Transportation Summary Report

*August 2022*

Prepared by:

**Kimley™ Horn**

Prepared for:

[Golden Gate Bridge]
Table of Contents

Executive Summary .................................................................................................................. 1
   ES.1 Overview .................................................................................................................. 1
   ES.2 Alternatives ............................................................................................................. 3
   ES.3 Analysis Methodology ............................................................................................ 10
   ES.4 Transit Analysis ...................................................................................................... 10
   ES.5 Traffic Analysis ....................................................................................................... 11
   ES.6 Non-Motorized Transportation .............................................................................. 12
   ES.7 Safety .................................................................................................................... 13
   ES.8 Parking ................................................................................................................... 13

1.0  Introduction .................................................................................................................. 14
    1.1  Project Description ................................................................................................. 14
    1.2  Alternatives ............................................................................................................ 16

2.0  Analysis Methodology and Data Collection ................................................................. 25
    2.1  Analysis Scenarios ................................................................................................. 25
    2.2  Existing Conditions Data Collection ...................................................................... 25
    2.3  Recent Changes to Study Area Geometrics ........................................................... 26
    2.4  Year 2040 Conditions Assumptions ..................................................................... 26
    2.5  VISSIM Modeling Platform ................................................................................... 27
    2.6  Traffic Conditions .................................................................................................. 27
    2.7  Transit ..................................................................................................................... 31
    2.8  Bicycle and Pedestrian Activity .............................................................................. 31
    2.9  Parking .................................................................................................................... 32

3.0  Transit Conditions ....................................................................................................... 33
    3.1  Existing Transit Service ......................................................................................... 33
    3.2  Existing Transit Circulation – Baseline (No-Build Alternative) ............................... 41
    3.3  Existing Transit Circulation – Build Alternatives .................................................. 42
    3.4  Baseline Year 2040 Transit Service (No-Build Alternative) .................................... 48
    3.5  Year 2040 Transit Service – Build Alternatives .................................................... 48
    3.6  Transit Service – Bus Circulation Analysis Summary ............................................ 54

4.0  Vehicular Traffic ......................................................................................................... 55
    4.1  Existing Conditions (No-Build Alternative) ............................................................ 55
4.2 Existing Conditions – Build Alternatives ................................................................. 57
4.3 Existing Conditions – Summary ............................................................................... 63
4.4 Baseline Year 2040 Conditions (No-Build Alternative) ................................................. 64
4.5 Year 2040 Conditions – Build Alternatives ............................................................... 66
4.6 Year 2040 Conditions – Summary ............................................................................ 72
5.0 Non-Motorized Transportation .................................................................................. 73
  5.1 Pedestrian Conditions ............................................................................................... 73
  5.2 Pedestrian Connectivity to Downtown ....................................................................... 74
  5.3 Pedestrian Connectivity to Local Destinations ......................................................... 83
  5.4 Pedestrian Connectivity between SMART and Bus .................................................. 92
  5.5 Pedestrian Connectivity within the Transit Center .................................................... 93
  5.6 Bicycle Conditions .................................................................................................... 94
6.0 Safety ........................................................................................................................... 99
  6.1 No-Build Alternative ................................................................................................. 99
  6.2 4th Street Gateway Alternative ................................................................................. 99
  6.3 Under the Freeway Alternative ................................................................................ 99
  6.4 Whistlestop Block Alternatives ................................................................................ 99
7.0 Parking ......................................................................................................................... 101
  7.1 No-Build Alternative ............................................................................................... 101
  7.2 4th Street Gateway Alternative ................................................................................. 101
  7.3 Under the Freeway Alternative ................................................................................ 101
  7.4 Whistlestop Block Alternatives ................................................................................ 101
8.0 Summary ...................................................................................................................... 103
Appendix A: Transit Circulation Tables .......................................................................... 105
Appendix B: Traffic Volumes .......................................................................................... 113
Appendix C: Baseline Pedestrian Volumes ..................................................................... 117
Appendix D: San Rafael Transit Center Relocation Project Safety Analysis ...................... 119
List of Figures

