



SAN RAFAEL TRANSPORTATION CENTER



Relocation Analysis, Environmental Clearance, and Preliminary Design

GGBHTD Pedestrian and Bicycle Advisory Committee

April 10, 2024



SAN RAFAEL
THE CITY WITH A MISSION





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Agenda

- Project Background
- Public Engagement Activities
- Pedestrian Improvements
- North-South Greenway Configuration
- 4th Street Crossing
- Next Steps



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Role of the Transit Center

- Over 700 daily bus trips – more than pre-COVID
- 9,000 daily boardings and alightings serving equally as an access point to Downtown San Rafael and as a transfer point between services
- Large contingent of transit center users are essential workers who continued to rely on transit through pandemic and will continue to rely on transit in future



Transit Center User Demographics

Population Group	Riders on Routes Serving Transit Center	City of San Rafael Population	Marin County Population
Household Income Less than \$50k	45%	31%	25%
Minority (non-white)	69%	33%	29%

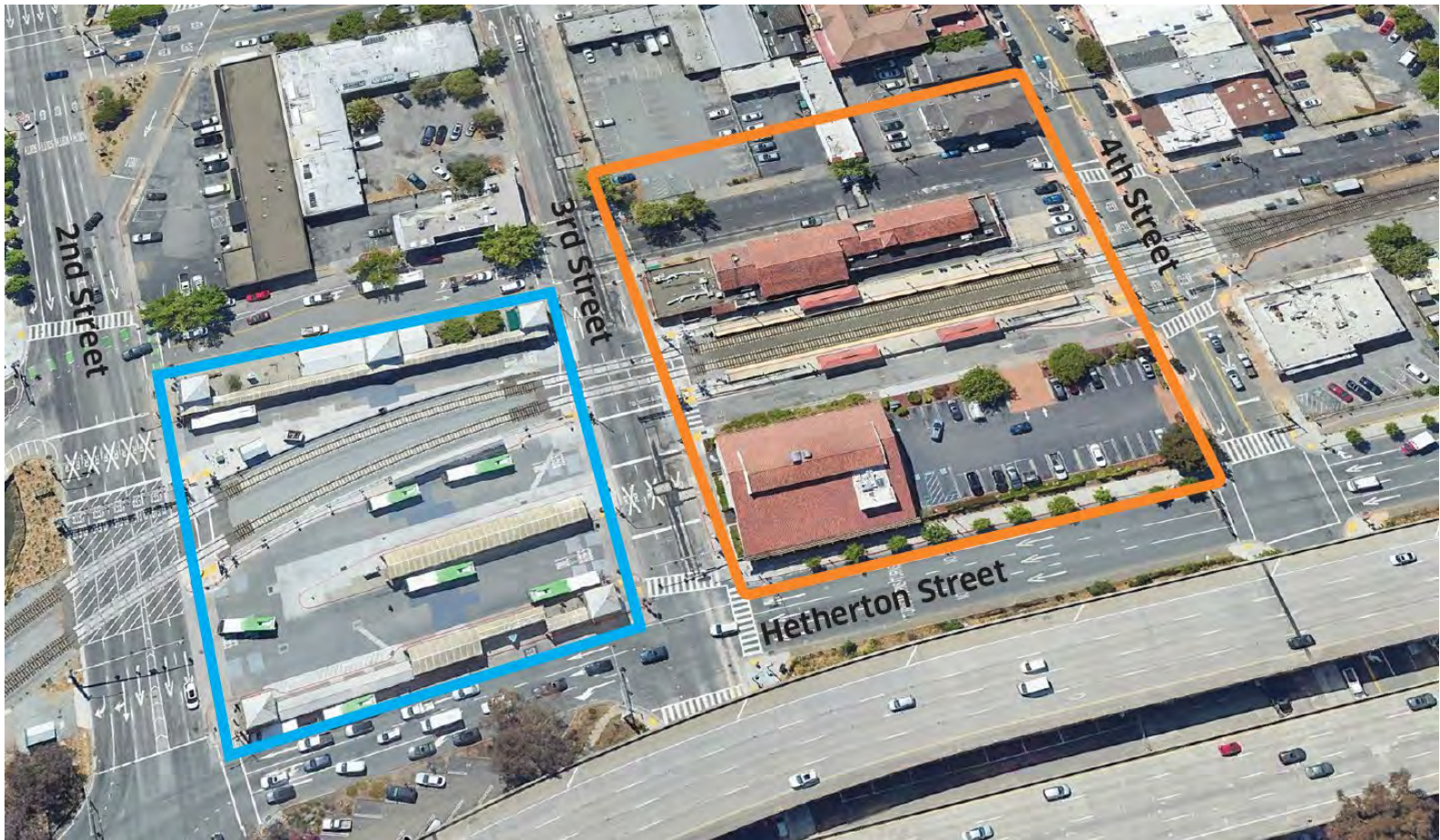


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SRTC Replacement Project



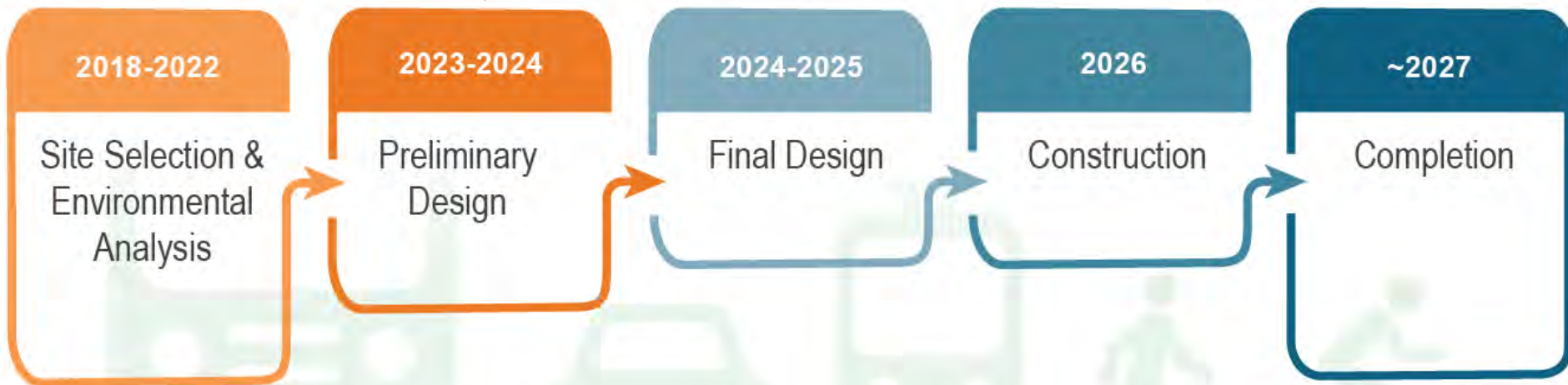
 Existing Transit Center

 New Transit Center



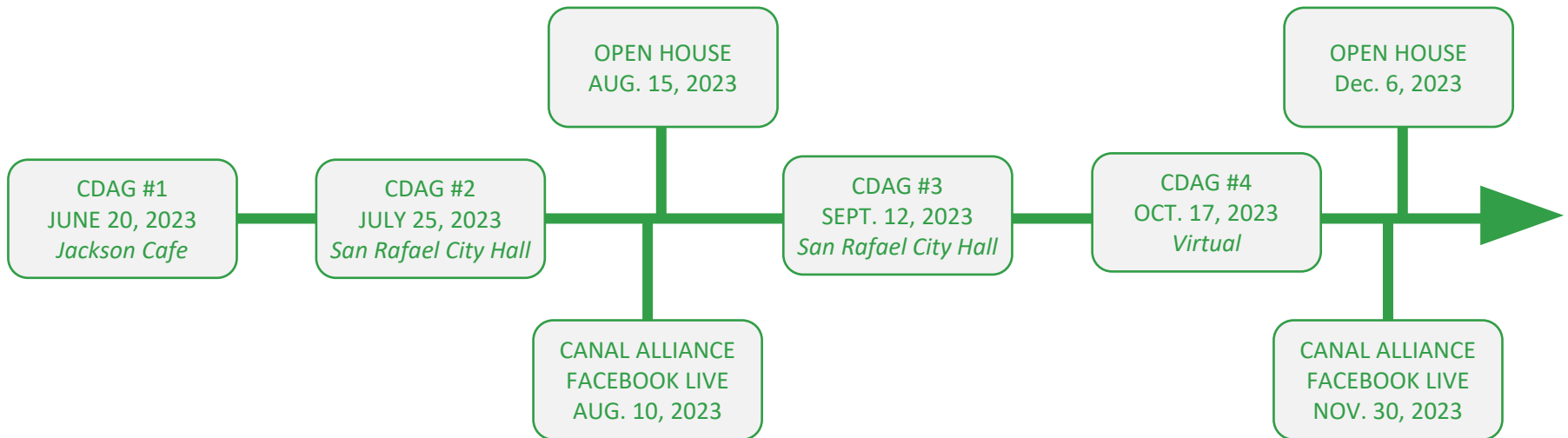
Project Schedule

Current stage





2023 Public Engagement Activities



Other Digital Outreach:

- ✓ Facebook and Twitter posts through the GGBHTD account
