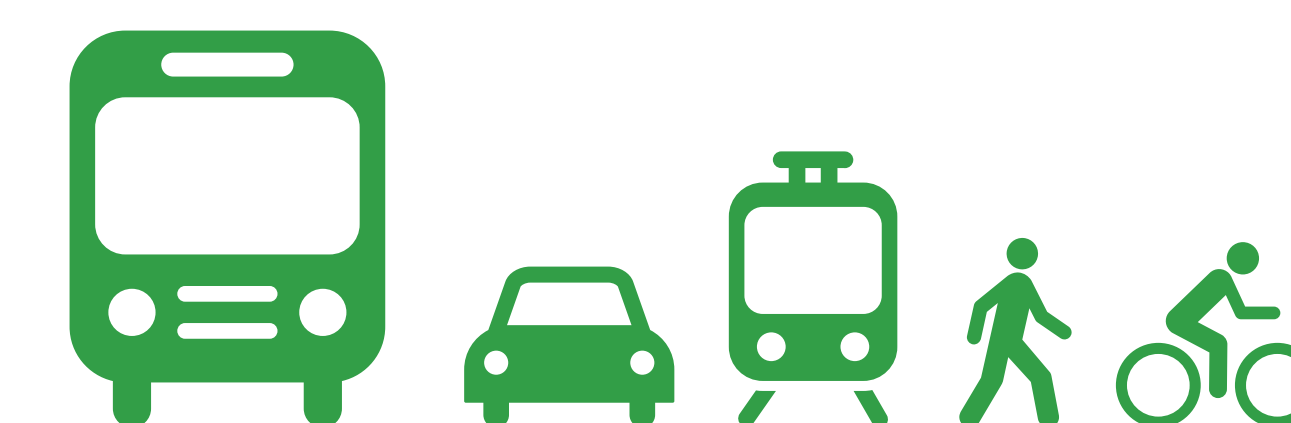




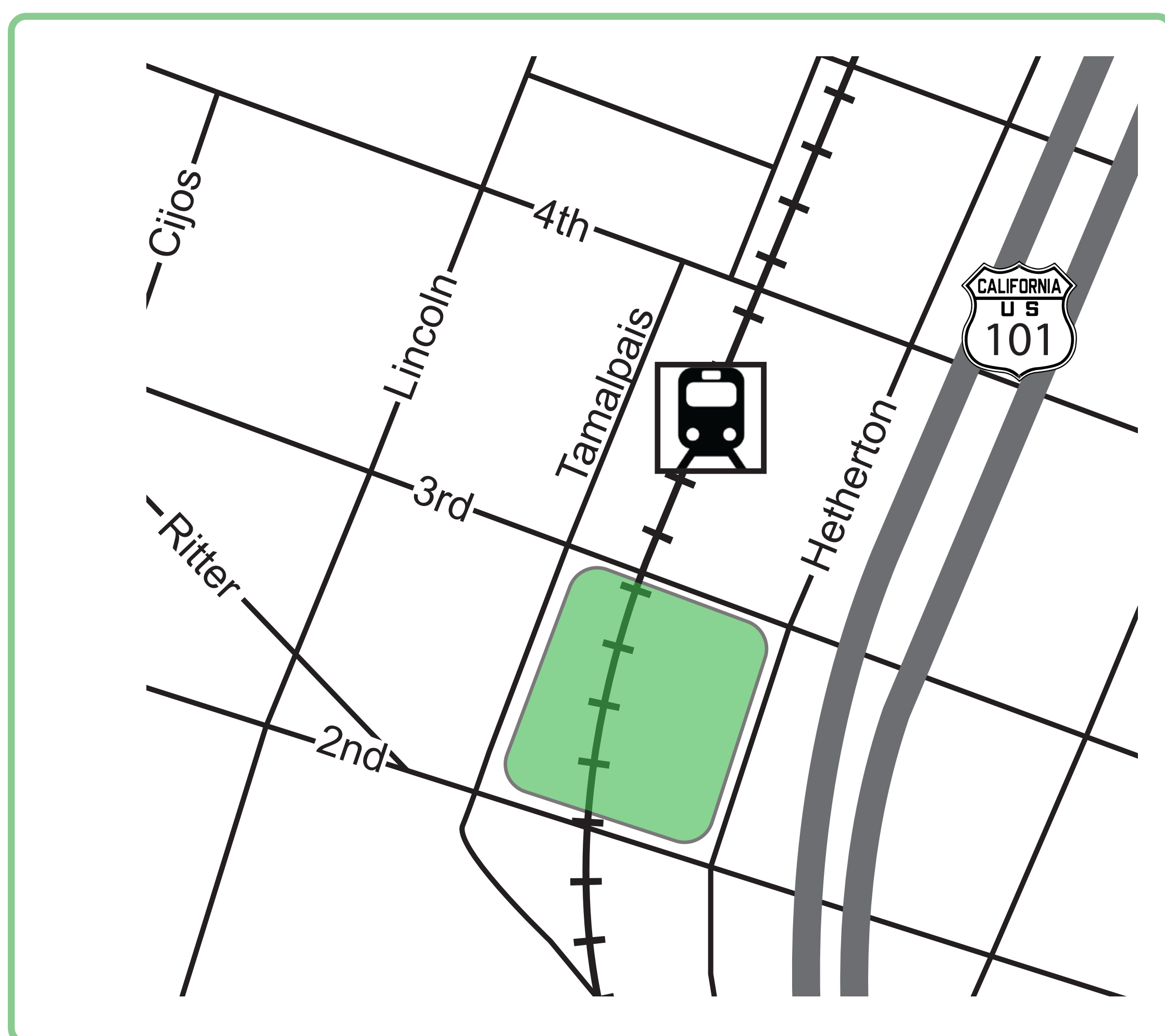
SAN RAFAEL TRANSPORTATION CENTER

Relocation Analysis, Environmental Clearance, and Preliminary Design



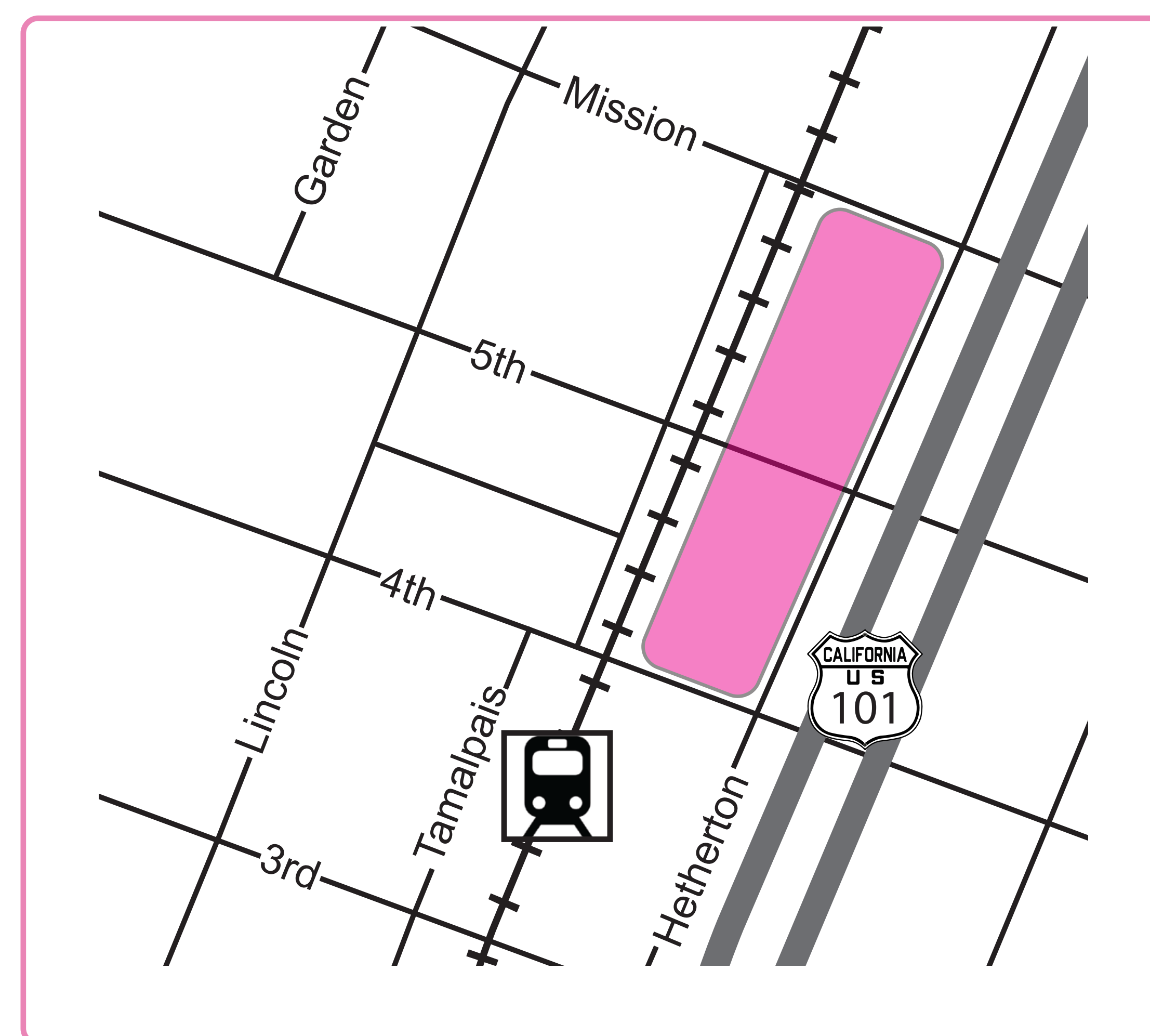
Concepts Removed from Consideration