Figure ES-1: Project Location ........................................................................................................... 2
Figure ES-2: No-Build Alternative .................................................................................................... 4
Figure ES-3: 4th Street Gateway Alternative ...................................................................................... 5
Figure ES-4: Under the Freeway Alternative ...................................................................................... 6
Figure ES-5: Adapt Whistlestop Alternative ...................................................................................... 8
Figure ES-6: Move Whistlestop Alternative ...................................................................................... 9
Figure 1-1: Project Location ............................................................................................................. 15
Figure 1-2: No-Build Alternative .................................................................................................... 17
Figure 1-3: 4th Street Gateway Alternative ...................................................................................... 19
Figure 1-4: Under the Freeway Alternative ...................................................................................... 21
Figure 1-5: Adapt Whistlestop Alternative ...................................................................................... 23
Figure 1-6: Move Whistlestop Alternative ...................................................................................... 24
Figure 2-1: Study Intersections ....................................................................................................... 30
Figure 3-1: Existing SRTC Bus Routing .......................................................................................... 34
Figure 3-2: Golden Gate Transit Bus Routing .................................................................................. 35
Figure 3-3: Marin Transit Bus Routing ............................................................................................. 36
Figure 3-4: SMART System Map ..................................................................................................... 37
Figure 3-5: Daily Passenger Activity ............................................................................................... 39
Figure 3-6: Transfer Activity ............................................................................................................ 40
Figure 3-7: SMART Transfer Activity (Data Source: MTC Clipper Data) ............................................ 41
Figure 3-8: 4th Street Gateway – Existing Bus Routing ................................................................. 43
Figure 3-9: Under the Freeway – Existing Bus Routing ................................................................. 45
Figure 3-10: Whistlestop Block – Existing Bus Routing ................................................................. 47
Figure 3-11: 4th Street Gateway – Year 2040 Bus Routing .......................................................... 49
Figure 3-12: Under the Freeway – Year 2040 Bus Routing .......................................................... 51
Figure 3-13: Whistlestop Block – Year 2040 Bus Routing ............................................................. 53
Figure 5-1. No-Build Alternative – Pedestrian Connectivity to Downtown ............................... 75
Figure 5-2. 4th Street Gateway Alternative – Pedestrian Connectivity to Downtown ................. 77
Figure 5-3. Under the Freeway Alternative – Pedestrian Connectivity to Downtown ............... 79
Figure 5-4. Whistlestop Block Alternatives – Pedestrian Connectivity to Downtown ............... 81
Figure 5-5. No-Build Alternative – Connectivity to Other Local Destinations ......................... 84
Figure 5-6. 4th Street Gateway Alternative – Connectivity to Other Local Destinations .......... 86
Figure 5-7. Under the Freeway Alternative Pedestrian and Bicycle Connectivity to Other Local Destinations ................................................................. 88
Figure 5-8. Whistlestop Block Alternatives – Pedestrian and Bicycle Connectivity to Other Local Destinations ................................................................................. 90
Figure 5-9: Existing and Planned Bicycle Network .......................................................... 95
Figure 5-10: Planned Bicycle Network – 4th Street Gateway ................................................ 96
Figure 5-11: Planned Bicycle Network – Under the Freeway .................................................. 97
Figure 5-12: Planned Bicycle Network – Whistlestop Block ..................................................... 98
List of Tables

