeologist and a qualified architectural historian, and Native American consultation.

If an encroachment permit is needed for work within Caltrans right-of-way (ROW), we may require that cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (http://www.dot.ca.gov/ser/vol2/vol2.htm). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted.

**Right-of-Way**

Any use of State ROW whether permanent or temporary will require a lease approved by the CTC. Some of the alternatives remove parking spaces from State's park and Ride lots, the loss of these parking spaces and the impacts on surrounding neighborhoods shall be evaluated. New connections to State's owned streets will require an encroachment permits.

**Hydrology**

Please provide calculations to evaluate the effect of covering or modifying Erwin Creek as part of a Caltrans Encroachment Permit application.

**Vehicle Trip Reduction**

In Caltrans’ *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 2 Close-in – Compact Communities**, which are comprised primarily of housing with scattered mixed-use centers and arterial corridors forming the skeleton of the transportation system. Transit is available to connect neighborhoods to multiple destinations, with an emphasis on serving commute trips. Given this Place Type and intensification of use, which typically leads to high levels of VMT and corresponding low levels of active transportation, we encourage the Lead Agency to establish a Transportation Demand Management (TDM) program including the elements described below to promote smart mobility and reduce regional VMT and traffic impacts to the STN.

- Project design to encourage walking, bicycling, and convenient transit access;
- Install secured bicycle storage facilities;
- On-site showers and lockers for active transportation users;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;

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