

- Decrease headway times and improve way-finding on Golden Gate bus routes, Sonoma County Transit bus routes, Marin Transit routes, Greyhound bus routes, and the San Rafael Sonoma-Marin Area Rail Transit (SMART) station.

For additional TDM options, please refer to Chapter 8 of Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

For information about parking ratios, please see MTC's report, *Reforming Parking Policies to Support Smart Growth*, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Multimodal Planning

This project is located within a Priority Development Area (PDA) in the City of San Rafael. Priority Development Areas are identified by the Association of Bay Area Governments as areas for investment, new homes, and job growth. To support PDA goals, the proposed project should provide connections to the existing Class II Bike Lanes on the northwest quadrant of the Hetherton Street/Mission Avenue intersection, as well as bicycle and pedestrian improvements identified in the *2018 San Rafael Bicycle & Pedestrian Master Plan* within the project site.

We support the recommendations of the ongoing *Tamalpais Avenue Feasibility Study* which proposes the creation of a Class IV separated bikeway between West Tamalpais and SMART right-of-way and creates improved bicycle and pedestrian crossings at intersections and connection to existing Class I multi-use path parallel to Hetherton Street.

Lead Agency

As the Lead Agency, Golden Gate Bridge, Highway and Transportation District is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Mr. Raymond Santiago, Principal Planner
Golden Gate Bridge Highway and Transportation District
November 20, 2018
Page 5

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Patricia Maurice', with a stylized, cursive script.

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Notice of Preparation

October 16, 2018

To: Reviewing Agencies
Re: San Rafael Transit Center Replacement Project
SCH# 2018102042

Attached for your review and comment is the Notice of Preparation (NOP) for the San Rafael Transit Center Replacement Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Raymond A. Santiago
Golden Gate Bridge Highway and Transportation District
1011 Andersen Dr
San Rafael, CA 94901-5318

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018102042
Project Title San Rafael Transit Center Replacement Project
Lead Agency Golden Gate Bridge Highway and Transportation District

Type NOP Notice of Preparation
Description Note: Review Per Lead

Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART), plans 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 local residents and regional commuters.

Lead Agency Contact

Name Raymond A. Santiago
Agency Golden Gate Bridge Highway and Transportation District
Phone 415-257-4443 **Fax**
email
Address 1011 Andersen Dr
City San Rafael **State** CA **Zip** 94901-5318

Project Location

County Marin
City San Rafael
Region
Cross Streets Various including but not limited to Hetherton St, 4th St, 5th Ave, Irwin St
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101
Airports
Railways SMART
Waterways San Rafael Creek
Schools San Rafael HS
Land Use Hetherton Office

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Native American Heritage Commission; Public Utilities Commission; Regional Water Quality Control Board, Region 2; Caltrans, District 4; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Drinking Water; Department of Toxic Substances Control; Caltrans, Division of Aeronautics; California Highway Patrol; Department of General Services

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Base**

Date Received 10/16/2018

Start of Review 10/16/2018

End of Review 11/19/2018

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH 8102042

Project Title: San Rafael Transit Center Replacement Project

Lead Agency: Golden Gate Bridge, Highway and Transportation District Contact Person: Raymond A. Santiago
 Mailing Address: 1011 Andersen Drive Phone: (415) 257-4443
 City: San Rafael, CA Zip: 94901-5318 County: Marin County

Project Location: County: Marin County City/Nearest Community: San Rafael
 Cross Streets: Various including but not limited to Hetherton Street, 4th Street, 5th Avenue, Irwin Street Zip Code: 94901
 Longitude/Latitude (degrees, minutes and seconds): _____ " N / _____ " W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: 101 Waterways: San Rafael Creek
 Airports: _____ Railways: SMART Schools: San Rafael High School

Document Type:
 CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type: ~~Governor's Office of Planning & Research~~
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Other: Transit Center

Development Type:
 Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type Transit Center Replacement
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

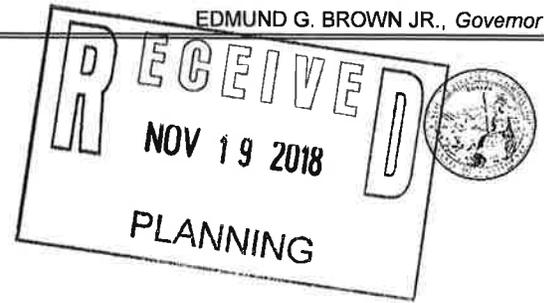
<input checked="" type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input checked="" type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Forest Land/Fire Hazard	<input checked="" type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Archeological/Historical	<input checked="" type="checkbox"/> Geologic/Seismic	<input checked="" type="checkbox"/> Sewer Capacity	<input type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input checked="" type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Land Use
<input type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:
Hetherton Office

Project Description: *(please use a separate page if necessary)*
 Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marina Area Rail Transit (SMART), plans to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project (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 local residents and regional commuters.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 15, 2018

Raymond A. Santiago
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901

**Re: San Rafael Transit Center Replacement Project
SCH 2018102042 — Notice of Preparation**

Dear Mr. Santiago:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Notice of Preparation (NOP)* for the proposed San Rafael Transit Center Replacement Project (Project). Golden Gate Bridge, Highway and Transportation District (District) is the lead agency.

The District, in coordination with the City of San Rafael (City), Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART), proposes to replace the transit center in downtown San Rafael. The proposed Project is needed to preserve the functionality and effectiveness of the transit center after implementation of the SMART Phase 2 line to Larkspur, resulting in loss of some transit center facilities.

Five preliminary project alternatives are presented in the NOP to be analyzed in the Draft Environmental Impact Report (DEIR); the District will also study an additional No Project alternative pursuant to CEQA requirements. The five project alternatives are generally bounded by 2nd Street to the south, 5th Street to the north, Tamalpais Avenue to the west, and Hetherton Street to the east, centered around the SMART San Rafael station.

The proposed project alternatives would impact the rail crossings at

- 2nd Street (CPUC No. 005-16.89, DOT No. 863522F),
- 3rd Street (CPUC No. 005-16.90, DOT No. 863521Y),
- 4th Street (CPUC No. 005-17.00, DOT No. 863520S), and
- 5th Street (CPUC No. 005-17.05, DOT No. 863519X).

The Commission has authorized improvements to be made at the 2nd Street and 3rd Street crossings through GO-88B applications for each respective crossing. Construction is authorized until April 25, 2020 for the 2nd Street crossing and June 4, 2020 for the 3rd Street crossing.

The 4th Street and 5th Street crossings have been recently improved with new warning devices, pedestrian treatments, and queue-cutter signals. The 4th Street crossing is currently equipped with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices and two Commission Standard 9-E (flashing light signal assembly with automatic gate installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices for vehicular traffic, and two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices for pedestrians crossing along the south. The 5th Street crossing is currently equipped with two Standard 9-A warning devices and two Standard 9-E warning devices. The 4th

Raymond A. Santiago
SCH 2018102042
November 15, 2018

Street and 5th Street crossings are a part of the Combined Novato, Marin County and San Rafael Quiet Zone.

Four of the proposed preliminary project alternatives would impact the 3rd Street crossing with addition of driveways into the new Transit Center. Three of the proposed project alternatives (Across-the-Freeway Concept, 4th Street Gateway Concept, and Whistleblock Concept) would alter the 4th Street and/or 5th Street crossings with additions of bike path or crosswalks. Removal and replacement of the existing transit center between 2nd Street and 3rd Street would also affect the 2nd Street crossing and the 3rd Street crossings.

Construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,



Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



October 26, 2018

Raymond A. Santiago
Golden Gate Bridge Highway and Transportation District
1011 Andersen Dr.
San Rafael, CA 94901-5318

RE: SCH# 2018102042 San Rafael Transit Center Replacement Project, Marin County

Dear Mr. Santiago:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Sharaya.Souza@nahc.ca.gov.

Sincerely,

for 

Sharaya Souza
Staff Services Analyst

cc: State Clearinghouse

REGIONAL/LOCAL AGENCY COMMENTS



CERIFIED MAIL

November 8, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway & Transportation District
1011 Andersen Drive
San Rafael, CA 94903

**Subject: San Rafael Transit Center Relocation Project; City of San Rafael
Comments on Notice of Preparation (NOP)**

Dear Mr. Santiago:

This letter is to advise you that the City of San Rafael (City) has received the Notice of Preparation (NOP) for the San Rafael Transit Center Relocation Project (SRTC). The NOP requests comments on the scope of topic areas to be studied in an Environmental Impact Report to be prepared for this project. Per the Memorandum of Understanding (MOU) between the City and the District (October 27, 2017), the City is a "Responsible Agency" in this environmental review process. Pursuant to CEQA Guidelines Section 15096, as a Responsible Agency, the City is required to comment on the NOP.

The City has reviewed the NOP finding that it is well written and identifies a broad scope of topic areas to be studied in the EIR. On November 5, 2018, the San Rafael City Council reviewed the NOP and a report from our Community Development Department. Following discussion and public testimony, the City Council, on a 5-0 vote adopted Resolution 14599 (attached) supporting the recommendations presented in the report with some additions. The City respectfully submits the following comments on the NOP. Please note that the City comments are presented by topic area. Further, since a defined project location has not been determined at this time as the primary project for study in the EIR, the City has defined the "project" as the SRTC project study area and the five site options (alternatives) that have been presented in the NOP.

A. Setting – History & Background

The NOP has clearly stated events leading to the required relocation of the SRTC.

Recommendation: The EIR section describing the setting, history/background and project location (study area) should acknowledge that this area of San Rafael has been substantially impacted by historic regional transportation activities including: rail; elevation of Highway 101 over city streets; and modifications of San Rafael, Mahon and Irwin Creeks for commercial purposes. It is the priority of the City to remedy these long-standing impacts by developing a transit center that compliments the gateway to Downtown, enhances resources, and maximizes efficient and safe movement of vehicles, bicyclists and pedestrians.

B. Project Objectives

The NOP includes a clear list of “Project Objectives” and the purpose of the SRTC project have been clearly stated.

Recommendation: The project objectives should expressly state the City’s key design goals presented in the *San Rafael Transit Center Guidance Report*, which was prepared by the City in February 2018. This report is attached. The City’s five key design goals for this project are as follows:

1. Maximize 4th Street vitality;
2. Clearly define the SRTC access routes;
3. Improve utilization of the Caltrans right-of-way (under the US 101 overpass);
4. Demonstrate sustainable design; and
5. Preserve the Whistlestop building (930 Tamalpais Avenue).

As the SRTC project is a catalyst in planning for the future of Downtown San Rafael (*San Rafael General Plan 2040* and *Downtown Precise Plan*) and the City will take a formal action on the SRTC project, it is critical that the City’s design goals are incorporated. The District should also refer to the City’s recently accepted report on “*Good Design*” *Guidelines for Downtown*. These guidelines are available on the City’s website, which can be accessed at:

<https://storage.googleapis.com/proudcity/sanrafaelca/uploads/2018/02/Downtown-Design-Committee-PP-Final-5ii18.pdf>

C. Aesthetics

The SRTC project has the potential to degrade the existing scenic character or quality of the study area and the surrounding area. The NOP states that visual character will be assessed and the EIR will analyze key visual resources and scenic views.

Recommendation: The project study area is the gateway to Downtown San Rafael. The visual prominence of a transit center could dramatically impact the visual character of the studied site, the surrounding study area and the gateway appearance to Downtown. While the NOP states that visual character will be assessed, there are no specifics provided on the extent or scope of this assessment. First, the analysis of aesthetics should utilize the *San Rafael General Plan 2020 (which includes the San Rafael Downtown Vision)*, the *San Rafael Transit Center Relocation Guidance Report* (referenced above and attached) and the “*Good Design*” *Guidelines for Downtown* as a starting point for determining key goals and policies that are pertinent to design. Second, the EIR should include the preparation of computer-generated visual simulations for the site options identifying existing and post-development conditions. The District should provide public opportunities to review architectural renderings prior to issuance of a Draft EIR.

The project has the potential to result in new sources of light and glare.

Recommendation: The EIR should include: a) a qualitative analysis of glare associated with vehicles, buses and window glazing at the studied site; and b) an

analysis of additional light sources for evening illumination associated with exterior lighting for the SRTC and vehicle/bus lights.

D. Air Quality

The project has the potential to: a) result in new or altered sources of air contaminants; b) expose sensitive receptors to substantial pollutant concentrations; and c) create objectionable odors affecting a substantial number of people. The NOP states that the EIR will describe the air quality conditions and evaluate the impacts of the project in accordance with the Bay Area Air Quality Management District's CEQA Guidelines.

Recommendation: Existing residences in the study area have the potential to be exposed to additional pollutants and health hazards associated with project vehicle emissions and idling. The EIR should include the preparation of a quantitative air quality analysis. Further, the EIR should include the preparation of a health risk assessment as all the site options would be located closer to existing residential uses (sensitive receptors) than the current SRTC site.

E. Biological Resources

Two of the site options (Across-the-Freeway Concept & North of 4th Street Concept) have the potential to adversely impact: a) federally-protected wetlands as defined by Section 404 of the Clean Water Act; and b) the movement of native resident or migratory fish or wildlife.

Recommendation: As stated, two of the site options in the study area have the potential to impact (cover) existing tidal wetlands. The tidal wetlands may be subject to the jurisdiction of the US Army Corps of Engineers per Section 404 of the Clean Water Act. It is recommended that a Corps jurisdictional determination be prepared to determine the boundaries of the wetland. A qualified biologist should be retained to assess the biological resources in and around the tidal wetlands, and the potential impacts. As a Responsible Agency, the City requests that the District initiate an early consultation meeting with the appropriate regulatory agencies to discuss the tidal wetlands and potential impacts of the site options. Such meetings are regularly-hosted by the County of Marin Public Works Department.

The site options have the potential to adversely impact General Plan 2020 goals and policies that reinforce the protecting of biological resources (heritage street tree removal; wetlands).

Recommendation: As noted above, two of the site options in the study area (Across-the-Freeway Concept & North of 4th Street Concept) have the potential to impact (cover) existing tidal wetlands. A qualified biologist should be retained to assess biological resources and potential impacts associated with the development. Second, several of the site options have the potential to damage or destroy mature trees (e.g., mature street trees). All significant trees within the study area that have the potential of being removed or impacted by one or more of the site options should be identified and assessed by a qualified arborist. Further, the trees should be assessed by a qualified biologist to determine potential wildlife habitat value and appropriate mitigation.

F. Cultural Resources

The project has the potential to cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5. The NOP states that the EIR will include an assessment of potential impacts on historic resources.

Recommendation: Downtown San Rafael is developed with many older buildings. Some of these buildings qualify as a historic resource as defined by CEQA Guidelines Section 15064.5. At present, the City relies on the *San Rafael Historical/Architectural Survey – Final Inventory List of Structures and Areas*, which was prepared for the City in 1977 (updated in 1986). This survey is on file with the Community Development Department. The following buildings/properties are listed in this survey and are considered potential historic resources:

- 930 Tamalpais Avenue (Whistlestop)
- 927 Tamalpais Avenue (Trevor's)
- 709 4th Street (4th Street Tavern)
- 633 5th Avenue
- 637 5th Avenue

These properties should be assessed by a qualified architectural historian to: a) confirm if they meet the CEQA Guidelines historic resource criteria; and b) determine potential impacts for developing the site options. In addition, it is recommended that the architectural historian complete a reconnaissance of the study area to determine if there are other existing buildings that may meet the historic resource criteria and could be impacted by development of the site options. The study should also evaluate possible relocation of identified historic structures and identify mitigations if included.

The project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. The NOP states that the EIR will include an assessment of potential impacts to archaeological resources.

Recommendation: Downtown San Rafael has an abundance of known and registered pre-historic and archaeological sites. According to *Pastfinder*, the City's Archaeological Sensitivity Map database, the study area is rated in the categories of "High Sensitivity" and "Medium Sensitivity." City Council Resolution No. 10980 (December 3, 2001) sets forth procedures and regulations for archaeological resource protection. For the high and medium sensitivity areas, the procedures require that a qualified archaeologist prepare a report to identify potential resources and identify measures for resource protection. Therefore, it is recommended that a qualified archaeologist be retained to complete such a report for the EIR. Further, tribal consultation with the appropriate Native American tribe is required per SB52.

G. Geology, Soils, Seismicity

The project has the potential to be located on a site that contains landfill soil conditions with possible seismic risk. The NOP states that geologic and soil conditions will be assessed to address potential seismic risk and liquefaction.

Recommendation: The City supports the NOP recommendations to assess geologic and soil conditions. As the study area: a) contains landfill; b) portions are historic marshland; and c) is within Geo-Seismic Zones 3 and 4 (high-risk), it is recommended that the EIR include the preparation of a Geotechnical Investigation, which would include subsurface borings and soil testing.

H. Greenhouse Gas Emissions

The project has the potential to generate greenhouse gas (GHG) emissions. The NOP states that potential construction and operation GHG emissions will be quantified and assessed.

Recommendation: The City supports the NOP recommendations to assess GHG emissions. An update to the City's Climate Change Action Plan (CCAP) was recently completed and presented to the City Council. Although the plan has not yet been adopted by the City Council, it is expected that the City Council will adopt it in early 2019. The CCAP will be accompanied by an update to the adopted GHG Emissions Reduction Strategy. The City recommends that the updated CCAP and reduction strategy be used in assessing GHG emissions for this project.