Table ES-1: Total Circulation Time in Network – Existing (Year 2020) Conditions ............................................. 10
Table ES-2: Total Circulation Time in Network – Year 2040 Conditions ................................................................. 11
Table ES-3: Network Evaluation – Existing Conditions .............................................................................................. 11
Table ES-4: Network Evaluation – Year 2040 Conditions ........................................................................................... 12
Table ES-5: Net Change in Public Parking ..................................................................................................................... 13
Table 3-1: Daily San Rafael Transit Center Golden Gate Transit and Marin Transit Bus Boardings ................... 38
Table 3-2: Existing Baseline Conditions (No-Build) – Total Transit Circulation Time in Network .......... 42
Table 3-3: 4th Street Gateway (Year 2020) – Total Transit Circulation Time in Network ................................. 42
Table 3-4: Under the Freeway (Year 2020) – Total Transit Circulation Time in Network ................................. 44
Table 3-5: Whistlestop Block (Year 2020) – Total Transit Circulation Time in Network ............................... 46
Table 3-6: Year 2040 Baseline Conditions (No-Build) – Total Transit Circulation Time in Network ........ 48
Table 3-7: 4th Street Gateway (Year 2040) – Total Transit Circulation Time in Network ................................. 48
Table 3-8: Under the Freeway (Year 2040) – Total Transit Circulation Time in Network ............................... 50
Table 3-9: Whistlestop Block (Year 2040) – Total Transit Circulation Time in Network .............................. 52
Table 3-10: Total Circulation Time in Network – Existing (Year 2020) Conditions ........................................... 54
Table 3-11: Total Circulation Time in Network – Year 2040 Conditions ............................................................... 54
Table 4-1: Existing Baseline Conditions (No-Build) – Intersection Delay ......................................................... 56
Table 4-2: Existing Baseline Conditions (No-Build) – Corridor Travel Times ..................................................... 57
Table 4-3: 4th Street Gateway (Year 2020) – Intersection Delay ........................................................................... 58
Table 4-4: 4th Street Gateway (Year 2020) – Corridor Travel Times ................................................................. 59
Table 4-5: Under the Freeway (Year 2020) – Intersection Delay ..................................................................... 60
Table 4-6: Under the Freeway (Year 2020) – Corridor Travel Times ................................................................. 61
Table 4-7: Whistlestop Block (Year 2020) – Intersection Delay ........................................................................ 62
Table 4-8: Whistlestop Block (Year 2020) – Corridor Travel Times ................................................................. 63
Table 4-9: Network Evaluation – Existing Conditions ........................................................................................... 63
Table 4-10: Year 2040 Baseline Conditions (No-Build) – Intersection Delay .................................................... 65
Table 4-11: Year 2040 Baseline Conditions (No-Build) – Corridor Travel Times ................................................ 66
Table 4-12: 4th Street Gateway (Year 2040) – Intersection Delay ................................................................... 67
Table 4-13: 4th Street Gateway (Year 2040) – Corridor Travel Times ................................................................. 68
Table 4-14: Under the Freeway (Year 2040) – Intersection Delay ................................................................... 69
Table 4-15: Under the Freeway (Year 2040) – Corridor Travel Times ................................................................. 70
Table 4-16: Whistlestop Block (Year 2040) – Intersection Delay ....................................................................... 71
Table 4-17: Whistlestop Block (Year 2040) – Corridor Travel Times ................................................................. 72
Table 4-18: Network Evaluation – Year 2040 Conditions ................................................................................... 72
Table 5-1: Pedestrian Connectivity to Downtown – Summary .................................................................................. 82
Table 5-2: Pedestrian Connectivity to Other Destinations – San Rafael High School ........................................ 91
Table 5-3: Pedestrian Connectivity to Other Destinations – BioMarin Campus .................................................... 91
Table 5-4: Weekday Daily Average Transfer Volume between SMART and Bus ............................................. 92
Table 5-5: P.M. Peak Hour SMART – Bus Transfer Conflict Quotients ............................................................. 92
Table 5-6: Peak Hour Bus-to-Bus Transfers and Existing Pedestrian Volume ..................................................... 93
Table 7-1: Net Change in Public Parking .................................................................................................................. 102

Transportation Summary Report
August 2022
Executive Summary

ES.1 Overview
The Golden Gate Bridge, Highway, and Transportation District (GGBHD) is currently undertaking a project to identify a new location for the San Rafael Transit Center (SRTC). Sonoma-Marin Area Rail Transit (SMART) was recently extended to Larkspur, bisecting the existing transit center. This has impacted bus operations and passenger movements, creating the need for a new transit center. Through a community-driven process, several alternatives were developed and screened to identify potential new locations for the transit center. In 2018, a Notice of Preparation (NOP) was issued to begin an environmental analysis process per the requirements of the California Environmental Quality Act (CEQA). The NOP identified five project alternatives. Since the preparation of the NOP, the alternatives have been refined through subsequent design development and the number of build alternatives screened down to three.

The project team has conducted a detailed transportation evaluation of the three build alternatives under consideration, plus a no-build alternative. This report documents the evaluation methodology and the results of the analysis. The project team also prepared a detailed safety analysis of pedestrian, bicycle, and vehicular safety around the No-Build and Build alternatives. The safety analysis is included in Appendix D. The safety analysis identifies pedestrian and bicycle treatments that would be built with each of the alternatives to address safety needs. It also provides a safety assessment for each of the alternatives that focuses on pedestrian-vehicle conflicts and circulation around the SRTC site.

