



# CITY COUNCIL STUDY SESSION UPDATE ON SMART

January 19, 2017

CITY OF SAN RAFAEL

# SONOMA MARIN AREA RAIL TRANSIT UPDATE



## OUTLINE

- BACKGROUND
- INITIAL OPERATION SYSTEM (IOS1)
  - CIVIC CENTER AREA
- LARKSPUR EXTENSION
  - ANDERSEN DRIVE CROSSING
- TRANSIT CENTER
- CITY COUNCIL/COMMUNITY FEEDBACK



# BACKGROUND

- San Rafael General Plan (2004, updated 2014)
- City of San Rafael and Transit Agency partners (GGBHTD, SMART, Marin Transit, TAM) applied for an MTC grant in 2009 for Station Area Plan
- Station Area Plan accepted by City Council in 2012
- City and transit partners received a TAM grant in December 2014 and began transit center relocation study in 2015 (interim and permanent)
- Transit center relocation study presented to City Council in November 2016

# INITIAL OPERATING SYSTEM (IOS1)

# City of San Rafael Active Construction Projects

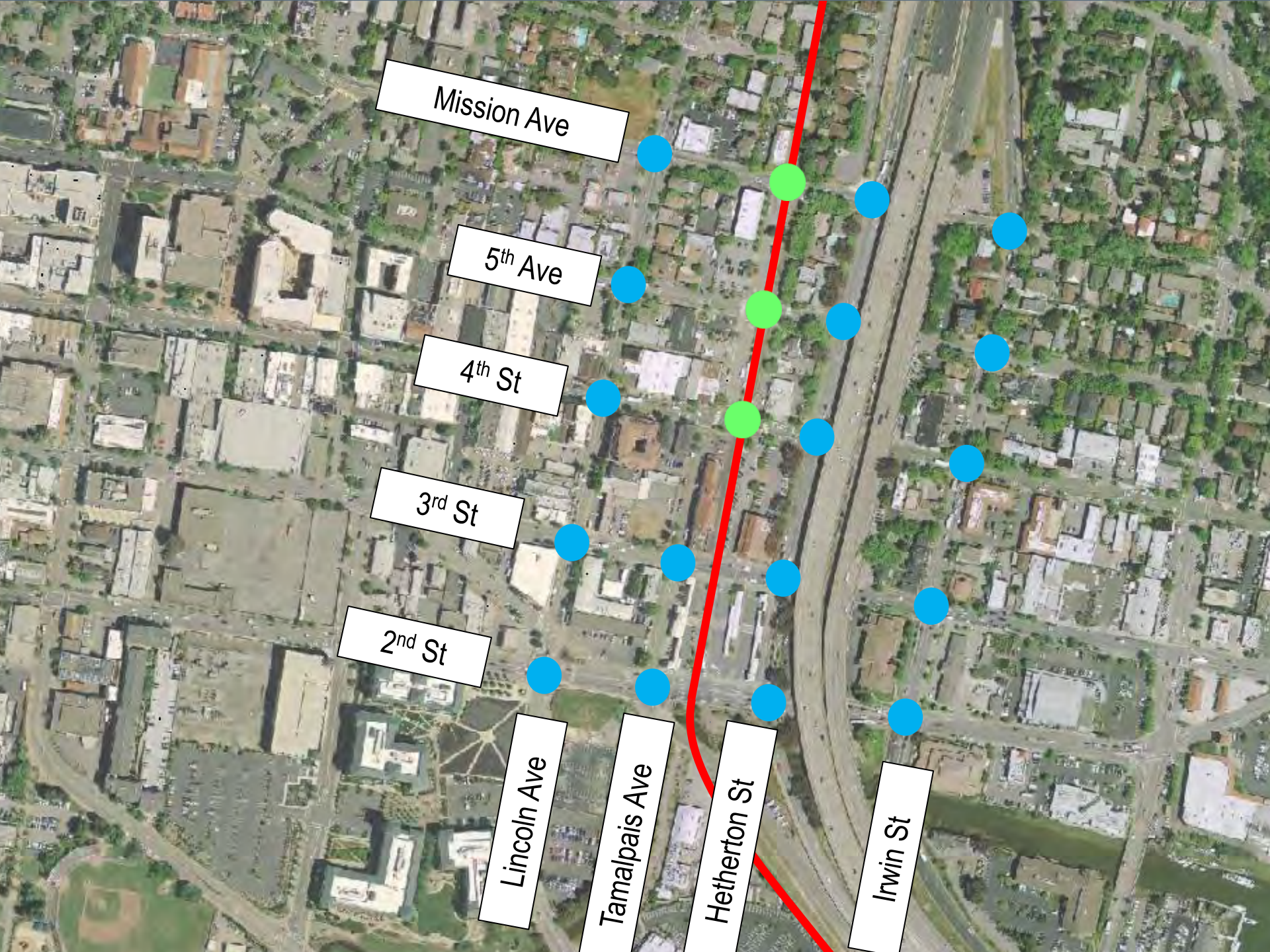
## IOS-1



- Regional Transportation System Enhancements Project (RTSE)
- Queue Cutter Project
- MERA (Dollar Hill) Tower Upgrades
- McInnis & Civic Center Drive Traffic Signal Improvements
- Quiet Zones







