

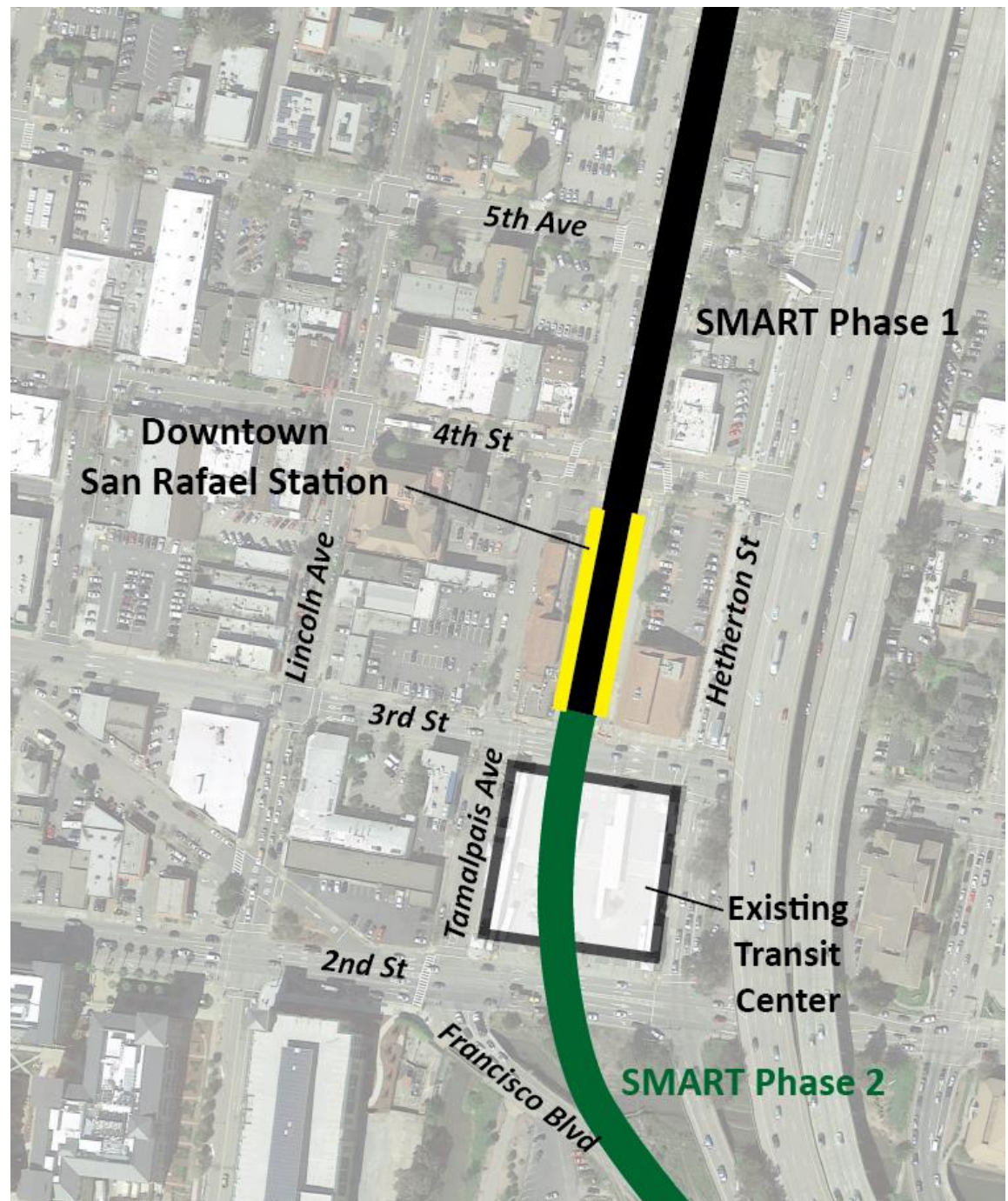
San Rafael Transit Center Update

10/17/16

San Rafael City Council



Project Need



Project Overview

1. Operations Analysis
2. Needs Identification
3. Interim Solution
4. Long-Term Alternatives



Transit Center Overview

- 9,000 daily boardings and alightings at transit center
- SMART projected to add 1,000 boardings and alightings in future
- 55% of bus ridership is generated by downtown San Rafael/Montecito
- 29 different bus routes and services generating over 500 daily bus trips

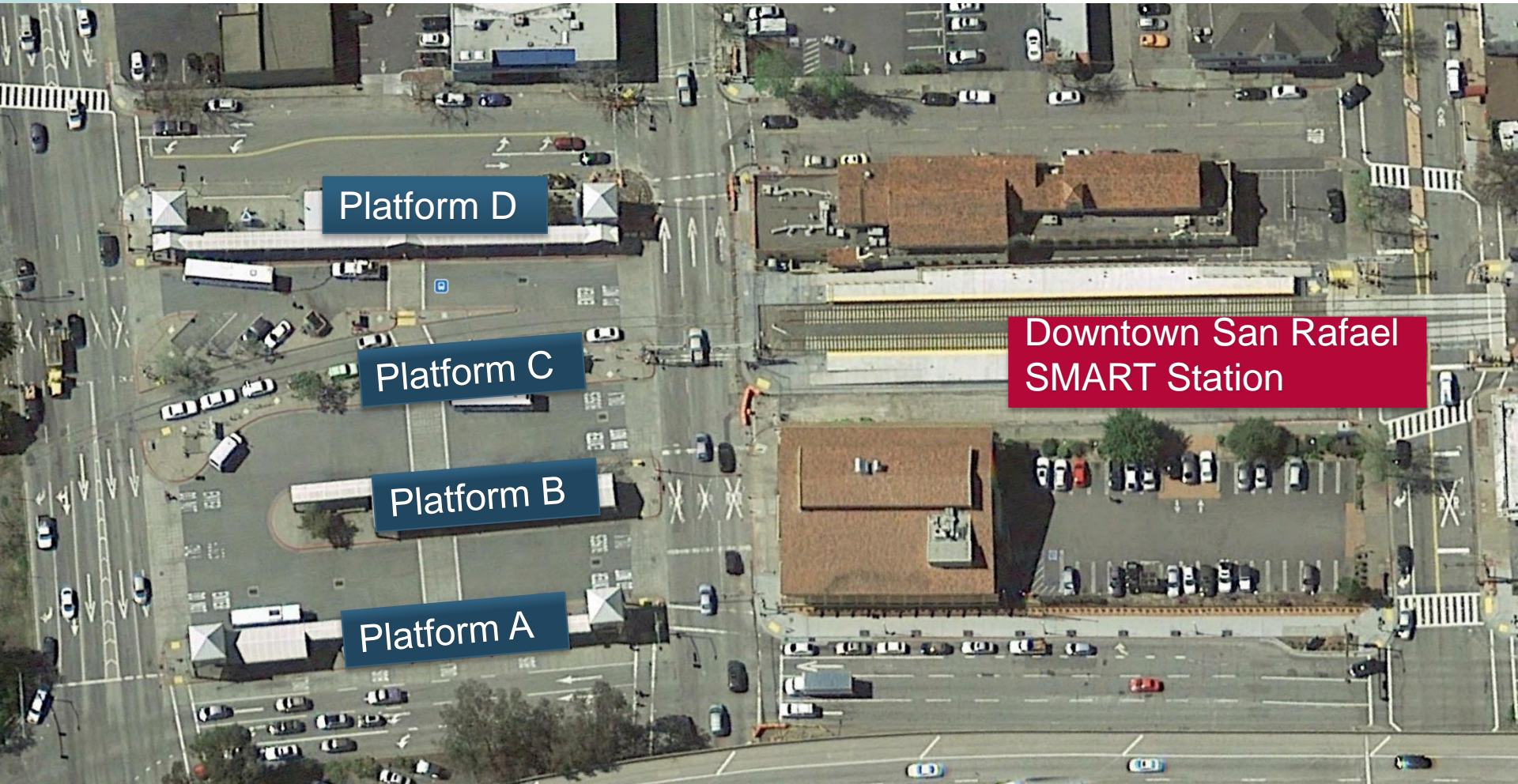
SMART to Larkspur Schedule

- Construction
 - Summer 2017
 - Effect on transit center:
 - Rail construction envelope
- Operations
 - By end of 2018
 - Effect on transit center:
 - Operating envelope
 - Grade crossings of 2nd and 3rd Streets
 - Transfer activity between bus and rail