- ✓ Frequent website updates
- ✓ E-blasts to nearly 100 stakeholders and community partners
- ✓ Emails to Golden Gate Bridge District listserv, including past event attendees
- ✓ Placed 155 posters with a QR code around the Transit Center, community center, and Canal Alliance office advertising each event
- ✓ Ads in El Tecolote



2023 Public Engagement Activities

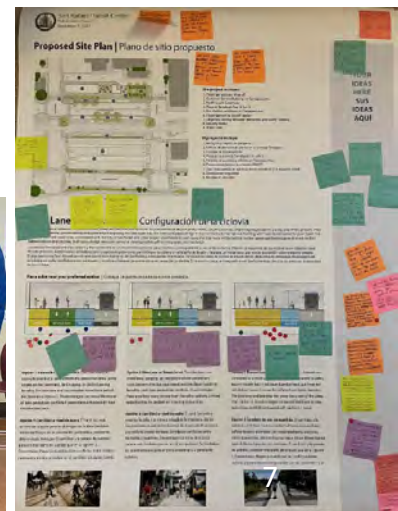
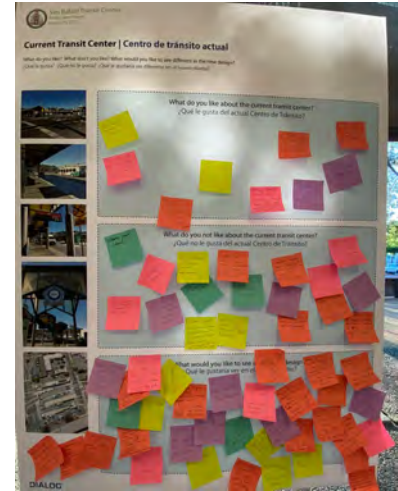
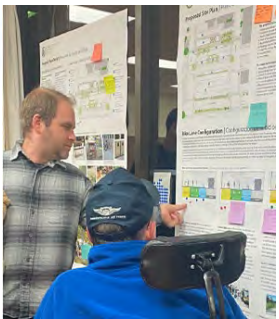
Community Open House:

✓ Open House #1

- Attended by more than 50 people
- Received a total of 158 written comments
- Additional online survey received 119 responses

✓ Open House #2

- Attended by more than 60 people
- Received a total of 130 written comments





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2023 Public Engagement Activities

Partnership with the Canal Alliance

- ✓ **Facebook Live Event #1 - (8/10/2023)**
 - Participated by 33 attendees
 - Received over 40 comments on the feed
 - Viewed by 1,100 people to-date
- ✓ **Facebook Live Event #2 - (11/30/23)**
 - Participated by 32 attendees
 - Received 30 comments on the feed
 - Viewed by 1,200 people to-date
- ✓ **In-Person Promotoras Outreach**
 - Total of 51 hours of outreach in Spanish at peak transit times
 - Distributed over 950 palm cards





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2023 Public Engagement Activities

Community Design Advisory Group (CDAG)