Mission Ave

5th Ave

4th St

3rd St

2nd St

Lincoln Ave

Tamalpais Ave

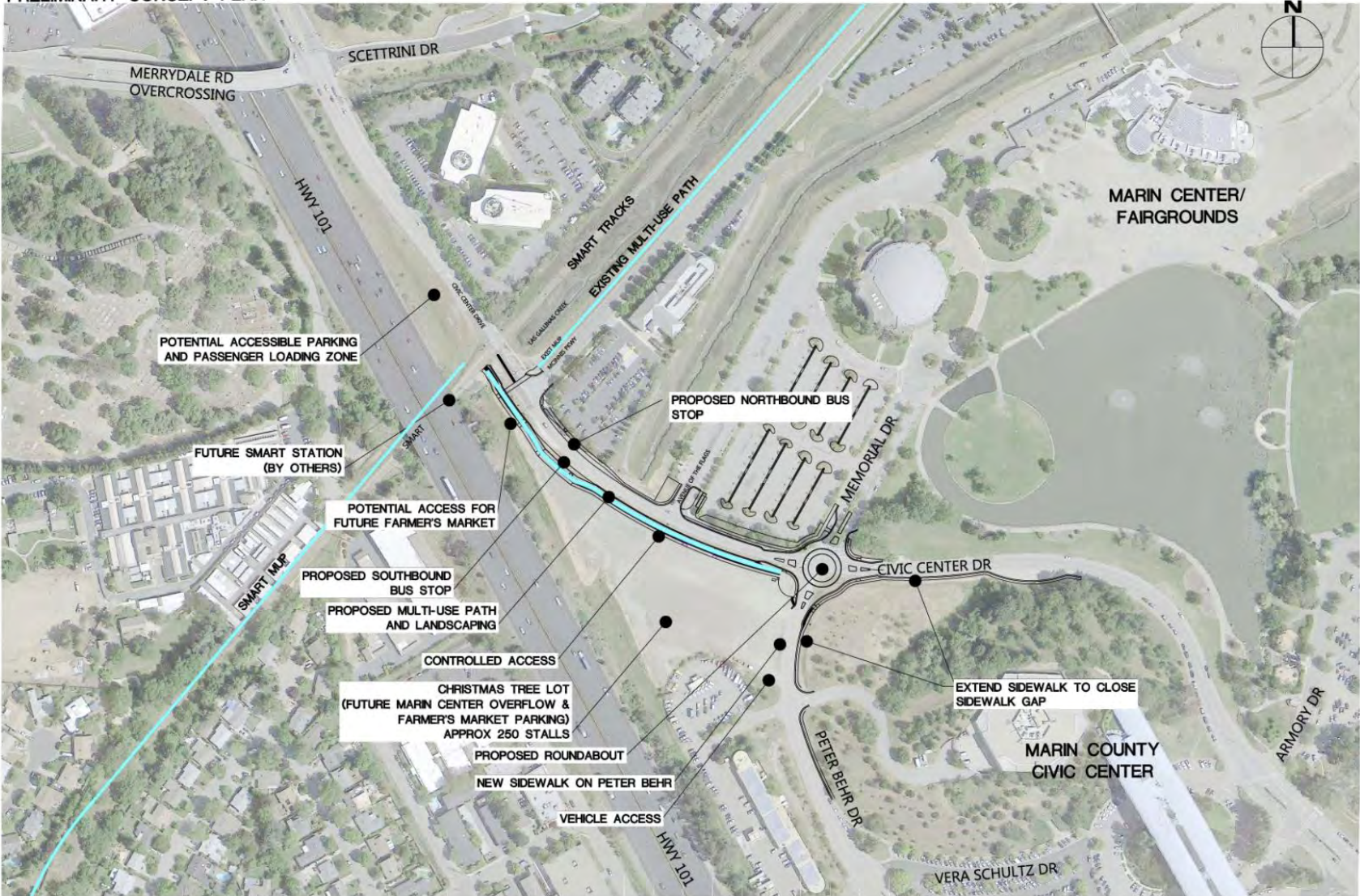
Hetherton St

Irwin St

# CIVIC CENTER



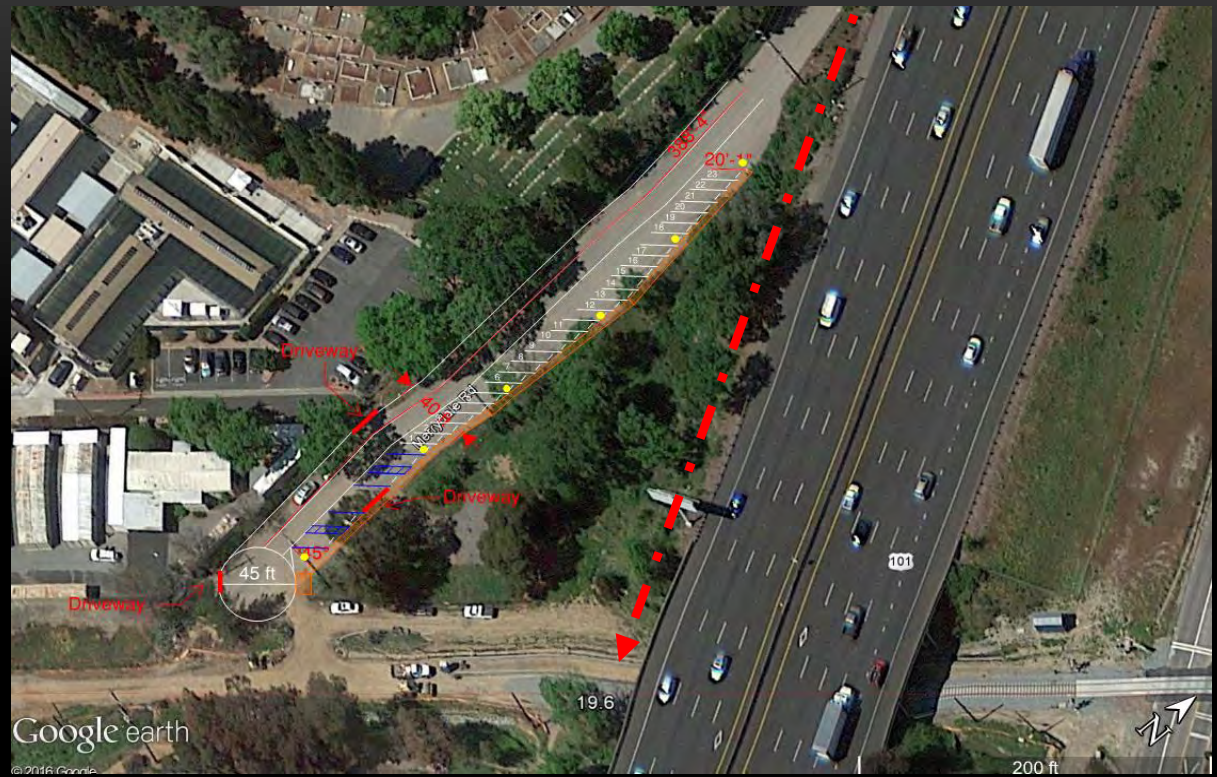
**CIVIC CENTER DRIVE IMPROVEMENT PROJECT  
PRELIMINARY CONCEPT PLAN**



**CIVIC CENTER DRIVE IMPROVEMENT PROJECT – COUNTY OF MARIN**



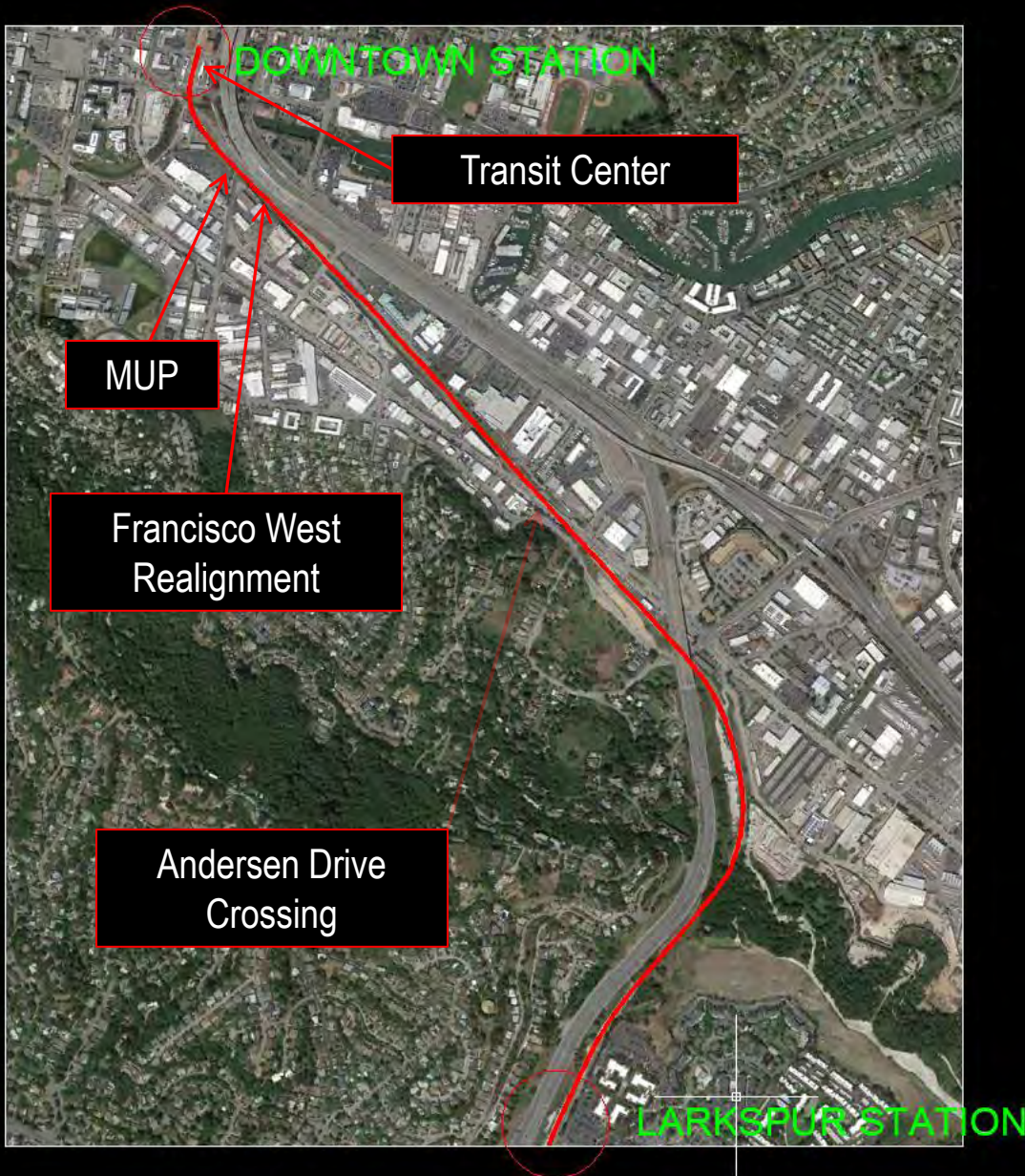