I. Hazards & Hazardous Materials

The project has the potential to be located on a site which contains contaminated soil and/or groundwater. The NOP states that existing soil and groundwater conditions will be assessed for potential hazardous materials or contaminants.

Recommendation: The City supports the NOP recommendations to assess hazards and hazardous materials. A Phase I Site Assessment is recommended, which would confirm listed sites or properties within the study area that have known contaminants. One source that is available is the *Phase I Hazardous Waste Initial Site Assessment (ISA) for the Canalfront Conceptual Design Plan*, October 10, 2008. This assessment is available and on file with the Community Development Department.

J. Hydrology & Water Quality

The project has the potential to: a) violate water quality standards; and b) substantially alter the existing drainage pattern of the site or area. Further, the study area is located within the FEMA 100-year flood zone and is vulnerable to sea level rise. The NOP states that project flooding will be assessed in addition to storm water runoff, drainage infrastructure and water quality. However, the NOP does not mention or discuss assessing the potential for sea level rise.

Recommendation: The City supports the NOP recommendations to assess hydrology and water quality. It is recommended that EIR assess the potential risk associated with projected sea level rise.

K. Land Use & Planning

The project has the potential to conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The NOP states that the EIR will evaluate: a) the compatibility of the project with the neighboring areas; b) change to or displacement of existing uses; c) compliance with the zoning regulations; and d) consistency with the relevant land use policies that are adopted in the *San Rafael General Plan 2020*, and the recommendations of the *San Rafael Downtown Station Area Plan*.

Recommendation: The City supports the NOP recommendations. However, the City recommends that this assessment be expanded to include the *San Rafael Transit Center Relocation Guidance Report* (referenced above and attached) and the “*Good Design*” *Guidelines for Downtown*. While the *San Rafael General Plan 2040* and *Downtown Precise Plan* are in the early stages of planning, the EIR should include a discussion of the SRTC project’s relationship to these plans, and the status of these plans at the time of Draft EIR publication.

L. Noise

The project has the potential to result in significant construction-related noise and new long-term operation-related noise to sensitive receptors (residences). The NOP states that both construction-related and operational noise and vibration impacts will be assessed in the EIR.

Recommendation: The City supports the recommendation to assess these potential impacts. The NOP does not disclose if project construction will/could require pile-driving. The EIR should disclose if pile-driving is necessary (or proposed) for construction and the noise and vibration impacts should be assessed. The noise assessment should include field measurements of existing baseline conditions.

M. Population & Housing

The project has the potential to induce population growth. Further, several of the site options have the potential to displace housing and/or people necessitating the construction of replacement housing elsewhere. The NOP states that potential growth-inducing impacts and housing displacement will be assessed in the EIR.

Recommendation: The City supports the recommendation to assess these potential impacts. It is recommended that the District staff closely work with City staff to assess both topic areas to ensure that the project is consistent with the *San Rafael General Plan 2020* and related plans, including the *Plan Bay Area 2040* growth projections for the Downtown Priority Development Area (PDA).

N. Utilities, Public Services & Recreation

The project has the potential to impact existing utilities (existing and planned services), public services (e.g., essential services response times and service ratios), and recreation within the study area. The NOP states that physical impacts on public facilities will be assessed, including existing water supply. However, the NOP does not address assessing potential impacts to public services and recreation.

Recommendation: The City recommends that the scope of study be expanded to address public services and recreation. Essential service response times and ratios should be analyzed. Regarding recreation impacts, a review of potential, public realm impacts and opportunities within a ¼ mile radius of the project site should be included. Public facilities serving regional populations generate the need for associated public realm improvements, such as wider sidewalks, gathering areas, wayfinding signage, and landscaping.

O. Transportation & Transit

The five site options have the potential to: a) impact the performance of the circulation system for all modes of transportation including intersections, arterials/streets, US 101, pedestrian and bicycle path, and mass transit; b) result in an increase in hazards due to the specific design features; c) result in inadequate emergency access; and d) conflict with City-adopted policies, plans and programs for bicycles and pedestrian facilities that could decrease the performance and safety of these facilities. The NOP states that a transportation impact analysis will be prepared for the EIR.

Recommendation: The City supports the recommendation to prepare a transportation impact analysis. City staff has been coordinating with the District traffic engineering consultants to define the scope of this analysis for assessing level of service (LOS) including the intersections and arterials for study. The City recommends that the following additional studies/analyses be completed and incorporated into the EIR:

1. An assessment of 'vehicle miles traveled.'
2. Review of emergency access and response times for service to the SRTC
3. Review and assessment of the bicycle and pedestrian network serving the study area for potential hazards and safety impacts associated with design features such as site access, visual obstructions and location of crosswalks.
4. Review for project consistency and/or conflicts with the circulation goals and policies set forth in the *San Rafael General Plan 2020* and *City of San Rafael Pedestrian and Bicycle Master Plan (2018)*.
5. Review of advanced signalization and other technological management system opportunities should be included for each design concept.
6. Given rapidly expanding and evolving mobility options and technologies, include a review of transit adaptation opportunities in the vicinity of the selected transit center site, including recommendations for corresponding land use.
7. It is requested that the traffic study place particular attention on the east/west vehicular circulation within and around the study area during peak periods of traffic.

P. Alternatives

CEQA Guidelines Section 15126.6 requires that an EIR describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The NOP states that the five site options listed above in addition to a "No Project" alternative will be analyzed in the EIR.

Recommendation: Except as noted below, the five site options present a reasonable range of alternatives appropriate for study in the EIR. As a Responsible Agency, it is recommended that the City meet with the District to confirm the evaluation criteria that will be used to assess finalize the alternatives for further study. In addition, the following is recommended:

1. The City has previously expressed objection to the Two-Story Concept (Attachment 2, Figure 2) because of its impact on the Interim Center, its cost, and the visual impacts of crossing 3rd Street. The City has also expressed objection to the 4th St. Gateway Concept (Attachment 2, Figure 4) because of its impacts on: existing traffic circulation; 4th St. vitality; and Downtown gateway character. The District should undertake an initial screening of the five site location options to eliminate from further consideration those concepts that do not meet the Project Objectives.
2. The City has previously expressed objection to use of 3rd St. for bus bays in the Whistlestop Block Concept (Attachment 2, Figure 5). Alternatives within the identified study boundary for this block should illustrate internal vehicle circulation to access all properties within the block as well as potential land uses on remainder of parcels incorporated into the project. Future Whistlestop site ownership and management options should be analyzed.
3. The North of 4th Street Concept (Attachment 2, Figure 6) was developed and included at the request of the City. Prior to Figure 6 being developed by the District, the City provided a concept sketch, which included all use and improvement elements that have been programmed for transit center planning. The City was disappointed to see that the District's Figure 6 varies from the City proposal by eliminating key ancillary facilities from the site and providing a public sidewalk on its western boundary. There is no explanation as to why these elements were not included, but the scope merely states that they would be accommodated off-site. The City recommends that the District should carefully analyze the site to find a way to accommodate these ancillary facilities as they are critical to providing a full-service transit center. Further evaluation should be undertaken before accepting the District's assumptions for this site. (Note: District information provided at the June 12, 2018 public meeting incorrectly stated that this concept had been eliminated from further consideration.)
4. The District statement regarding features common to all five site location options do not include public restrooms or space for possible concessions. Each of these is provided in the existing facility and should be considered "required".
5. Where the site location option results in or requires partial condemnation/purchase of private property, the Alternatives analysis should identify potential land uses on the remainder portions. Also, future re-use options of the current SRTC site should be included in the Alternatives analysis.
6. In analyzing the alternatives, both economic and real estate development in and around the study area need to be carefully reviewed and considered.

Q. Non-CEQA Topics Recommended for Study

In addition to above, the City recommends that the following non-CEQA-related topic areas be studied and be made available for public review with the Draft EIR:

1. Fiscal Impacts of the Project and Alternatives. Each alternative involves purchase of private property (possible condemnation); site improvements and construction costs that vary; and clearances/permits from other regulatory agencies. A Fiscal Impact Analysis will assist in assessing and weighing the ultimate project and alternatives.
2. Short-term and Long-term Parking Assessment. No mention is made regarding potential loss of short and long-term parking for the various site options/alternatives. Potential parking impacts should be evaluated for each alternative. Measures to accommodate/retain parking should be included in this assessment.

Thank you again for the opportunity to comment on the NOP. Should the District have any questions about our comments, please feel free to contact Paul Jensen, Community Development Director at 415-485-5064 or email at paul.jensen@cityofsanrafael.org.

Sincerely,



Gary O. Phillips
CITY OF SAN RAFAEL
Mayor

Resolution 14599

San Rafael Transit Center Relocation Guidance Report, prepared by City of San Rafael;
February 2018

cc: City Councilmembers
Jim Schutz, City Manager
Bill Guerin, Public Works Director
Steve Kinsey, ALTA
Paul Jensen, Community Development Director
Lisa Goldfien, Assistant City Attorney

SAN RAFAEL TRANSIT CENTER RELOCATION GUIDANCE REPORT

City of San Rafael

February 13, 2018

SAN RAFAEL TRANSIT CENTER RELOCATION GUIDANCE REPORT

INTRODUCTION

San Rafael looks forward to a successful collaboration with the Golden Gate Bridge District, its transit partners, transit users, and our community to plan and build an outstanding new transit center that improves regional transit mobility while also contributing to Downtown San Rafael's prosperity, vitality, and civic pride.

For a quarter century, the City has steadfastly embraced the focus of our Downtown Vision, and that remains so. The City values our Downtown being connected regionally with quality transit options.

At the same time, we recognize that the relocated transit center's impacts and influence will extend far beyond its specific site, warranting a clear demonstration of how the solution furthers our Vision, respecting existing neighborhood context while also contributing to the emergence of a more inviting gateway into Downtown.



In fulfillment of the Downtown Vision, numerous City-adopted plans and studies provide substantial direction and detailed guidance. They will form the City's basis of review as the process of identifying a preferred option moves forward.



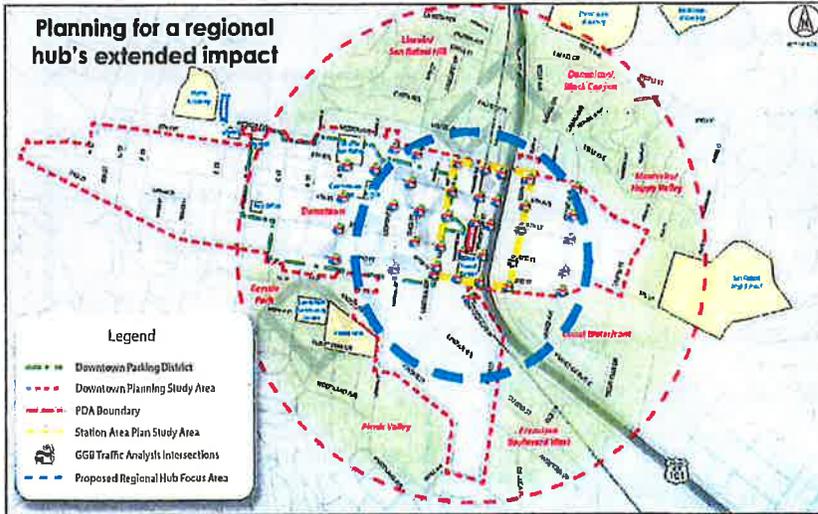
THE IMPORTANCE OF THE 4TH OPTION

The 2016 Kimley-Horn Transit Center Relocation Study identified three alternatives to be further evaluated and refined for additional consideration as part of the Bridge District's study. The City is concerned that none of these alternatives will adequately achieve the City's goals for this neighborhood.

To address this, the City asked the Bridge District to identify a 4th Option before initiating Environmental Review, and to actively engage our community in its development. We appreciate their willingness to do so. This Guidance Report identifies the City's primary area of concern associated with relocation of the transit center. It also highlights key improvements the City is seeking in the 4th Option.

DEFINING A TRANSIT HUB FOCUS AREA

To successfully integrate with the existing Downtown and contribute to a neighborhood renaissance, transit center relocation planning and design must extend beyond its specific site.



The City has identified a Transit Hub Focus Area extending $\frac{1}{4}$ mile circle around the existing SMART station. This area is within easy walking distance for most transit users, and includes the retail core, the area under 101, and private property zoned for mix use development.

All forms of mobility within the Hub Focus Area require careful attention, and intersection analyses will need to extend beyond the boundary.

For the transit center to successfully integrate with the Downtown, public gathering spaces within and adjacent to it, lighting, landscaping, wayfinding, and other distinguishing features will be included in District plans.



VISION FOR THE HUB FOCUS AREA

The Transit Hub Focus Area will be a vibrant, prosperous neighborhood, welcoming both residents and visitors with a memorable sense of arrival. Our diverse cultural heritage and historic neighborhoods will be respected, while encouraging infill development that expresses fresh ideas and urban form.

4TH St. will remain our retail backbone, extending its pedestrian-friendly hometown sense of place beneath the 101 viaducts. SMART riders' approaching or departing the Downtown station will enjoy a "shady lane" feeling between Mission and 2nd St.

Caltrans' right-of-way beneath 101 will be visually transformed using creative lighting, artwork, street vendors, and landscaped pathways alongside a healthy, restored creek. Bus stop or parking improvements will increase the functional use of the land.

We value:

Sense of Community
Healthy Economy
Hometown Feel
Complete Urban Community
Strong Identity
Clean, Safe and Attractive
Pleasant to Walk In
Active, Outdoor and People Orientation
Gathering Place
Historic Heritage
Good Neighbor to Neighborhoods
Easy to Move About
Diversity
Environmentally Sound Practices
Civic Cooperation

From 1993 Downtown Vision



The entire Transit Hub Focus Area will be interconnected along broad, inviting, tree-lined sidewalks teeming with vitality both day and night.

People will stay, rather than simply pass through the area. Bicyclists and pedestrians will come and go along safe, well-defined routes and find abundant bike parking and bike share opportunities near the transit stations.

Excellent transit connections, functioning in concert with traffic-calmed streets will keep auto traffic moving efficiently. Curbside "Last mile" pick-up and drop-off will be close by, with both car share opportunities and easily identified short-term and all-day parking available within walking distance.

The transit center will be clean, safe, well-lit and designed to become an enduring neighborhood landmark. It will reflect the City's pursuit of sustainability in its design and operation, and forward-thinking adaptability. Attractive onsite and nearby public gathering opportunities will benefit transit riders and residents living in a variety of new housing types over shops and businesses.

KEY 4th OPTION ELEMENTS

The Bridge District has agreed to work with City staff and our residents to develop a 4th Option for relocating the bus transit center. To focus the design process, the City has identified five key design goals for the 4th Option alternative.

MAXIMIZE 4TH STREET VITALITY

CLEARLY DEFINE TRANSIT CENTER ACCESS ROUTES

IMPROVE UTILIZATION OF THE CALTRANS RIGHT-OF-WAY

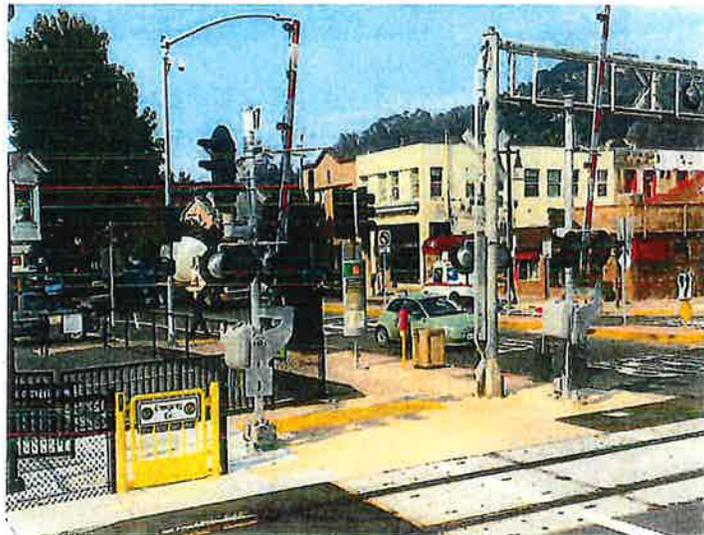
DEMONSTRATE SUSTAINABLE DESIGN

PRESERVE THE WHISTLESTOP BUILDING

A brief description of detailed aspects of these elements follows.

MAXIMIZE 4TH STREET VITALITY

- 1- Foster 4th Street's "main street" feeling between Lincoln and Irwin. Accommodate broader tree-lined sidewalks with fewer vehicle crossings, unique, street-facing storefronts and inviting public space, adequately sized to allow outdoor dining, family fun, community events, and people watching.
- 2- Respect the City's mid-term goal to eliminate vehicle access from 4th St. north onto both West and East Tamalpais, expanding opportunities for public space.
- 3- Continue preventing vehicle access into Caltrans' parking lot on the north side of 4th St, to maximize pedestrian safety.
- 4- Identify the safest, most convenient bikeway crossing location of Fourth St. at W. Tamalpais.
- 5- Prevent permanent 4th St. bus stops under the freeway to allow for safer shared use of the roadway.
- 6- Limit any 4th St. transit center driveways to the minimum width necessary, with excellent sight lines.
- 7- The 4th St. intersection at Hetherton is a priority location for gateway elements, including signature landscaping, artwork, wayfinding signage, electronic message boards and specialty lighting.