Interim Transit Center

Transit Center Configuration



Platform D

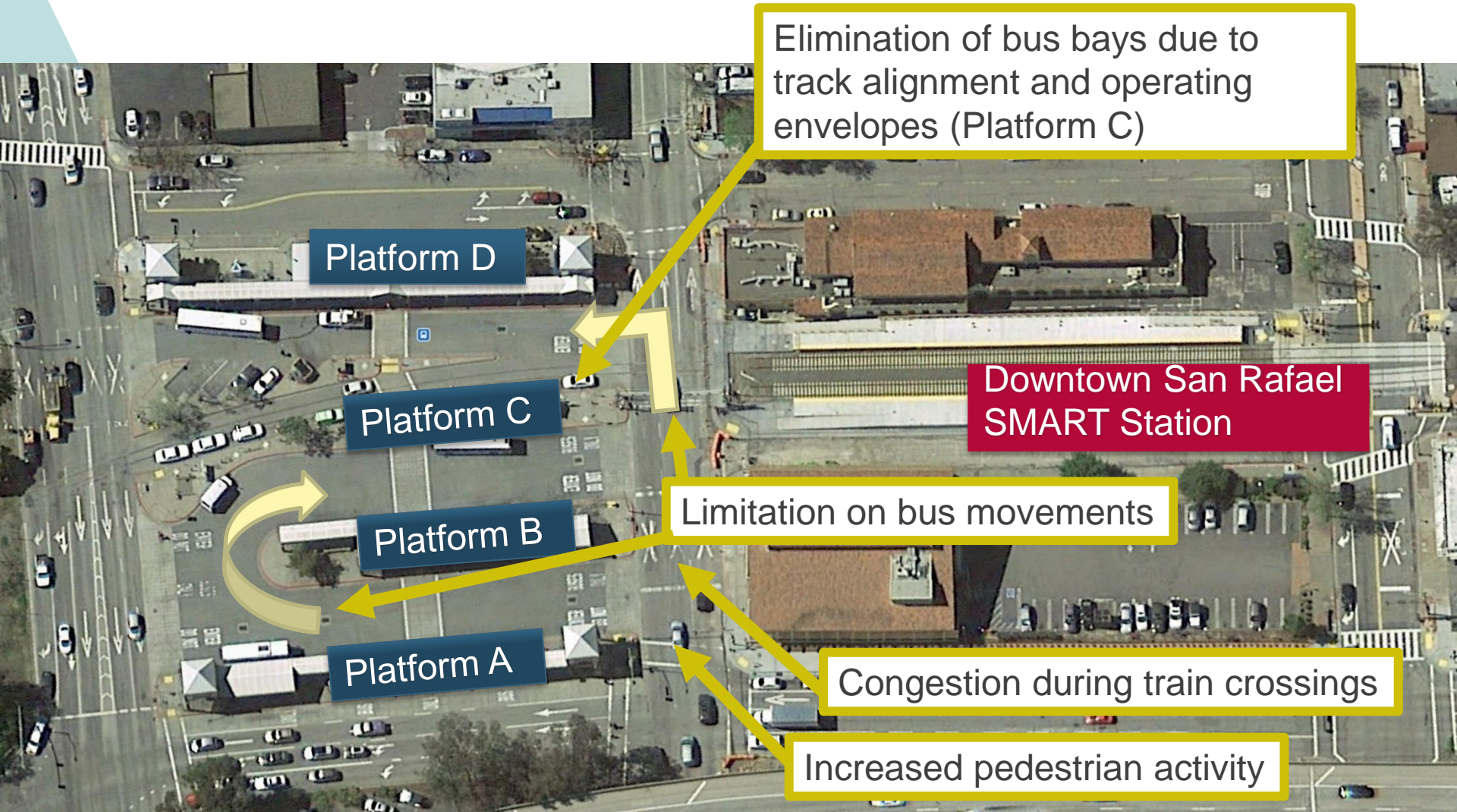
Platform C

Platform B

Platform A

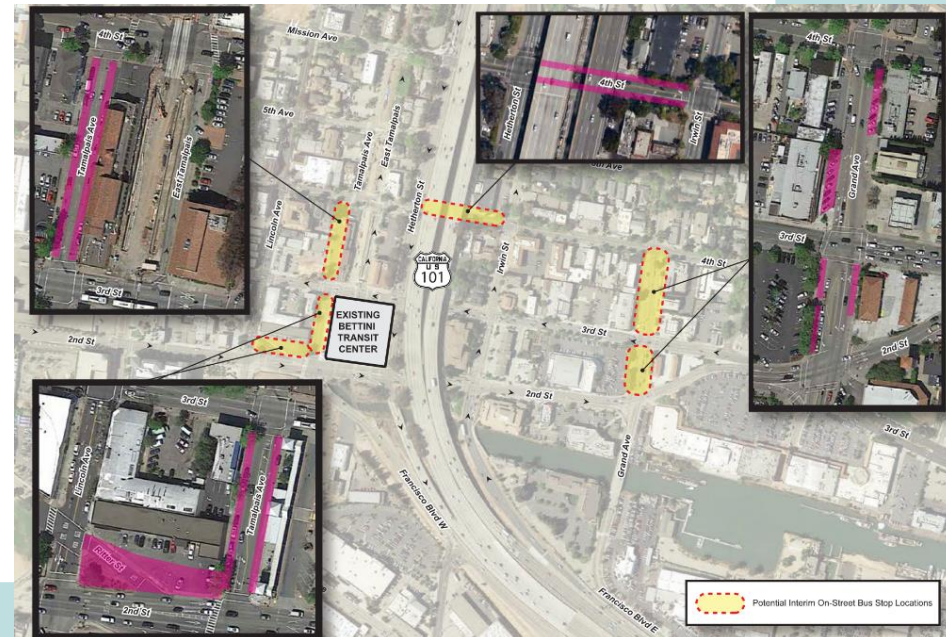
Downtown San Rafael
SMART Station

Effects from SMART



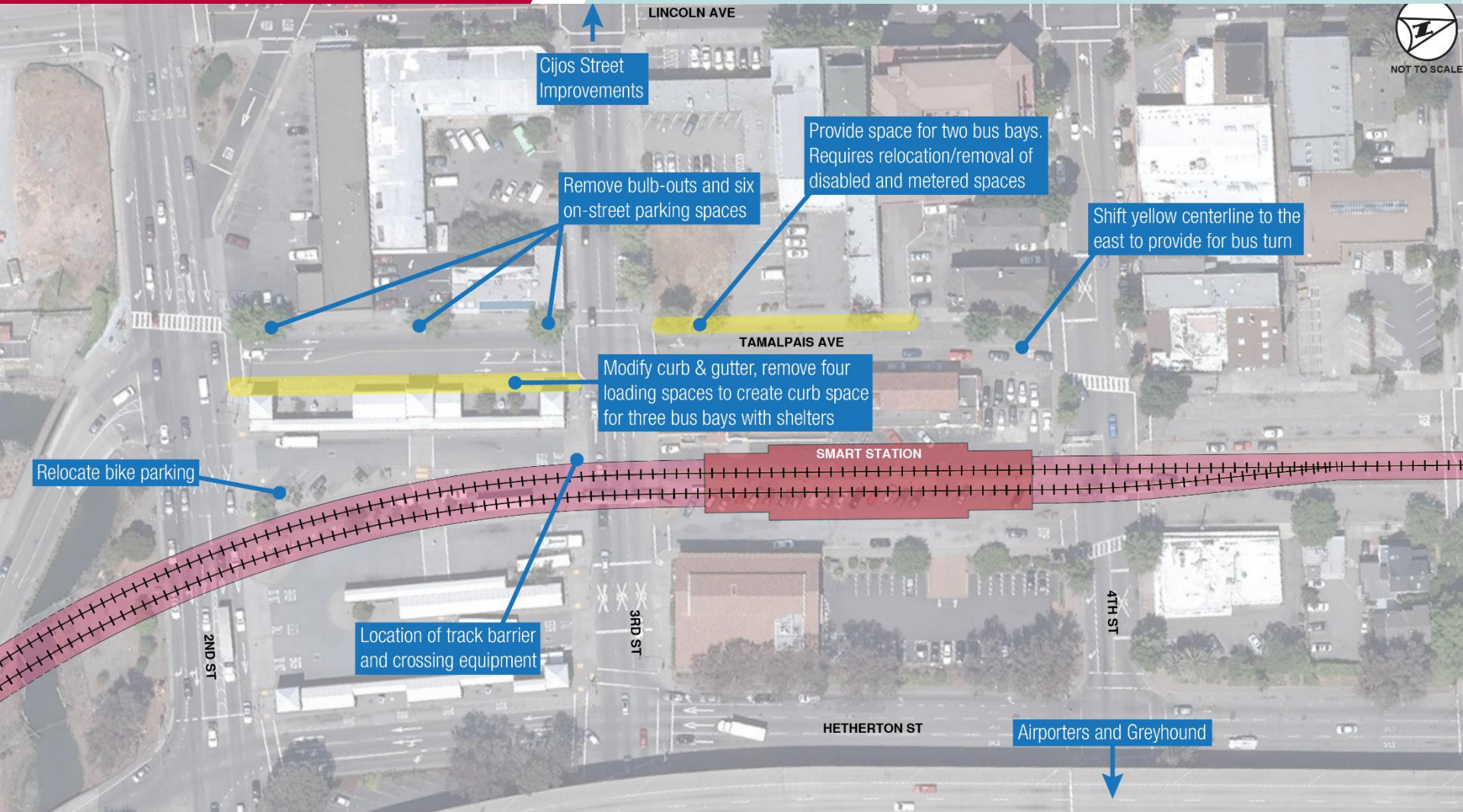
Identification of Potential Interim Solutions

- Identified preliminary set of potential solutions in vicinity of Downtown San Rafael
- Refined set of potential solutions based on analysis of transit operations, available right-of-way and curb space
- Most deemed not viable due to operational or physical limitations

