Our Homework Assignment
Kimley Horn was hired to evaluate locations and land use issues re: the Permanent Replacement Transit Center;

When hired, scope of work did not include the Interim Transit Center;

Once SMART received $$$ for the Larkspur Extension, Kimley Horn’s scope of work was amended to include evaluating & developing concepts for an Interim Transit Center;

Kimley Horn was directed to minimize “throwaway costs” in their Interim Transit Center concepts.
Reconfigured Transit Center
Conceptual San Rafael Transit Center Berth Assignments

Assumptions:
- Turns around Platform B are possible in both directions.
- West side of Platform B has assigned berths.
- Fourth berth on east side of Platform A is assigned.
- All other berths are first in, first out.

GBHTD
Advantages of This Design

• Avoids any new bus stops on City streets;
• Avoids any new curb cuts or new red zones on city streets;
• All construction associated with the Interim Transit Center occurs within the existing Transit Center;
• This design is responsive to the City’s concerns regarding the Interim Transit Center using City Streets;
Reconfigured Transit Center
SAN RAFAEL TRANSIT CENTER:
Circulation of East-West Routes

Affected East-West routes:
22, 23, 68

Buses per day: 68
Daily boardings at SRCT: 577

Legend
- Track crossing
- Major intersection

<table>
<thead>
<tr>
<th>Scenario</th>
<th># Track crossings</th>
<th># Major intersections</th>
<th>Delay per bus (min)</th>
<th>Daily delay (hrs)</th>
<th>Daily passenger delay (passenger hrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1</td>
<td>2</td>
<td>4</td>
<td>1.0</td>
<td>1.1</td>
<td>10</td>
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<td>0.8</td>
<td>6</td>
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</tbody>
</table>

1. Assumes 10s average delay for each track or major intersection crossing

Scenario 1: Pre SMART

Scenario 2: Post SMART IOS

Scenario 3: Interim Solution w/ SMART to Larkspur