CLEARLY DEFINE TRANSIT CENTER ACCESS ROUTES

All east-west downtown access streets between Mission and 2nd St shall be kept open.

- 1- Within the Hub Focus Area, prioritize pedestrian safety. Identify preferred transit center access routes for student and Canal transit riders.
- 2- Minimize rider transfer times for rail and bus services.
- 3- Design adaptive Last Mile pick up and drop off locations for a minimum of 10 vehicles.
- 4- Identify preferred nearby public or private replacement parking space locations for all displaced existing spaces, plus an additional 60 parking spaces serving regional transit users.



5- North-south transit center access for bikes, between Mission and 2nd St., will be from a two-way Class IV bikeway on W. Tamalpais

6- Anticipate a landscaped pathway on the east side of Hetherton between Mission and 3rd St. where feasible.



7- Wayfinding elements should be integrated into the project, and complementary to the building design.

8- Incorporate traffic signalization and other technological methods to increase bus movement efficiency.

9- Safe, inviting mid-block pedestrian routes to the transit center should be provided, where possible.

IMPROVE UTILIZATION OF THE CALTRANS RIGHT-OF-WAY



1- Transformation of the Caltrans property will increase transit center safety and use. Identify modifications that will benefit the project and the overall improvement of the neighborhood.

2- Explore increasing the efficiency of Caltrans' land use under the freeway by either creating a safe, inviting transit center or expanding parking capacity using vertical lift parking systems.

- 3- The area under the raised freeway structures should be redeveloped to increase the visual appeal and unique sense of Gateway arrival into the Downtown. Include elements such as identity graphics, artwork, creek restoration, landscaped plazas and sitting areas, historic markers, electronic message signs, special effect lighting, and food trucks and kiosk vendors.



4- Include more street trees on both sides of this roadway to add visual relief and calm traffic. Accommodate landscaping within Caltrans' right-of-way on the eastern frontage of the existing Bettini Transit Center if Hetherton bus pads are discontinued.

5- Create an attractive landscaped terminus adjacent to the SB 101 on-ramp south of 2nd St.

DEMONSTRATE ENDURING DESIGN



1- The relocated transit center will be a central facility in the Downtown, and serve as a welcoming point of arrival for regional travelers and visitors to

San Rafael. In concert with other Gateway features, the building and site should reflect the heritage of the City, contribute to the City's Vision for extension of the 4th St. Retail Core, and afford transit users the safest, most efficient means of using bus and rail services.

- 2- The transit center should reflect San Rafael's pattern, scale, and neighborhood heritage, while also being a unique, innovative architectural statement. Construction materials should produce an enduring high quality with reasonable ongoing maintenance needs.
- 3- The Transit Center should be safe, well-lit, and attractively landscaped, creating a welcoming effect for users and passers-by. Include Gateway features within the site plan and facility design that are compatible with the City Vision. Nighttime lighting should create a safe, artistic sense of arrival, while limiting night sky glare.
- 4- Sustainable elements should be visible in its site planning, building design, and operation. Identify storm water pollution prevention, water and energy conservation, renewable energy integration, air and noise quality, waste management, and green construction technology components.





5- Identify locations for appropriately sized public gathering areas to complement the center's function as a regional and Downtown hub. These settings would include attractive seating, unique paving, landscaping, lighting, directional signage, informational kiosks, historic markers, play areas, public art, trash and recycling containers, and flexible space for micro-enterprise and event opportunities.

6- Advanced communication technology should be integrated into the transit center design, including electronic, real-time messaging, and public Wi-Fi.

7- Transit Center planning should accommodate emerging trends in mobility and mobility technology. Incorporate surrounding site flexibility for change over time.

8- Provide a minimum of 15 ft. wide sidewalks within the block surrounding the new Transit Center

PRESERVE WHISTLESTOP



1- Retain the Whistlestop building on its current site, with street level modifications to improve pedestrian enjoyment. Create wider sidewalks on the south and west side of the building.

2- At the north end of Whistlestop, anticipate more public amenities, including possibly a coffee kiosk, fountain, landscaping, or other gateway features.

3- Anticipate removal of a portion of the south end of the Whistlestop building to create safer transit user movement across 3rd St. and more interesting public space.

4- Integrate last-mile drop-off/pick up spaces and a two-way Class IV bikeway into the W. Tamalpais street section.



RESOLUTION NO. 14599

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAFAEL
APPROVING AND AUTHORIZING THE MAYOR TO SIGN A LETTER TO THE
GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT
SUMMARIZING CITY COMMENTS ON THE SAN RAFAEL TRANSIT CENTER
RELOCATION PROJECT (SRTC) NOTICE OF PREPARATION (NOP); P18-001**

WHEREAS, the Golden Gate Bridge, Highway & Transportation District (District) owns, operates and maintains the San Rafael Transit Center (SRTC), which is located at 850 Tamalpais Avenue in the City of San Rafael; and

WHEREAS, SMART has received funding and is actively constructing the second phase of commuter rail service to Larkspur. This second phase extension will actively use the currently inactive rail line and right-of-way which bisects the SRTC site, which will significantly impact the SRTC use; and

WHEREAS, commencing in 2014, the District, in collaboration with the City, began studying interim and permanent solutions for the SRTC. In 2017, the District hired a transportation engineering consultant to develop preliminary designs and supportive studies for relocation of the SRTC; and

WHEREAS, as the ultimate relocation of the SRTC is critical to the planning for Downtown San Rafael, in 2017 the District and City entered into a Memorandum of Understanding (MOU), to establish the respective roles of the two agencies and the process for the relocation project. The MOU confirms that the City will serve as a "Responsible Agency" for the purposes of environmental review of the relocation project under the California Environmental Quality Act (CEQA); and

WHEREAS, consistent with the CEQA Guidelines, the District has published a Notice of Preparation (NOP) to solicit comments on the scope of topic areas to be studied in the Environmental Impact Report (EIR) that will be prepared for this project. As a Responsible Agency, the City is required to comment on the NOP. City staff has reviewed the NOP and has recommended a scope of topic areas for study the EIR, which are summarized in a report to the City Council dated November 5, 2018; and

WHEREAS, at a regular City Council meeting held on November 5, 2018, the report to the City Council was presented. At this meeting, public comment was accepted, and the City Council discussed the report findings and recommendations;

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the Mayor to sign, on behalf of the City Council, a letter to the District summarizing City comments on the SRTC project Notice of Preparation (NOP).

I, Lindsay Lara, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the San Rafael City Council held on the 5th day of November 2018 by the following vote to wit:

AYES: Councilmembers: Bushey, Colin, Gamblin, McCullough & Mayor Phillips

NOES: Councilmembers: None

ABSENT: Councilmembers: None



LINDSAY LARA, City Clerk

ORIGINAL

October 8, 2018

•••

Citizens Advisory Committee
San Rafael, CA 94901

Mayor Gary Phillips and City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Dear Mayor Phillips and Council Members,

On October 4, the CAC was informed that a third community meeting will be held by the Golden Gate Bridge Highway and Transportation District on October 30 to consider options for the new San Rafael Transit Center. To inform this discussion, the Committee wished to reiterate the concerns and recommendations expressed in its July 20 letter, which is attached.

Respectfully,

Andrew Naja-Riese, CAC Secretary

Attachment: CAC letter dated July 20, 2018

Copies: Raymond Santiago, GGBHTD; Steve Kinsey; Danielle O'Leary; Jim Schutz

July 20, 2018

•••

Citizens Advisory Committee
San Rafael, CA 94901

Mayor Gary Phillips and City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Dear Mayor Phillips and Council Members,

On July 5, the CAC received a presentation of the four proposed transit center concepts from Steve Kinsey. We appreciate the development of four new concepts in response to widespread reservations over the three design concepts previously presented. We applaud the City and Golden Gate Bridge District in leading a series of public forums and conducting a survey to determine residents and commuters' preferences on the new downtown San Rafael transit center.

The development of a permanent transit center presents a significant, one-time opportunity to create a new gateway to the City of San Rafael while connecting transit users with retail, housing, employment, and tourism. After discussing the four proposals, the CAC has some broad observations for consideration in moving forward with the project:

- 1) In the ***Two-Story concept***, the opportunity exists to create a structure rather than a parking lot that would co-locate all 17 bus bays off-street to meet current and future needs. The CAC is concerned that this concept would be far more expensive than the others. The visual impact would also be a difficult challenge to manage.
- 2) In the ***4th Street Gateway concept***, the bus facility would be placed on either side of 4th St., along with 3 bays on Hetherton St. We are deeply concerned by bus driveways fronting on both sides of 4th St. and by eliminating right turns from Hetherton St. onto 4th St.
- 3) In the ***Whistlestop Block concept***, while the design is fairly compact with 10 bus bays on the Citibank site, the bus bays located on 3rd St. are undesirable because of their negative impact on traffic and pedestrians near Lincoln Ave. Additional congestion may result on 4th St. An alternative approach to the 3rd St. buses might be to widen Tamalpais Ave. to place them there.
- 4) In the ***Across the Freeway concept***, the area under the freeway south of 4th St. would be utilized, along with the Citibank site and some adjustments of Hetherton St. The CAC was intrigued with the possibility of using this project to improve and utilize a currently visually blighted area and believed it to merit thoughtful consideration. It was noted that pedestrians would be able to access buses from 4th St.; however, walking across Hetherton and under the freeway may be less desirable. Walking between the SMART station and

bus bays under the freeway may present a particular challenge for individuals with limited mobility.

Given their preliminary nature, the CAC did not reach a consensus on these concepts. However, members felt that the Whistlestop Block Concept and the Across the Freeway Concept were the most promising. They also were interested in a ***potential fifth concept*** described by Steve Kinsey that would take up the entire block under the freeway between 4th and 5th streets without having to use the Citibank site. We believe this option should be formally added to the mix.

It would be optimal to arrive at a design that enables seamless and compact connectivity between SMART and bus routes. Most members felt that preserving the Whistlestop building should not be considered a design constraint if it materially conflicts with achieving this goal. Creating public space that is welcoming in the area of the creek was also discussed.

We look forward to reviewing available data to indicate which types of bus-to-bus and SMART-to-bus transfers are most commonly used, in order to inform the location and design of the bus bays.

Please see the enclosed draft minutes of the July 5 meeting for further points made by the CAC and members of the public in attendance.

Respectfully,

Andrew Naja-Riese, CAC Secretary

Attachment: Draft CAC minutes, July 5, 2018

Copies: Raymond Santiago, GGBHTD; Steve Kinsey; Danielle O'Leary; Jim Schutz



November 19, 2018

Denis Mulligan, General Manager
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

SUBJECT: Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) for the San Rafael Transit Center Replacement Project

Dear Mr. Mulligan:

The San Francisco Bay Trail project appreciates the opportunity to provide input on the above-referenced NOP. Founded in 1989 via Senate Bill 100, the Bay Trail’s mission is to complete a 500-mile walking and cycling path around the entire San Francisco Bay, running through all nine Bay Area counties and 47 cities. Over 350 miles of trail are in place today, including 39 of 46 planned miles in Marin County.

Downtown San Rafael has long been a vexing area for walking and biking. Despite its key role in hosting the Bettini Transit Center—the County’s hub for mass transit—getting to or from the busses and trains located here is not only exceedingly difficult, is also undeniably dangerous. Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling in the vicinity, making it the most dangerous area to walk and bike in Marin County. As a transportation hub for those travelling primarily without cars, it should be the most walkable and bikeable area, not the least.

The Bay Trail has recently adopted the planned 2nd to Anderson SMART pathway into its alignment and we look forward to seeing that important trail segment come to fruition. Heading east, the Bay Trail alignment runs out Third Street/Point San Pedro Road and around China Camp State Park. The San Francisco Bay Trail grant program funded 100% design for the new multi-use pathway on the Grand Avenue Bridge, and was a financial contributor to the Canalways Study in order to assist the City of San Rafael in completing the Bay Trail.

The relocation/redesign of the San Rafael Transit Center represents a prime, once-in-a-lifetime opportunity to not only complete the Bay Trail in downtown San Rafael and to capitalize on previous grant investments, but to change this area from a truly dangerous place inhospitable to cyclists and pedestrians to one that is a vibrant and thriving gateway for the City. To achieve this, it will be necessary to look beyond the transit center itself, and to include connections into and out of this space.

We are pleased to note that every one of the eight listed “Project Objectives” in the October 16, 2018 Notice of Preparation can be directly addressed via the design and implementation of robust bicycle and pedestrian infrastructure, as italicized below:

- Objective: *Provide improved transit connectivity and ease of use in and around downtown San Rafael.*

Bay Trail comment: the current transit center is difficult and dangerous to access by foot or by bike, and is not a desirable environment in general. A comprehensive bike/pedestrian access plan incorporating wide, inviting

sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: Enhance local and regional transit use by bringing together *multiple modes* of the transportation network—including the SMART-bus connection—*into a hub that affords transit users the safest, most efficient means of using bus and rail services.*

Bay Trail comment: The Bay Trail and the North South Greenway are parts of the transportation network that increase the number of modes by which transit users may safely and efficiently use bus and rail services. A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: Efficiently accommodate transit users and services and optimize operating costs *and improve transit desirability.*

Bay Trail comment: Hundreds of ferry patrons ride bicycles to the Larkspur and Sausalito terminals, both of which have limited parking options similar to the San Rafael Transit Center. An attractive, well-designed transit center that is easy to access by foot or by bike will not only increase ridership and lessen downtown traffic congestion, but will relieve parking pressure.

- Objective: *Design a functional, attractive, cost-effective facility that can meet long-term projected service levels and be implemented in an expeditious manner, so as to minimize the period of use of the interim facility.*

Bay Trail comment: Good bicycle and pedestrian accessibility will greatly assist in meeting long-term projected service levels. Scaling up to meet increased demand for riders arriving by bike or by foot means adding new racks, lockers and benches with a timeline of +/- 6 months and price tag of \$15,000-\$20,000. Scaling up to meet additional parking and traffic demands (parking garages, new lanes, etc.) means a timeline of 3-7 years and a cost in the tens of millions.

- Objective: Provide a transit facility that *is readily accessible to individuals with disabilities, transit users, and transit-dependent populations, including those with low incomes.*

Bay Trail comment: All of the above-referenced user groups will benefit dramatically from wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces. The transit center is located directly adjacent to the lowest income, most transit-dependent community in the County. While incremental improvements are coming on the Grand Ave Bridge and along Francisco Boulevard, wholesale changes and improvements are still needed.

- Objective: *Provide a secure, safe, and inviting space for transit patrons.*

Bay Trail comment: Please “go big”—this is the opportunity of a lifetime to address the currently deplorable access issues to and around the Transit Center, and to make the Transit Center a Gateway that the City of San Rafael can be proud of.

- Objective: *Create a more accessible transit facility for all users by reducing vehicular, rail, bicycle, and pedestrian conflicts and improving safety.*

Bay Trail comment: A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: *Provide convenient, pedestrian connections to surrounding land uses.*

Bay Trail comment: 100% in agreement, however, please add “and bicycle” after the word “pedestrian.” As stated above, hundreds of ferry patrons access the terminals via bicycle, thus reducing vehicle congestion and the need for costly parking infrastructure.

West Tamalpais Avenue forms a short on-street segment as part of an otherwise continuous pathway from Sausalito to Novato known as the North-South Greenway—and is also part of the San Francisco Bay Trail. West Tamalpais should maintain the same low-stress bicycling experience that people enjoy on the pathways immediately to the north and south. The Bay Trail would be extremely concerned with any proposal that didn’t include separation or physical protection for people biking on West Tamalpais, especially if it generates an increase in vehicular traffic or curbside activity (through passenger loading zones, for example).

The City has committed to a feasibility study looking at east-west connections to identify a street that can accommodate protected bike lanes. While the current Bay Trail alignment in this area is shown on 2nd and 3rd Streets, these are “proposed” versus “existing” segments and it is clear that these may not be the preferred streets for cyclists and pedestrians in the context of a reconfigured transit center (Fourth Street seems a likely candidate). We encourage the City and GGBHTD to move forward with this study as soon as possible, and to also consider how safe and inviting connections to San Rafael High, the Canal Neighborhood via the Grand Avenue Bridge, Montecito Plaza, and ultimately China Camp State park can be made.

The Bay Trail Project looks forward to participating in this planning effort as it moves forward. The long standing and dangerous gaps for walkers and cyclists in this important part of the County deserve robust attention and resources as part of the Transit Center relocation planning work, and indeed, the only way that the eight stated objectives will be achieved is by dramatically improving access for these groups.

If you have any questions about these comments or about the Bay Trail, please do not hesitate to contact me at (415) 820-7909 or by e-mail, mgaffney@bayareametro.gov.