# MERRYDALE ROAD PARKING / SIDEWALK



# LARKSPUR EXTENSION



# LARKSPUR EXTENSION – Second Street to Larkspur Landing



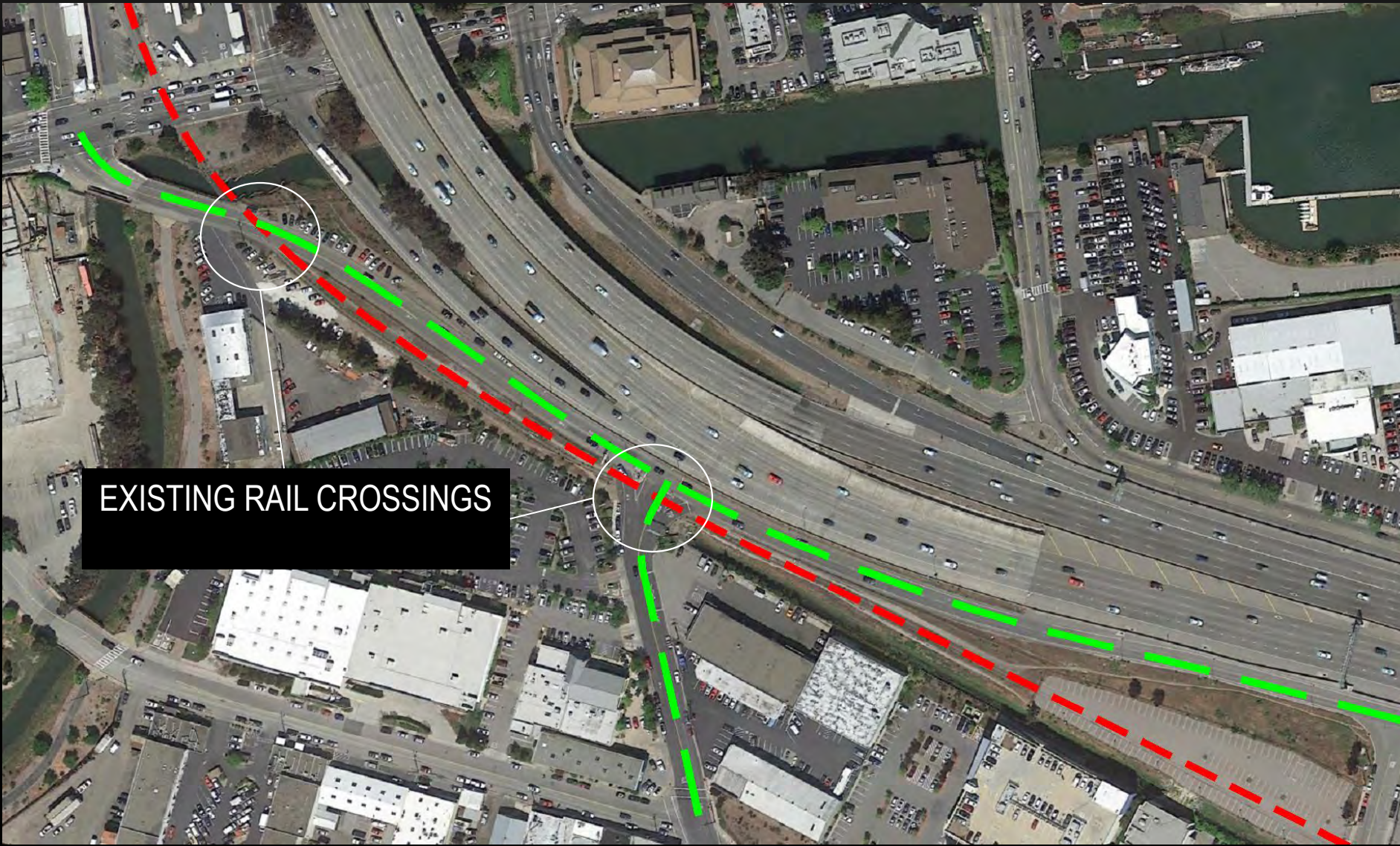
## SMART SCHEDULE

- 35% Plans complete
- Design/Build contract Award
  - Spring 2017
- Construction from Larkspur to San Rafael
  - Start Summer 2017
  - Complete 2018



# LARKSPUR EXTENSION – FRANCISCO BLVD WEST REALIGNMENT

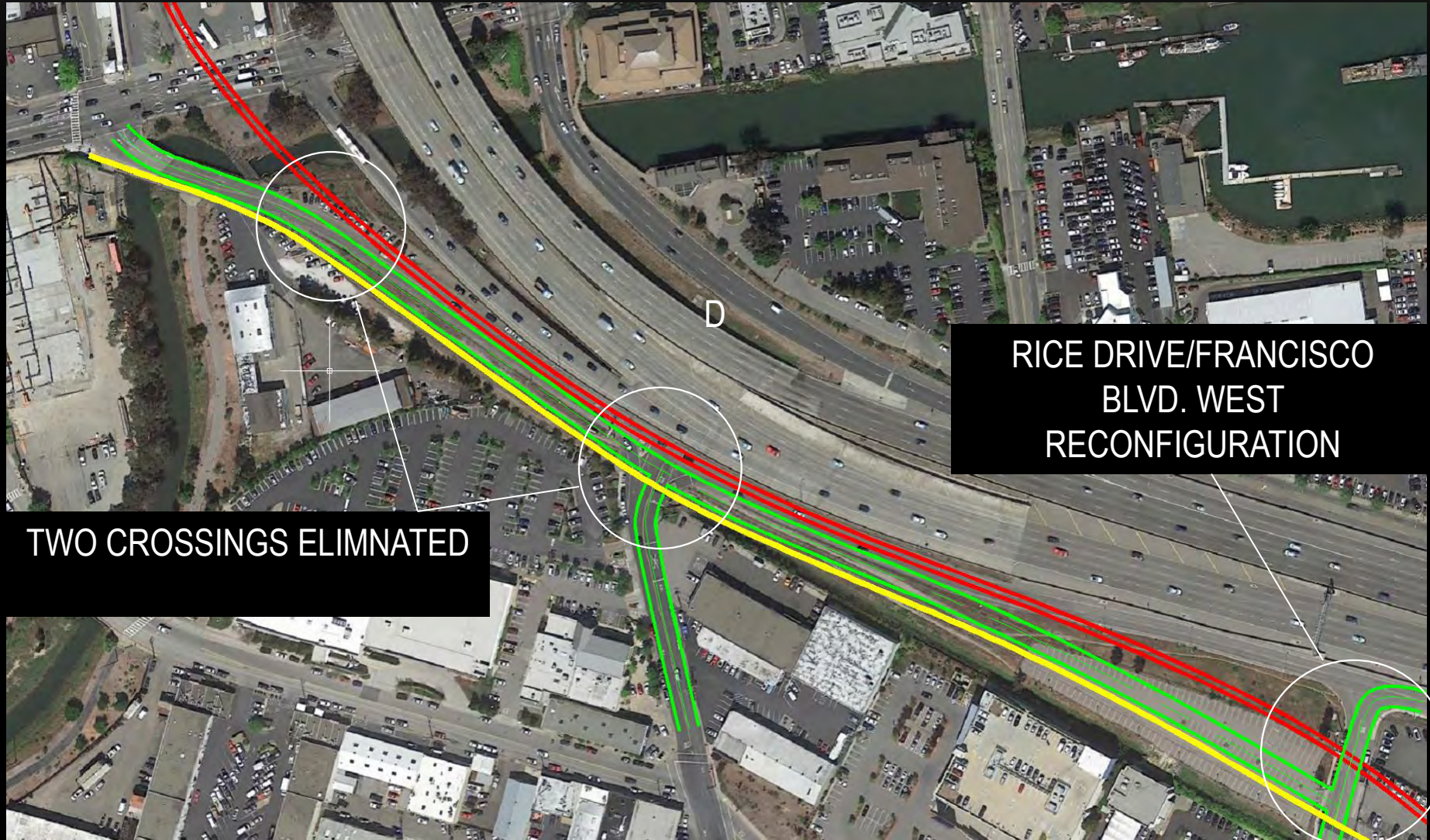
## EXISTING FRANCISCO BLVD. WEST ALIGNMENTS