SRTC, also known as the C. Paul Bettini Transit Center, is owned by GGBHTD. GGBHTD operates Golden Gate Transit (GGT) regional and inter-county bus transit services. The current SRTC is located in Downtown San Rafael at the intersection of 3rd Street and Hetherton Street (see Figure ES-1).
SAN RAFAEL
TRANSPORTATION CENTER
Relocation Analysis, Environmental Clearance, and Preliminary Design

Legend
- Study Area
- Downtown San Rafael
- SMART Station
- Existing Transit Center
- SMART Phase 1
- SMART Phase 2

Figure ES-1: Project Location
ES.2 Alternatives

ES.2.1 No-Build Alternative/Existing Transit Center Site
In the No-Build Alternative (shown in Figure ES-2), the transit center would remain at its current location, on the block bound by 2nd Street, Tamalpais Avenue, 3rd Street, and Hetherton Street. The “interim” transit center configuration constructed as part of the SMART extension would remain. Customer service and vendor facilities would remain at their current location on Platform D. Pick-up/drop-off curb space would remain on the west side of Platform D along Tamalpais Avenue. Bus access/egress would continue to occur via driveways along 2nd and 3rd Streets. Buses accessing southbound U.S. Highway 101 (US 101) would continue to berth curbside on the east side of Platform A.

ES.2.2 4th Street Gateway Alternative
The 4th Street Gateway Alternative is shown in Figure ES-3. This alternative utilizes the two blocks bound by the SMART tracks, 3rd Street, Hetherton Street, and Fifth Avenue.

This alternative would include three curbside bays on the west side of Hetherton Street, between 4th Street and Fifth Avenue. To accommodate these curbside bays, southbound right-turns from Hetherton Street to 4th Street would be precluded. Other bus bays would be accessed via driveways on 3rd and 4th Streets and a driveway on Hetherton Street.

Along Hetherton Avenue, space would be provided for public plazas, bike parking, and building space for customer service and transit-supportive land uses. The segment of the existing Puerto Suello bike path located on the east side of the proposed site between 4th Street and Fifth Avenue would be realigned around the transit center site. The existing Victorian homes south of Fifth Avenue would either be removed or relocated.

The existing SMART pick-up/drop-off area on East Tamalpais would be removed. Pick-up/drop-off space for microtransit, taxis, shuttles, and passenger vehicles would be provided on the east side of West Tamalpais Avenue between 3rd Street and Fifth Avenue. Maintenance vehicle parking for five GGT vehicles would be provided on-site at the transit center on the block north of 4th Street, with one additional maintenance vehicle parking space provided on the east side of Tamalpais Avenue between 4th Street and Fifth Avenue.

ES.2.3 Under the Freeway Alternative
The Under the Freeway Alternative is shown in Figure ES-4. This concept utilizes the block bound by 4th Street, Hetherton Street, Fifth Avenue, and Irwin Street, and the northern portion of the block bound by Hetherton Street, 3rd Street, 4th Street, and Irwin Street, generally located beneath US 101. Bus bays would be accessed via driveways on 4th Street, Irwin Street, and Hetherton Street.

Space would be provided for public plazas, customer service, and/or transit-supportive land uses in the area outside of the US 101 envelope. This alternative would require three bridges/viaducts over Erwin Creek to connect Hetherton Street to the bus bays. Two bridges would be located on the block north of 4th Street and one would be located on the block south of 4th Street.

The under-freeway portions of this alternative are currently occupied by Caltrans-owned and maintained park & ride lots; this alternative would result in their removal from this location and relocation to a yet-to-be-determined site. Private property would also need to be acquired. Pick-
Figure ES-2: No Build Alternative
Figure ES-3: 4th Street Gateway Alternative
Figure ES-4: Under the Freeway Alternative
up/drop-off space would be provided on the south side of Fifth Avenue between Irwin Street and Hetherton Street. Space for shuttles and microtransit would be provided along the north side of 4th Street, adjacent to the northern portion of the transit center. Maintenance vehicle parking for three Golden Gate Transit vehicles would be provided on the south side of Fifth Avenue between Irwin Street and Hetherton Street, and parking for an additional three vehicles would be located on the far southern edge of the site south of 4th Street.

### ES.2.4 Whistlestop Block Alternatives

Two alternatives were developed that place the transit center in the same area, centered on the existing Whistlestop building along West Tamalpais Avenue. These two alternatives were considered separately in the Draft Environmental Impact Report; however, they share the same transportation network, with the only difference in access and circulation consisting of a re-alignment of West Tamalpais Avenue. Since the transportation network is nearly identical between the two alternatives, they were modeled together as the Whistlestop Block Alternatives for the purposes of this report.