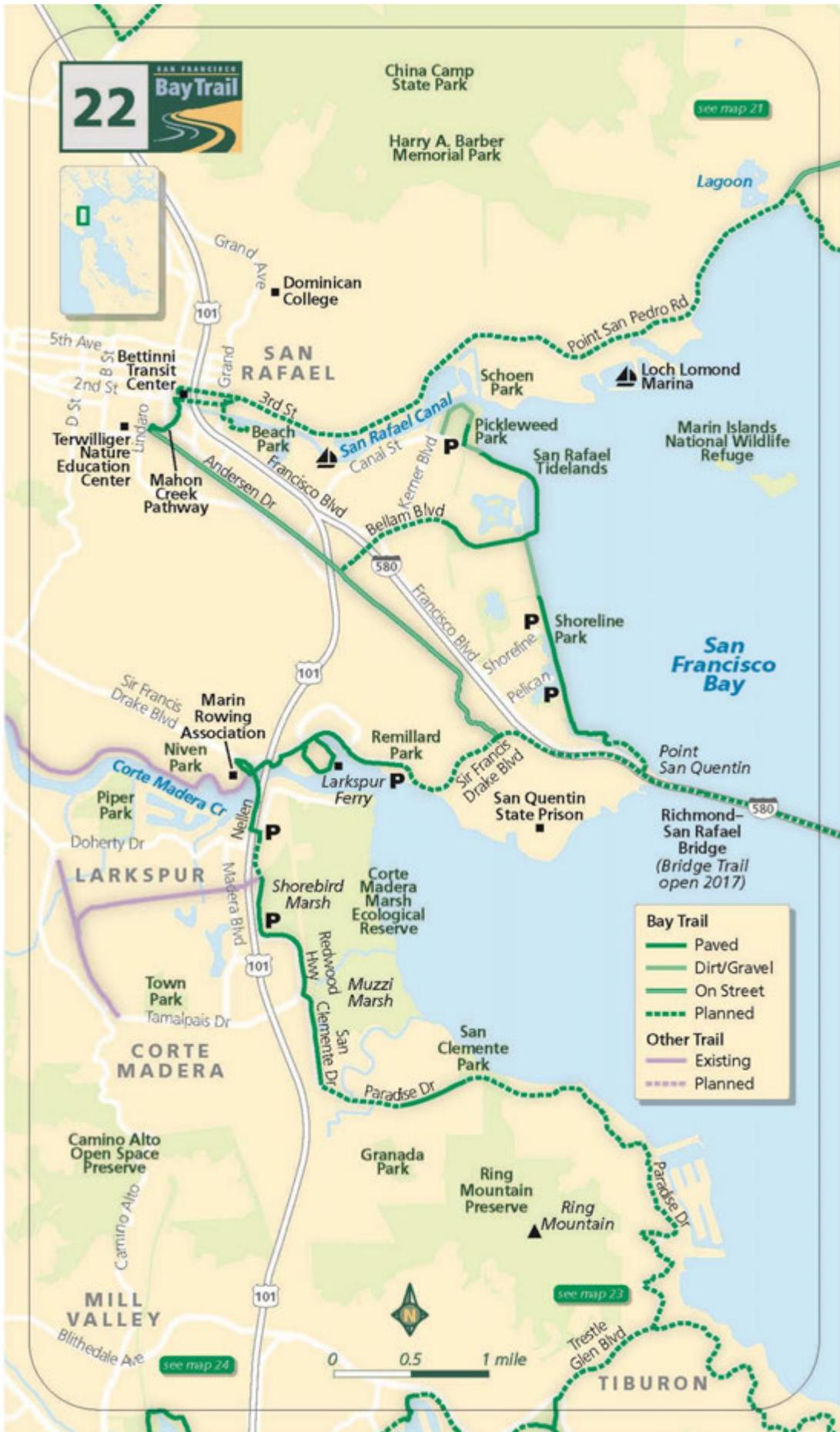
Sincerely,



Maureen Gaffney
Principal Planner
Bay and Water Trail Programs
ABAG/MTC

Cc: Damon Connolly, County of Marin
Gary Phillips, City of San Rafael
Dianne Steinhauer, Transportation Authority of Marin
Nancy Whelan, Marin Transit
Farhad Mansourian, SMART
Jim Schutz, City of San Rafael
Steve Kinsey, Alta Planning + Design
Bjorn Gripenberg, MCBC

22 SAN FRANCISCO BayTrail



see map 21

see map 23

see map 24

- Bay Trail**
- Paved
 - - - Dirt/Gravel
 - . . . On Street
 - Planned
- Other Trail**
- Existing
 - - - Planned

0 0.5 1 mile



Debora Fudge, Chair
Sonoma County Mayors' and
Councilmembers Association

Judy Arnold, Vice Chair
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Jim Eddie
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Eric Lucan
Transportation Authority of Marin

Jake Mackenzie
Sonoma County Mayors' and
Councilmembers Association

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Carol Russell
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

November 19, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway, and Transportation District
1011 Anderson Drive
San Rafael, CA 94901-5318
SRTC@goldengate.org

Re: San Rafael Transit Center Relocation Project Initial Comments on the Scope of the Draft Environmental Impact Report

Dear Raymond,

SMART is pleased to comment on the Scope of the Draft Environmental Impact Report on the San Rafael Transit Center Replacement Project. We look forward to continuing our longstanding partnership with your agency and other partner agencies to offer public transportation services in the North Bay. SMART supports the San Rafael Transit Center Replacement Project and would like to offer comments regarding our operating principles, and the scope of environmental analysis.

The existing Bettini Transit Center has been beyond capacity for some time. The fact that taxis have had to stage in the SMART right-of-way was indicative of the limitations of the site. While the extension of the SMART passenger rail system to Larkspur appears to have incited the need for the new center, the center has been operating beyond its capacity for some time. We encourage the Golden Gate Bridge, Highway, and Transportation District (District) to take this opportunity to start with a "clean slate" and integrate the new transit center with the SMART Downtown San Rafael Station such that it best serves the transit riders making connections in San Rafael in the most efficient way possible. Develop a new transit center that eliminates the need to cross busy streets or walk long distances to make transit connections in order to make public transit as accessible as possible.

SMART has the following five operating principles in terms of the San Rafael Transit Center Replacement Project that are being submitting at this time and will apply to the project and alternatives as we review them:

1. **Safety:** Safety is a top priority for SMART. Whichever design concept is selected, the safety of SMART riders coming to and from the transit center is of paramount concern.
2. **Ease of Accessibility:** Ensuring the SMART riders can easily access the transit center to and from the SMART Downtown San Rafael Station is critical to the function of both the existing SMART station and the future transit center.
3. **No changes to SMART service:** The current SMART train schedule is tailored to meet buses at specific times at the current transit center location as well as key points along the alignment. The new transit center location must continue to synchronize with the SMART train schedule.

4. **No changes to SMART's Infrastructure**: The relocation of the transit center shall not require SMART to make any physical changes to our right-of-way, tracks, or trains.
5. **Clear funding plan**: The available funding for this project must remain clear to the funding partners at all times and will be a key consideration as the Project is defined.

Regarding the scope of the draft environmental impact report, the following are SMART's comments.

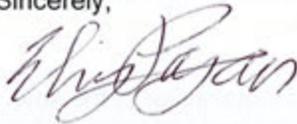
Circulation is an aspect of the environmental documentation that must be fully vetted and explored. In particular, the environmental document should address how buses and other transit vehicles connect with the SMART Train when it arrives & departs from the Downtown San Rafael Station.

SMART is a 24/7 railroad operation. As such, there will be aspects of the environmental documentation that relate to SMART in regards to noise, vibration, air quality, transportation, and land use.

If there are any additional figure concepts that are explored in the environmental documentation beyond the five that were presented at the scoping meeting held on October 30th, 2018, SMART must be notified early in the process so that we have time to thoroughly review them.

We look forward to working closely with your agency on this significant project. Please don't hesitate to reach out to me if you have any questions, comments or concerns. I can be reached by telephone at (707) 794-3079 or by email at lpayan@sonomamarintrain.org.

Sincerely,



Elizabeth "Libby" Payan
Assistant Planner

ORGANIZATION COMMENTS

Hiking & Biking Trails – Water Activities – Nature Tours – Environmental Preservation



Promoting Green Business, EcoEducation and EcoAdventures

P.O. Box 2002, Guerneville, CA 95446

www.ecoring.org

Golden Gate Transit
P.O. Box 9000
Presidio Station
San Francisco, CA 94129-0601

Re: San Rafael Transit Center

Dear Golden Gate Transit

EcoRing is a nonprofit organization that promotes ecotourism and green travel in the North Bay. Our Partners are businesses in the tourism industry in Sonoma, Marin and San Francisco counties.

The following are comments regard the planning for a new transit center in San Rafael. Our views are based on the well-know fact that tourist, families with children, the elderly, and woman will not ride unprotected bicycle paths. Our paramount concern is safety for pedestrians and cyclists.

Please extend the SMART pathway presently being built from Anderson Ave to 2nd to Mission Ave. along Tamalpais Ave. thereby connecting Puerto Suello Hill Pathway. This pathway should be **protected** from all vehicle traffic.

There should be **protected** bike lanes along 4th Street included in any plan.

Landscaping and trees should be part of any plan. As we transition from an auto-centric transportation paradigm to a transit/bicycle/pedestrian one, we must make connecting hubs attractive, welcoming spaces.

Signage should take into consideration tourists as well as commuters. Multilingual wayfinding signs should be posted.

The project should include bike parking, bike share and bicycle lockers.

Finally, the project should be designed so that neither pedestrians or cyclists need to cross the SMART tracks to reach buses or the SMART pathway.

Sincerely,

A handwritten signature in black ink that reads "Rick Coates". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Rick Coates
Executive Director
EcoRing
707-6326070 or rcoates@sonic.net



LEAGUE OF WOMEN VOTERS OF MARIN COUNTY

November 14, 2018

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

Dear Mr. Santiago:

The League of Women Voters of Marin County welcomes the opportunity to provide Golden Gate Bridge and Transportation District ("District") with the following input for use in the Draft Environmental Impact Report for the proposed options for the new San Rafael Transit Center.

The League believes the District needs to consider the following in its environmental assessment of the considered transit center sites. The report needs to identify:

- Pedestrian transportation access to/from all directions (neighborhoods, business areas, schools including SRHS and DMS and Dominican). Identify crosswalks proposed to be eliminated with each option, and which ones improved, and the impact on the different subgroups of transit riders (residents, workers, students) in terms of LOS (Level of Service) walking time delay (i.e., where they must walk farther).
- Impacts of vehicular circulation, including that of buses, around sites including the impacts of emergency vehicles' ability to access sites or to travel through areas where the sites are located.
- Pedestrian LOS and safety.
- An evaluation of bicycle safety and the accessibility of pathway and bike parking.
- Visual impacts of large open surface bus movement areas and 'public plaza' creating a suburban gap in San Rafael's urban built fabric (mitigation would be a transit center building - a simple shed roof covering over the transit center to fit into the context of the built environment and provide shelter for transit users).
- Safety of the proposed public spaces.
- Impacts of vehicle noise, exhaust, odors on the waiting areas and 'public plaza' areas.
- Impacts of loss of parking spaces.
- Environmental impacts of covering over the creek.

Additionally, the League wants to include with this correspondence, comments it previously submitted to the District in its July 10, 2018, letter in which we reviewed and provided comments on the District's June 2018 pro and con arguments summary for the four identified site concepts. We have added additional comments for the new fifth option presented by the District at its October 30 community meeting. This information is found in the Addendum to this letter.

The League will continue to monitor the progress of this important project. We look forward to continuing to work with you and your project team.

Sincerely,

Ann Batman, President

Cc: San Rafael Mayor Gary Phillips
San Rafael City Council
Marin County Supervisor Damon Connolly
Robert Betts, Marin Transit, Director of Operations and Planning

ADDENDUM

Two Story Concept

Pros: No additional comments

Cons:

- A. The building would be enormous and out of portion with other structures in the area.
- B. Does not create a pleasant gateway to Downtown.
- C. Lacks public space option.
- D. The street level area of the transit center would be an unpleasant place to drop-off and pick-up passengers or to wait for buses.
- E. Project is extremely expensive to build.

Across the Freeway Concept - Alternative 1

Pros: No additional comments

Cons:

- A. Area under freeway is not pleasant. It is dark and noisy. If used, the area would need its own roof, a lot of additional lighting and possibly some public art.
- B. It is unclear whether the proposed drop off and pick up area on 4th Street will function efficiently. There are possible issues with turning patterns in and out the area and resulting traffic backups on 4th Street.
- C. Narrow island serving southbound buses on Hetherton Street is not a pleasant and safe place to wait for buses.
- D. Proposed Public Plaza located on west side of Hetherton Street is not a desirable place to be. It is exposed to heavy traffic on Hetherton Street and the related noise.
- E. Proposed option does not show location of bicycle pathway.
- F. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.
- G. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.

Across the Freeway Concept – Alternative 1A

Pros: No additional comments

Cons:

- A. Narrow loading island on east side of Hetherton is adjacent to busy traffic lane.
- B. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.
- C. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.

4th Street Gateway Concept

Pros: No additional comments

Cons:

- A. Destroys the Fourth Street Gateway in appearance and function,
- B. Not a true gateway to Downtown. Eliminates vehicular right turn on 4th Street.
- C. Transit rider's primary mode is pedestrian – this plan limits pedestrian access from the west side and Canal neighborhoods.
- D. Does not solve the crossing the street access to SMART and transit.
- E. Northbound drop off on West Tamalpais is inaccessible from westbound direction.
- F. Inefficient use of Citi Bank site with just eight bus bays.
- G. Proposed Public Plaza located on west side of Hetherton Street is not a desirable place to be. It is exposed to heavy traffic on Hetherton Street and the related noise.
- H. Plan will increase traffic on Fifth Avenue, once right turn on 4th Street is prohibited.
- I. Confusing South/North Bike Path relocation using East Tamalpais Avenue crossing 4th Street and then traveling on sidewalk on 4th Street to Tamalpais Street.

Whistlestop Block Concept

Pros:

- A. Allows for Whistlestop building to be used as a comfortable public space, with transit information, restrooms, and seating areas as well other amenities including restaurants.
- B. Allows for the elimination of the 3rd Street bus bays if not needed in the future.
- C. Provides for easy transfer between all buses. Patrons do not have to cross busy streets.
- D. Good integration of North/South bike lane into project area.

Cons:

- A. Southbound buses must circle block to reach freeway.
- B. Lacks pedestrian crosswalks on existing Transit Center site to Whistlestop block, thus inconveniencing transit users. All crosswalks to the site need to be enhanced for pedestrian safety.

North of 4th Street Concept

Pros:

- A. Creates opportunity for 4th Street improvements to bridge Downtown east and west of freeway.
- B. Efficient for buses arriving from freeway.
- C. Buses serving beneath freeway facility may be less impacted by grade crossing operations.

Cons:

- A. Eliminates a number of parking spaces from high occupancy Caltrans park-and-ride lot.
- B. Under-freeway spaces are noisy, unhealthily less inviting for comfort and wayfinding.
- C. Lacks defined drop off and pick up spaces.
- D. No public space.
- E. Increase pedestrian crossing across Hetherton and Irvin Streets.
- F. Long walk times between bus bays and SMART will make transfers challenging.
- G. Would require covering up the creek located on the City block, introducing environmental issues.
- H. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.

- I. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.

All options need to include full roof coverage for bus bays for shelter from elements and for the comfort and safety of patrons.

The Whistlestop Concept is the most promising, and the Two-Story Concept is the least desirable.

November 19, 2018



Protecting Marin Since 1934

Raymond Sanjo
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
SRTC@goldengate.org

RE: Scoping comments for the San Rafael Transit Center (SRTC) Replacement Project Draft

Dear Mr. Sanjo:

Marin Conservation League has been established and incorporated throughout Marin since its founding in 1934. MCL's mission is to preserve, protect, and enhance the County's natural assets.

MCL has tracked the visioning and planning efforts for the relocation of the San Rafael Transit Center since the release of the SRTC Relocation Study, which was based on vision panels led by the Federal Transit Administration and the San Rafael Neighborhoods. We submit the following scoping comments for the preparation of an environmental impact report.

As an alternative to the proposed project, we request that the EIR analyze impacts from each alternative with an equal level of detail. We also request that the EIR analyze impacts both for the period of construction and the life of the project. For all alternatives, the description should include the future operation of transit service to Larkspur Landing, including daily service through San Rafael that would cross several streets. Since the service is projected to be operational before completion of a new transit center, the cumulative impacts, both on-site and off-site but in the area of both projects, should be included in the environmental analysis.

Transportation

Analysis of transportation impacts should include recent transportation studies in the project area including, but not limited to, recent studies by San Rafael's Department of Public Works, the recent Kimley Horn study of the 3rd and Hetherton intersection, and the 4th Street Rehabilitation Project, and should include available congestion analysis and transportation data from Marin County's Transportation Planning Products. Transportation impacts from the following:

- Vehicle access and exit routes from all directions from Hwy 101, and including merges that would be added.
- Relocation of any transportation project area.

PHONE: 415.485.6257
FAX: 415.485.6259

EMAIL: mcl@marinconservationleague.org
WEB: marinconservationleague.org

ADDRESS: 175 N. Redwood Dr., Ste. 135
San Rafael, CA 94903-1977



- Relocation of pedestrian crosswalks.
- Vehicle backups onto adjacent streets. Identify streets and neighborhoods that would experience increased traffic backups, at what times of day.
- Vehicle traffic on major street arterials.
- Impacts to local roads and highways during emergencies and evacuations.
- Sight distances for drivers and buses as they drive to, enter, and park in the new bays, and provisions for passenger access and boarding.
- Location of downtown shoppers as well as for transit users. What parking would be removed and what parking spaces would be added?
- Impacts to downtown area, particularly the part of 4th Street where there has already been roadwork to accommodate the train that slows traffic.