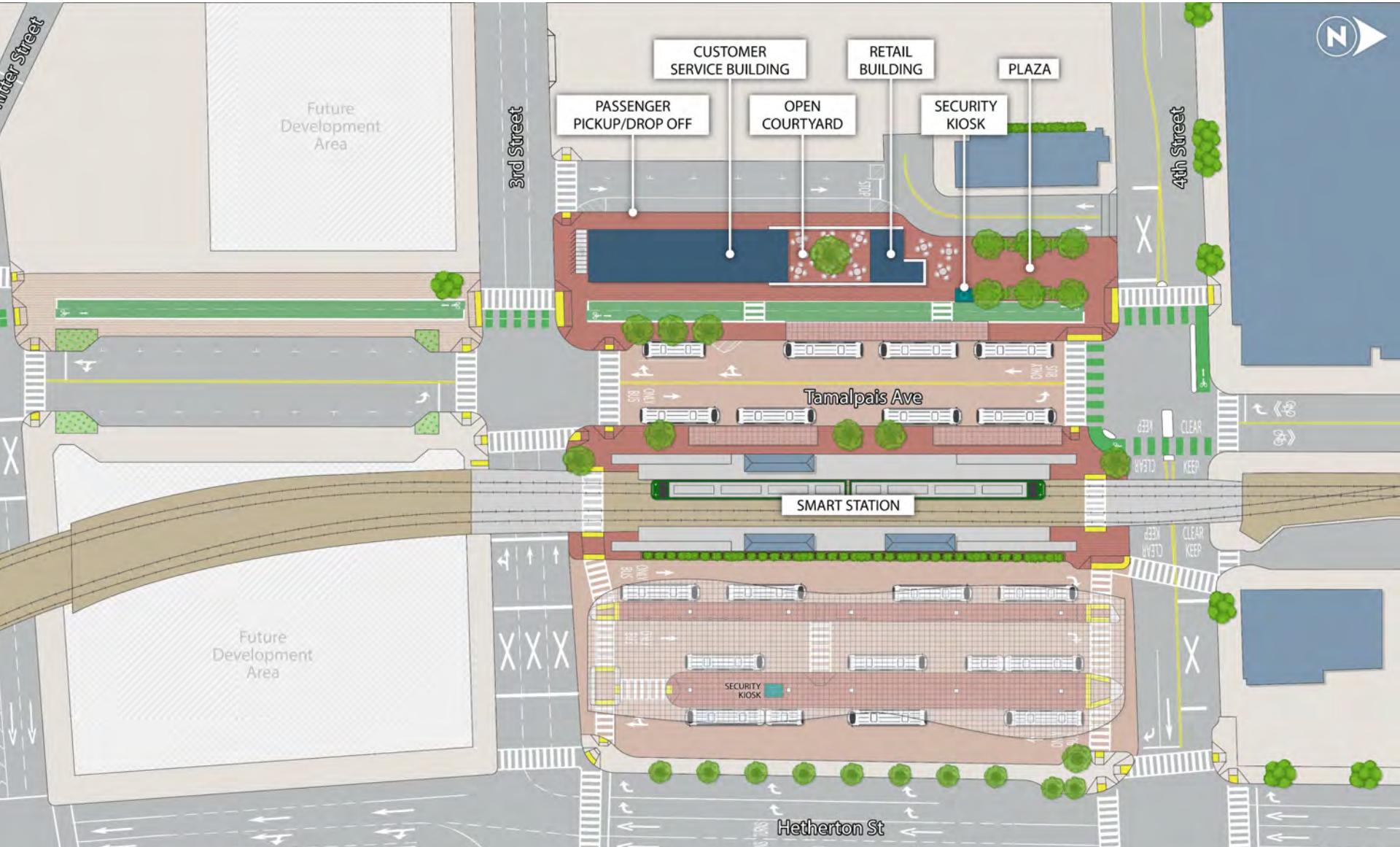
- ✓ Brought a balanced and diverse group of voices together to discuss and provide input on the design, aesthetics, amenities and features of the new transit center.
- ✓ Conducted a field walk of the existing transit center and the new site
- ✓ Served as a conduit between the District and the community
- ✓ Met four times over five months: June through October 2023





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Design Concept Renderings

View from within the building courtyard looking east



View of the Plaza from 4th St., Looking South



View of the Customer Service Building from Tamalpais Ave., Looking South



View of the Bus Canopy from Hetherton at 4th Street





Proposed Pedestrian Improvements

Improvements are incorporated into each of the Project-adjacent blocks and intersections

High-Visibility Crosswalks



Accessible Pedestrian Signalization (APS)



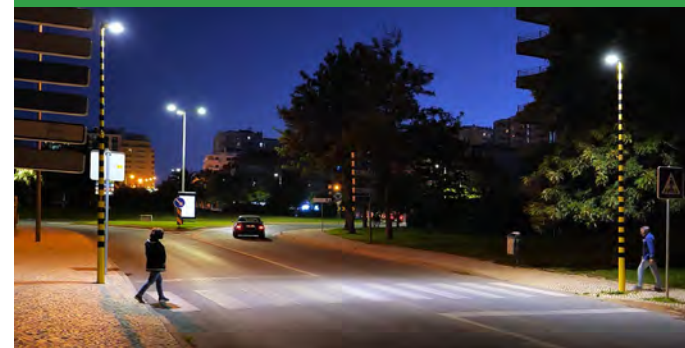
Leading Pedestrian Interval (LPI)