Existing Transit Center Site



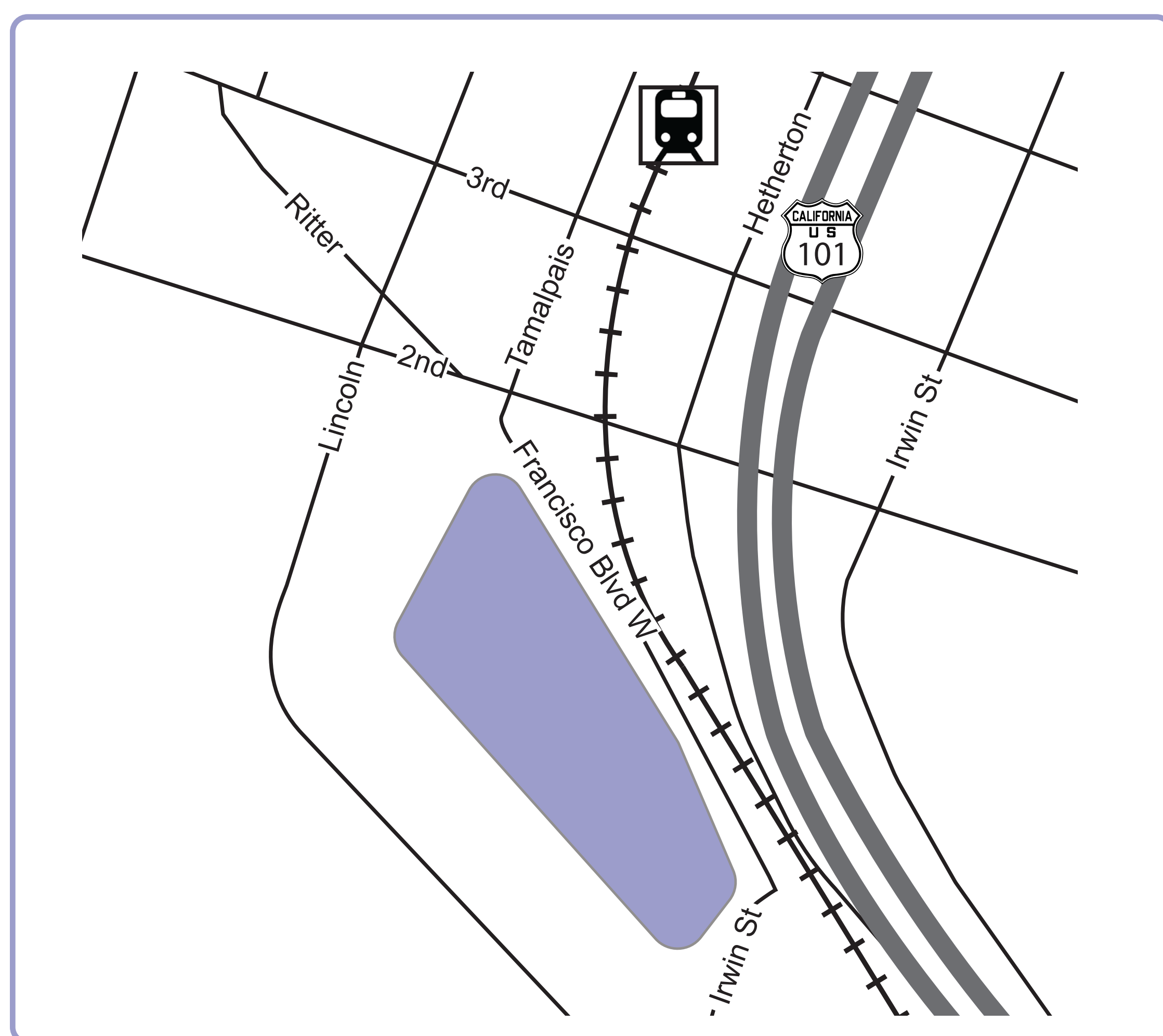
The existing site was considered as a potential long-term solution, as it would not require any property acquisition; however, the construction of SMART double tracks in the center of the transit center eliminates the existing Platform C and reduces the capacity and operational functionality of the site. In addition, it is separated from the SMART station by 3rd Street, a congested and auto-oriented roadway.