Also:

- For each alternative, describe what property would have to be acquired and how affected businesses would be relocated.
- Describe how Highway 101 through-traffic is affected by changes in transit center relocation.
- Describe how alternatives will support City goals of reduced congestion and improved safety for pedestrians and bicyclists in the area.
- The North-South Greenway has been in Marin County bike plans for several decades. Complete it through San Rafael, from 2nd Street north to Mission Street along Tamalpais Avenue, is an important link in the pathway corridor and is a priority project in San Rafael's recently updated Bicycle Pedestrian Master Plan. Describe the compatibility of alternatives with this planned route.
- A priority for San Rafael residents is that students are able to walk and bike safely and comfortably through downtown to Davidson Middle School and San Rafael High School from residential areas on both sides of the freeway. Describe how alternatives positively or negatively impact safe, comfortable east-west circulation under the highway for students and other users to access schools, shops and services.

Air quality

The EIR should describe and analyze impacts to air quality (including odors); cumulative and net increases in air pollutants, including emissions from buses entering and exiting bays and from vehicles driving through the area; and any increased emissions due to associated increased traffic from possible added congestion.

Greenhouse gas emissions

Recent reports have stated transit ridership, especially transit use, is declining both locally and nationally. SRTC design alternatives should describe how they will accommodate newer transit technologies, such as microbuses and ride-sharing vehicles, near the bus bays to drive transit commuters during transit interchange without incurring negative impacts to local traffic. How the SRTC will support transit use of electric buses and accommodate other

developing technologies, such as autonomous vehicles, should also be described.

Describe how alternatives will increase ridership, providing efficient, safe and comfortable experiences for public transportation. Increased ridership will help San Rafael, and other communities reduce greenhouse gas emissions and contribute to their climate goals. The EIR should assess net impacts to greenhouse gas emissions from current ridership levels and realistic projected increases in ridership.

Noise and Light

Assess the extent to which alternatives would contribute to noise and light impacts, and how these impacts could be mitigated.

Hydrology and water quality

The EIR should show existing creeks on the site maps, and state impacts or changes resulting from sea level rise scenarios as outlined in the County of Marin's Bay Waterfront Adaptation and Vulnerability Evaluation (B-WAVE). The report catalogs effects of different water elevation scenarios for near, mid, and far term periods, with and without a 100-year storm. The transit center relocation should consider at minimum the project for near and mid-term periods, estimated to be about 10 and 30 years or less from center construction. Presumably, the relocated center would have a life span that would encompass these periods.

The EIR should identify which alternatives, if any, will meet the goals of "climate-safe infrastructure" as set forth in the California Natural Resource Agency's recent report "Paying it Forward: The Path Toward Climate-Safe Infrastructure in California" and describe adaptation strategies to address climate change impacts.

The EIR should describe maximum anticipated rates and volumes of stormwater runoff, drainage capacity of stormwater management systems and any needed upgrades to the San Rafael Creek watershed and possible erosion during construction and operation of proposed alternatives that would alter existing watersheds. MCL would like to see watershed restoration and transportation improvements.

Assess toxicity of soils on the project site and describe how sediment and any contaminants will be prevented from entering the creeks and the nearby estuary. Describe how stormwater will be managed to meet the California State Water Quality Control Board's regulations for Phase II small municipal separate storm sewer systems (MS4). Describe how restoration techniques, trees and riparian vegetation, talling green infrastructure and permeable pavement as elements of the alternatives will be implemented.

Biological resources

Describe biological resources within the project area. Analyze impacts to nearby riparian or wetland habitats and their biological resources, both resident and migratory, including invertebrates, aquatic vegetation, and important urban wildlife habitat value and

how it will be protected.

San Rafael is a “Tree City”. Trees contribute to stormwater runoff and contribute to carbon sequestration, reduce greenhouse gas emissions, and improve air quality. They provide shade, lower ambient air temperatures and counteract urban heat island effects, reduce noise, wind, and odors. They provide beneficial habitat for urban and migratory birds, wildlife and insects (including pollinators). The EIR should identify whether trees will be planted as part of the project and their impacts as they grow and their canopies spread over the area.

Aesthetics

Describe the viewshed of the surrounding hills. Provide simulated views from a variety of angles that will be impacted.

Goals that emerged from the San Rafael Neighborhoods’ panel discussions as a vision for the relocated transit center included: reduction of traffic volume on the 101 highway and on city streets; safe pathways for pedestrians and cyclists travelling all directions; appealing, aesthetically pleasing townscapes; and respect for San Rafael’s natural, cultural and architectural history and resources. MCL hopes the Bridge District’s Transit Center Replacement Project will achieve these goals.

Thank you for the opportunity to comment on the scope of the upcoming draft environmental impact report.

Sincerely,



Linda J. Novy
President

From: Bjorn Gripenburg [mailto:bjorn@marinbike.org]

Sent: Monday, November 19, 2018 2:21 PM

To: SRTC <SRTC@goldengate.org>; Raymond Santiago <RSantiago@goldengate.org>; Denis Mulligan <DMulligan@goldengate.org>

Cc: Gary Phillips <Gary.Phillips@cityofsanrafael.org>; Farhad Mansourian <fmansourian@sonomamarintrain.org>; Jim Schutz <jim.schutz@cityofsanrafael.org>; Steve Kinsey <stevekinsey@altaplanning.com>; Connolly, Damon <dconnolly@marincounty.org>; Sackett, Mary <msackett@marincounty.org>; Dianne Steinhauser <dsteinhauser@tam.ca.gov>; listserv : NancyWhelan <nwhelan@marintransit.org>; Jim Elias <jim@marinbike.org>; Maureen Gaffney <mgaffney@bayareametro.gov>

Subject: MCBC Comments - San Rafael Transit Center Project

Hi Raymond,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. The attached letter largely echoes the comments we submitted to GGBHTD on July 13, 2018, which are appended.

Respectfully Submitted,
Bjorn Gripenburg

Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition
(415) 723-4673 | marinbike.org

When you ride Marin's roads, trails, and pathways, you Experience MCBC. [Join us today.](#)



MARIN COUNTY BICYCLE COALITION

November 19, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

Dear Mr. Santiago,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. This letter largely echoes the comments we submitted to GGBHTD on July 13, 2018, which are appended.

First, we'd like to reiterate our belief that the North Bay's busiest transit hub should be the *most* walkable and bikeable area in the County. Under existing conditions, that is far from the case. Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling through the transit center area, making it the most dangerous area to walk and bike in Marin County.

That's why MCBC is looking at the San Rafael Transit Center Project as a once-in-a-lifetime opportunity to reinvent this area to make it a thriving transportation hub and gateway to San Rafael. **MCBC feels strongly that our recommendations (outlined below) should be considered baseline project elements regardless of the preferred alternative.**

Priority Elements

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. Current transit center alternatives show Tamalpais with loading zones and other curbside uses that are not compatible with the North-South Greenway.

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.

For the past two years, MCBC has advocated for the creation of a grid of "All Ages and Abilities" (AAA) bikeways to and through Downtown San Rafael. San Rafael's current Bicycle and Pedestrian Master Plan (BPMP) Update--which was adopted on July 16, 2018--includes the two important potential AAA bikeways in the transit center area listed above; Tamalpais is identified as the north-south route, while the east-west route is yet to be determined, pending a study and additional outreach.

On the latter, we strongly encourage the City and GGBHTD to move forward with this study/outreach as soon as possible, and to consider how safe and inviting connections can be made to San Rafael High School, the Canal neighborhood, and other areas east of 101. During the BPMP Update, the east-west route was subject to debate among MCBC membership, San Rafael's Bicycle and Pedestrian Advisory Committee, and the local Safe Routes to School Task Force, with strong consensus that 4th Street was the preferred route east of Tamalpais.¹

Project Objectives

Like our partners at the San Francisco Bay Trail, we are pleased to see that every one of the eight listed "Project Objectives" in the October 16, 2018 Notice of Preparation can be directly addressed via the design and implementation of enhanced bicycle and pedestrian facilities. Our

¹ West of Tamalpais, where curbside activity is much higher, there was debate about whether 4th or 5th would be the best east-west route through downtown.

comments on the Project Objectives follow:

- As noted above, the existing transit center is difficult and dangerous to access by foot or by bike, and is not an inviting environment in general. A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas, landscaping, and good public spaces can address several of the objectives.
- Hundreds of train and ferry patrons already ride bikes to the North Bay's ferry terminals and SMART stations, many of which have limited parking options similar to the San Rafael Transit Center. An attractive, well-designed transit center that is easy to access by foot or by bike will not only increase ridership and lessen downtown traffic congestion, but will relieve parking pressure.
- Good bicycle and pedestrian accessibility will greatly assist in meeting long-term projected service levels. Scaling up to meet increased demand for riders arriving by bike, foot, or other non-auto modes means adding new racks, lockers, benches, and space for other emerging mobility options, such as shared bikes and scooters, at a minimal cost. Scaling up to meet additional parking and traffic demands (parking garages, new lanes, etc.) would be much more costly in terms of time, money, and space.
- On the final objective, please add "and bicycle" after the word "pedestrian." Bicycles greatly expand the reach of transit, extending the "first and last mile" up to three-plus miles. One can travel four miles by bike in the time it takes to walk one mile.

Implementation

The transit center relocation presents a unique opportunity to reinvent an area that is currently inhospitable to people walking and bicycling. MCBC strongly encourages GGBHTD and all agencies involved to implement the recommendations outlined above as baseline elements of the project. Given the competitive nature of bike/ped funding, we respectfully request that our recommendations are prioritized for funding through the project's Regional Measure 3 funding and/or Regional Measure 3's North Bay Transit Access Improvements program.

Again, we urge GGBHTD to seize this opportunity to address the access issues around the Transit Center, and to transform the area into a gateway that the City of San Rafael and transit agencies are proud of.

If you have any questions, please feel free to reach out by calling (415) 723-4673 or emailing bjorn@marinbike.org.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Bjorn Gripenburg', written in a cursive style.

Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition

cc:

Damon Connolly, County of Marin
Gary Phillips, City of San Rafael
Dianne Steinhauser, Transportation Authority of Marin
Nancy Whelan, Marin Transit
Farhad Mansourian, SMART
Jim Schutz, City of San Rafael
Steve Kinsey, Alta Planning + Design
Maureen Gaffney, San Francisco Bay Trail

MCBC'S COMMENTS SHARED VIA EMAIL ON JULY 13, 2018:



MARIN COUNTY BICYCLE COALITION

Denis Mulligan, General Manager
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

Dear Mr. Mulligan,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. Founded in 1998, MCBC's mission is to promote safe bicycling for everyday transportation and recreation. We have long supported transit and bicycle-transit integration, valuing the two modes' ability to enable car-free mobility, especially when combined.

Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling through the transit center area, making it the most dangerous area to walk and bike in Marin County. As a transportation hub for those travelling primarily without cars, it should be the *most* walkable and bikeable area, not the least.

With this in mind, MCBC feels strongly that our recommendations should be considered baseline project elements regardless of the preferred alternative.

All Ages & Abilities Bikeways

A recent [national survey](#) found that 51 percent of Americans are interested in bicycling more regularly, but too concerned for their safety to do so. In order to make bicycling an option for the majority of people, bikeways need to be designed for use by people of [all ages and abilities](#) (AAA), not just the strong and confident.

For the past year, MCBC has advocated for the [creation of a grid of all ages and abilities bikeways to and through Downtown San Rafael](#). San Rafael's current Bicycle and Pedestrian Master Plan Update--set to be adopted by the City Council next Monday, July 16--includes two incredibly important potential AAA bikeways in the transit center area:

- **West Tamalpais Avenue (North-South Greenway):** West Tamalpais Avenue forms a short on-street segment as part of an otherwise continuous pathway from Sausalito to Novato known as the North-South Greenway. West Tamalpais should maintain the same low-stress bicycling experience that people enjoy on the pathways immediately to the north and south. **MCBC will strongly oppose any proposal that doesn't include separation or physical protection for people biking on West Tamalpais, especially if it generates an increase in vehicular traffic or curbside activity (through passenger loading zones, for example).**
- **Downtown East-West Commercial Connector:** There isn't a single inch of asphalt dedicated to moving bikes between the east and west through San Rafael's downtown. The City has committed to a feasibility study to look at the various east-west streets in hopes of identifying a street that can accommodate protected bike lanes. Fourth Street seems a likely (and preferred) candidate. **We encourage the City and GGBHTD to move forward with this study and consider whether protected bike lanes can be incorporated into this project--or better yet, constructed sooner.**

For more information on what constitutes an AAA bikeway, we recommend consulting NACTO's [Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#).

Bike Parking & Bike Share

Ample secure bicycle parking will also play an important role in encouraging people to bike to the transit center. MCBC recommends incorporating the recommendations outlined in the [SMART Stations' Bicycle Parking Investment Plan \(2016\)](#):

- A mix of short (inverted u-racks) and long-term (e-lockers or a secure bike shelter) parking. The *Investment Plan* recommended 10 inverted u-racks and a secure bike shelter with 60 spaces at the Downtown San Rafael SMART Station.
- Both types of bike parking should be conveniently located, with easy access to the SMART platforms and transit center. They should be located in well-lit, visible areas to prevent theft.

Transportation Authority of Marin and Sonoma County Transportation Authority are moving forward with a new bike share system that will serve SMART station areas. Though this system will likely be dockless, MCBC recommends GGBHTD set aside a dedicated space for bike share parking so that the bikes can be easily located and returned by riders.

Walkability

As is often noted, everyone is a pedestrian. This is especially true for transit riders, who rely heavily on their feet and mobility aids to make transfers or get between transit and their destinations.

MCBC encourages the City of San Rafael and GGBHTD to design the transit center and its surroundings with convenience, safety, and aesthetics in mind in order to create a walkable and inviting transit center. Pedestrian crossings of busy one-way streets in the area should be minimized, as these roadways have higher rates of collisions that result in severe injuries.

Implementation

The transit center relocation presents a unique opportunity to reinvent an area that is currently inhospitable to people walking and bicycling. MCBC strongly encourages GGBHTD and all agencies involved to implement the recommendations outlined above as baseline elements of the project.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Bjorn Gripenburg', with a stylized, cursive script.

Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition



P. O. Box 150266
San Rafael, CA 94901
www.montecitoresidents.com

Date: Nov 17, 2018

To: Raymond Santiago
Principle Planner
Golden Gate Transit District

cc: Mayor and City Council of San Rafael
Dept of Public Works Director, City of San Rafael
Community Development Director, City of San Rafael
The Federation of San Rafael Neighborhoods

Dear Mr. Santiago,

MARA is the neighborhood association for the Montecito neighborhood, which is the nearest residential neighborhood to the various sites being considered for the Transit Center. We are responding to the GG Bridge, Highway Transportation District's request for comments on the scope and content of the EIR regarding the SR Transit Center's new location. Thank you for this opportunity.

In an attempt to not try to re-invent the wheel, we would first like to say that our preferred site is the **Whistlestop Block Concept**, and that we agree entirely with all of the suggestions made re that site and the EIR by Sustainable San Rafael in their letter of Nov 5th. This site would make

pedestrian travel between SMART and the bus Transit Center easy and safe for pedestrians, would protect and use the historic train station, and make a true transit hub.

Our least favored site (other than the 4th Street Gateway concept, which has nothing whatever to recommend it), is the “**North of Fourth Street Concept**”.

- The EIR should assess air quality, noise, and the safety of pedestrians trying to get from the SMART station to the Transit Center – they would have to cross at least 2 busy streets, instead of being within easy reach of their destination. It says in the NOP that this site “*would require customer service, restrooms, and pick-up drop-off functions to be located off site*”. Since this site takes up an entire block, it appears that this would require anyone trying to use such services to cross one of the very busy surrounding streets – another issue for assessing safety of pedestrians in the EIR.
- Also, Irwin Street, which is on the East of this site, is basically both an off ramp and an on ramp for Hwy 101. Traffic on this street is one way, and frequently moves faster than the speed limit. The EIR should study how the interaction of the buses and this traffic would affect safety.
- This site, according to the NOP, would require covering an entire block of the creek. Restoring that creek is one of the main goals of many residents of San Rafael, not further degrading it. This should of course be considered in the Biological Resources section of the EIR, regarding this federally protected wetland. We have personally seen many ducks using this creek at various times, as well as turtles. We are sure that other wildlife use it also.
- Aesthetics – We do not feel that any amount of lighting, art work, signage, etc. would make this site a pleasant experience for bus customers, given the noise and exhaust from the freeway directly above it. Adding that to the lack of on site services, it would appear that this site fails to accomplish the goal of having people happy to use the new Transit Center – many people have enough resources to not have to travel by bus if it is too inconvenient or uncomfortable, and unfortunately their alternative would be go get into their cars.

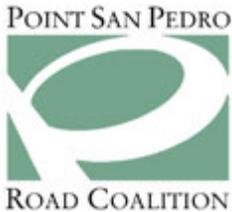
- Lastly, we would like to echo the City of San Rafael's request that, although it is not a CEQA related topic area, an Assessment of the impact of this site on Parking should be evaluated for each alternative, including this one, which removes current commuter parking. MARA has been impacted for many years by the fact that the current GG Transit center was built without any consideration of parking, as was SMART. Along with local retail, this has caused many people to park on our residential streets while they are either commuting to work or walking to work at local stores.

