

**Citizens Oversight Committee Meeting
August 14, 2024 – Public Comments**

Date	Name	2. Approval of May 22, 2024 Minutes
		None
Date	Name	6. Construction and Capital Projects Update (Presentation) – Presented by Senior Engineer, Michael Wiltermood
		None
Date	Name	7. Strategic Plan Update (Information/ Discussion) – Presented by Planning Manager, Emily Betts
8/12/24	Matthew Hartzell	Attached



August 12, 2024

Sonoma Marin Area Rail Transit District
5401 Old Redwood Hwy. Suite 200
Petaluma, CA 94954

Re: SMART 2025-2029 Strategic Plan

Dear Sonoma Marin Area Rail Transit District,

Thank you for the open and transparent process that has characterized the development of the SMART 2025-2029 Strategic Plan to date. It is a significant improvement over previous SMART Strategic Plans. WTB-TAM commends SMART for the 2025-2029 Strategic Plan's focus on ridership, first-and-last-mile connections, and completing the SMART Pathway. In that spirit, we offer the below recommendations.

SMART PATHWAY

In the section of the 2025-2029 Strategic Plan laying out SMART's strategies for the SMART Pathway, WTB-TAM recommends that SMART define both a **Short-Term Strategy** and **Long-Term Strategy** for completing the SMART Pathway.

Short-Term Strategy: WTB-TAM recommends that SMART complete construction by no later than 2029 of the 13 SMART Pathway segments which are currently in design or which have upcoming RFPs for design work:

Marin County Segments

1. Top of Puerto Suello Hill to North San Pedro Road (San Rafael)
2. Smith Ranch Road to Main Gate Road (San Rafael, Unincorporated Marin County, Novato)
3. State Access Road to Frosty Lane (Novato)
4. Hanna Ranch Road to Vintage Way (Novato)
5. Vintage Way (north) to North side Novato Creek (Novato)
6. Grant Avenue to Olive Avenue (Novato)
7. Olive Avenue to Rush Creek Place (Novato)

Sonoma County Segments

8. Main Street to East Railroad Avenue (Unincorporated Sonoma County)
9. Prince Memorial Greenway to Third Street (Santa Rosa)
10. Downtown Santa Rosa Station to Sixth Street (Santa Rosa)
11. Guerneville Road to West Steele Lane (Santa Rosa)
12. West Steele Lane to San Miguel Road (Santa Rosa)
13. San Miguel Road to Airport Boulevard (Santa Rosa, Unincorporated Sonoma County)

Long-Term Strategy: WTB-TAM recommends that SMART pursue a multi-faceted **Long-Term Strategy** consisting of different strategies for different pathway segments, including feasibility studies, shovel-ready, and construction concurrent with future rail extensions:

Feasibility Study

1. Conduct a Feasibility Study no later than 2029 for the segment between Novato San Marin Station and Haystack Bridge. This study should examine different alternatives, including an alignment immediately



adjacent to the SMART railway as well as alignments that make use of existing ranch roads and levees that run roughly parallel to but not necessarily immediately adjacent to the SMART railway.

Shovel-Ready

2. Bring to shovel-ready status (environmental permits, environmental clearances, and at least 30% design) no later than 2029 the unbuilt SMART Pathway segments between Haystack Bridge and Lakeville Street in the City of Petaluma.

Construction Concurrent With Rail Extensions

3. Windsor Station to Healdsburg Station (Windsor, Unincorporated Sonoma County, Healdsburg)
4. Healdsburg Station to Cloverdale Station (Healdsburg, Unincorporated Sonoma County, Cloverdale)

Together, these recommended **Short-Term** and **Long-Term Strategies** encompass all of the SMART Pathway segments which were laid out in the October 2003 SMART document “Working Paper No. 5” and promised to Marin and Sonoma County voters in SMART’s enabling legislation, 2008’s Measure Q.

We understand that SMART’s current priority is completing the design and construction of a particular subset of SMART Pathway segments, which is why we recommend phasing completion of the SMART Pathway with separate **Short-Term** and **Long-Term Strategies**. We understand that construction by 2029 of the Long-Term Pathway segments is not realistic. Nevertheless, we believe it is essential that the Long-Term Pathway segments are at least acknowledged in the 2025-2029 Strategic Plan, and addressed either by Feasibility Study, shovel-ready status, or concurrent with future rail extensions. These strategies will help maximize support at the ballot box by delivering on SMART promise to the voters in 2008’s Measure Q to construct a pathway parallel to the SMART railway for the entire 71-mile length between Larkspur Station and Cloverdale Station.