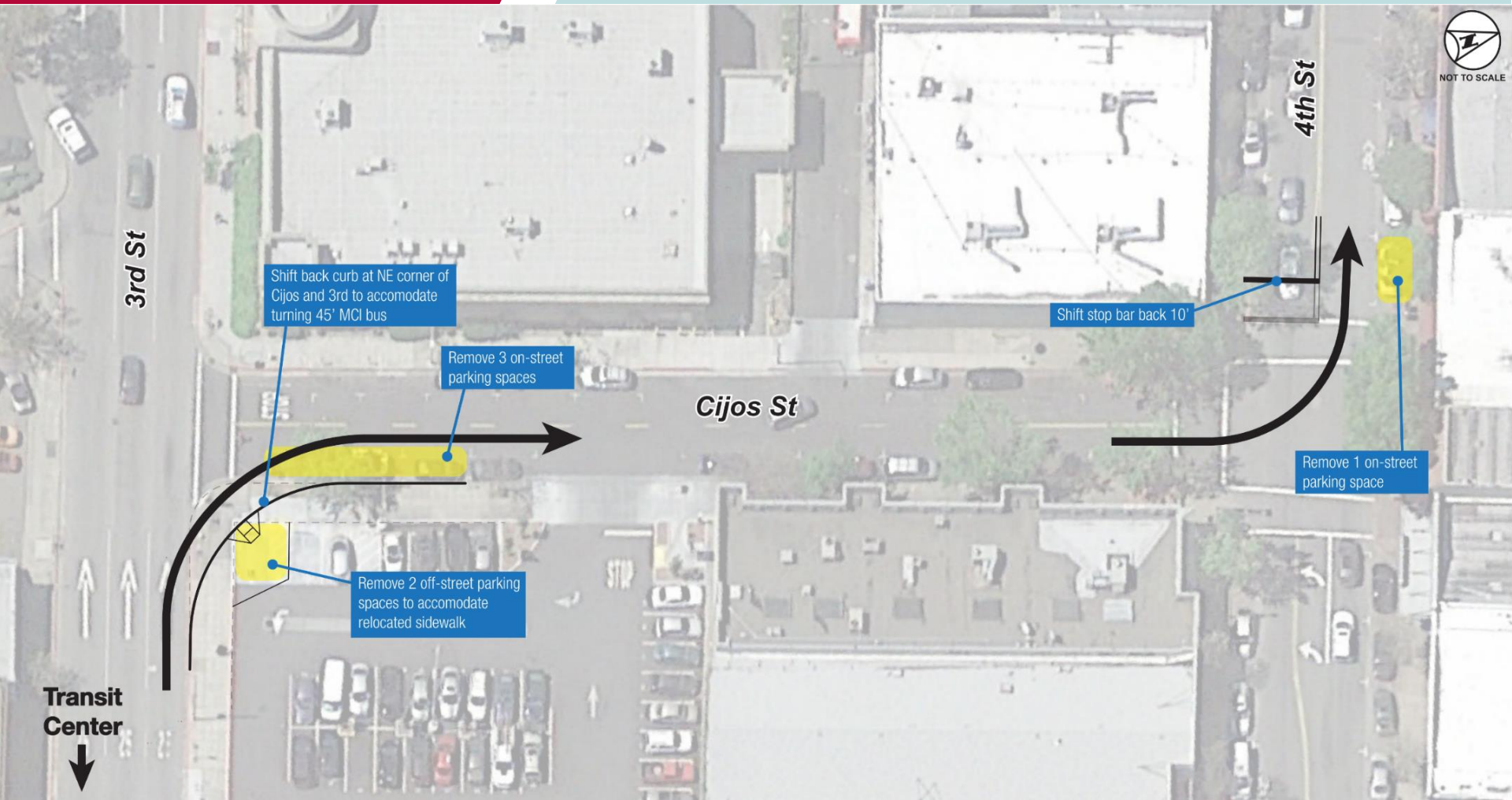


Summary of Refined Interim Solution

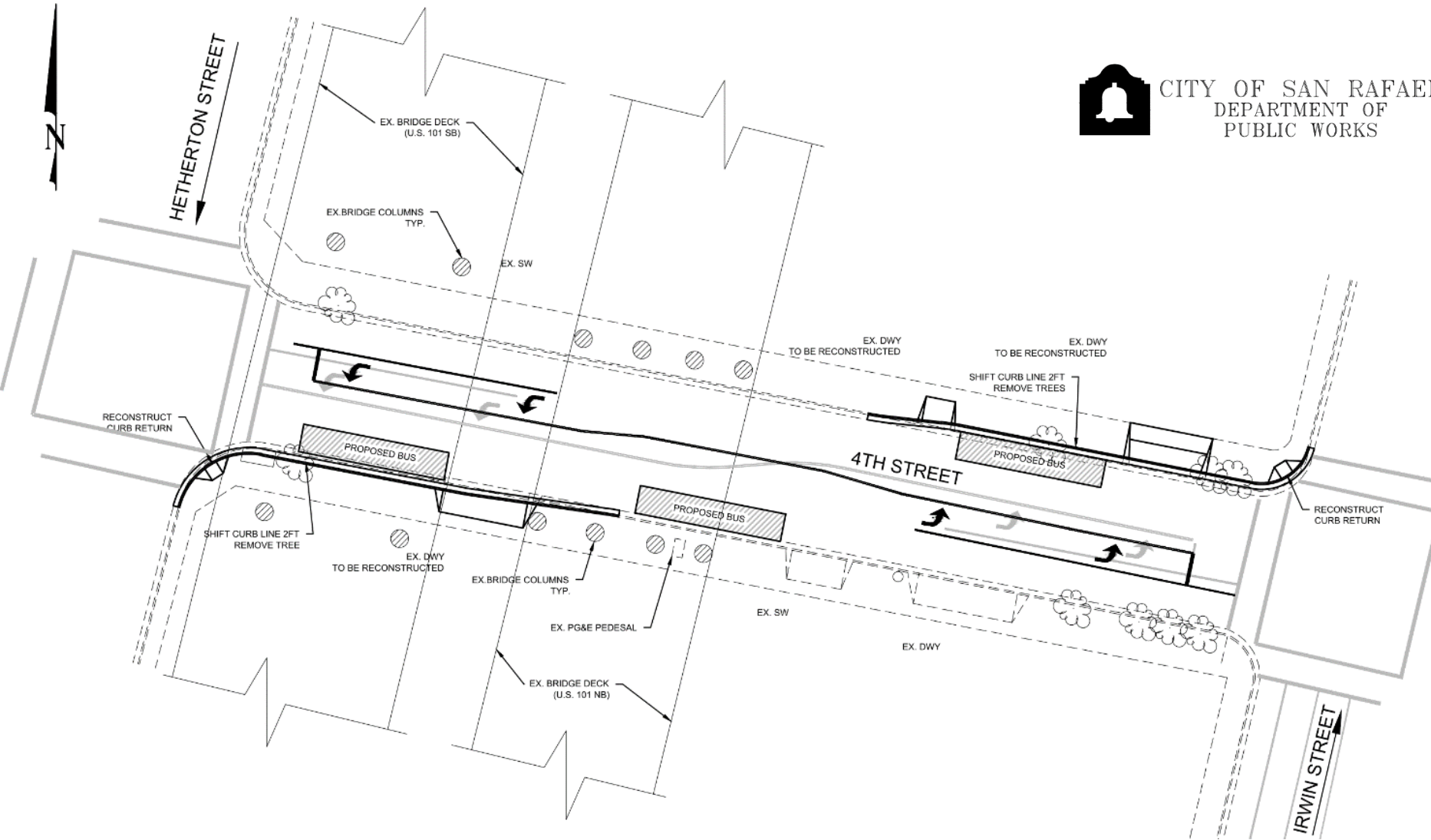
- Refined solution is a combination of several concepts considered
- Relatively minor cost compared to what is needed for long-term solution
- Airporters move to 4th Street beneath US-101
- Cijos Street improvement
- Physical impacts of final rail alignment on bus operations still need to be assessed



Refined Interim Concept



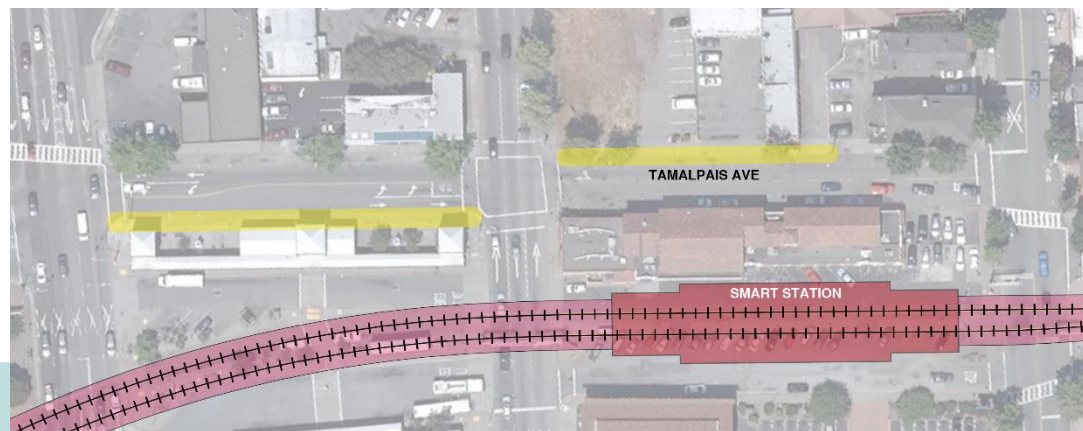
Cijos Street Improvement



4th Street for Airporter / Greyhound

Key Elements of Refined Interim Solution