Thank you and your staff for all of the outreach you have done on this subject, and how responsive you have been to input from the public. This is a good example of how this sort of process should work.

Sincerely,

Board of Directors of MARA

Jackie Schmidt
Ann Bauer
Sherna Deamer
Bryn Deamer
Constanza Perry
Kristie Garafola
Tom Hurray
Nora Contini



POINT SAN PEDRO ROAD COALITION

"Fostering Quality of Life in our Community"

Coalition Directors

November 18, 2018

Co-Presidents

*Denise Lucy
Bonnie Marmor*

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

Secretary

Kati Miller

Treasurer

Dave Crutcher

Re: Bettini Transit Center Relocation

Directors

*Kevin Hagerty
Alan Schaevitz*

Dear Mr. Santiago:

The Point San Pedro Road Coalition welcomes the opportunity to comment on the EIR scoping and to again provide the Golden Gate Bridge and Transportation District ("District") with input on the Preliminary Concepts Under Consideration for the Bettini Transit Center Relocation. This includes later updates as presented to the public at the October 30, 2018 Notice of Preparation of Draft Environmental Impact Report and Scoping Meeting.

Standing Committee Chairs

Disaster Preparedness

Henry Warren

Residents along the Pt. San Pedro Road peninsula remain very interested in this project and recognize the importance of convenient bus and SMART train access as well as improved pedestrian and bicycle safety. However, there are serious concerns in our community about the potential to be adversely impacted by traffic delays arising from the relocation of the Transit Center and extension of SMART to Larkspur.

Loch Lomond Marina

Alan Schaevitz

Scoping Additions

Please add the following items to the list of issues that are to be addressed in the Draft EIR in order to ensure we have a full and complete report:

Pt. San Pedro Roadway

Kevin Hagerty

S.R. Rock Quarry

Dave Crutcher

Wetlands

Rodney Ruskin

- Impact on traffic congestion: Each concept will have a different impact on local traffic patterns and congestion.
- Impact on parking for transit users: Some of the concepts remove critical existing parking with no provisions for replacement. The EIR needs to address the impact of parking reduction.
- Emergency services: What are the ramifications on provision of service during emergencies, either at the proposed transit center or for surrounding neighborhoods, specifically the San Pedro Road corridor? Different concepts will enhance or impede delivery of emergency services in these areas due to traffic patterns, congestion, or damage due to natural catastrophes.
- Transit Center user data: (a) How many people are estimated to be accessing the Transit Center and SMART train? (b) From which directions will the people approach the Transit Center? (c) How will users arrive/depart (on foot, in cars, on bikes, etc.)? (d) What is the impact on pedestrian/vehicle interfaces at nearby intersections? These needs to be assessed at different times of day and include all users (commuters, students, San Rafael business employees, etc.) of the transit center. The study should also identify impact on existing or proposed crosswalks for each option.

- Visual impact: What will be the visual impact of each option as it relates to the look and feel as an entry point to the City. This should encompass how the area is viewed by drivers, pedestrians, bicyclists, as well as users of the Transit Center and SMART train.

Preliminary Concepts Review

We have reviewed the Concepts developed by the District, although we have had little time to fully review the new “North of 4th Street Concept”. As we previously expressed, it is difficult to assess the options without ridership data to indicate projected use including: (a) how many people are estimated to be accessing the Transit Center and SMART train, (b) from which directions will the people approach and (c) how users will get there (on foot, in cars, on bikes, etc.). With the information provided, the Whistlestop Block Concept option appears most promising, although the North of 4th Street Concept is an interesting option but with several concerns.

We think the Whistlestop Block Concept can be enhanced by making some additional modifications such as:

1. Move the three bus bays currently shown on Third Street and four bus bays on Tamalpais Avenue to the area now used as for Whistlestop parking lot at Tamalpais and Lincoln. This has many benefits:
 - Removes buses from congested streets while patrons get on and off the buses.
 - Makes it easier for bus riders to transfer between different bus routes.
 - Makes it easier for SMART riders to transfer to buses (and vice versa).
 - Costs to acquire the space on the block west of Tamalpais to enhance the Whistlestop Block Concept may be low since much of the block is currently not developed.
 - Places this location near to development sites;
 - Provides potential to utilize more of the block between Tamalpais and Lincoln and could greatly enhance the Whistlestop Block Concept project to provide both an improved Gateway to San Rafael and integration with Downtown, possibly making room for a central plaza.
2. Use Tamalpais Avenue between 3rd and 4th Street as a designated passenger drop off and pick up area, an area for taxis and Ubers, as well as a bike lane. This, too would have many benefits:
 - Eliminates the need for buses to turn onto Tamalpais Avenue making it easier for pedestrians to cross Tamalpais, improves safety, and makes the entrance to the Whistlestop building more accessible
 - Enhances passenger, bicycle, and pedestrian safety by prohibiting buses on the block of Tamalpais Avenue between 3rd and 4th streets.
 - Eliminates the need for pedestrians to cross 4th Street from the drop off/pick up area as shown in the Concept proposal.
 - Provides easy access to the Whistlestop building which can be used as the heart of the Transit Center and train station.
 - Keeps buses off of this block allowing for a view corridor and making it possible for the Whistlestop building to be seen and appreciated.

If preservation of the entire Whistlestop Building in its current configuration results in significantly greater financial costs, a reduction in pedestrian and bicycle safety, and/or adverse traffic impacts, then this constraint should be reconsidered. For example, the Jackson Café portion of the building could be reconfigured allow for that portion of the site to be utilized for a greater use.

North of 4th Street Concept

This is a recent addition to the original four concepts, and we have had little time to study it thoroughly. It could be very attractive to our residents because it moves the transit center and related traffic away from the critical 3rd Street access to Highway 101 and downtown San Rafael for residents on the Pt. San Pedro Road corridor. However, even with a brief review, several issues become apparent, among them being:

- No defined location for pickup/dropoff. A convenient, safe area for this is essential.
- CalTrans' potential objections for construction under the highway
- Environmental concerns and objections for covering the creek
- Safety issues for pedestrians crossing Hetherton to/from the train station and downtown San Rafael
- Ambiance for bus passengers waiting under the highway
- Impact of highway noise on the transit center
- Removal of critical parking with no replacement in the Concept. Additional parking must be provided.
- Impact on general traffic caused by slower bus traffic on Irwin and on Hetherton

All of these issues, and others to be identified, would need to be addressed before we could render a further opinion on this concept.

The Point San Pedro Road Coalition will continue to monitor the progress of this important project. We will appreciate being informed when data about ridership and traffic becomes available as it will profoundly affect consideration of the various concepts. We would like to reiterate that it is critical for our community to receive information well in advance of deadlines for input so that we can provide meaningful comments in the future. We look forward to continuing to work with you and your project team.

Sincerely,



Denise M. Lucy
Co-President



Bonnie Marmor
Co-President

cc: Mayor Gary Phillips
San Rafael City Council
Supervisor Damon Connolly
Steve Kinsey, Alta Planning

The Point San Pedro Road Coalition (FEIN 68-0458233) is a 501(c)(3) tax-exempt organization. Subject to applicable limits, your contributions are tax-deductible

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

From: William Carney [<mailto:williamcarney@comcast.net>]

Sent: Friday, November 09, 2018 4:49 PM

To: Raymond Santiago <RSantiago@goldengate.org>

Cc: SRTC@goldengate.org <SRTCA@goldengate.org>

Subject: Comments on San Rafael Transit Center DEIR Scope

Raymond-

In response to the Notice of Preparation of the Draft Environmental Impact Report for the San Rafael Transit Center, I'm attaching Sustainable San Rafael's comments on the potential scope of the DEIR.

Comments specific to the scope are embedded in a larger discussion of the project alternatives being considered, in order to provide the context and concerns giving rise to our comments and help clarify the reasons these items need full analysis.

Thanks very much. We look forward to continuing to work with you as the process proceeds.

-Bill Carney

President, Sustainable San Rafael

415.302.0110 / 457.7656



November 5, 2018

BOARD OF DIRECTORS

William Carney, President
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Greg Brockbank
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Jesse Madsen
Samantha Mericle
Sue Spofford

415.457.7656

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901

RE: San Rafael Transit Center EIR Scoping Issues

Dear Raymond,

Sustainable San Rafael would like to reiterate and emphasize a number of issues we have previously raised concerning the new San Rafael Transit Center, and request that they be addressed in the Scope of the Draft Environmental Impact Report that you are now developing.

Our Board has carefully reviewed the five Transit Center concepts (and variants) developed by your team. We continue to think that the 'Whistlestop Block' concept has great merit, safely consolidating transit services and returning the depot building to transit use. It fulfills all the objectives outlined in our letters of May 21 and July 8.

'Whistlestop Block' Concept

This concept also has the best 'place-making' possibilities, creating a central 'transit plaza' framed by 'gateway' development opportunity sites north and south, the Tamalpais bikeway to the west, and the chance to restore Irwin Creek and otherwise enliven the area under the freeway east of the site. In short, the concept would result in a welcoming and active entry to San Rafael, implementing the basic scheme first presented in the Downtown Station Area Plan.

- *The EIR 'aesthetics' section should analyze the 'place-making' potential of each alternative as a key impact.*
- *The EIR 'land use and planning' section should assess the impact of each alternative on the appeal of area 'opportunity sites' for development contributing to the 'gateway' quality of the area.*
- *The EIR should assess the impact of leaving a central site free of development (the bus plaza) or in low-scale development (the depot building)—both on the enhanced development potential of adjacent sites and on the 'gateway' character of the whole area.*
- *The potential of each concept to contribute to important public improvements surrounding it should also be assessed, including the north-south bike-pedestrian greenway along Tamalpais and the restoration of Irwin Creek under the freeway, both key elements of the 'gateway' district anchored by the project.*

- *The EIR should review the project for consistency with the recommendations of the Downtown Station Area Plan.*

One modification of the Whistlestop Block Concept that we would ask you to consider is reversing the direction of the four buses shown on Tamalpais, so they would enter from 4th Street and proceed south. This would allow passenger loading along the west side of the street, with the bikeway switched to the east side to better align with the bikeway along Tamalpais to the north and to provide a more open and gracious setting for the depot building. Whichever the direction of the buses, it appears that the Concept could be achieved within the 50' Tamalpais right-of-way and still provide sufficient sidewalks on both sides.

- *The EIR should assess north-to-south bus flow on Tamalpais.*

We defer to the traffic engineers and bus route planners regarding the location of the three buses shown along the heavily trafficked 3rd Street. However, further consolidation of transit could be accomplished by acquiring an additional 50' (one lot width) along the west side of Tamalpais between 3rd & 4th. This would allow both northbound and southbound buses on this block, perhaps loading from a central island to keep the sidewalks unencumbered.

- *The EIR should include this wider 2-way bus mall on Tamalpais between 3rd and 4th Streets.*

A simpler alternative would be to relocate the three 3rd Street buses to the west side of the Bettini site, which currently accommodates four buses. This could be an especially appealing location for non-commute buses such as the Airporters or Greyhound. A reconfigured site could allow for necessary bus turning radii and still provide car drop-off and taxis along the east curb, with the bike path along the west curb, in alignment with the 2nd Street crosswalk. Passengers would have direct access to the main transit plaza via the pedestrian and bicycle crosswalk at 3rd and Tamalpais, which must be made safe in any case.

- *We strongly urge that the EIR include analysis of Tamalpais south of 3rd Street and the sliver of the Bettini site west of the rail tracks as an alternative location for the three 3rd Street bus bays.*
- *The EIR should assess the intersection treatments needed at Tamalpais and both 3rd and 4th Streets to assure safe access to the project by cyclists, bus passengers and other pedestrians.*
- *The EIR should assess the adequacy of car drop-off and taxi zones serving all alternatives, including along Tamalpais both south of 3rd and north of 4th Streets.*

Additional considerations related to the Whistlestop Block Concept:

This concept provides the greatest flexibility for future expansion and modifications of transit services, securing public ownership of the entire block between 3rd and 4th Streets, while retaining public

ownership of the Bettini site by ground-leasing development rights on its most buildable eastern portion.

- *The EIR needs to assess the flexibility of each concept for future expansion and likely changes in transit technologies and services.*
- *This assessment should include the merits of securing public ownership of an expanded site, including ground-leasing development rights rather than selling existing public property.*

Public ownership and use of the depot building, with portions perhaps operated by private parties, offers a number of possibilities, including ample ground floor transit services and perhaps direct access to the west train platform. Marin-specific retail and cafes could open onto plazas at both ends of the building. The original arcade might be re-opened to engage such uses and invite in the public. Upstairs offices and meeting rooms could be rehabilitated, and the bike storage shown west of Tamalpais could also be accommodated inside. The building would provide an iconic visual anchor for both the transit plaza block and the surrounding gateway district. Some of its architectural details, such as the repeating arches, might be echoed in contemporary elements of the bus plaza such as curved canopies over passenger waiting and loading areas, and elegant seating design.

- *The EIR 'cultural resources' section should assess the significance of affected buildings, including potential reuse and modification that could enhance their character and contribution to the area.*

The 2-story depot building together with the open transit uses would provide a visual commons at San Rafael's front door, which would help avoid the walling off of downtown as adjacent blocks are developed with taller building. This would also help preserve the view corridor along Tamalpais and the train tracks from 2nd Street to Mission, keeping the city's defining hillsides in view.

- *The EIR 'aesthetics' section should assess the protection or loss of view corridors into downtown and to surrounding hillsides.*

The car and taxi drop-off zones shown along Tamalpais north of 4th Street are important elements of this concept. They should be supplemented by the zone south of 3rd, as mentioned above, which would better serve drop-off traffic approaching from the west. Enhanced pedestrian pathways from the park-and-ride lots under the freeway should also be provided as part of this concept, together with restriping, repaving and perhaps reconfiguration to improve usage of the lots and pedestrian access to the East End of 4th Street. Restoration of the creek would greatly enhance this experience.

- *The EIR 'transportation and transit' section should assess the quality of access to the project for those arriving by car, including the provision or loss of drop-off and commuter parking facilities.*

The 'gateway' quality of the new transit center would also be

heightened by planting large street trees (like the London Plane trees now thriving on 5th Avenue) along Hetherton, Irwin and Tamalpais, and within the transit plaza itself. The arrival into San Rafael would then feel like entering a vibrant downtown in a park-like setting.

- *The EIR 'biological resources' section should assess impacts both on existing resources (including street trees and creek-side zones) and on the future ability to restore and enhance those resources.*

'Under Freeway' Concepts (both South and North of 4th Street)

The various under freeway schemes that have been suggested seem far less pleasant for users and require crossing busy Hetherton to reach the trains, other buses and/or downtown, as well as covering over portions of the creek and thereby sacrificing the amenity it could provide if properly restored. The noise and exhaust under the freeway make it an unpleasant and perhaps unhealthy place to wait, which would require extensive structures, lighting, artwork and other mitigations. The narrow bus islands on Hetherton are particularly unwelcoming and unsafe places for passengers awaiting their bus.

- *The EIR 'air quality' and 'noise' sections should assess the impact of these factors on the passengers using the project facilities, and the 'aesthetics' section should assess the experiential and visual impacts of the project on its users, as well as its surroundings.*
- *The safety and amenity of passengers accessing the project needs to be paramount in the EIR 'transportation and transit' section, including the extent to which each concept is able to accommodate passenger shelter, restrooms and snack services.*

'4th Street Gateway' Concept

Our chief concern with this concept is that the buses on both sides of 4th Street would interrupt enhanced pedestrian access to the East End. Maintaining an unencumbered sidewalk on the north side of the street is essential to this goal. The concept also precludes development of a significant opportunity site at the northwest corner of 4th and Hetherton and sacrifices two Victorian buildings on 5th Avenue. The 'plazas' shown on Hetherton are too small and uninviting to function as open space, and the bus bays on Hetherton expose passengers directly to traffic. The scheme also prohibits automobile turns onto 4th Street.

- *The EIR 'transportation and transit' section should thoroughly assess impacts on the pedestrian experience, including the access between downtown and areas east of the freeway.*

'Two-Story' Concept

The success of such a large building concept would require an extraordinary architectural effort, which we feel cannot be adequately assured, especially within a limited budget. Elegant solutions to the ramping required and to the covering of 3rd Street are not obvious.

- *We suggest not spending scarce funds to analyze this concept.*

Need for more operational information

For the public and decision-makers to adequately evaluate the concepts, much more information is needed about how the various schemes would actually function for the buses and how bus movements would affect the surrounding streets. In addition to traffic impacts, the missing information includes the routing of the buses and the numbers of passengers transferring among the various bus lines and between each bus line and the train, as well as those bound for downtown itself.

Equally important, the pedestrian and bike routes to and through the Transit Center need to be thoroughly diagramed for each concept, in particular addressing the needs of students and others en route from the Canal, San Rafael High, Davidson Middle School, Dominican, and the Montecito neighborhood and shopping district.

Such basic functional data is critical for developing and judging the concepts, and we suggest that it be made available as early as possible.

- *A clear and complete assessment of how each alternative meets the basic functional requirements of the project program—including passenger comfort, connectivity among transit modes, and access to the transit center by foot, bike or car—should form the core of the EIR ‘transportation and transit’ section.*

Sustainable San Rafael also endorses the City staff’s recommendations that the EIR use the updated San Rafael Climate Change Action Plan and associated GHG Emissions Reduction Strategy in assessing the greenhouse gas impacts of the project, and that the EIR assess the risk associated with projected sea level rise in the station area.

