SAN RAFAEL TRANSPORTATION CENTER
Relocation Analysis, Environmental Clearance, and Preliminary Design
Community Meeting Presentation
November 2020
Meeting Format

• Presentation by project team about alternatives
  • Additional background information available on the project website (goldengate.org/SRTC)

• Question and Answer
  • Provide your questions in the chat box
  • We will update project FAQ based on questions received

• Feedback on the alternatives should be provided via the survey (http://bit.ly/SRTC_Survey)
Why a New Transit Center?

- The SMART extension to Larkspur bisected the existing San Rafael Transit Center (SRTC), significantly impacting bus operations and pedestrian movements.
- The SRTC will operate in an interim condition until a replacement transit center is constructed.
**Project Need:** The SMART extension to Larkspur requires relocating the Transit Facility to accommodate bus operations and safe passenger transfers.

**Goal:** Safe, functional and efficient site configuration that accommodates bus transit requirements, seen as an asset to the community, and can be integrated into the City’s downtown vision.
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**IDENTIFY ALTERNATIVES**
- Identify and screen alternatives
- Completed in 2018

**EVALUATE OPTIONS/ENVIRONMENTAL**
- Study environmental impact of options
- Anticipated completion in mid-2021

**PRELIMINARY ENGINEERING**
- Prepare preliminary design for selected alternative
- Anticipated completion in early 2022

**FINAL DESIGN**
- Final design of selected alternative
- Completion date uncertain – anticipated 1-2 years after preliminary engineering

**CONSTRUCTION**
- Construction of selected alternative
- Funding not yet fully secured
- Completion date uncertain – anticipated to be about 2 years after final design

Timeline to Project Opening: anticipated 4-7 years from now
San Rafael Transportation Center
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Integrated Design Approach

- **Transit Facility Functional Requirements**
  - Meet operational capacity requirements
  - Good On-time performance
  - Good On-site circulation
  - Ease of Passenger Transfer between services

- **High Quality Patron Experience**
  - Intuitive wayfinding
  - Safe and Secure
  - Comfortable and Clean
  - Universal access
  - Sustainability and resilience

- **Placemaking and Passenger Experience**

Integrated with Downtown
- Create opportunities for placemaking, activated and visible site
- Respond to City downtown planning goals
- Improve access for all modes

*how does each option balance objectives?
Goals for This Presentation

• Show examples of what a new San Rafael Transit Center could look like
• Describe the three transit center alternatives under consideration
• Show where you can find more information and how you can provide feedback
• Answer questions about the alternatives, design approach, and the project process
What Could the Transit Center Look Like?

- Current focus is on *scale, location* and *placement* of passenger amenity features
- Design treatments such as those shown below (paving, lighting, landscape, and placemaking elements) will be developed in later design stages for the selected alternative

Patasouras Bus Facility L.A. (above)
Health Line BRT, Cleveland (below)

San Rafael City Plaza (along 4th Street)
Design Inspiration
NATURAL MATERIALS such as wood in the canopy
NATURAL MATERIALS such as wood in the canopy
SIMPLE, durable, and elegant materials
SIMPLE, durable, and elegant materials
Mixed materials in a “MISSION STYLE”
Mixed materials in a “MISSION STYLE”
Transit Center Alternatives
4th Street Gateway Alternative
Existing Conditions

4th Street Gateway
Whistlestop Building is fully outside the project boundary.

Bus facility would be located on two blocks.
Transferring passengers would use existing crosswalks on 4th Street

Right-turns from Hetherton to 4th Street would be prohibited due to safety concerns with bus bays

The customer service building would be located along Hetherton Street
Illustrative concept only – Final Design in Next Project Phase

4th Street Gateway (4th Street & Hetherton St Looking West)
Benefits
• Slightly reduces bus travel times relative to current transit center
• Convenient transfers to/from SMART

Drawbacks
• Closes right turns from Hetherton to 4th Street
• Passengers have to cross 4th Street to make some transfers
• Victorian-style houses fronting 5th Avenue would need to be relocated
• Utilizes city blocks otherwise envisioned for other uses
• Several bus driveways on 4th Street
Under the Freeway Alternative
Existing Conditions

1. Under The Freeway

2. Existing Conditions

3. Under The Freeway

4. Existing Conditions
Transfers to SMART train would require crossing Hetherton Street.

Bus facility is partially under the freeway and on both sides of 4th Street.