- Constrained: only meets minimum bay needs in the short term and imposes severe limits on expansion of service
- Tries to maintain system efficiencies for transferring customers
- Cannot provide most efficient routing for each route
- Balances the inconveniences and impacts between City of San Rafael, Marin Transit, and Golden Gate Transit

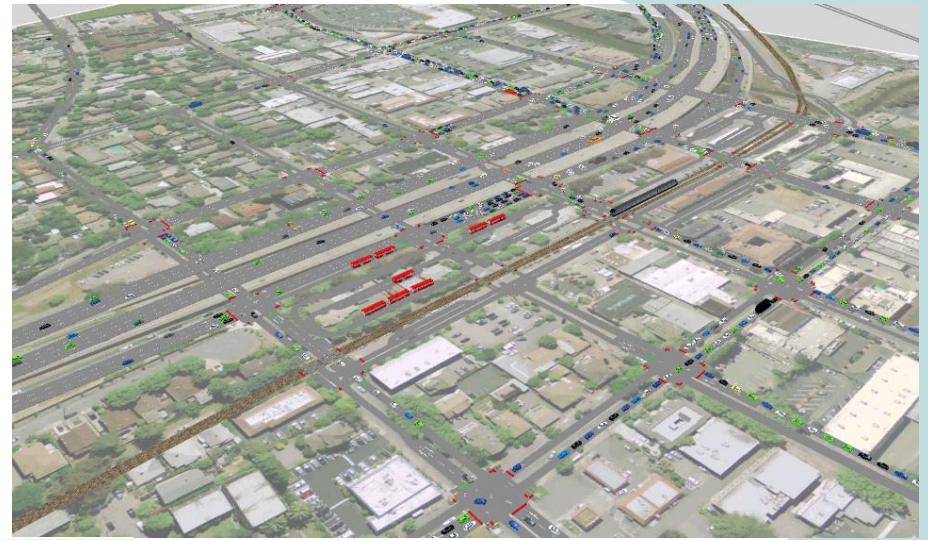


Interim Solution Preliminary Cost Estimate

	Tamalpais Avenue, Cijos Street, and 4 th Street Improvements
Initial Project Total	\$3.25 M
Rehab Total	\$0.20 M
Total Project	\$3.45 M

Traffic Study

- Interim Solution.