Sidewalk Widening



Pedestrian Lighting



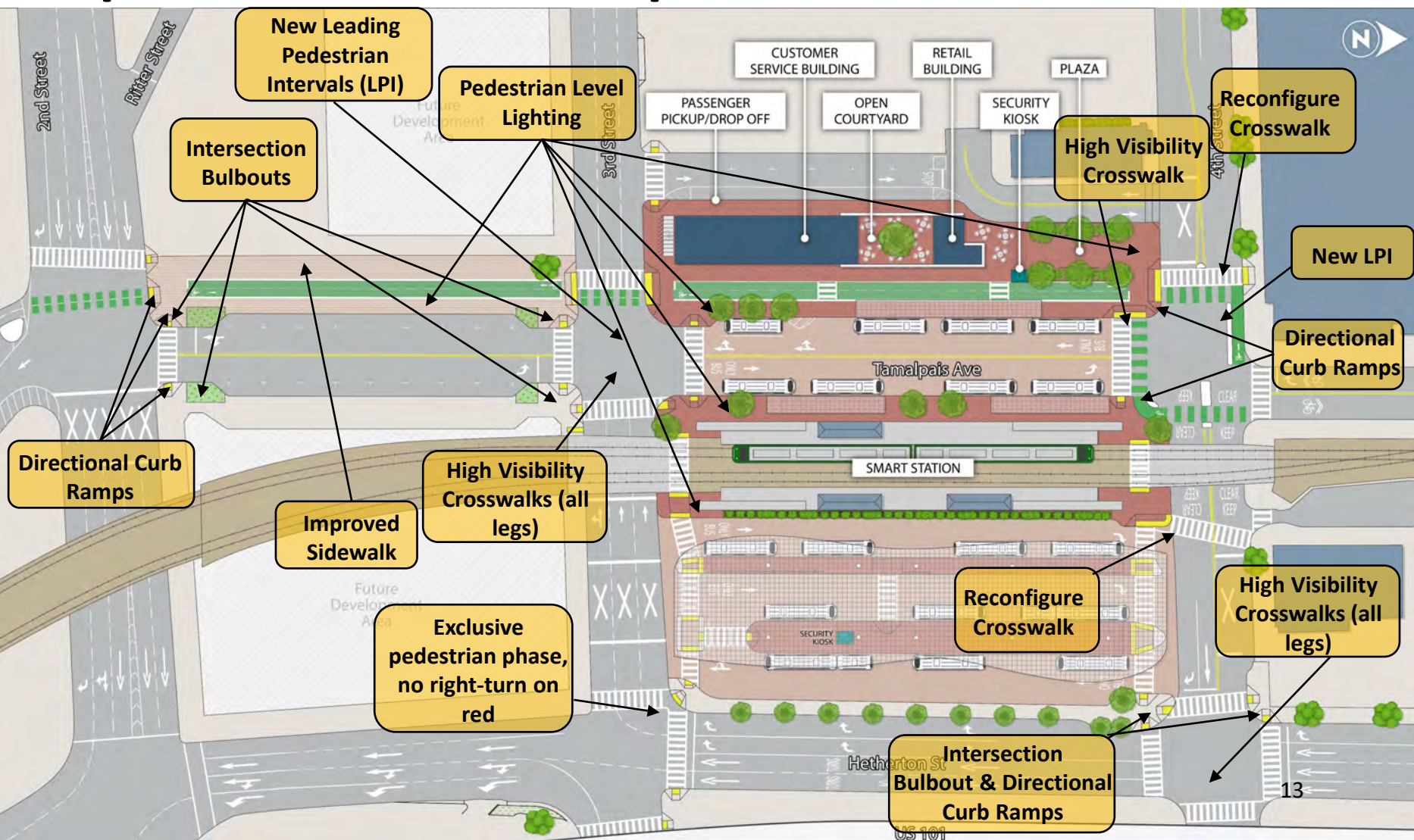


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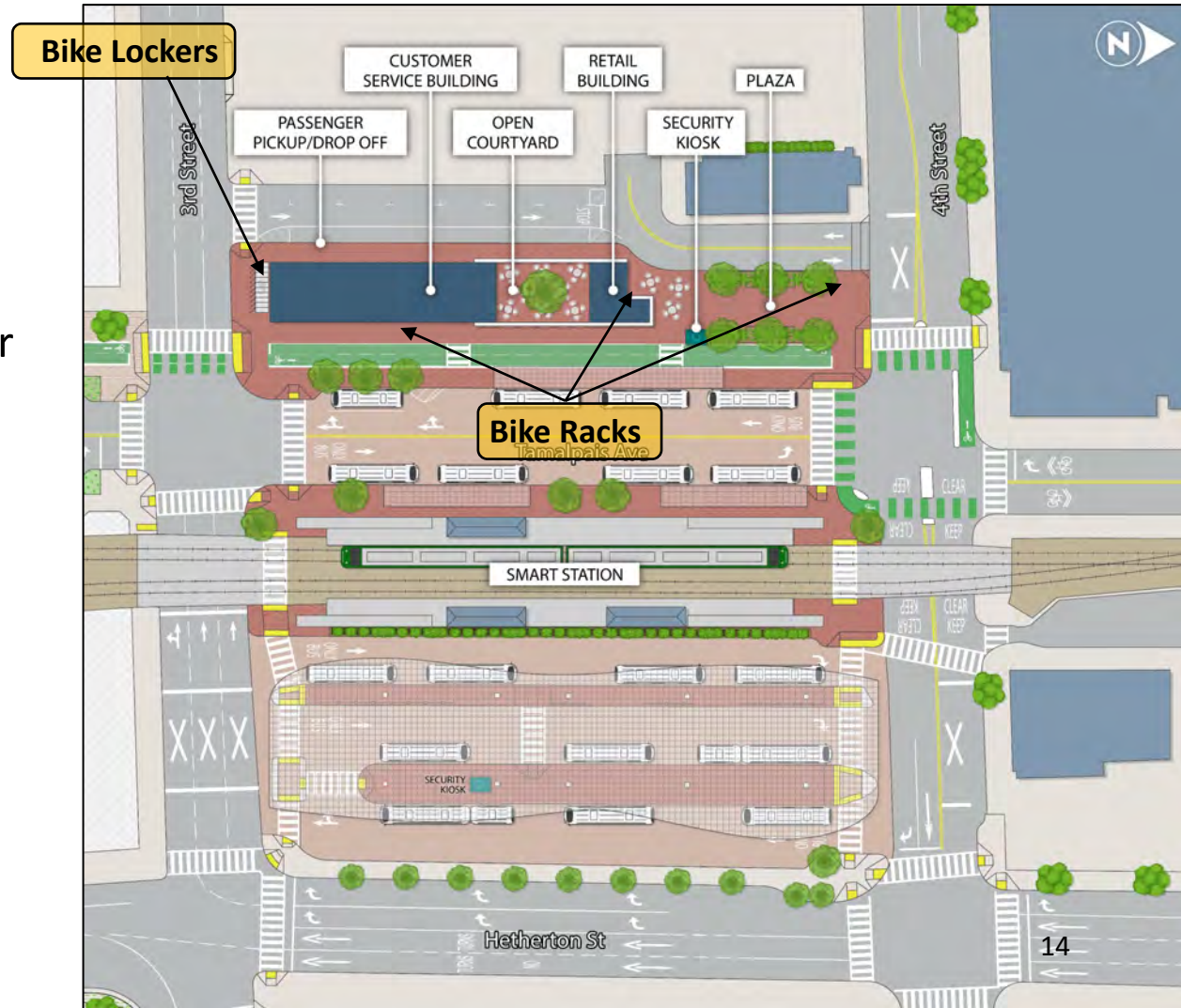
Proposed Pedestrian Improvements





