SAN RAFAEL TRANSPORTATION CENTER
Relocation Analysis, Environmental Clearance, and Preliminary Design

PRELIMINARY TRANSIT CENTER CONCEPTS UNDER CONSIDERATION

Project Information
The Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin County Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Rail Transit (SMART), is working on a replacement San Rafael Transportation Center (SRTC). This project includes identification and evaluation of potential sites, an environmental clearance process, and preliminary design for the transit center.

Whistlestop Block Concept
- Pros
  - Consolidates most bays on one City block
  - Allows most bus and SMART transfers to occur without crossing City streets
  - Creates an opportunity to integrate Whistlestop building into the transit center
  - Provides convenient pedestrian access to 4th Street for most bays
- Cons
  - Adds significant bus activity to 4th Street, increasing congestion and likely requiring changes to traffic signal operations
  - Longer transfer distance for bus patrons between some routes
  - Creates wide driveways fronting 4th and 3rd Streets
  - Additional bays needed on City streets (3rd Street) to accommodate bus operations

4th Street Gateway Concept
- Pros
  - Convenient pedestrian access along 4th Street to Downtown
  - Includes space for transit-supportive uses, public spaces, or gateway elements to Downtown
  - Transfers between buses and SMART are within a short walk
  - Efficient bus routing minimizes use of City streets for bus circulation
- Cons
  - Eliminates southbound right turns from Hetherton Street onto 4th Street
  - Transfer activity will increase pedestrian crossings of 4th Street
  - Creates bus driveways fronting both sides of 4th Street

Stay Connected
Email: SRTC@goldengate.org
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Updates available on the project website goldengate.org/SRTC

We are looking for your feedback on these concepts! Please take our survey at: bit.ly/SRTCSurvey

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### Across the Freeway Concept

**Pros**
- Provides convenient pedestrian access to 4th Street for most bays
- Creates opportunity for 4th Street improvements to bridge Downtown east and west of the freeway
- Efficient for buses arriving from freeway
- Buses serving beneath freeway facility may be less impacted by grade crossing operations

**Cons**
- Eliminates a number of parking spaces from high-occupancy Caltrans park-and-ride
- Under-freeway space is less inviting for comfort and wayfinding
- Increases pedestrian crossings across Hetherton Street
- Transit island may make pedestrians uncomfortable and encourage jaywalking across bus only lane/right-turn lane
- Long walk times between some bus bays and SMART will make transfers challenging
- Would require covering up a portion of the creek, introducing environmental issues

### Two-Story Concept

**Pros**
- Allows transfers between buses and SMART to occur without crossing City streets
- Only requires acquisition of one parcel, minimizing business impacts
- All bus bays are off-street
- Fewest number of bus driveways

**Cons**
- May be aesthetically undesirable
- Would create a tunnel effect on 3rd Street
- Second level significantly increases project costs
- Ground floor noise and air quality concerns for customers
- Security may be a challenge as obstructed line of sight between bus bays creates challenges
- Would likely disrupt traffic operations at 3rd & Hetherton, increasing congestion
- Creates inefficient bus operations

### Upper Level

**Pros**
- Allows transfers between buses and SMART to occur without crossing City streets
- Only requires acquisition of one parcel, minimizing business impacts
- All bus bays are off-street
- Fewest number of bus driveways

**Cons**
- May be aesthetically undesirable
- Would create a tunnel effect on 3rd Street
- Second level significantly increases project costs
- Ground floor noise and air quality concerns for customers
- Security may be a challenge as obstructed line of sight between bus bays creates challenges
- Would likely disrupt traffic operations at 3rd & Hetherton, increasing congestion
- Creates inefficient bus operations