Transit Center Relocation - Study Area



Next Steps for Interim Concept

- Preliminary Engineering/
Environmental
- Design and Construction

 To be led by SMART



Long Term Transit Center

Long Term Evaluation Parameters

- Pedestrian Circulation
 - Connectivity to SMART and Downtown San Rafael
 - Improve pedestrian safety
- Transfer Convenience
 - Proximity to all transit routes
- Size Requirements
 - Number of bays and waiting areas for customers
 - Allow for future needs
- Bus Operations
 - Efficiency of routing and grade-crossing delays
- Local Circulation
 - Accessibility
 - Effects on pedestrian, bike, and vehicular circulation
- ROW Acquisition
 - Magnitude of acquisition and land use development potential

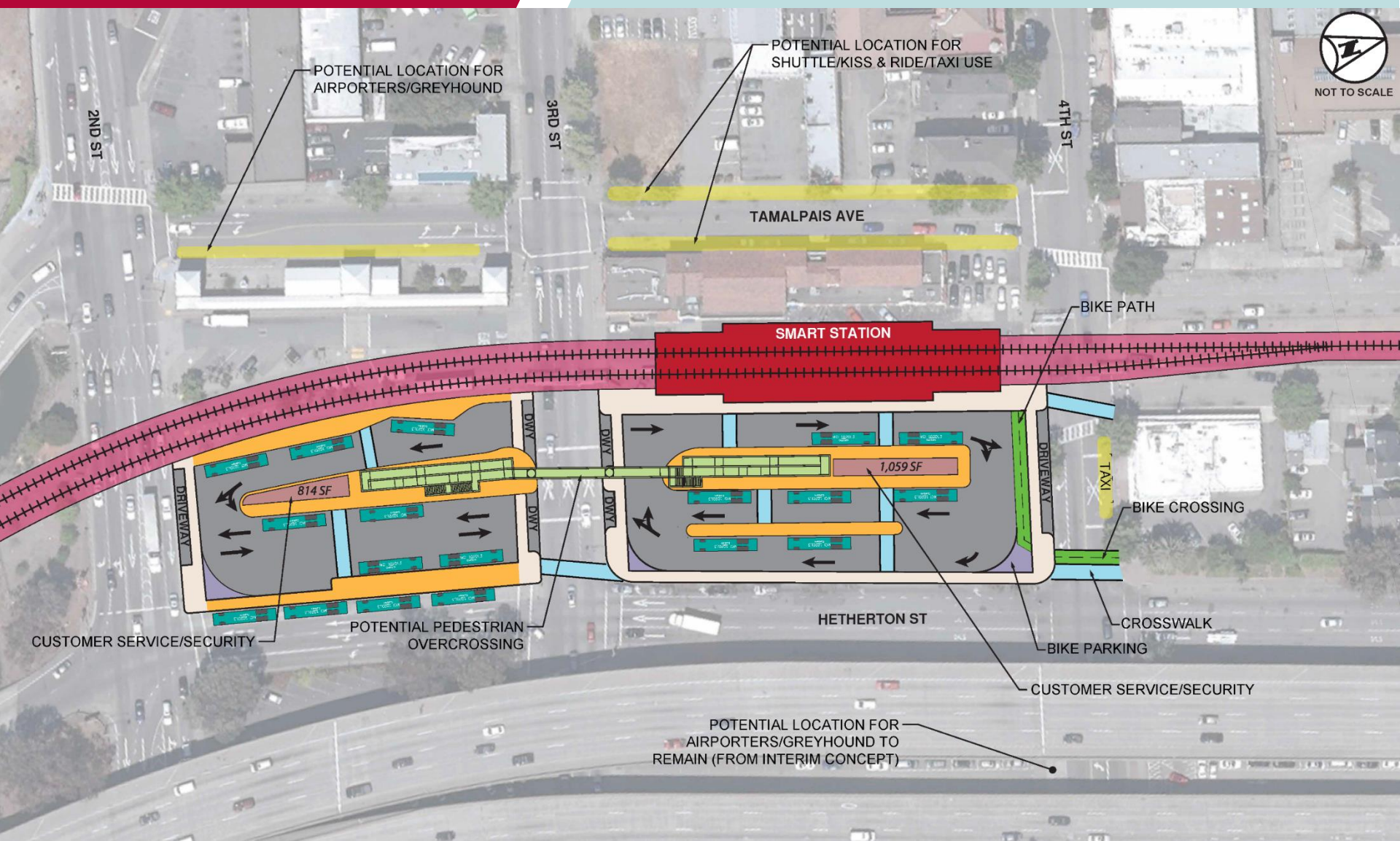
Long-Term Evaluation Screening

- Screened 10+ different potential locations for long-term solution
- Selected top 3 locations for further study based on evaluation parameters



Long Term Alternatives

- All alternatives include:
 - On-site bike parking
 - On-site security facilities
 - Connection to Puerto Suello Bike Path
 - Identified space for pick-up/drop-off and taxi
 - Airporters/Greyhound to remain on 4th Street (except Alternative 5)