Proposed Bicycle Parking

- **Secure Bike Parking:** 10 bike locker spaces near 3rd Street – adjacent to the Customer Service Building. Secure space for additional 20 bikes allocated.
- **Short-term Bike Parking:** 20 bike rack spaces at three different locations near the entrance and throughout the plaza



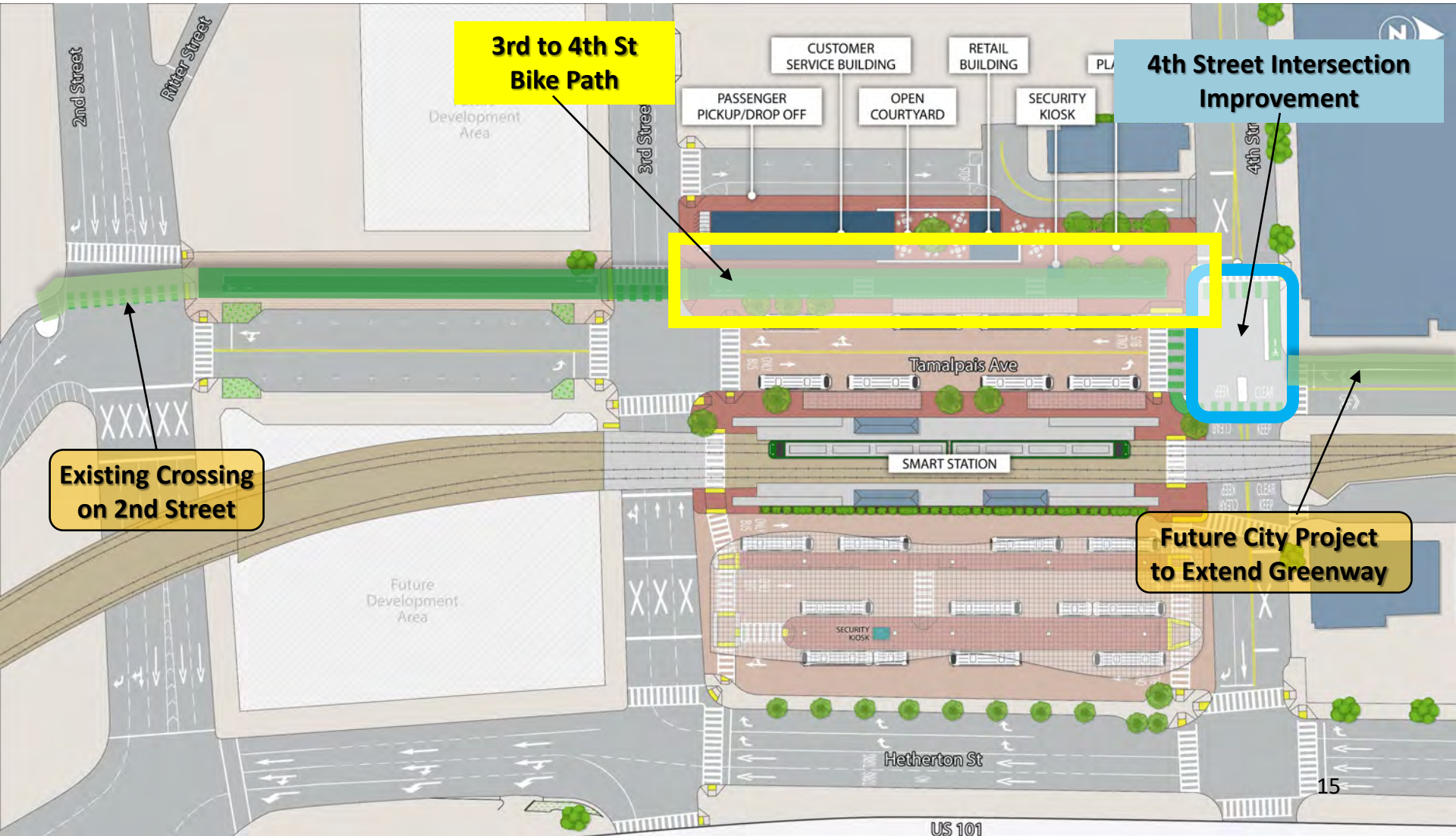


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Proposed Design for North-South Greenway