Thank you and your team for your diligence in offering a range of concepts for public consideration. We look forward to thoughtful public decision-making based on a thorough EIR.

Sincerely,

William Carney
President, Sustainable San Rafael

Copies:

Mayor Gary Phillips
San Rafael City Council
Jim Schutz
Bill Guerin
Paul Jensen
Danielle O’Leary
Steve Kinsey

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

October 20, 2018
By E-Mail to SRTC
@GoldenGate.org

Raymond Santiago
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901-5318

Re: SRTC Scoping

Dear Mr. Santiago:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental organization focused on reducing the impacts of transportation on the climate. We offer these brief comments on the San Rafael Transit Center Relocation project's environmental review:

Project Purpose and Need: Scale

We believe the scale of the proposed project has been overly influenced by local interests, who seek to minimize the project, seeing it as an intrusion into Downtown. Note the language "at least 19 bays." Others flat-out reject urbanism, seeking to shift the transit center out of the downtown, so it doesn't interfere with traffic. In our past writings, we have explained why the dual challenges of ever-increasing congestion and GHG emissions mean that existing travel habits are unsustainable going into the future. (See attached.) Present day conditions are not helpful in understanding the needs of the future.

The scoping process now needs to consider the next 50 years of transportation in the North Bay. Because of climate change, this project is not merely the replacement of an existing facility. It is the construction of a facility that will be essential in supporting dramatic changes in how residents travel in the future. Because of this, scoping necessarily must include an unusually heavy dose of planning for profound societal change.

The state's SB 32 goal of a 40% GHG reduction will require a significant VMT reduction.

In its evaluation of the role of the transportation system in meeting the statewide emissions targets, CARB determined that VMT reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs) are necessary. (2017 Scoping Plan, ARB, p. 101.)

Expanded use of transit will be a critical strategy for achieving VMT reduction. TRANSDEF expects that the single most important determination to be made by the scoping process for this project will be setting an aggressive yet achievable 2050 mode split target for Marin. The transit mode share will then determine the design capacity for SRTC.

We suspect the design capacity for SRTC needs to be at least an order of magnitude higher than current patronage levels. We suggest achieving that by building into the project the ability to expand. This means controlling an adequately sized land package, even if part of it remains in non-transit interim uses. We expect that the transit uses will expand as higher shares of the population start to use the Center.

The introduction of autonomous vehicles can be handled as part of providing the expansion capacity called for above. It isn't necessary to do detailed planning for these services now, as long as the space for them has been allocated.

Impact Analyses

Evaluate whether the proposed project will impede the State's efforts to achieve its SB 32 targets.

Thank you for this opportunity to submit these abbreviated comments.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment: TRANSDEF Marin Voice

Increasing bridge tolls won't reduce Bay Area traffic

By David Schonbrunn

This is the year for transportation funding. Voters will be asked in June to approve increased bridge tolls and in November to extend the Marin transportation sales tax. These measures are supposed to reduce traffic. To help you evaluate how likely that reduction in traffic is, we offer our explanation of the root cause of traffic congestion.

Marin's towns grew up around railroad stations. Motorcars didn't exist back then. Whether it was commuting to San Francisco or sending milk to market, travel was by train or horse. The widespread adoption of the car enabled suburban homes to be built far away from train stations, inhibiting walking there. Most often, there are no convenient alternatives to driving alone.

The post-war suburbanization boom has run smack into physical limits, now that 7 million people live in the Bay Area. With

65 percent of commuters driving alone, the roadways physically can't fit all their vehicles. (In a second, entirely independent crisis, motor vehicles are the largest source of greenhouse gases in the county.) With 2 million more Bay Area residents expected in the coming decades, congestion and greenhouse gas emissions will only get worse.

Congestion is a result of the affordability of cars mixed with widespread suburbanization. Avoiding gridlock will take a shift from driving alone to shared travel, calling for learning new travel habits. The place to start is making carpool lanes flow freely during congested periods. The resulting significantly faster travel time will provide enough incentive for some drivers to carpool. New smartphone ridesharing apps similar to Uber make it convenient to pick up a passenger living nearby, going to a similar destination.

Heavy promotion of ridesharing would create a large pool of potential passengers, increasing

The post-war suburbanization boom has run smack into physical limits, now that 7 million people live in the Bay Area. With 65 percent of commuters driving alone, the roadways physically can't fit all their vehicles.

the likelihood of being picked up.

Improving mobility will require a new set of regional priorities favoring carpooling and transit over solo driving. To round off the package, a network of convenient bus lines, cost-effective rail lines and protected bike lanes will provide alternatives to driving.

In other parts of the country, like Portland, one can easily get around without a car. The OccupyMTC.org website shows how Seattle's voters approved a comprehensive bus network and achieved a major shift away from solo driving. Bay Area residents might want to make a

similar choice to have a brighter future. Unfortunately, such an option is not on the ballot.

The sponsors of Regional Measure 3, the proposed \$3 bridge toll increase on the June ballot, admit that traffic is heading towards gridlock: "This is our chance to reduce traffic BEFORE it brings Marin County to a standstill." What they don't have is a plan to address the fundamental problem: excessive solo driving.

The Metropolitan Transportation Commission has set the Bay Area's transportation priorities for decades. Traffic conditions in the region have steadily worsened over that time, prob-

ably because MTC's ongoing financial support for solo driving has starved the development of alternatives to driving alone.

MTC's own projections for 2040 show a million more cars, with total driving increasing by 21 percent and congestion delays increasing by 44 percent. With 2.5 million more daily solo driving trips than now, it's clear the projects in the measure aren't going to "reduce traffic." If approved, it will lock the region into a downward spiral of congestion.

TRANSDEF.org suggests voters reject Regional Measure 3, and demand instead a better plan — one that enables large numbers of commuters to conveniently travel by shared rides, bikes and transit. A ridesharing system would do far more for long-term mobility than the projects promised in the measure — without any construction costs.

David Schonbrunn, of Sausalito, is president of TRANSDEF.org, a transit advocacy organization.

PUBLIC COMMENTS

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.