Long-Term Alternative 2

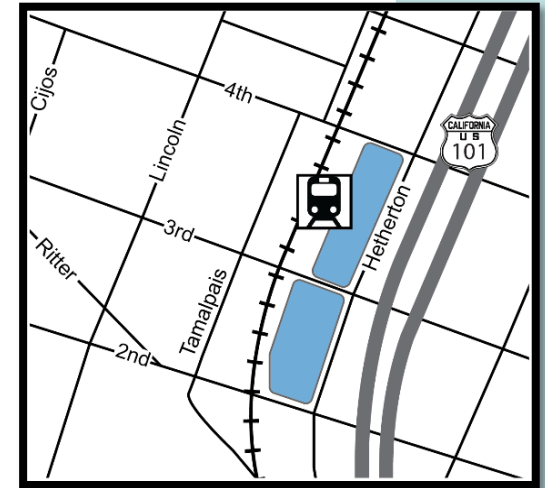
Long-Term Alternative 2

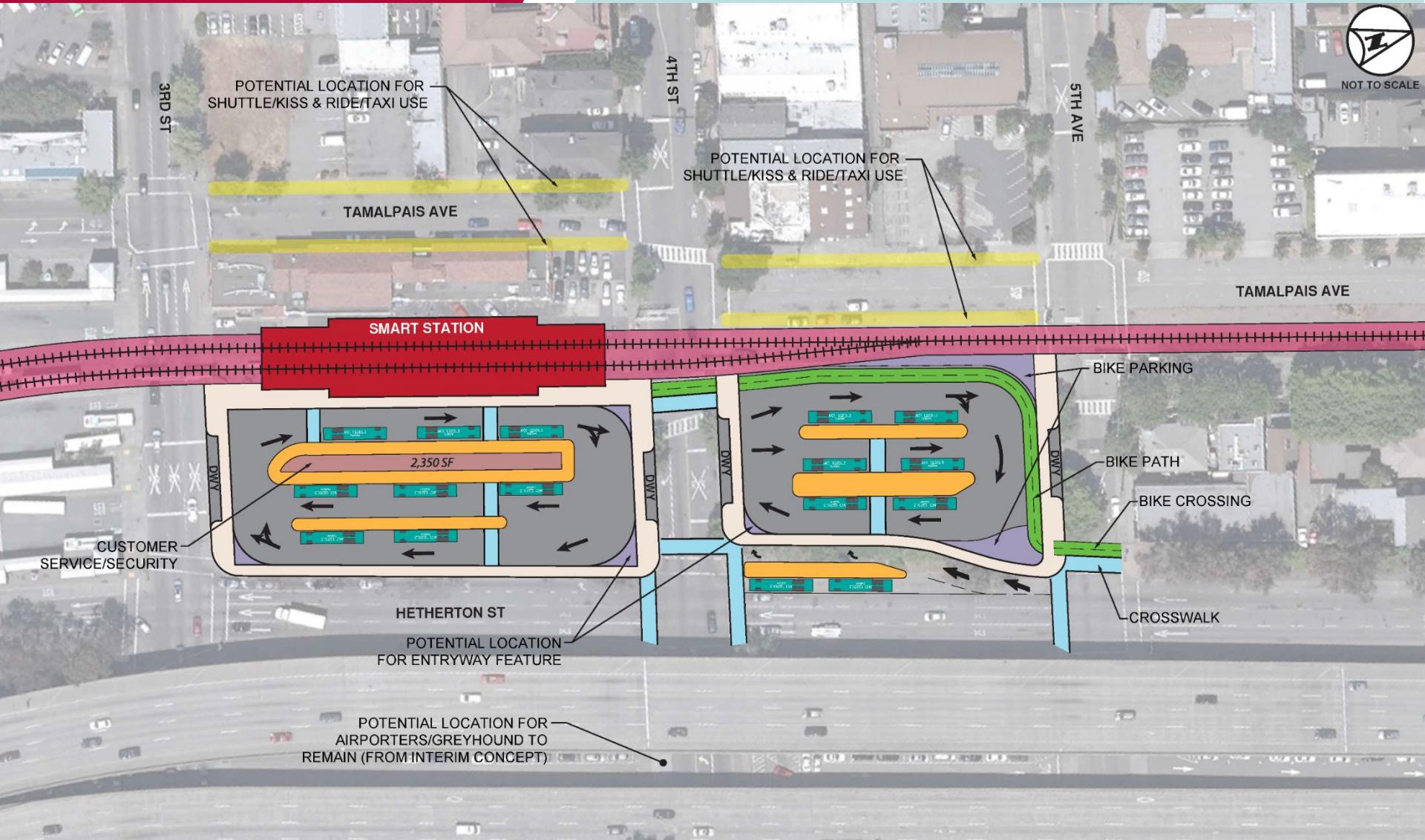
- Positives

- Lowest cost
- Adequate number of bus bays
- Efficient bus routing

- Drawbacks

- Introduces large pedestrian demand for crossing 3rd Street
- Lots of auto congestion accessing/departing transit center
- Would require off-site customer service facility





Long-Term Alternative 4

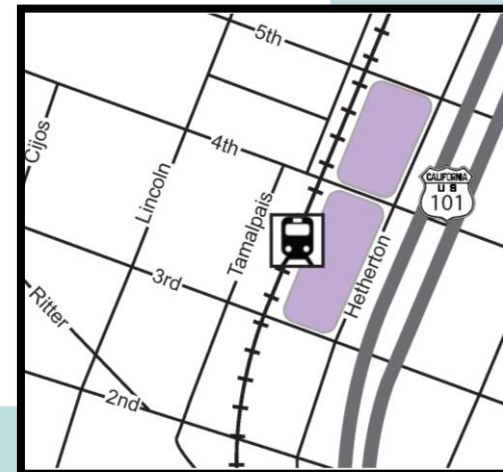
Long-Term Alternative 4

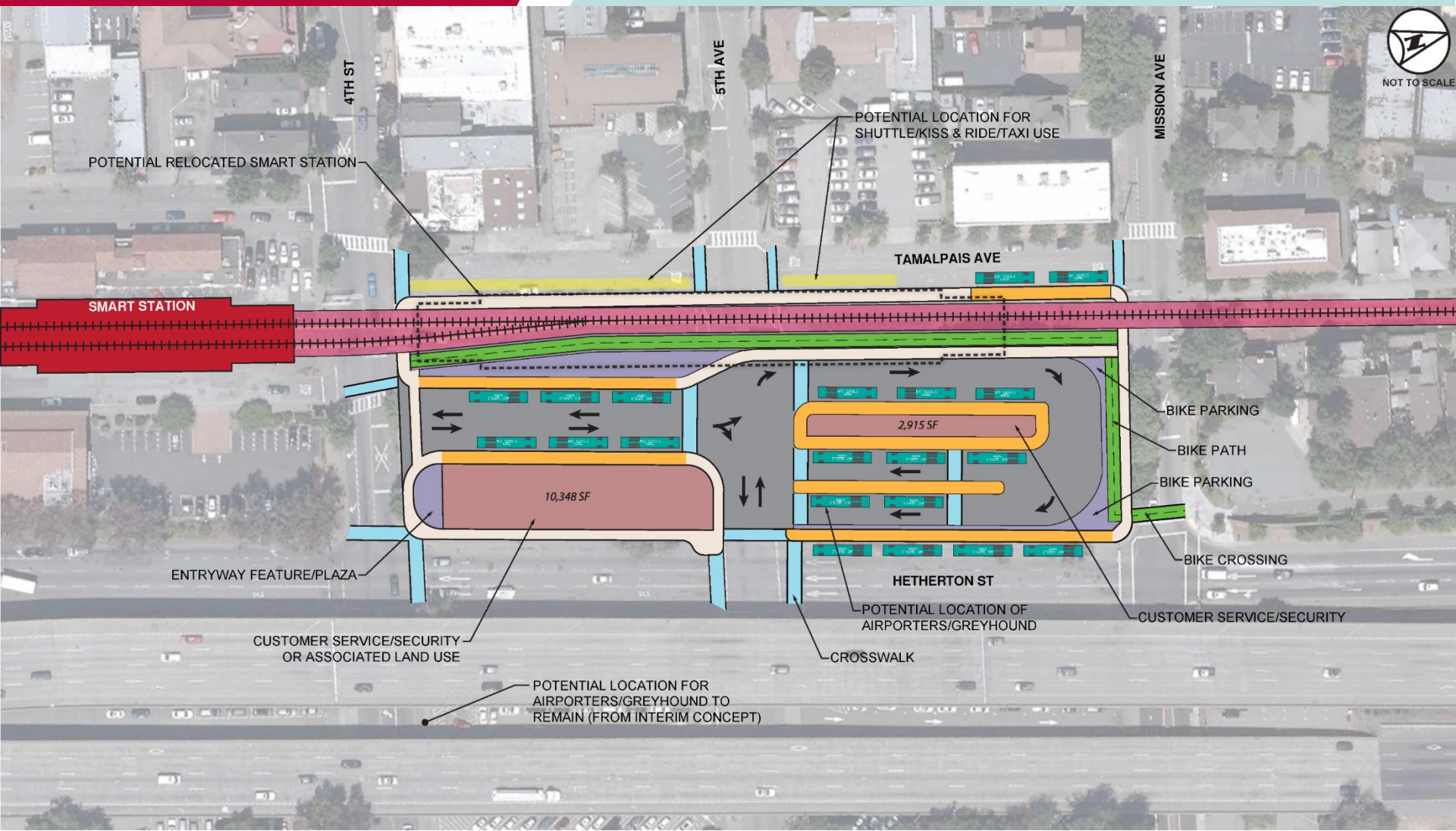
- Positives

- Pedestrian activity across 4th Street more desirable than across 3rd Street
- Convenient access to downtown