4th to Mission



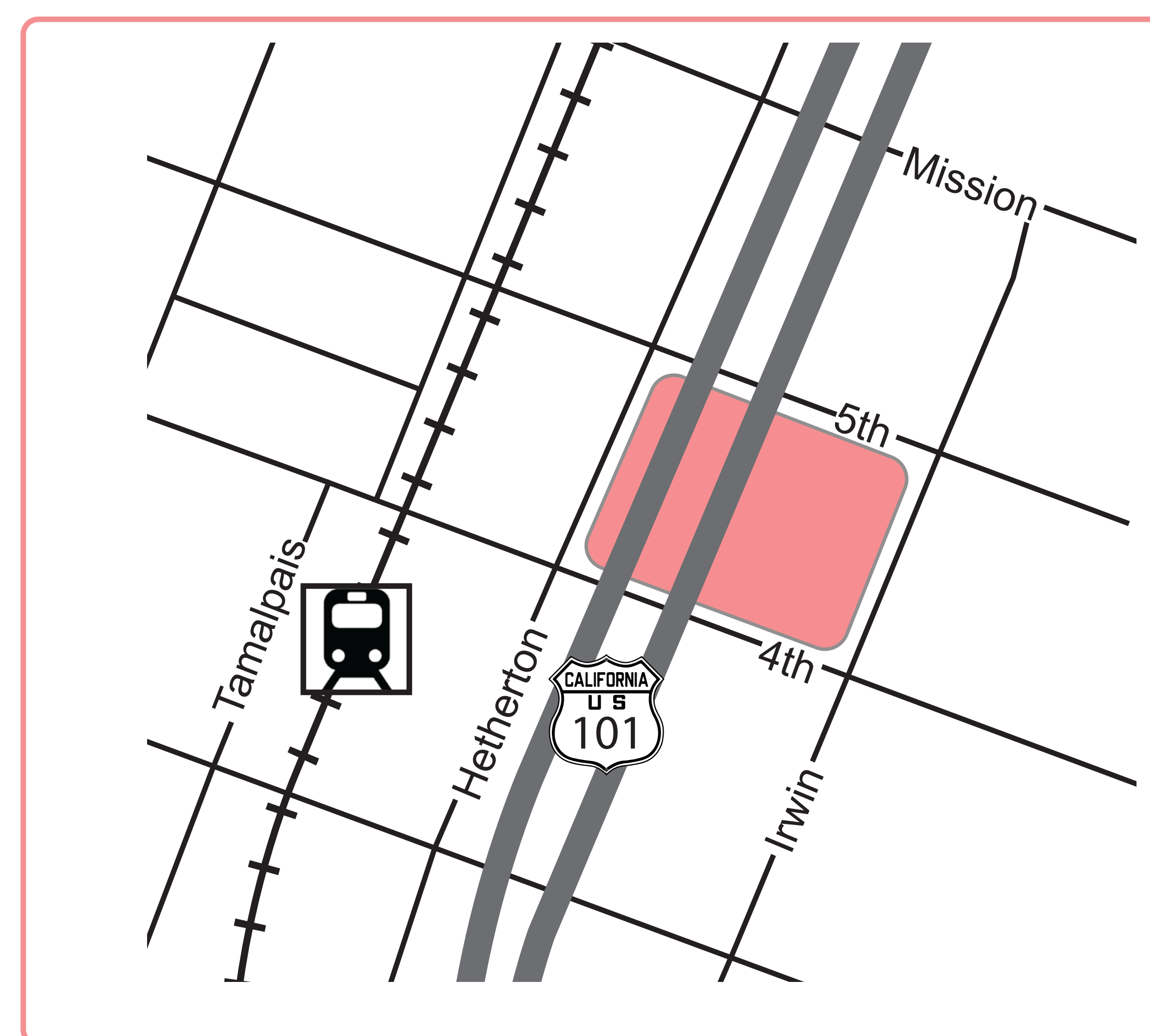
Utilization of the block bound by Mission Avenue, Hetherton Street, 4th Street, and the SMART Tracks was proposed as part of the previous Relocation Study. This concept would require the closure of 5th Avenue to auto traffic. Although this concept had the benefits of having all bus operations on one block, it was removed from consideration because the closure of 5th Avenue was considered infeasible by the City.

Glass & Sash Site



This location was considered due to its proximity to the existing transit center and the potential feasibility of using the land. It was removed from consideration due to the significant operational challenges of accessing the site; since most buses are going to/from the freeway, Downtown, or the Canal, all bus traffic would have to be diverted significantly in order to access the transit center. This location would also require pedestrians to cross both 2nd and 3rd Street to reach Downtown San Rafael. In addition, the SMART tracks will be located between Francisco Boulevard and US-101, precluding relocation of the downtown SMART station.

Under the Freeway Consolidated



This option was considered due to its potential to bridge the eastern and western portions of Downtown San Rafael, and its relatively lower level of private property acquisition. It was ultimately removed from consideration because the capacity of this site would not be sufficient due to the placement of freeway columns, and concerns over safety and aesthetics for bays directly under the freeway, and anticipated impacts to the creek.