The Adapt Whistlestop Alternative is shown in Figure ES-5. This alternative co-locates the transit center on the same block as the existing SMART station, by utilizing area from west of West Tamalpais Avenue to 3rd Street, Hetherton Street, and 4th Street. West Tamalpais Avenue between 3rd Street and 4th Street would be limited to buses only, and curbside bays would be provided on both sides of the street. A portion of the curb space on West Tamalpais Avenue would be dedicated to microtransit and shuttles. To the east of the SMART tracks, bus bays would be accessed via driveways on 3rd and 4th Streets. The existing taxi and pick-up/drop-off area on East Tamalpais would be relocated to a newly constructed access road between 3rd Street and 4th Street. The Whistlestop building would remain in place and be modified, renovated, and reconfigured to serve as GGT customer service and operations building space. Some of the space within the building could be allocated for non-GGT uses. Maintenance vehicle parking for six GGT vehicles would be provided on the new access road between 3rd Street and 4th Street, adjacent to the pick-up/drop-off area. Eight parking stalls would be provided on the east side of West Tamalpais Avenue between 2nd Street and 3rd Street. A portion of the planned North South Greenway would be installed as part of the project between 2nd Street and 4th Street along West Tamalpais in the form of a raised Class IV two-way cycle track.

The Move Whistlestop Alternative is shown in Figure ES-6. In this alternative, a portion of the Whistlestop building would be relocated to or rebuilt on the west side of West Tamalpais Avenue between 3rd and 4th Streets. As part of this relocation, West Tamalpais Avenue between 2nd and 4th Streets would be shifted east so that it is directly adjacent to the SMART tracks and more closely aligned with West Tamalpais Avenue north of 4th Street. The relocated or reconstructed building would include GGT customer service and operations building space, as well as supporting retail uses. Space on the southwest corner of the intersection of West Tamalpais Avenue and 4th Street would be provided for public plazas, customer service, bike parking, and/or transit-supportive land uses. The taxi and pick-up/drop-off area and six maintenance vehicle parking stalls would be provided on the new access road west of West Tamalpais Avenue. A total of 16 parking stalls would be provided on West Tamalpais Avenue between 2nd Street and 3rd Street.

In both Whistlestop Alternatives, a new driveway would be installed on 4th Street between Tamalpais Avenue and Lincoln Avenue to replace the removed driveway on West Tamalpais Avenue that provides
Figure ES-5: Whistlestop Block Alternative
Figure ES-6: Whistlestop Block Alternative - Move Whistlestop

Customer Service Building and Supporting Uses

Future Development

Maintenance Vehicle Parking
Pick Up / Drop Off

Security Kiosk

Bike Storage

Taxi Zone

Customer Service Building and Supporting Uses

Future Development

Maintenance Vehicle Parking
Pick Up / Drop Off

Security Kiosk

Bike Storage

Taxi Zone
access to the condominium complex at Lincoln and 4th Street. This new driveway would also be utilized for egress from the new pick-up/drop-off and maintenance parking access road. An existing curb cut on 3rd Street would be utilized to access the remnant of the existing parcel at the northwest corner of Tamalpais Avenue and 3rd Street, west of the pick-up/drop-off area.

**ES.3 Analysis Methodology**

The transportation analysis in this report encompasses a study of transit circulation, vehicular traffic, and non-motorized transportation including pedestrians and bicyclists, and parking. All three transit center alternatives, plus the No-Build Alternative, were analyzed under Existing (Year 2020) and Year 2040 conditions.

Roadway geometrics, vehicle/bicycle/pedestrian counts, travel-time data, and signal-timing data were collected and used as inputs to conduct the transit and traffic analyses. The inputs were applied to VISSIM 9 software package to develop microsimulation models of the no-build and each of the three build alternatives under Existing (Year 2020) and Year 2040 conditions. The modeling produced estimates of changes to circulation time for buses under each alternative, as well as changes in vehicle delay and travel time for vehicular traffic. In addition to microsimulation modeling, data on parking, pedestrian volumes, ridership, and transfer activity were utilized to analyze the effects on non-motorized transportation modes and parking.

**ES.4 Transit Analysis**

Bus circulation was quantified based on the total circulation time of individual bus routes traveling through the microsimulation model for each peak hour; the estimated circulation time for each route was determined by taking the average circulation time of 10 runs of the model.

The total circulation time for all routes, in seconds, is presented in Table ES-1 for Existing (Year 2020) models and Table ES-2 for Year 2040 models. The percent change for delay compared to the baseline (No-Build) analysis is also presented.