EXISTING RAIL CROSSINGS



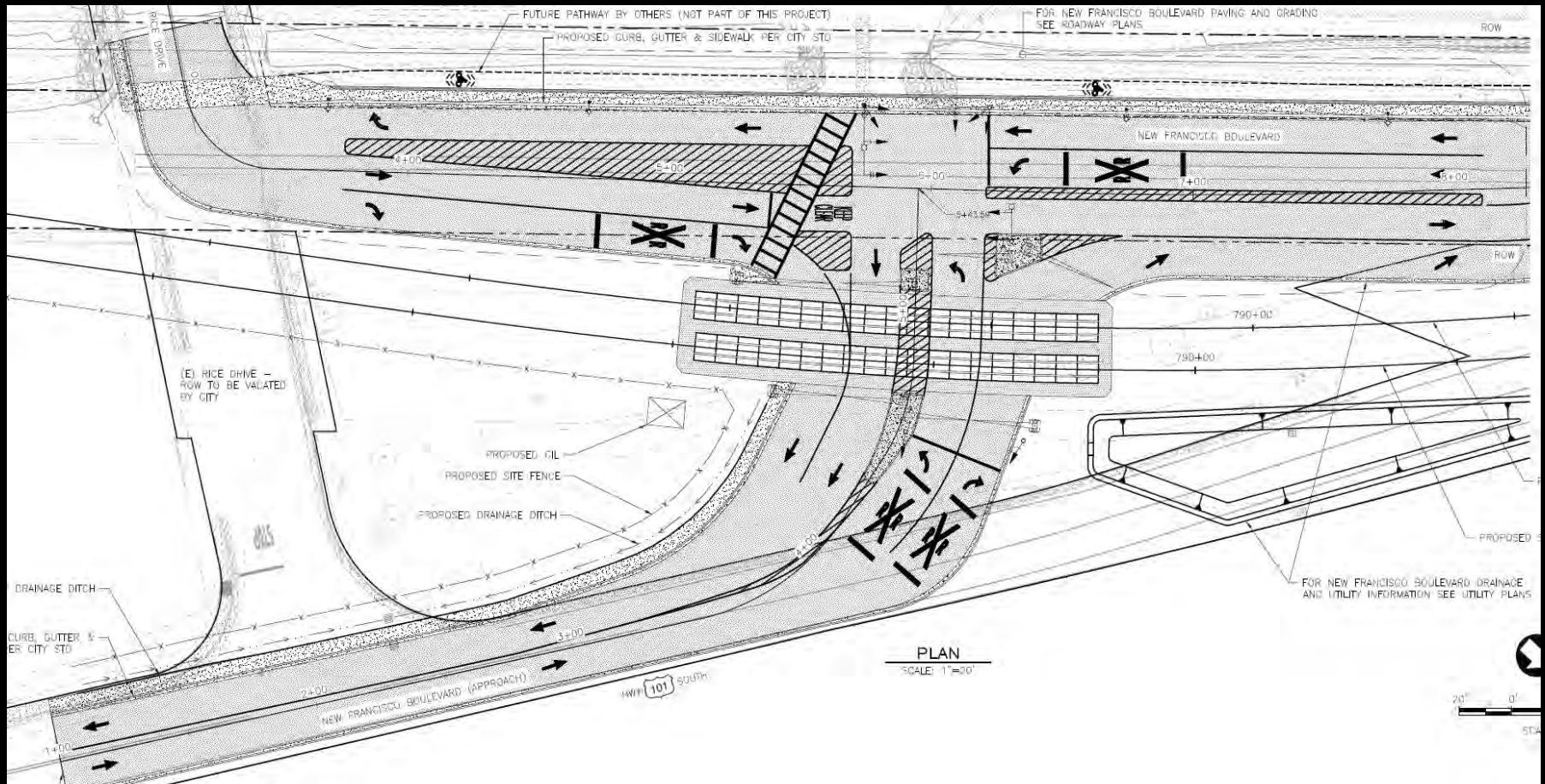
# LARKSPUR EXTENSION – Second to Rice Re-alignment and Multi-Use Pathway



RICE DRIVE/FRANCISCO  
BLVD. WEST  
RECONFIGURATION

TWO CROSSINGS ELIMNATED

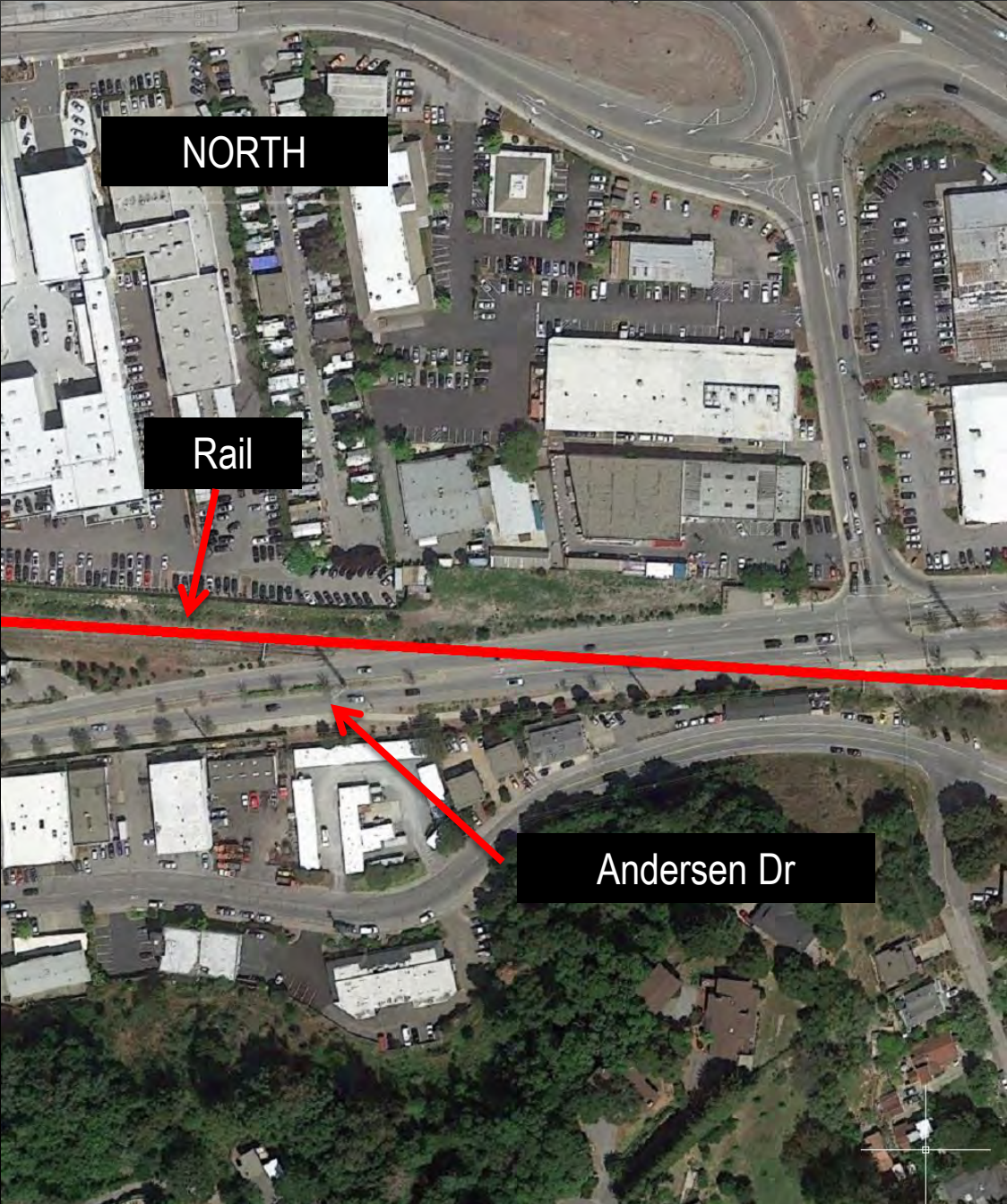
# RICE DRIVE/FRANCISCO WEST RECONFIGURATION