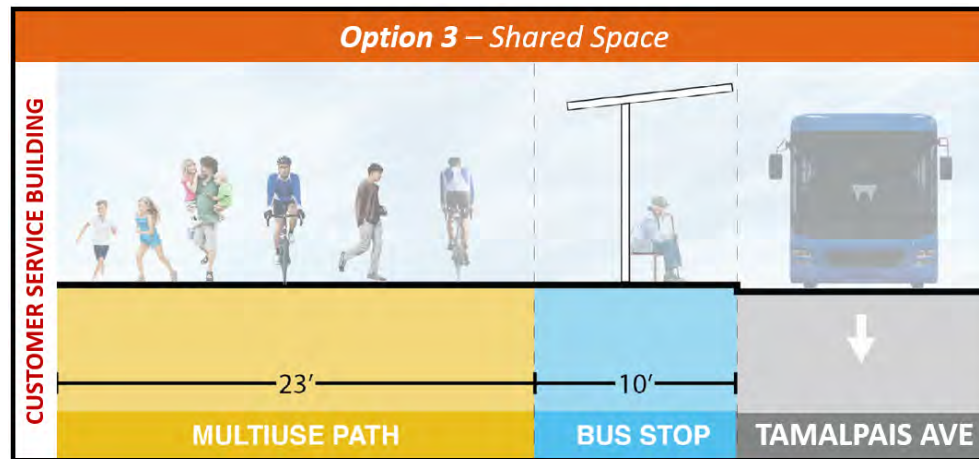
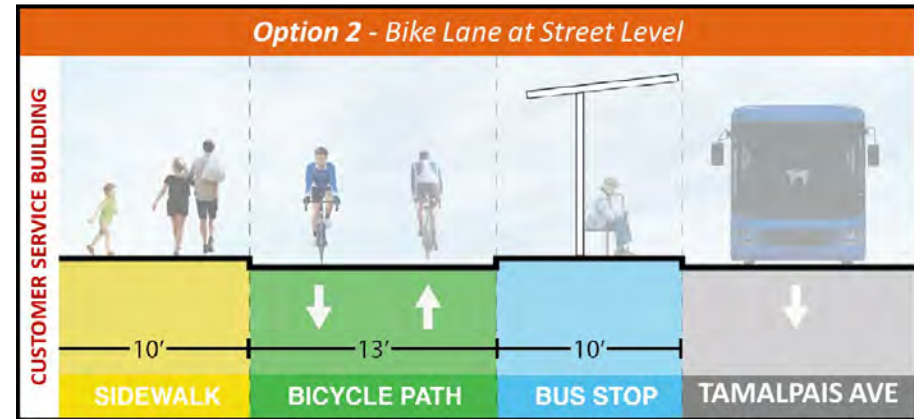
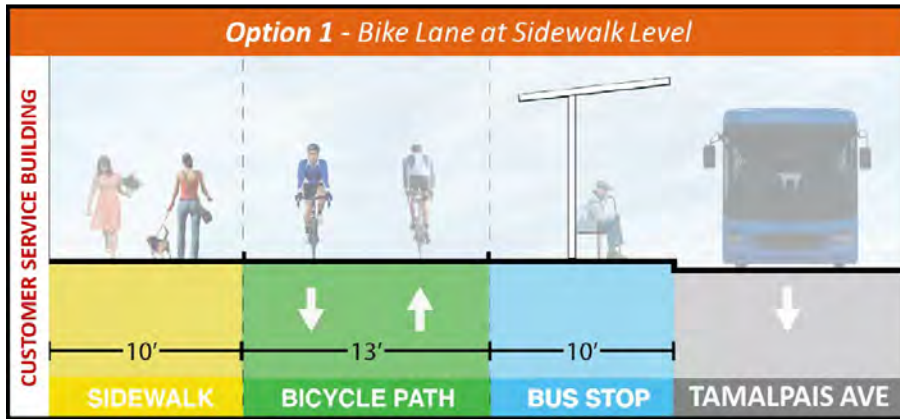


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Preferred Bike Lane Configurations - *Between 4th Street and 2nd Streets*





Potential Bike Lane Configurations Between 3rd & 4th Street



Option 1 - Bike Lane at Sidewalk Level



Option 2 - Bike Lane at Street Level



Option 3 - Shared Use Path

Presented 3 options to the community at the 2nd Community Open House, with over 60 participants

- Option 1: Sidewalk-Level Bike Path
 - Preferred by 50% of participants
 - *** Preferred by San Rafael BPAC *****
- Option 2: Bike Lane at Street Level
 - Preferred by 10% of participants
- Option 3: Shared Use Trail
 - Preferred by 40% of participants

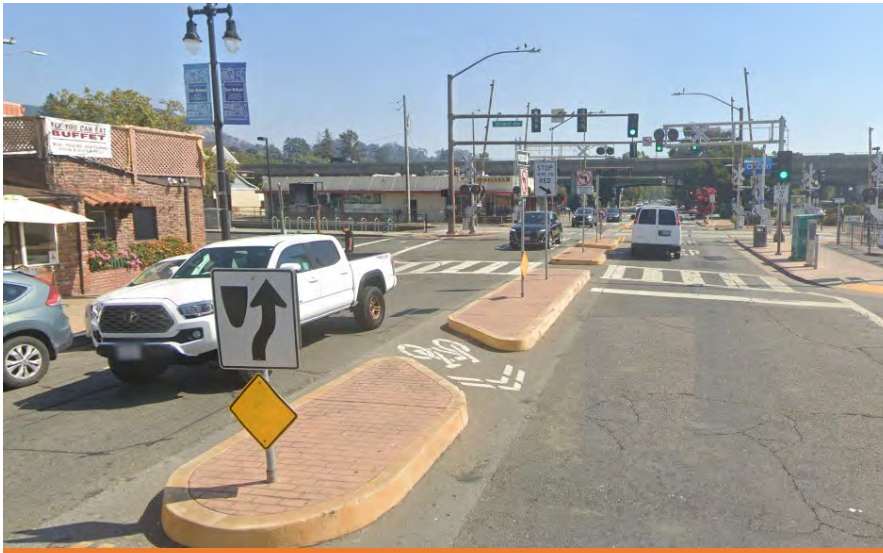


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4th Street & W Tamalpais Intersection



4th Street at W Tamalpais Ave Looking East



Tamalpais Ave Looking South at 4th Street

- Lies along North-South Greenway
- Five proposed configurations
- Coordinating with stakeholder jurisdictions regarding rail crossing and intersection configuration (CPUC, City of San Rafael, Marin Transit, Caltrans, SMART, and FRA)

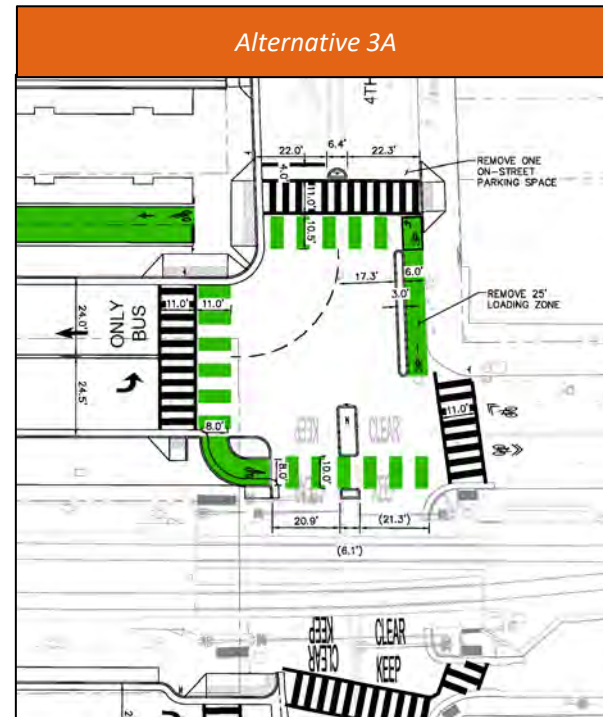
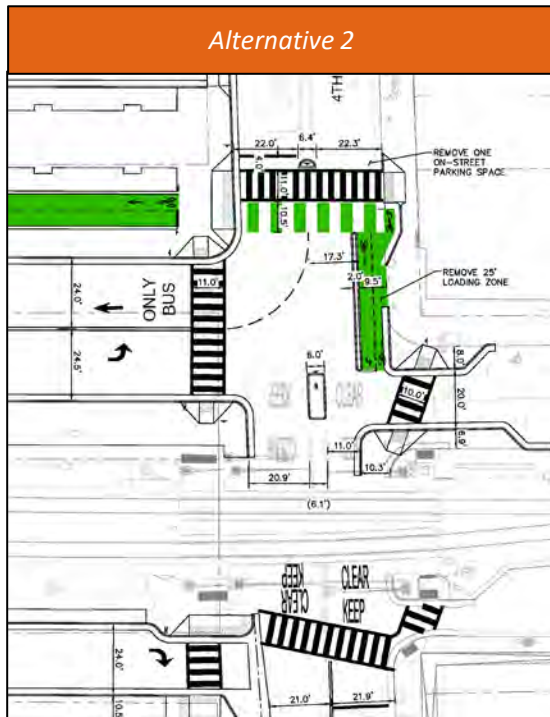