- Drawbacks

- Provides limited flexibility for future service changes
- All driveways located close to Hetherton Street
- New driveways along 3rd and 4th Streets





Long-Term Alternative 5

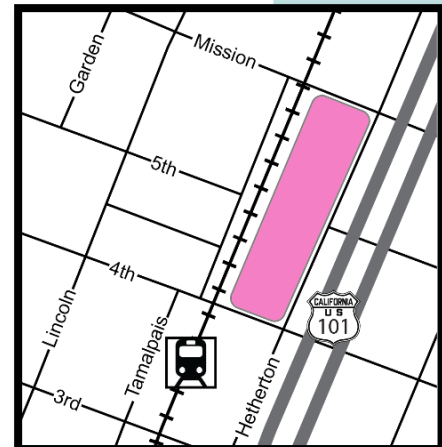
Long-Term Alternative 5

- Positives

- Consolidated transit center ideal for transfer activity and pedestrian access
- Allows for relocation of SMART station and longer SMART trains systemwide
- Most efficient for bus access/egress and most flexible for future needs
- Eliminates one at-grade crossing

- Drawbacks

- Closure of 5th Avenue to auto traffic
- Greater bus diversion to access bays
- Highest cost and greatest right-of-way need



Traffic Analysis

- Used micro-simulation tool to analyze downtown street network under following scenarios:
 - Existing
 - SMART Phase 1
 - SMART Phase 2 and Interim Concept
 - SMART Phase 2 and Long-Term Concepts
- Included autos, bicycles, pedestrians, and transit routes



Evaluation Summary

High = Most Desirable
Low = Least Desirable

Category	Interim Condition	Alternative 2 2nd to 4th	Alternative 4 3rd to 5th	Alternative 5 4th to Mission
Customer Connectivity (Mode-to-Mode)	Low	Low	Low/ Medium	High
Pedestrian Comfort/ Accessibility	Low/ Medium	Low	Medium	High
Traffic	Low	Medium	Medium	Low/ Medium
Bus Operations	Very Low	Medium	Low/ Medium	Medium
SRTC Redevelopment Potential	N/A	Low	High	High
Land Acquisition and Construction Cost	\$3.5 Million	\$22-\$25 Million	\$23-\$27 Million	\$27-\$32 Million

Next Steps for Long-Term Solution

- Environmental Analysis
- Public Outreach
- Funding Plan
- Selection of Preferred Alternative
- Preliminary Engineering
- Right-of-Way Acquisition

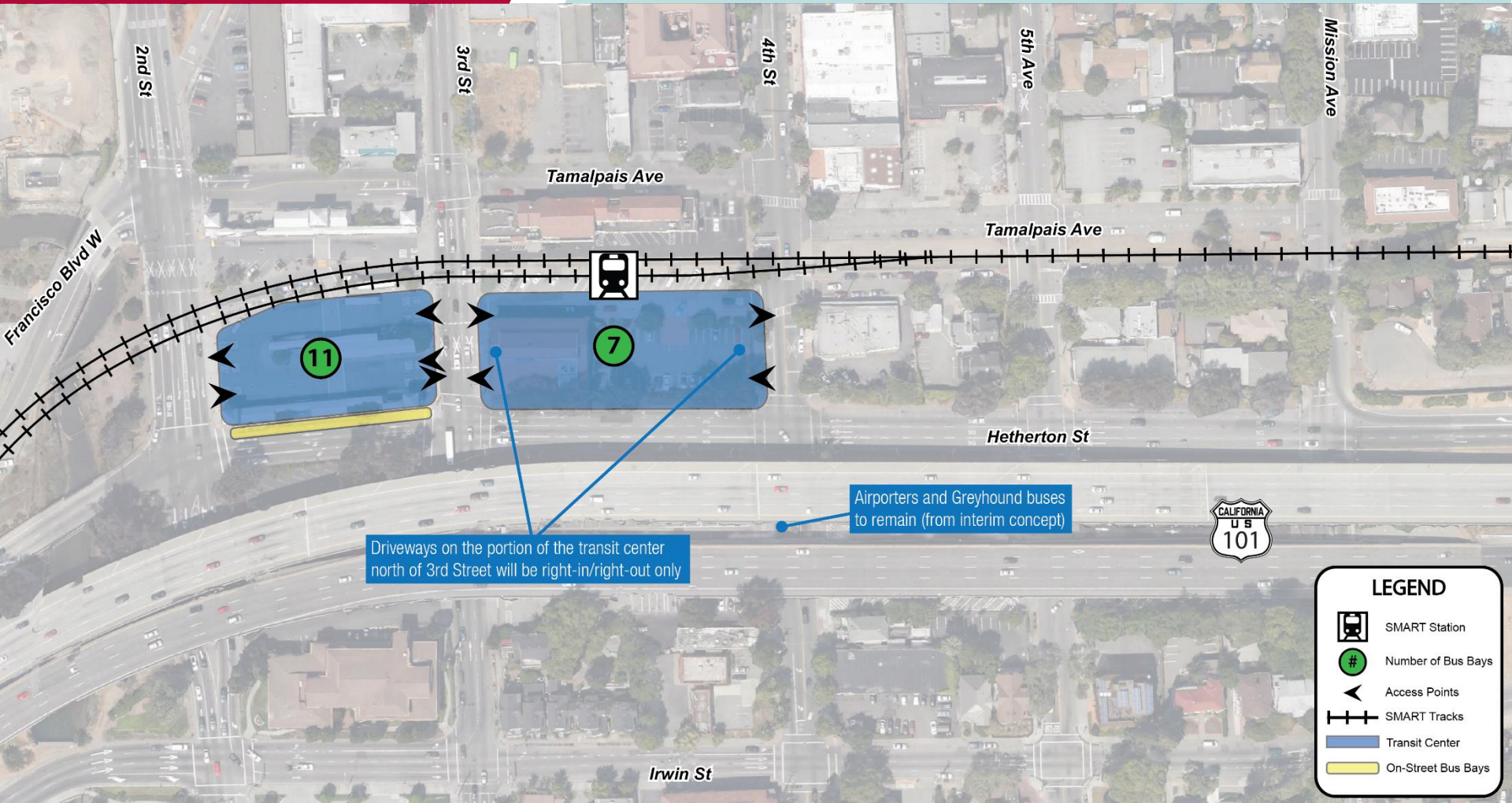


Golden Gate Transit to lead in close partnership with City, Marin Transit, SMART, TAM and MTC