ANDERSEN DRIVE

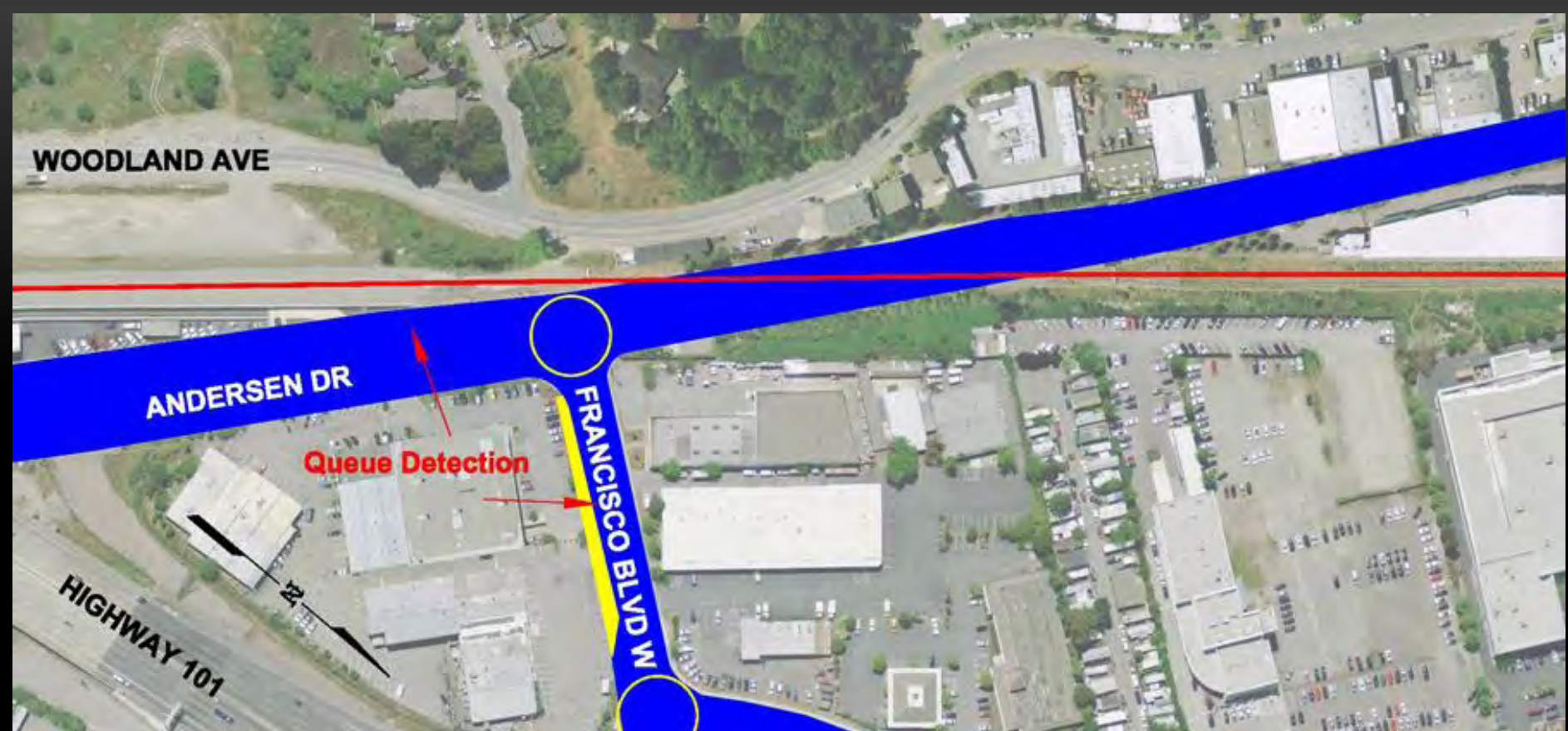
Andersen Drive Crossing



NORTH

Rail

Andersen Dr



Alternative 6 – At-Grade Crossing with  
Additional Storage Capacity

Advantages

- Relatively low cost
- Short time to construct
- Minimal Traffic Impacts
- Maintains Access for Users
- Provide separation for Peds/Bicycles

Disadvantages

- SMART Rail Operational Speeds



# TRANSIT CENTER

## OVERVIEW

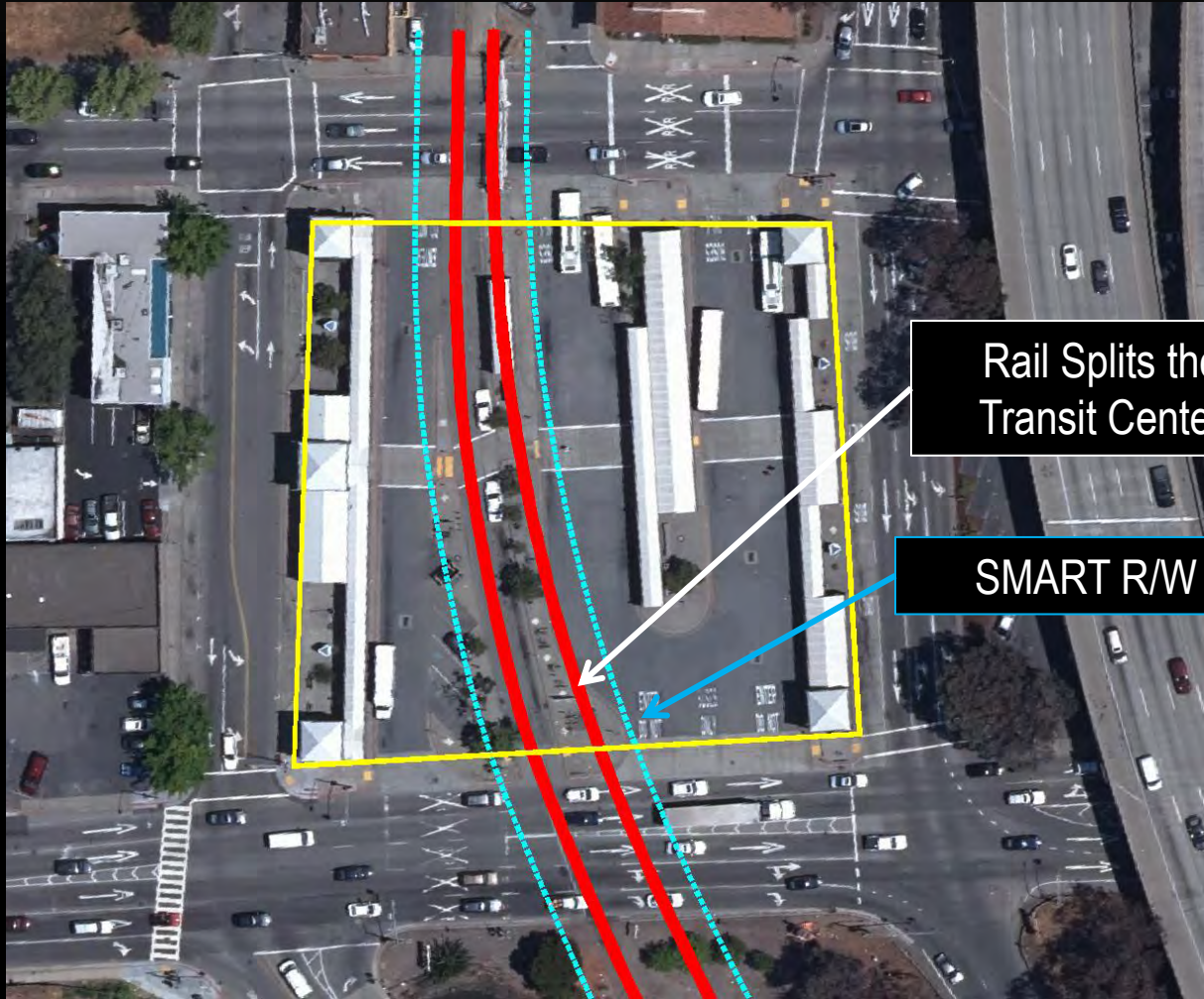
- 9,000 daily boardings and alightings at transit center
  - SMART projected to add 1,000 boardings and alightings in future
  - 55% of bus ridership is generated by downtown San Rafael/Montecito
  - 29 different bus routes and services generating over 500 daily bus trips
-