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Preferred 4th Street Crossing Configurations





Proposed Design for 4th Street & W Tamalpais Intersection

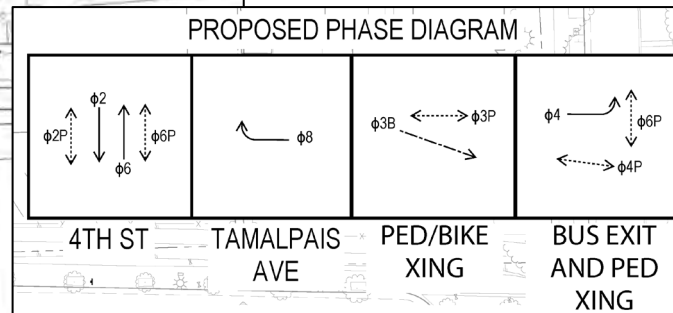
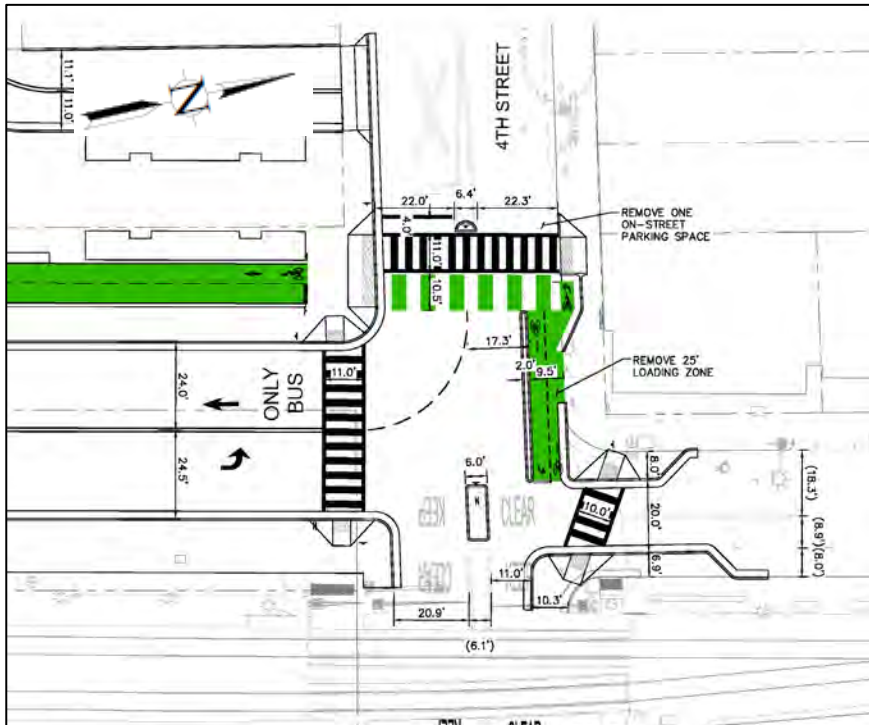
Alternative 2

Pros:

- Connects NB and SB bicyclists across 4th Street
- Low-stress bike crossing controlled by signal with separated bike space
- Accommodates bus left-turn need

Cons:

- Impacts drainage
- Loss of loading zone on 4th Street
- Path of travel may not be as intuitive
- Pinch point in 4th Street sidewalk





Proposed Design for 4th Street & W Tamalpais Intersection

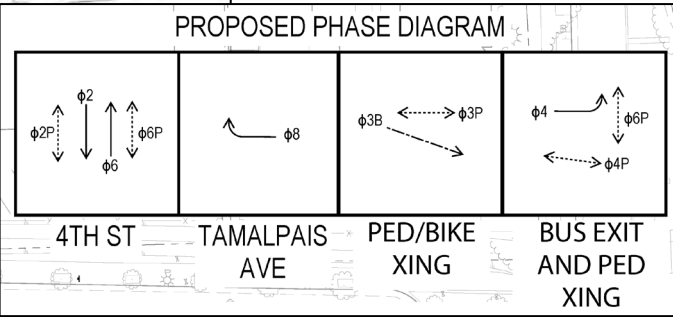
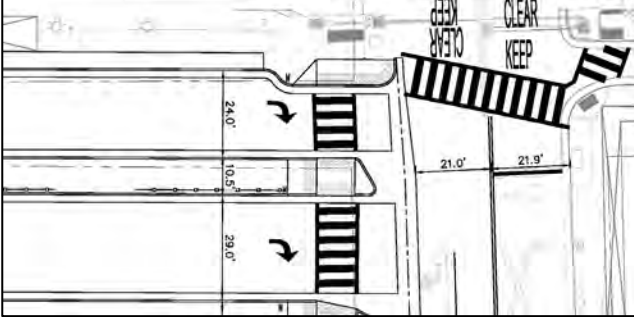
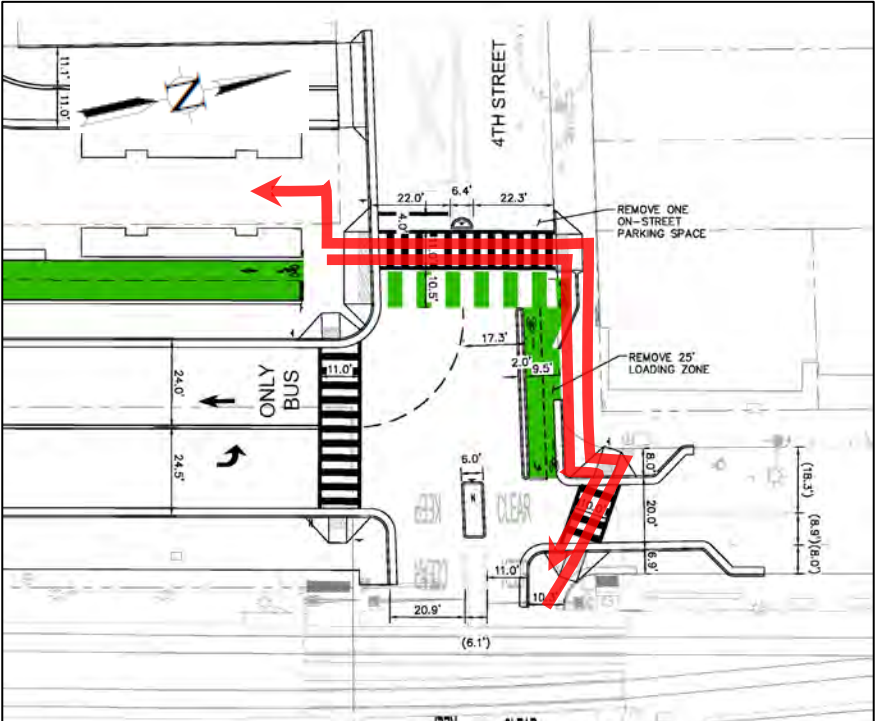
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Proposed Design for 4th Street & W Tamalpais Intersection