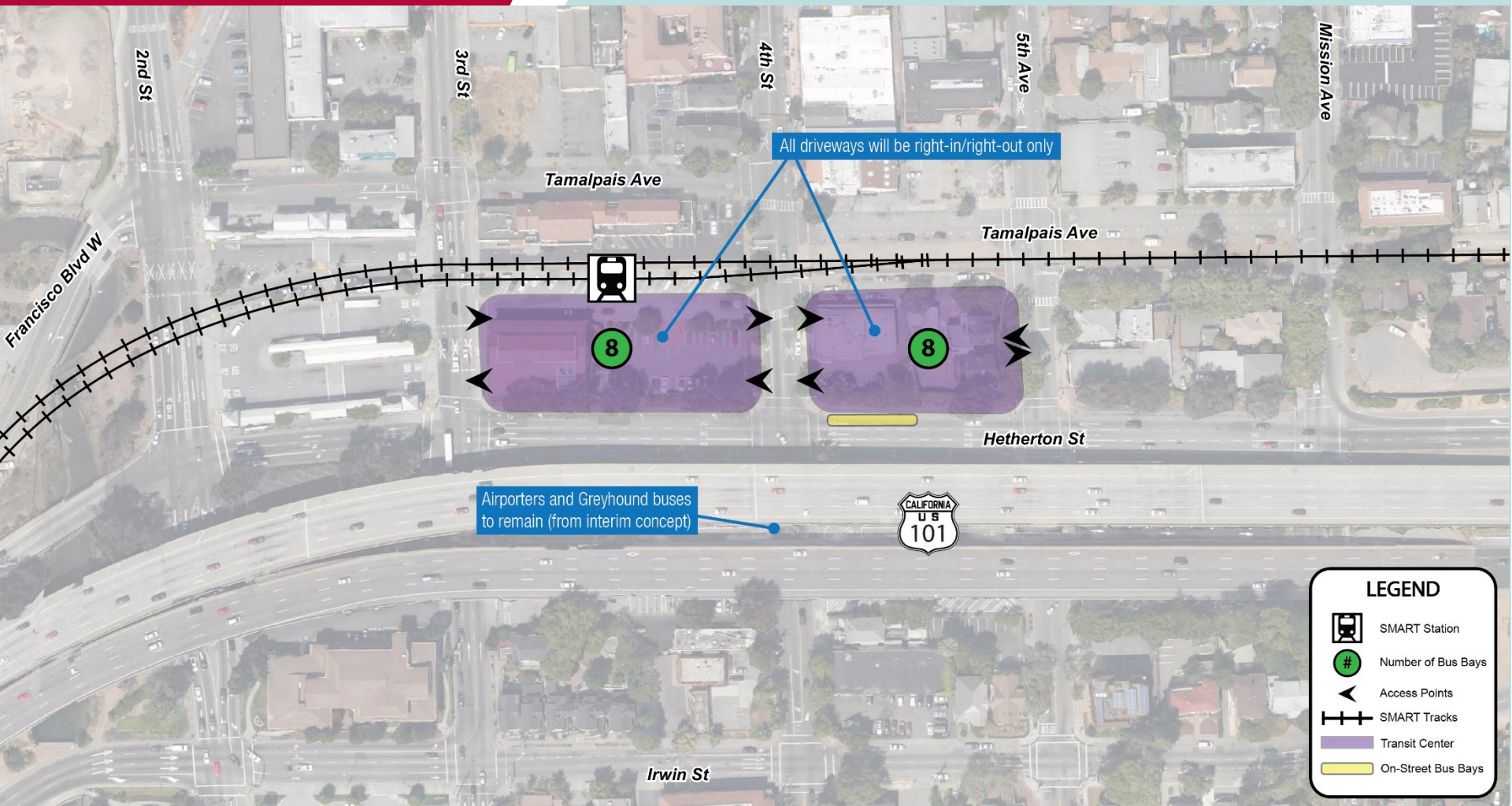
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Kimley»»Horn

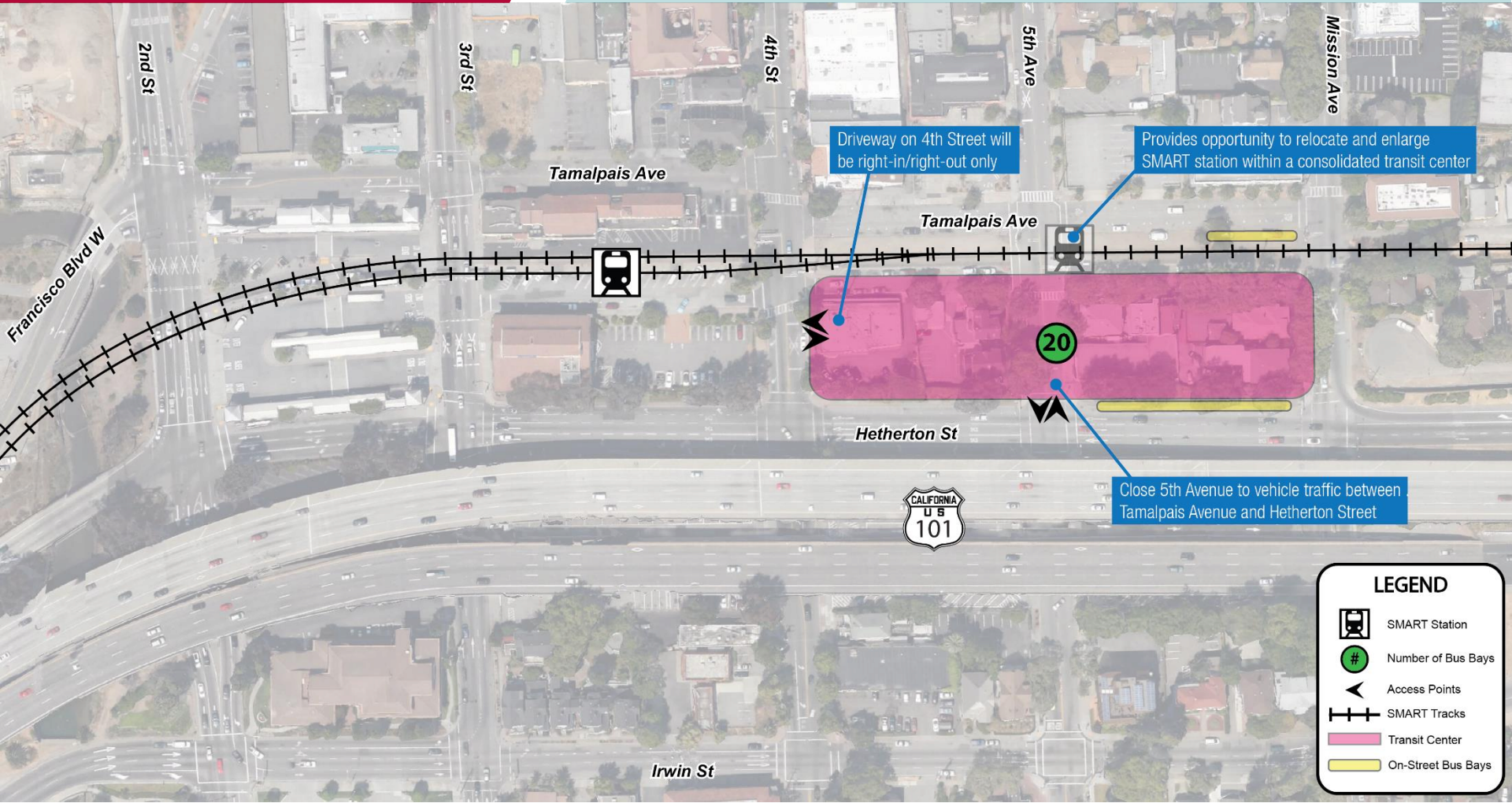
Discussion



Long-Term Alternative 2



Long-Term Alternative 4



Long-Term Alternative 5