**Table ES-1: Total Circulation Time in Network - Existing (Year 2020) Conditions**

<table>
<thead>
<tr>
<th>Total Circulation Time by Routes</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>No-Build A.M. Peak Hour</td>
<td>27,492 sec</td>
</tr>
<tr>
<td>No-Build P.M. Peak Hour</td>
<td>25,739 sec</td>
</tr>
<tr>
<td>4th Street Gateway A.M. Peak Hour</td>
<td>25,550 sec</td>
</tr>
<tr>
<td>4th Street Gateway P.M. Peak Hour</td>
<td>24,133 sec</td>
</tr>
<tr>
<td>Under the Freeway A.M. Peak Hour</td>
<td>21,863 sec</td>
</tr>
<tr>
<td>Under the Freeway P.M. Peak Hour</td>
<td>22,487 sec</td>
</tr>
<tr>
<td>Whistlestop Block A.M. Peak Hour</td>
<td>23,664 sec</td>
</tr>
<tr>
<td>Whistlestop Block P.M. Peak Hour</td>
<td>21,583 sec</td>
</tr>
</tbody>
</table>
As shown in the table, in Year 2020 conditions, all build alternatives would result in a reduction in total circulation time relative to the No-Build Alternative. The Under the Freeway Alternative and the Whistlestop Block Alternatives result in a greater than 10 percent reduction in transit travel time in both peak hours.

Table ES-2: Total Circulation Time in Network - Year 2040 Conditions

<table>
<thead>
<tr>
<th>Total Circulation Time by Routes (s)</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>No-Build A.M. Peak Hour</td>
<td>34,808 sec</td>
</tr>
<tr>
<td>No-Build P.M. Peak Hour</td>
<td>26,856 sec</td>
</tr>
<tr>
<td>4th Street Gateway A.M. Peak Hour</td>
<td>38,547 sec +11%</td>
</tr>
<tr>
<td>4th Street Gateway P.M. Peak Hour</td>
<td>24,416 sec -9%</td>
</tr>
<tr>
<td>Under the Freeway A.M. Peak Hour</td>
<td>29,300 sec -16%</td>
</tr>
<tr>
<td>Under the Freeway P.M. Peak Hour</td>
<td>27,740 sec +3%</td>
</tr>
<tr>
<td>Whistlestop Block A.M. Peak Hour</td>
<td>27,386 sec -21%</td>
</tr>
<tr>
<td>Whistlestop Block P.M. Peak Hour</td>
<td>23,056 sec -14%</td>
</tr>
</tbody>
</table>

As shown in the table, in Year 2040 conditions, the Whistlestop Block Alternatives provides a greater than 10 percent reduction in transit travel time in both the a.m. and p.m. peak hours relative to the No-Build Alternative. The Under Freeway Alternative provides a reduction in one peak hour, but results in an increase in circulation time in the other peak hour. The increase is the result of routing additional buses through heavily constrained intersections on 4th Street.

ES.5 Traffic Analysis
The microsimulation models developed for each transit center alternative were used to analyze existing (Year 2020) and Year 2040 traffic operations and levels of service. The overall network results for existing conditions are shown in Table ES-3.

Table ES-3: Network Evaluation - Existing Conditions

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Avg Delay/Vehicle</th>
<th>Avg # Stops/Vehicle</th>
<th>Net Change in Delay/Vehicle</th>
<th>Net Change in Delay/Vehicle (％)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline (No-Build)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>175 sec</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>123 sec</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th Street Gateway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>200 sec</td>
<td>4</td>
<td>+25</td>
<td>+15%</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>144 sec</td>
<td>6</td>
<td>+21</td>
<td>+12%</td>
</tr>
<tr>
<td>Under the Freeway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>170 sec</td>
<td>4</td>
<td>-5</td>
<td>-3%</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>115 sec</td>
<td>5</td>
<td>-8</td>
<td>-5%</td>
</tr>
<tr>
<td>Whistlestop Block</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>175 sec</td>
<td>4</td>
<td>0</td>
<td>--</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>121 sec</td>
<td>5</td>
<td>-2</td>
<td>-1%</td>
</tr>
</tbody>
</table>
As shown in the table, in the a.m. peak hour, the Under the Freeway Alternative has a small reduction in vehicle delay, the Whistlestop Block Alternatives have no change, and the 4th Street Gateway Alternative would result in an increase in delay per vehicle. In the p.m. peak hour, the Under the Freeway Alternative achieves a delay reduction, the Whistlestop Block Alternatives have minimal change, and the 4th Street Gateway Alternative would result in an increase in delay per vehicle.