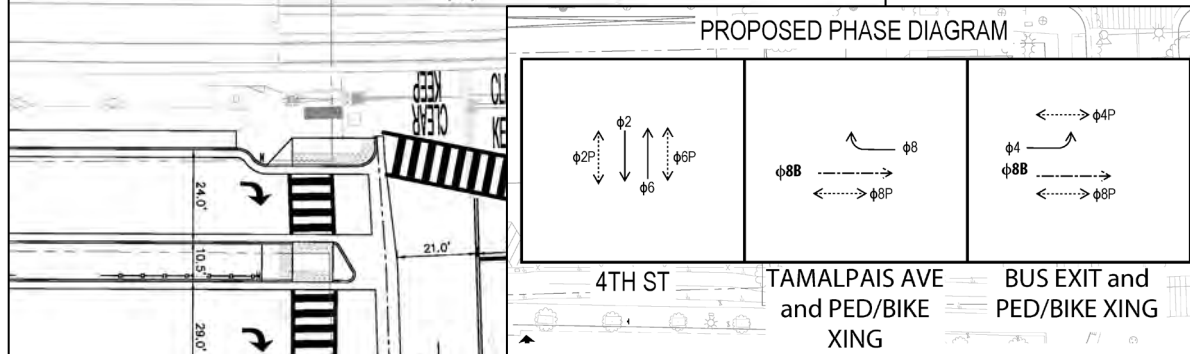
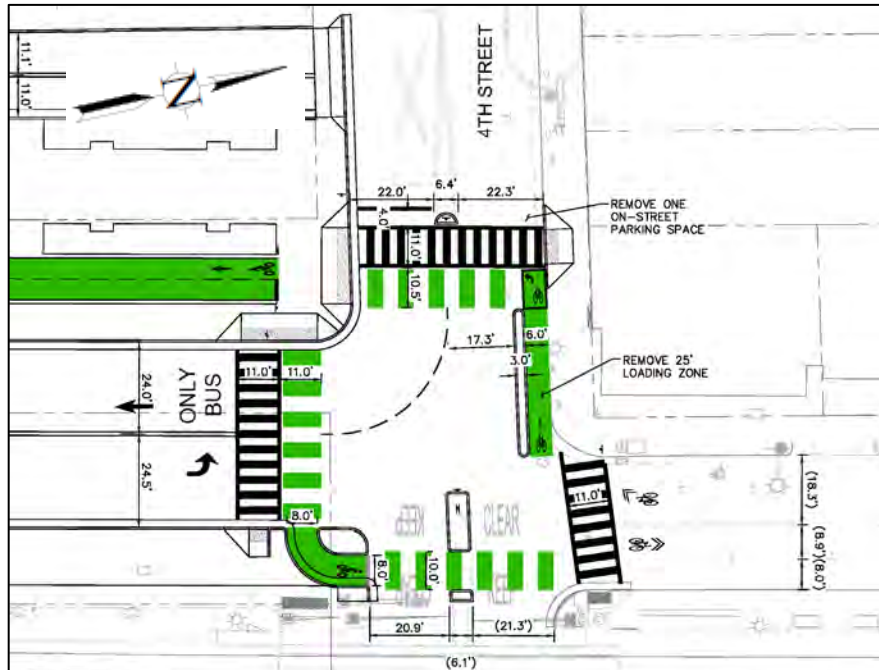
Alternative 3A

Pros:

- Connects NB and SB bicyclists across 4th Street
- Low-stress bike crossing controlled by signal with separated bike space
- Minimal impact to drainage and no impact to sidewalk on north side of 4th
- Preserves more WB roadway width than Alt 2
- More intuitive counter-clockwise travel pattern
- Accommodates bus left-turn need

Cons:

- Adds bike crossing very close to rail crossing (possible approval hurdles)
- Loss of loading zone on 4th Street
- Requires two-stage crossing for NB cyclists





Feedback from San Rafael BPAC (3/12/24)

- Valued extensive community engagement process
- Emphasized that this is a major regional bike facility
- Shared strong preference on Option 1 for bike lane configurations between 3rd & 4th Street
- Some preference for 4th Street crossing Alternative 2 but recommend further traffic analysis
- Suggested City further explore new connections outside of this project
 - North-South Greenway connection to Mission Ave
 - 4th Street connection to Grand Ave cycle track



Next Steps

- Advance preliminary engineering (*Spring 2024*)
- Additional round of community engagement (*Summer 2024*)
- Obtain NEPA Clearance (*in progress*)
- Begin ROW procurement (*after NEPA clearance*)
- District to procure Final Design contract (*End of 2024*)