Under The Freeway
Bridges over creek would provide connection to Hetherton Street

Portion under 101 freeway. Limits opportunities for amenities and improvements on Caltrans property

Proposed canopy to provide coverage and shield from freeway debris

Under The Freeway

SK Security Kiosk
TVM Ticket Vending Machine
Transit Center Limits
GGT Golden Gate Transit Customer Service

101 Freeway
4th Street
Irwin St
5th Avenue

Bridges over creek would provide connection to Hetherton Street

Portion under 101 freeway. Limits opportunities for amenities and improvements on Caltrans property

Proposed canopy to provide coverage and shield from freeway debris

Under The Freeway
Illustrative concept only – Design Resolution in Next Project Phase

Under The Freeway (5th Avenue & Irwin Street looking northwest)
Under The Freeway (Bus Bays under freeway looking east)

Illustrative concept only – Design Resolution in Next Project Phase
Benefits

• Utilizes otherwise less-developable land
• Moderate (<10%) reduction in traffic delay
• Reduces bus travel times (5%-15% in downtown area) and improves reliability relative to current transit center
• Closer to San Rafael High School

Drawbacks

• Passengers have to cross Hetherton to transfer to SMART
• Passengers have to cross 4th Street to transfer between routes
• Freeway columns limit line of sight and visibility
• Less connected to downtown
• No site control, Caltrans can rescind access to site (i.e. repairs to freeway)
• Impacts existing public park-and-ride
• Impacts to Erwin Creek require mitigation
Whistlestop Block Alternative
Existing Conditions

Whistlestop Block
Tamalpais Ave would be redesigned for exclusive bus, shuttle, and bike use.

Opportunity to integrate transit uses with Whistlestop building.

Transit Center Limits

Whistlestop Block
Intuitive passenger connections between services and convenient transfers

Reconfigure Tamalpais Ave to provide wider sidewalks and a dedicated bike facility
Illustrative concept only – Final Design in Next Project Phase
Illustrative concept only – Final Design in Next Project Phase

Whistlestop Block (4th Street & Tamalpais Ave looking southwest)
Illustrative concept only – Final Design in Next Project Phase

Whistlestop Block (3rd Street & Hetherton Ave looking northwest)
Tamalpais Ave. would be realigned to provide for improved sight lines, shorter transfers, and better through bus/bike/pedestrian connectivity.

Whistlestop Building would be either relocated or reconstructed to allow for urban integration and efficient building space layout.

Golden Gate Transit Customer service would be relocated or reconstructed to allow for urban integration and efficient building space layout.

Whistlestop Block (Alternate – Relocate Whistlestop)
Whistlestop Block (Alternate – Relocate Whistlestop)
Illustrative concept only – Final Design in Next Project Phase

Whistlestop Block (Alternate – Relocate Whistlestop; 4th Street & Tamalpais Ave looking south)
Benefits

- Concentrates transit center activity on one block
- Reduces bus travel times (5%-15% in downtown area) and improves reliability relative to current transit center
- Moderate (<10%) reduction in traffic delay
- Passengers don't have to cross streets to make any transfers
- Opportunity to leverage existing/rebuilt Whistlestop as part of transit function

Drawbacks

- Uses land that could be envisioned for other purposes
- Bus driveways on 4th Street between SMART and Hetherton
We Want Your Input!

• Information on the project, schedule, and the three alternatives (and more) is on the project website: goldengate.org/SRTC

• This live meeting is for the purposes of answering clarifying questions – we ask that all community members provide their feedback through the survey
We Want Your Input!

• Provide your feedback through the online survey (see http://bit.ly/SRTC_Survey)
  • Tell us how these alternatives rate under different categories
  • Tell us what you like or would like to change about any of the three alternatives
  • Indicate preference on the design inspirations

• Survey open through December 11th
Question and Answer Period

- Additional background information available on the project website: goldengate.org/SRTC
- Question and Answer
  - Provide your questions in the chat box
  - We will update project FAQ based on questions received
- Feedback on the alternatives and design inspirations should be provided via the survey
Thank You for Participating!

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