The overall network results for Year 2040 conditions are shown in Table ES-4.

**Table ES-4: Network Evaluation - Year 2040 Conditions**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Avg Delay/Vehicle</th>
<th>Avg # Stops/Vehicle</th>
<th>Net Change in Delay/Vehicle</th>
<th>Net Change in Delay/Vehicle (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline (No-Build)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>276 sec</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>156 sec</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th Street Gateway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>313 sec</td>
<td>7</td>
<td>+37</td>
<td>+13%</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>155 sec</td>
<td>7</td>
<td>-1</td>
<td>-1%</td>
</tr>
<tr>
<td>Under the Freeway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>314 sec</td>
<td>6</td>
<td>+38</td>
<td>+14%</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>153 sec</td>
<td>6</td>
<td>-3</td>
<td>-2%</td>
</tr>
<tr>
<td>Whistlestop Block</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour</td>
<td>248 sec</td>
<td>6</td>
<td>-28</td>
<td>-10%</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td>151 sec</td>
<td>8</td>
<td>-5</td>
<td>-3%</td>
</tr>
</tbody>
</table>

The change in delay for all alternatives in both peak hours is equal to or less than 10 percent, except for the 4th Street Gateway Alternative and Under the Freeway Alternative in the a.m. peak hour, where the delay per vehicle increase is 13 percent and 14 percent respectively. Both peak hours see a decrease in delay per vehicle with the Whistlestop Block Alternatives.

**ES.6 Non-Motorized Transportation**

The transit center alternatives were analyzed to evaluate their connectivity to downtown and local destinations, as well as their ability to connect passengers between different transit services. The 4th Street Gateway Alternative is nearest to Downtown San Rafael, which is the greatest trip attractor for passengers at the transit center. The Under the Freeway Alternative is located the farthest away from downtown with the additional barrier of Hetherton Street.

The Whistlestop Block Alternatives consolidate all bus bays within one block along with SMART and closes a public street, meaning that pedestrians do not have to cross any street open to auto traffic to transfer between buses or between a bus and SMART. The 4th Street Gateway Alternative requires the greatest amount of 4th Street crossings for bus-to-bus transfers. The Under the Freeway Alternative requires the most challenging transfer to SMART, as it requires crossing busy Hetherton Street for that transfer movement.

For bicycle connections, the Whistlestop Block Alternatives would best promote the City’s planned bicycle network by constructing two blocks of the planned North South Greenway Class IV bikeway on Tamalpais Avenue as a high-quality, raised two-way Class IV facility. The 4th Street Gateway Alternative would require removal or realignment of one block of the Puerto Suello bike path but would provide effective connections to the Mahon Creek Path and the Puerto Suello bike path. The Under the Freeway...
Alternative would not closely integrate with the City’s planned network nor would it affect any planned facilities.

**ES.7 Safety**
The safety analysis of the blocks immediately surrounding the Project alternatives identified that the intersections around the transit center and SMART station recently have had collision rates higher than statewide averages. This emphasizes the need to consider pedestrian and bicycle safety and access improvements as a key element of the SRTC Project.

All of the Project alternatives provide several safety advantages relative to the No-Build Alternative. This includes a reduction in pedestrian-vehicle conflicts for most users and the implementation of pedestrian safety treatments, such as high-visibility crosswalks, leading pedestrian intervals (LPIs), and enhanced lighting.

Of the build alternatives, the Whistlestop Block Alternatives provide the greatest benefit to pedestrian and bicycle safety by achieving the greatest reduction in pedestrian-vehicle conflicts, placing the transit center closest to the primary destination of downtown San Rafael, locating all transit services within the same block to limit conflicts for transferring passengers, incorporating effective pedestrian safety features, and providing a high-quality bicycle facility to close a critical gap in the City’s bicycle network.

**ES.8 Parking**
Each of the alternatives involve some amount of parking removal. The Whistlestop Block Alternatives would remove on-street parking on Tamalpais Avenue between 2nd Street and 4th Street but would replace most of them with new on-street parking stalls between 2nd Street and 3rd Street. The 4th Street Gateway Alternative would convert existing on-street spaces to curb space used for transit center-related pick-up/drop-off or maintenance vehicle parking. The Under the Freeway Alternative also requires use of some on-street spaces and results in the removal of 72 spaces in existing Caltrans park & ride lots under US 101; Caltrans would require that these spaces be relocated to an undetermined location elsewhere. The overall changes in public parking are shown in Table ES-5.