--

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

~~~~~  
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

---

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**

---

**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

---

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

---

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

---

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.

Sent from [MCBC](#)

**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

---

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

---

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

---

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**

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**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!**

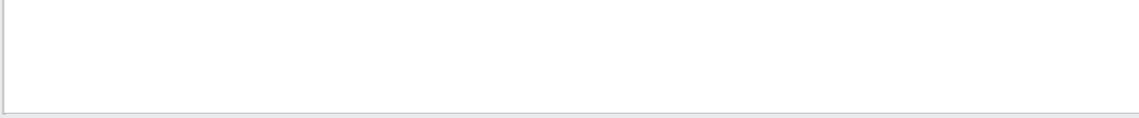
**Thank you for your consideration.**

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**

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**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](mailto: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**

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**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**

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**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](#)

**Maley, Patrick**

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**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](#)

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**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



LINCOLN AVE

TAMPALPAIS AVE

3RD STREET

San Rafael Station

Hearth & Home of Marin

PROJECT SITE  
13,550 SF

75'

150'

100'

100'

25'



# 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 |

LINCOLN AVE

TAMPALPAIS AVE

3RD STREET

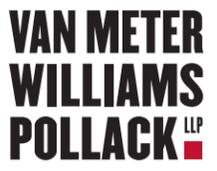
San Rafael Station

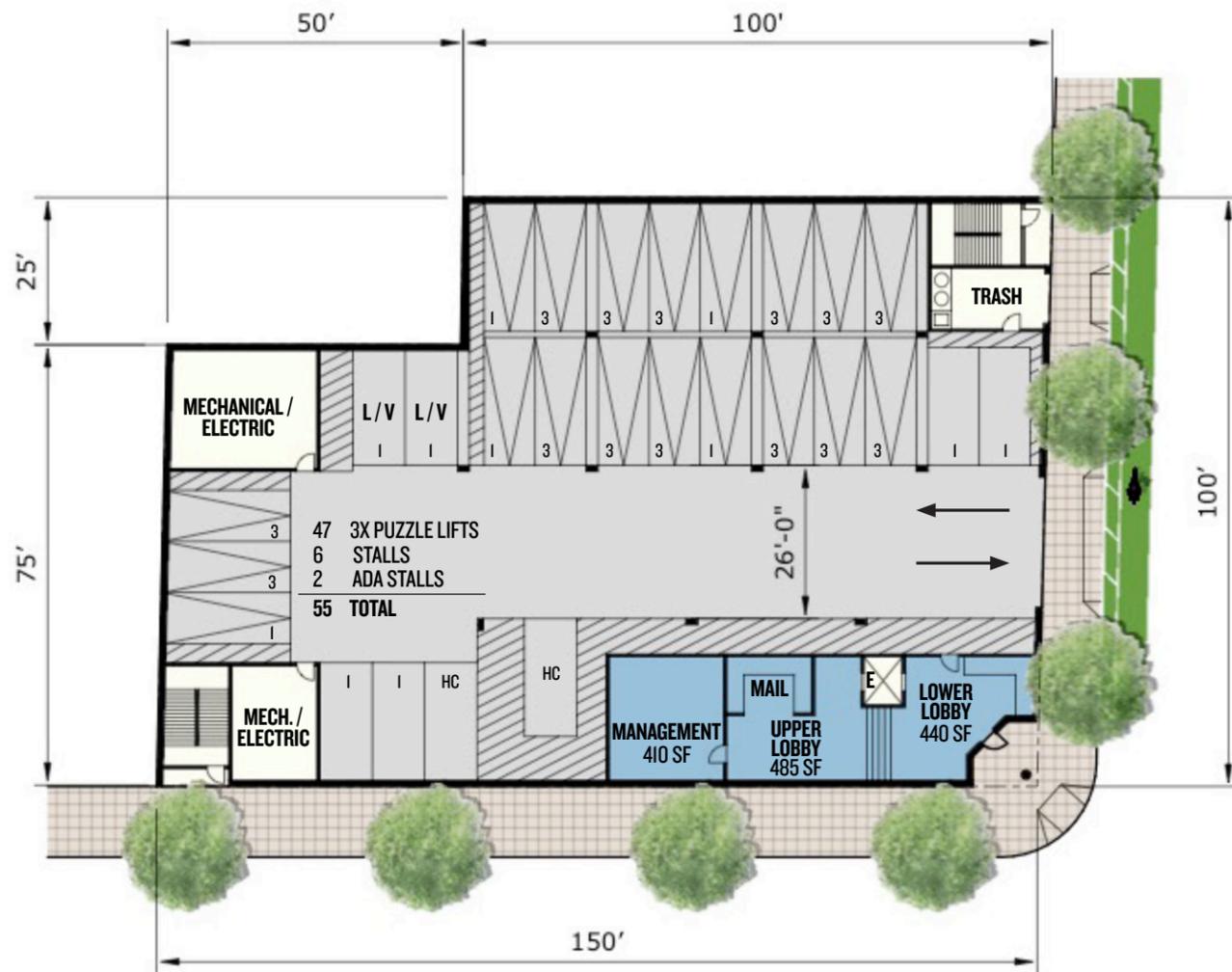
Hearth & Home of Marin



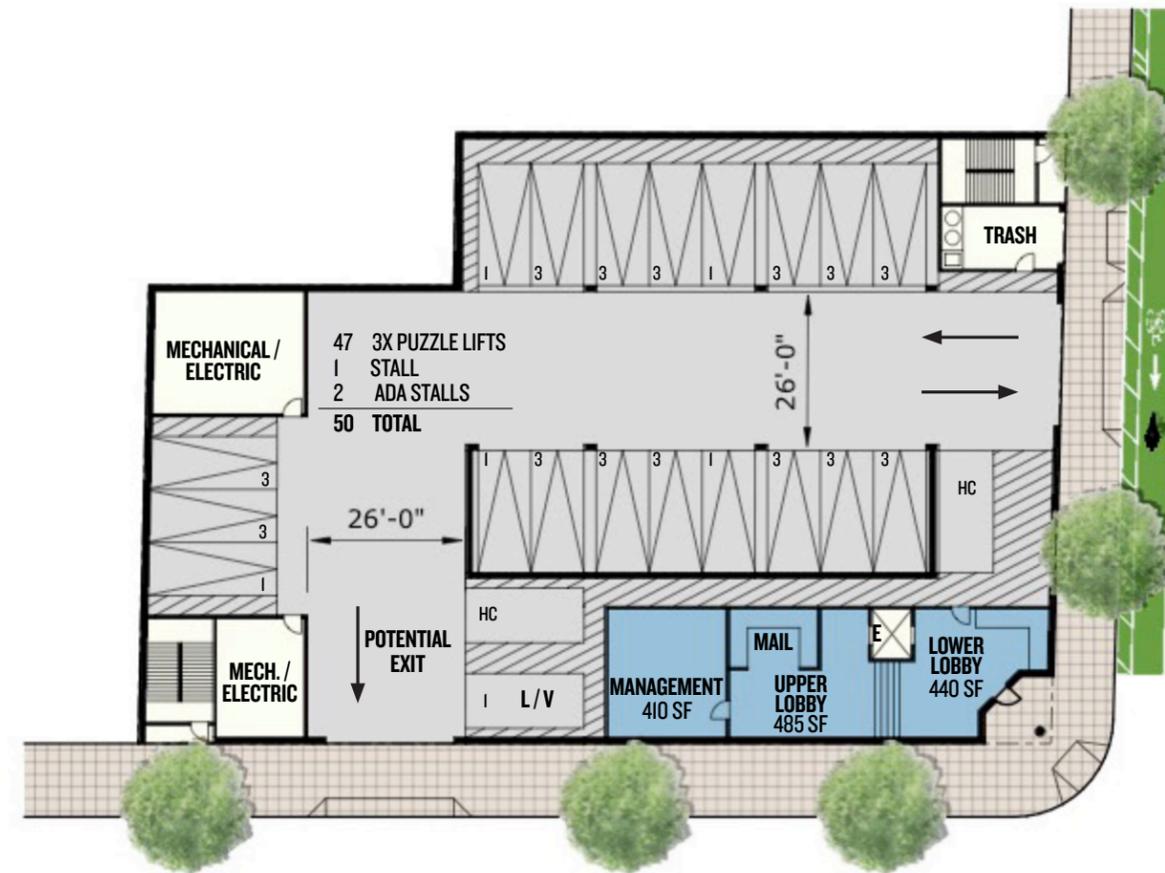
# 706 THIRD STREET | SITE PLAN - MARKET RATE HOUSING

SAN RAFAEL, CA | JULY 6, 2018



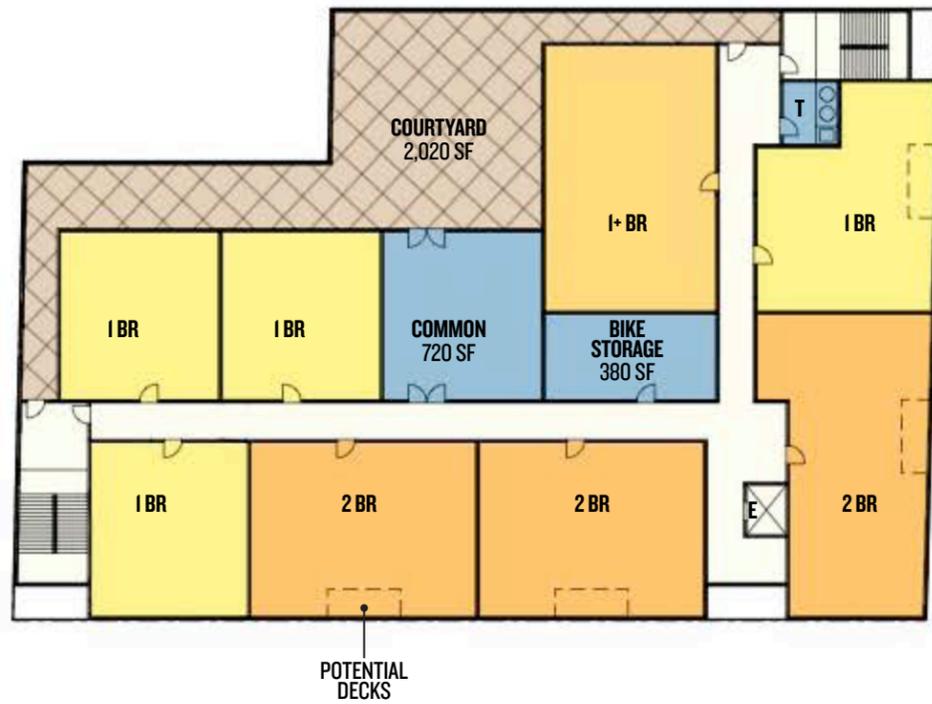


**GROUND FLOOR PLAN  
ALTERNATIVE 1: 55 spaces**

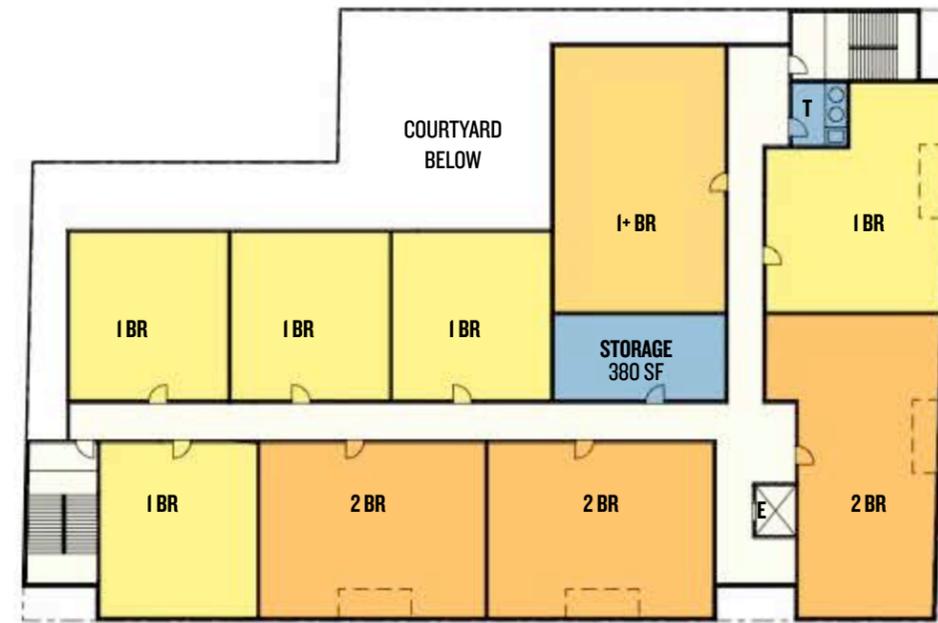


**GROUND FLOOR PLAN  
ALTERNATIVE 2: 50 spaces**



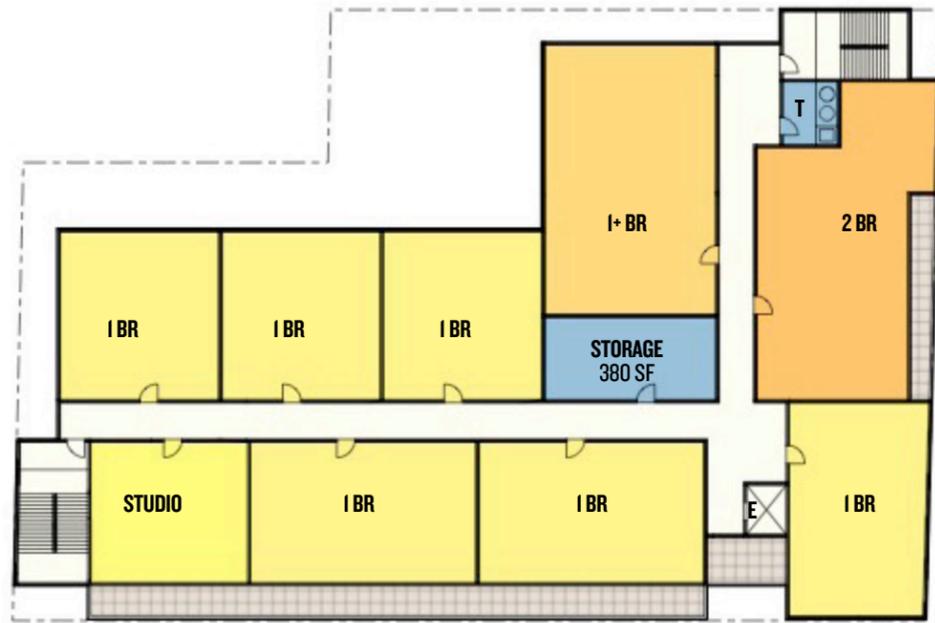


**2ND FLOOR PLAN**

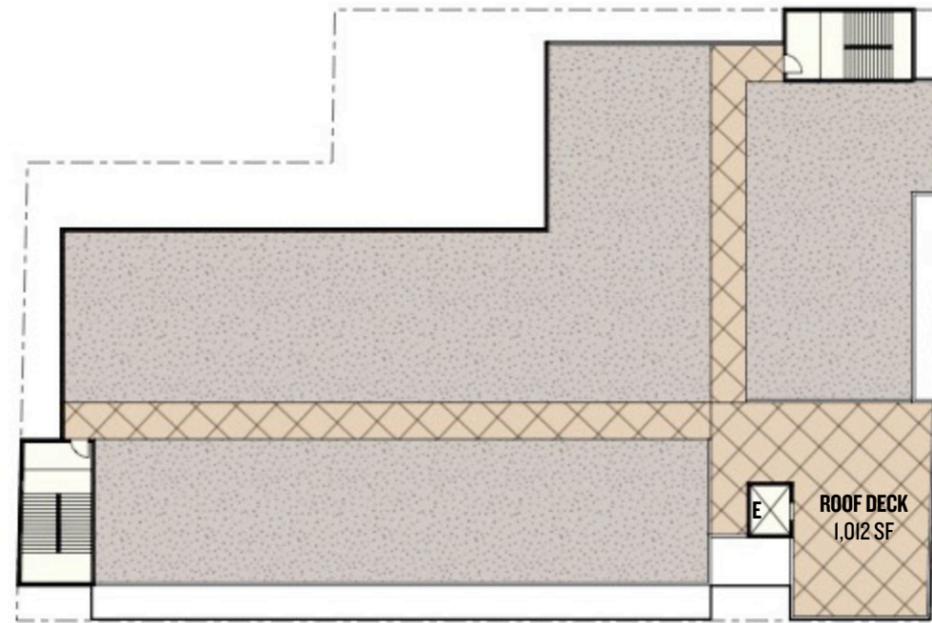


**FLOORS 3 TO 5**





**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



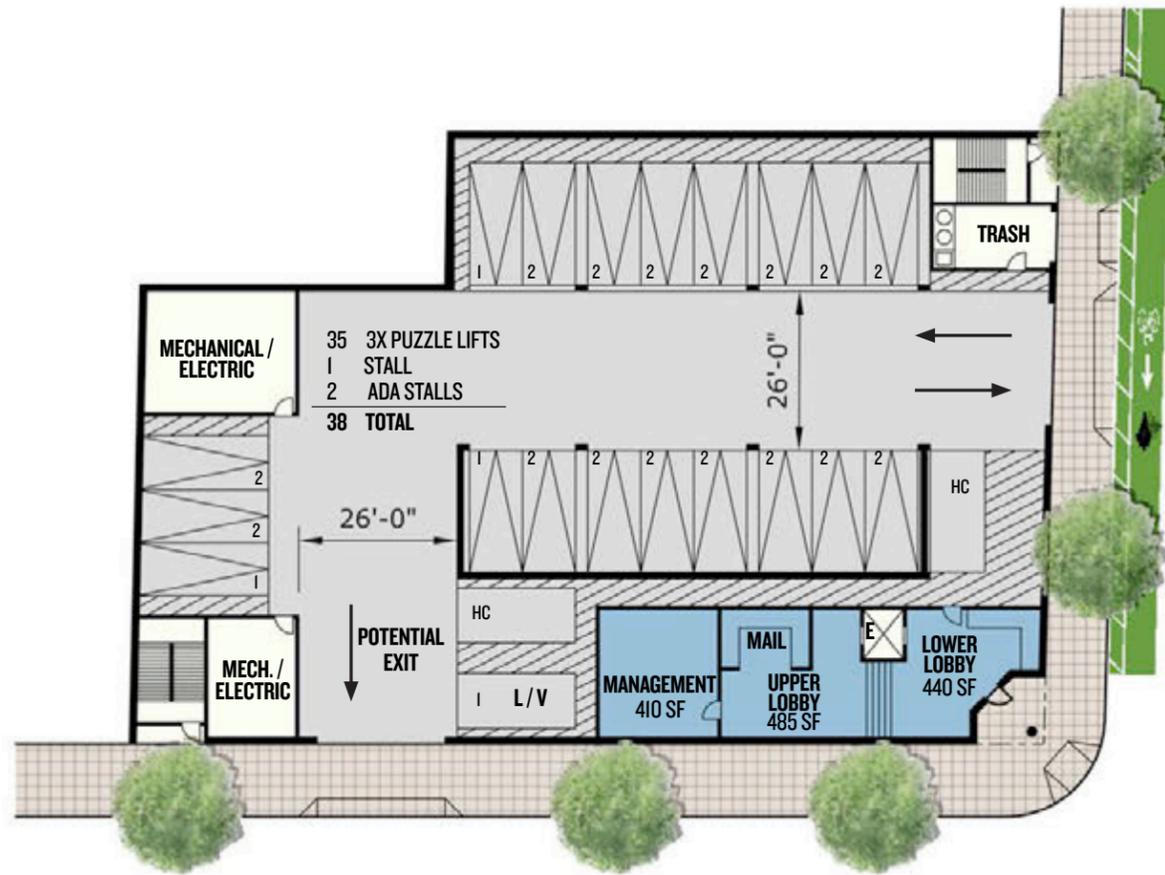
# 706 THIRD STREET | VIEW FROM FREEWAY

SAN RAFAEL, CA | JULY 6, 2018

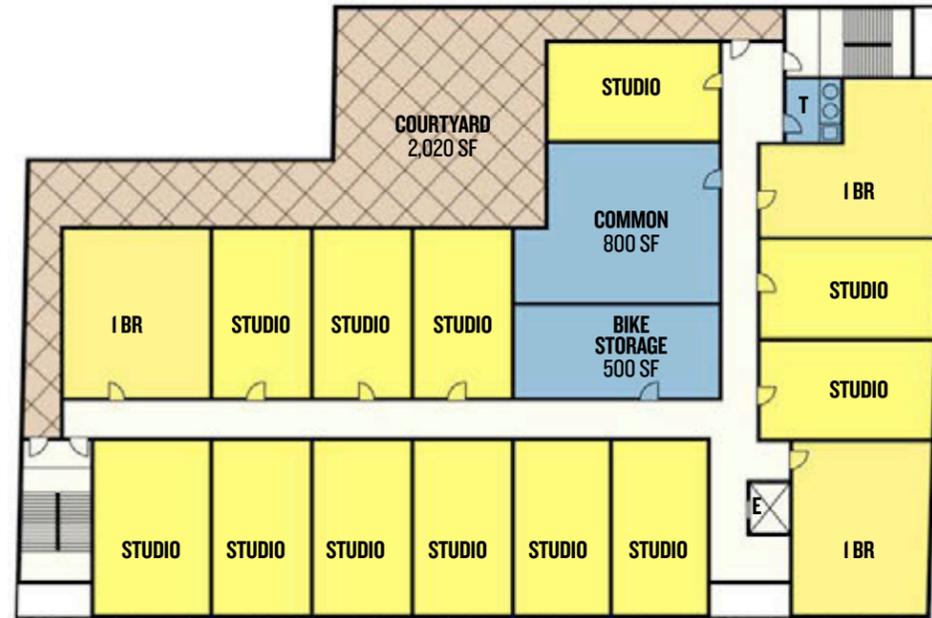


# 706 THIRD STREET | VIEW FROM FREEWAY WITH 703 THIRD ST BUILDING

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> |

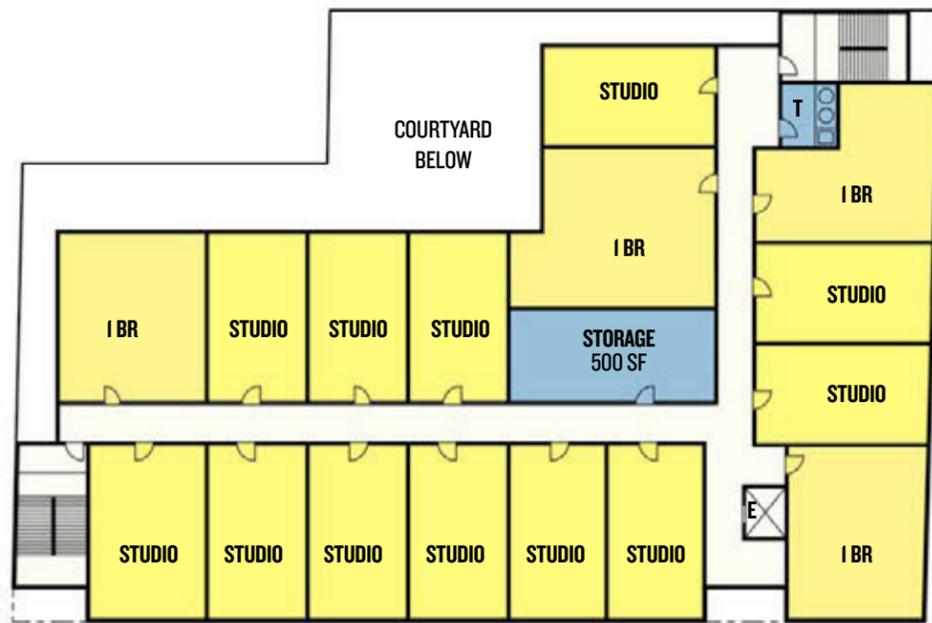
\* 74 - 75 UNITS DEPENDING ON 5TH FLOOR LAYOUT

**OPTION 2A\***

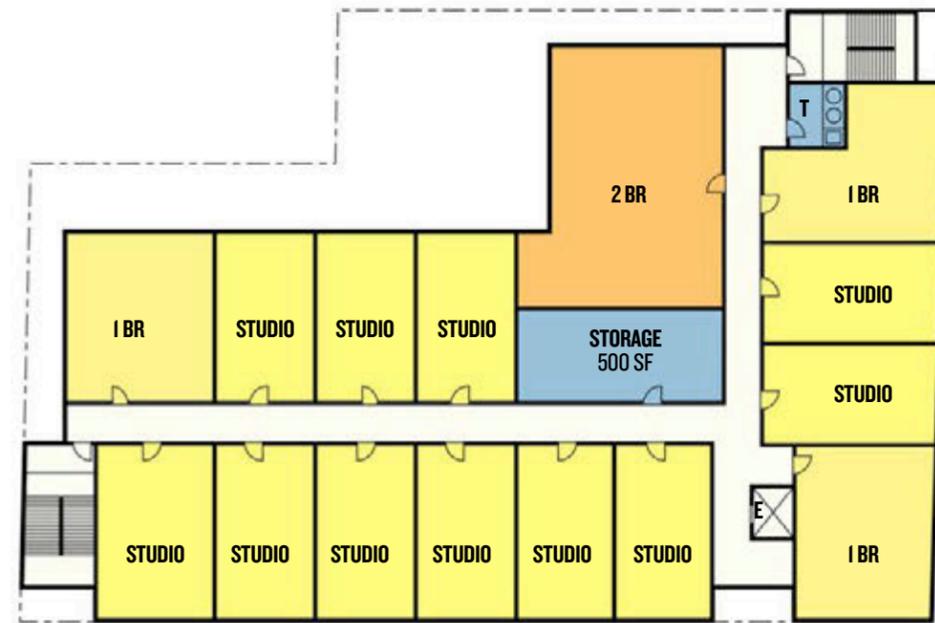
| UNIT COUNTS      |           |
|------------------|-----------|
| STUDIO UNITS     | 64        |
| 1 BEDROOM UNITS  | 27        |
| 1+ BEDROOM UNITS | 0         |
| 2 BEDROOM UNITS  | 0         |
| <b>TOTAL</b>     | <b>91</b> |

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



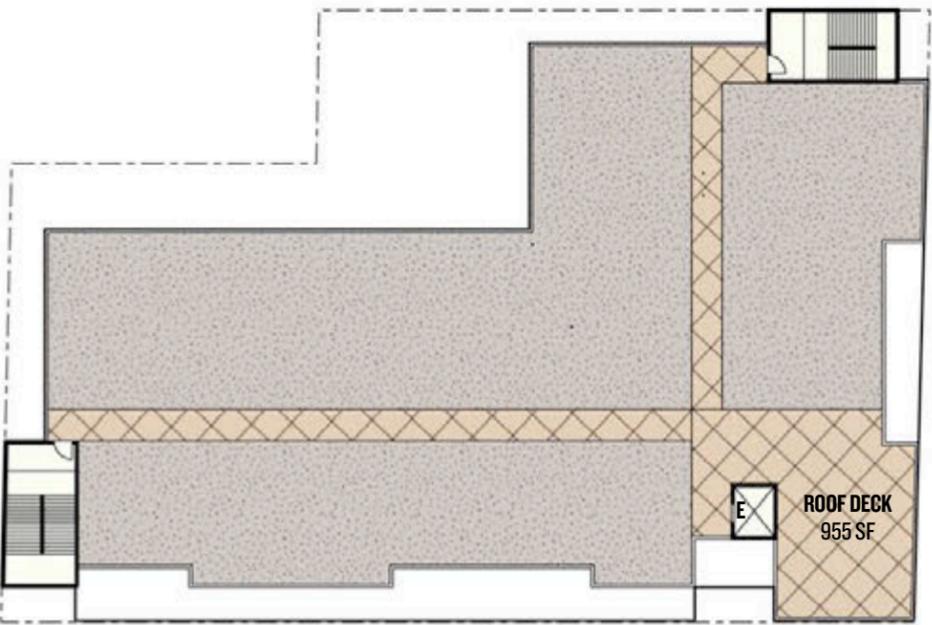


**FLOORS 3 TO 5\***  
**\*Option 2A / Floors 3 to 6**



**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

---

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

---

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**

---

**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**

---

**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**

---

**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 harrassing 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**

---

**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

---

**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 Kostiainen](#)  
**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**

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**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 Hetheron 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 Hetheron St just south of 4th St. The right turn lane from Hetheron 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.