# TRANSIT CENTER AREA





# LARKSPUR EXTENSION – TRANSIT CENTER RELOCATION



Rail Splits the  
Transit Center

SMART R/W

Bettini Transit Center

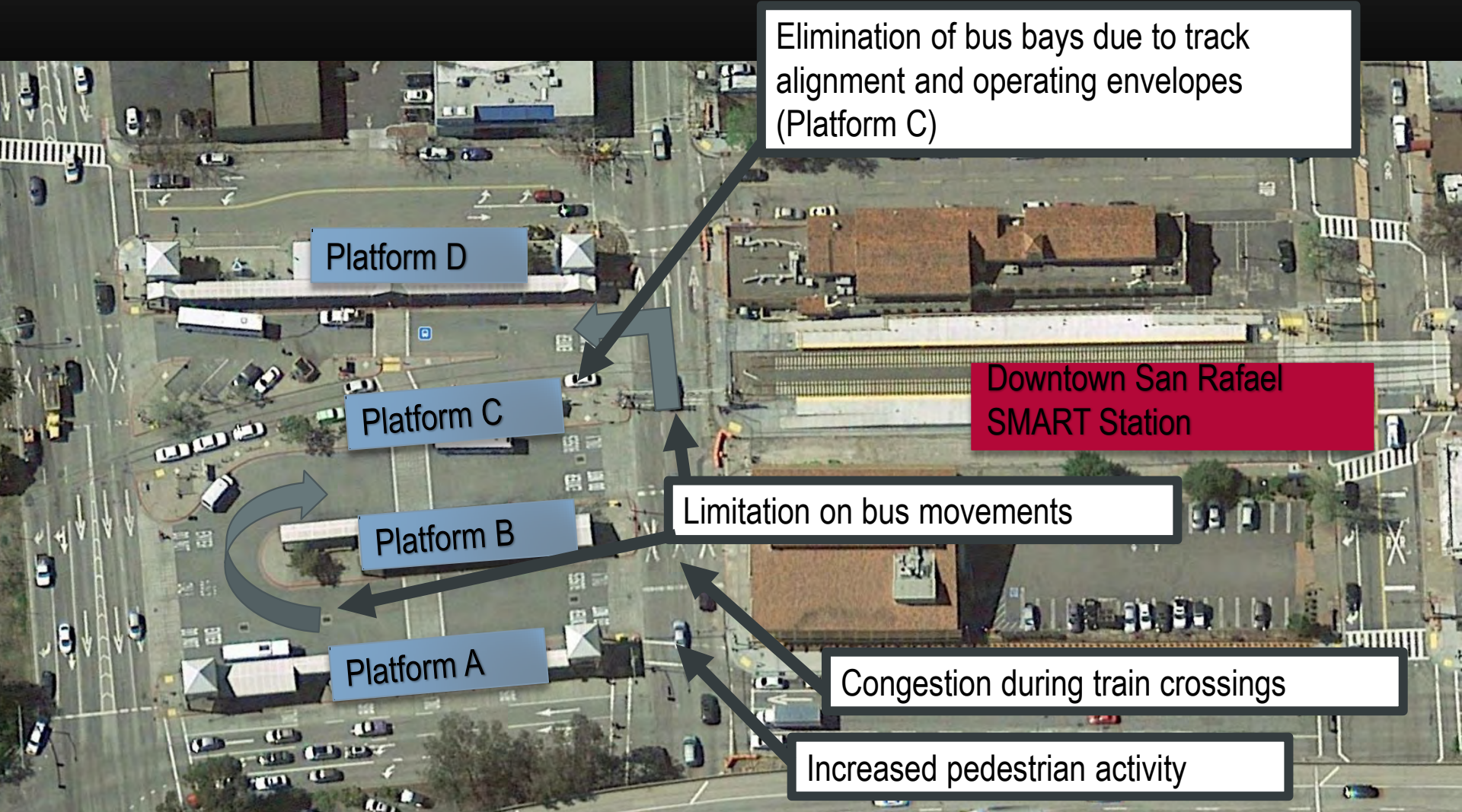
Golden Gate Transit

Marin Transit

Taxi's, Airporter Stop

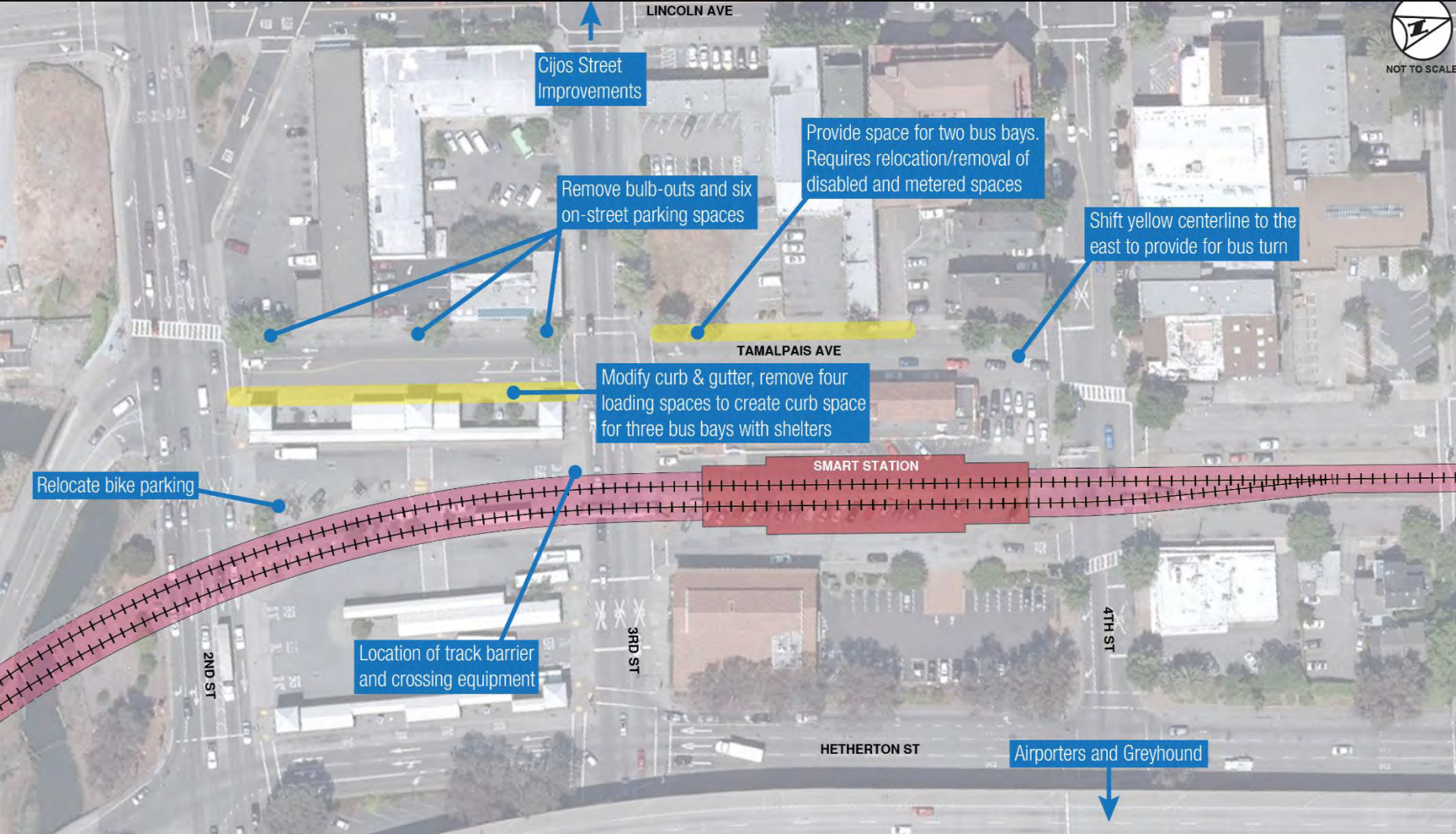


# EFFECTS FROM SMART



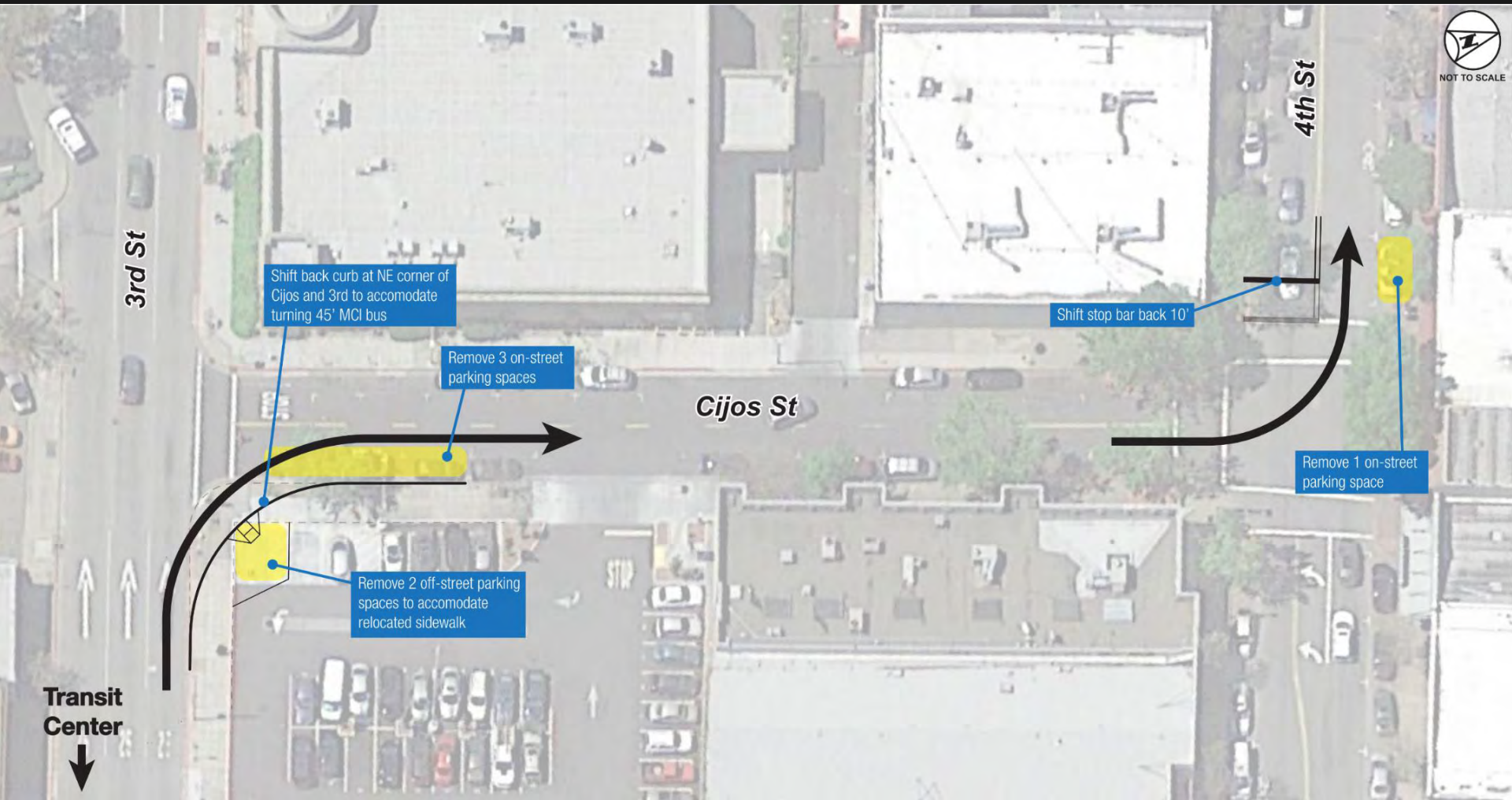


# Refined Interim Concept

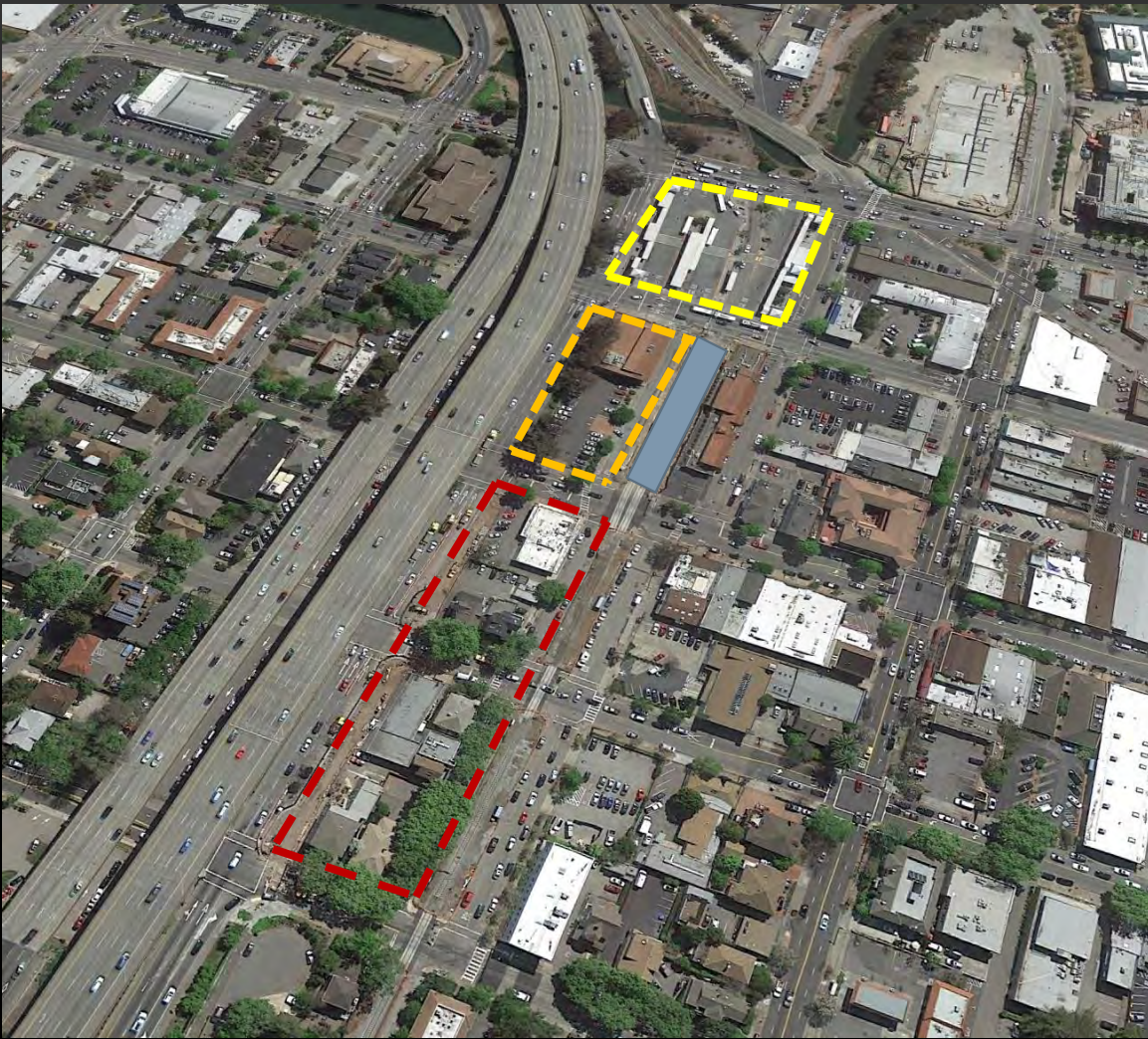




# CIJOS STREET IMPROVEMENT





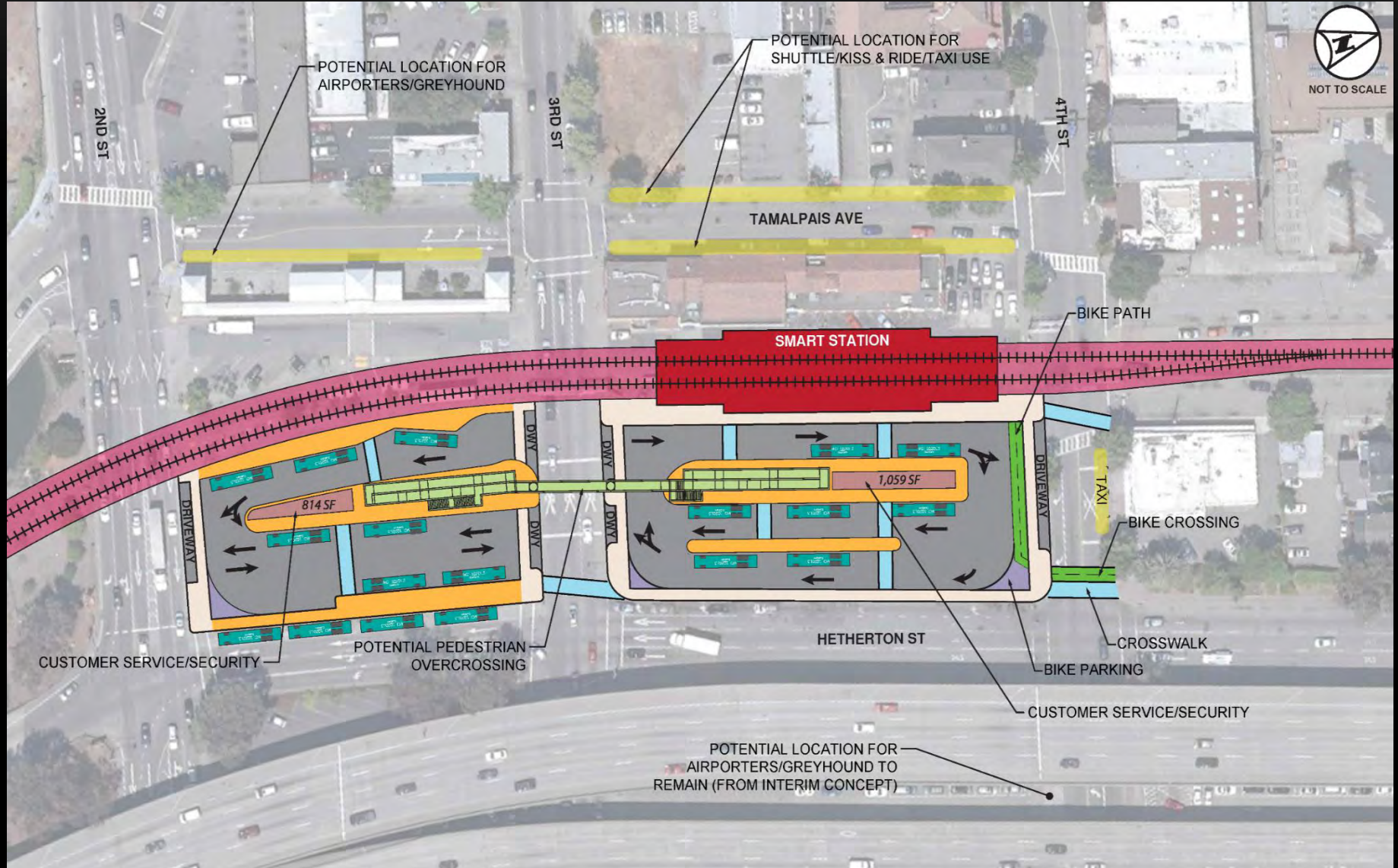


## Long Term Solutions – Transit Center Relocation Study



# LONG-TERM ALTERNATIVE - A

Preliminary



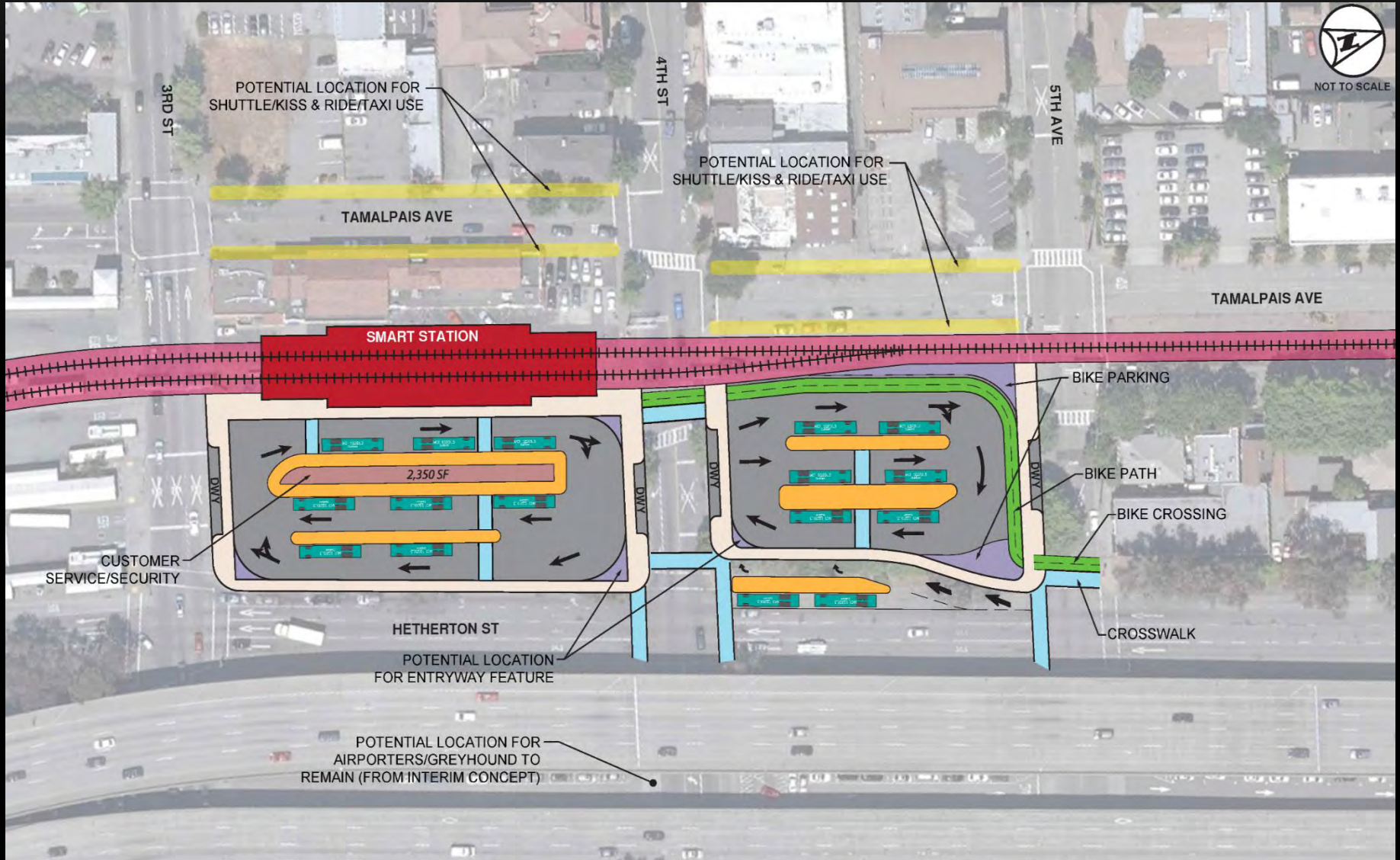


# LONG-TERM ALTERNATIVE - B

Preliminary



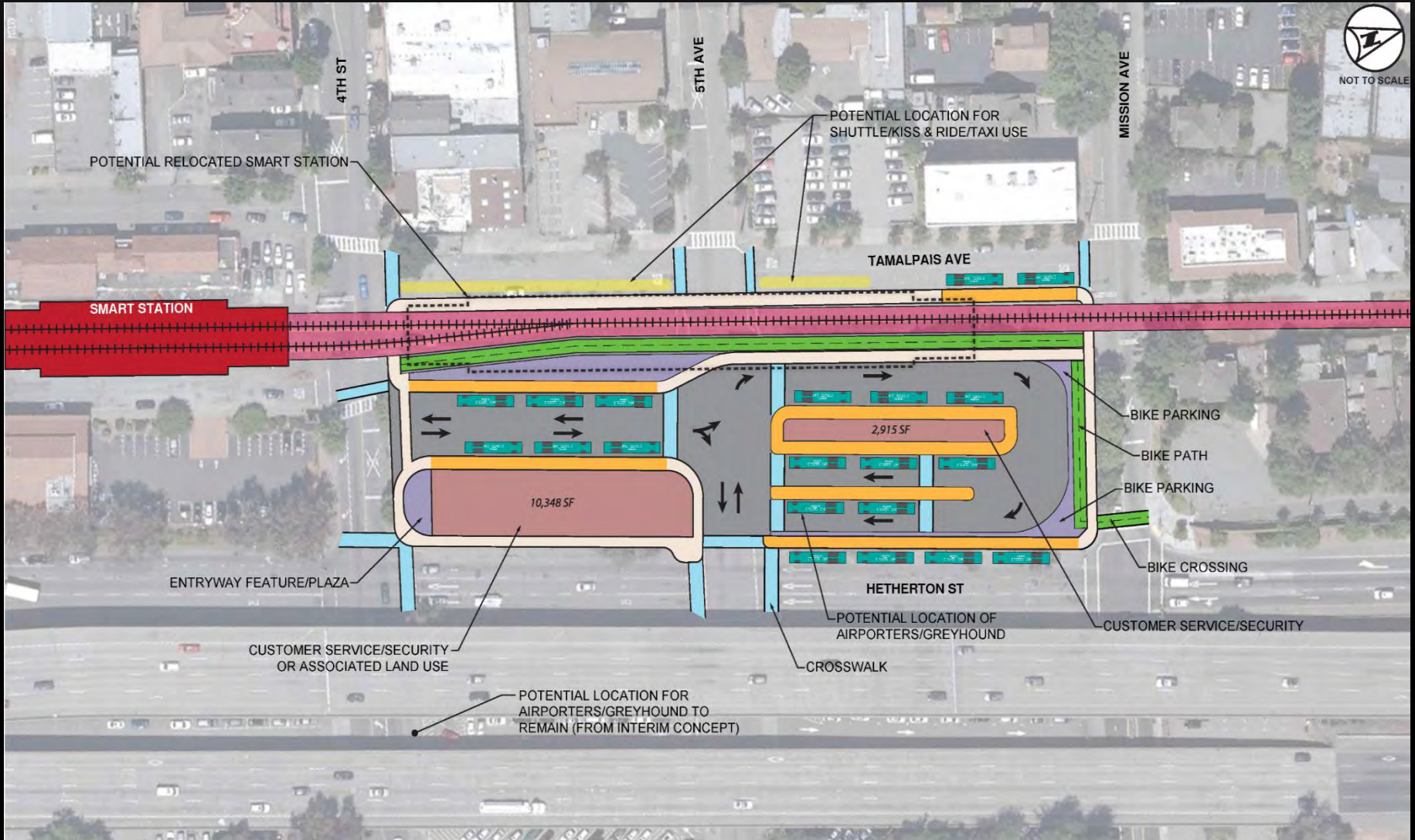
NOT TO SCALE





# LONG-TERM ALTERNATIVE - C

Preliminary





# TRAFFIC STUDY



Transit Center Relocation - Study Area





# EVALUATION SUMMARY

High = Most Desirable  
 Low = Least Desirable