**Table ES-5: Net Change in Public Parking**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Removed On-Street</th>
<th>Removed Off-Street</th>
<th>Added On-Street</th>
<th>Added Off-Street</th>
<th>Net Change On-Street</th>
<th>Net Change Off-Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th Street Gateway</td>
<td>26</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-26</td>
<td>0</td>
</tr>
<tr>
<td>Under the Freeway</td>
<td>16</td>
<td>72</td>
<td>0</td>
<td>0^1</td>
<td>-16</td>
<td>-72^1</td>
</tr>
<tr>
<td>Adapt Whistlestop</td>
<td>25</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>-17</td>
<td>0</td>
</tr>
<tr>
<td>Move Whistlestop</td>
<td>25</td>
<td>0</td>
<td>16</td>
<td>0</td>
<td>-9</td>
<td>0</td>
</tr>
</tbody>
</table>

^1 The impacted 72 spaces at the Caltrans park & ride lots will be required to be replaced at a similar location within the existing park & ride driveshed; however, no replacement parking area has yet been identified.
1.0 Introduction

The Golden Gate Bridge, Highway, and Transportation District (GGBHTD) is currently undertaking a project to identify a new location for the San Rafael Transit Center (SRTC). Sonoma-Marin Area Rail Transit (SMART) was recently extended to Larkspur, bisecting the existing transit center. This has impacted bus operations and passenger movements, creating the need for a new transit center. Through a community-driven process, several alternatives were developed and screened to identify potential new locations for the transit center. In 2018, a Notice of Preparation (NOP) was issued to begin an environmental analysis process per the requirements of the California Environmental Quality Act (CEQA). The NOP identified five project build alternatives. Since the preparation of the NOP, the alternatives have been refined through subsequent design development and the number of build alternatives screened down to three.

The project team has conducted a detailed transportation evaluation of the three build alternatives under consideration, plus a No-Build Alternative. This report documents the evaluation methodology and the results of the analysis.

1.1 Project Description

The SRTC, also known as the C. Paul Bettini Transit Center, is owned by GGBHTD. GGBHTD operates Golden Gate Transit (GGT) regional and inter-county bus transit services. The transit center is located in Downtown San Rafael at the intersection of 3rd Street and Hetherton Street (see Figure 1-1). With more than 500 bus trips daily and 17 operating bus bays, the transit center is the largest transit hub in Marin County, providing access to the regional transportation network for area residents and a key transfer point for residents, employees, visitors, and students in San Rafael and the greater North Bay region. The transit center primarily serves bus routes operated by GGT and Marin Transit, but it is also served by airporter, Greyhound, and paratransit services. On weekdays, nearly 9,000 people board/alight buses at the transit center to make their necessary transportation connections. Downtown San Rafael is an important destination, with nearly half of the passengers travelling to or from downtown, and the remaining riders making transfers to other destinations. The bus bays currently are fully occupied at times during the peak-period pulse, leaving little room for growth in bus service.

The new transit center (Project) will include similar facilities to the existing transit center, with additional amenities planned to upgrade technology, provide connections to emerging transportation modes, and enhanced public spaces. Similar to the existing transit center, 17 bays will be provided along with pick-up/drop-off curb space for private autos, taxis, transportation network companies (TNCs), and microtransit. To support transit center operations, the facility will include parking for maintenance/operations vehicles, relief facilities for drivers and other staff, and public restrooms. Other passenger amenities will include facilities, space for customer service and complementary retail, signage/wayfinding, bike parking, security kiosk(s), and urban design elements.
SAN RAFAEL TRANSPORTATION CENTER
Relocation Analysis, Environmental Clearance, and Preliminary Design

Figure 1-1: Project Location
1.2 Alternatives

No-Build Alternative/Existing Transit Center Site

In the No-Build Alternative, the transit center would remain at its current location, on the block bound by 2nd Street, Tamalpais Avenue, 3rd Street, and Hetherton Street. The “interim” transit center configuration constructed as part of the SMART extension would remain. Customer service and vendor facilities would remain at their current location on Platform D. Pick-up/drop-off curb space would remain on the west side of Platform D along Tamalpais Avenue. Bus access/egress would continue to occur via driveways along 2nd and 3rd Streets. Buses accessing southbound U.S. Highway 101 (US 101) would continue to berth curbside on the east side of Platform A.