Category	Interim Condition	Alternative A 2nd to 4th	Alternative B 3rd to 5th	Alternative C 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
Community Impacts/ Implementation	Medium/ High	Medium	Medium	Low
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

\* An expanded traffic analysis would be required to comprehensively assess the extent of impacts associated with the closure of 5<sup>th</sup> Ave

# DOWNTOWN GATEWAY AREA OPPORTUNITY



Figure VI-2: Illustrative View of Planned and Proposed Public Improvements in the Plan Area



# CITY COUNCIL/COMMUNITY FEEDBACK

## DRAFT GUIDING PRINCIPLES:

- Station Area should reflect world class gateway
- Concepts/principles of Station Area Plan and Bicycle/Pedestrian Master Plan will guide change in area
- Relationship of “Permanent” transit center to SMART station optimized for all modes of traffic
- Site selection of “Permanent” should be made based on transit connectivity, traffic, preferred economic development patterns, connection to Fourth Street, etc.
- Selection should include a thorough community input process
- Length of use of “Interim” should be minimized
- A bus bridge to Larkspur should be in place until Larkspur Extension complete

# CITY COUNCIL/COMMUNITY FEEDBACK PRIOR TO INTERIM TRANSIT CENTER CONSTRUCTION:

- City and transit operators agree final design/funding of “Interim” provides for fully functional, safe transit operations and passenger activity
- The City and transit operators agree on the Permanent Transit Center alternatives to be studied in the environmental phase including new alternatives
- Funding for design/environmental phase of the “Permanent” is secured
- An agreed upon strategy for the “Permanent” construction funding
- Funds generated from existing SRTC site to be reinvested
- City and transit operators agreement on use of city streets/public ROW for “Interim” – including allowable timeframe
- City and SMART agreement on construction of “Interim,” W. Francisco Blvd “Flip,” MUP, and Andersen Drive crossing