FIRST-AND-LAST-MILE NETWORK

One of the most prominent themes to emerge from the SMART 2024-2029 Strategic Plan workshops is the significance of first-and-last-mile connections. First-and-last-mile is fundamental to multiple pillars of the “SMART house.” It is important for the SMART Pathway, since most users of the SMART Pathway do not live immediately along the SMART Pathway itself and thus need safe, connected, and high-quality pathways, bike lanes, and sidewalks with which to access the SMART Pathway from their neighborhoods. The first-and-last-mile network is crucial to SMART’s number one goal of increasing ridership. Most trips do not begin and end next to a SMART station.

A strong first-and-last-mile multi-modal network serving bicycles, pedestrians, and transit users and connecting residential neighborhoods and employment centers to SMART stations is essential. Only then will SMART be able to realize its potential as a practical and convenient substitute for car trips and its goal of significantly shifting modal share away from cars and reducing traffic and pollution.

There are two scales at which we can analyze the effectiveness of first-and-last-mile connections. The first is the station area scale, or the immediate surroundings of each SMART station. This is where SMART has the most direct control since it falls within SMART’s physical right-of-way. At this scale, the focus of first-and-last-mile connectivity is on physical planning and urban design that stitches multi-modal infrastructure as seamlessly as possible to the train station platform. This includes parking, bus stops, clearly-signed paths of pedestrian travel, and safe, secure, and easy-to-use bicycle parking. It means seamless transition between modes: shuttle stops, rideshare pick-up and drop-off zones, and micromobility hubs. The Transportation Authority of Marin (TAM) and its consultant Kimley Horn have just begun a year-long process to plan and design Mobility Hubs at each of the



six SMART stations in Marin County. This **Mobility Hub Plan** will directly address the station area scale of SMART's first-and-last-mile network. SMART is a key stakeholder in this process and is already working closely with TAM on the **Mobility Hub Plan**. In addition to the six stations in Marin County, WTB-TAM recommends that SMART in conjunction with the Sonoma County Transportation Authority (SCTA) undertake an equivalent project to develop Mobility Hubs for the ten existing and future SMART stations in Sonoma County.

The second scale at which to analyze first-and-last-mile connectivity is larger than the station area scale, encompassing the entirety of the 1-mile radius (and beyond) surrounding each station. As most of this 1-mile radius lies outside of SMART's right-of-way and thus outside of SMART's direct jurisdiction and sphere of operations, it will require cross-jurisdictional coordination, funding, and cooperation between SMART and other agencies including cities, towns, counties, and other special districts. This level of first-and-last-mile connectivity is what matters most for increasing SMART ridership, for it is here that the vast majority of SMART's potential new riders are to be found. If every person who lives and works within the 1-mile radius (and beyond) of each SMART station is able to access a safe, connected, and convenient first-and-last-mile multi-modal network of pathways, walkways, bikeways, and bus routes, the benefits to SMART in terms of increased ridership (and increased revenue) will be substantial. For that reason, WTB-TAM recommends that the SMART 2025-2029 Strategic Plan explicitly lay out a strategy for upcoming SMART sales tax extension measure to **invest a strategic portion of future sales tax revenues to help SMART's local agency partners build out the network of first-and-last-mile pathways in the 1-mile (and beyond) radius of each SMART station.**

WTB-TAM has prepared a series of maps to help SMART better understand the existing conditions and needs within its first-and-last-mile network. The maps are divided into two sets and can be found in the Appendix to this letter.

- The first set shows the Active Transportation first-and-last-mile network, with all existing pathways and bike lanes.
- The second set shows the Transit first-and-last-mile network, with all Marin Transit, Golden Gate Transit, Sonoma County Transit, and Santa Rosa City Bus routes.

Both sets of maps also show the distribution of population and jobs within the 1-mile radius of each SMART station, as derived from the latest US census data. This data provides invaluable context for SMART's first-and-last-mile planning purposes by showing where potential SMART riders actually live and work and how those patterns of residential and job density relate to the first-and-last-mile network.

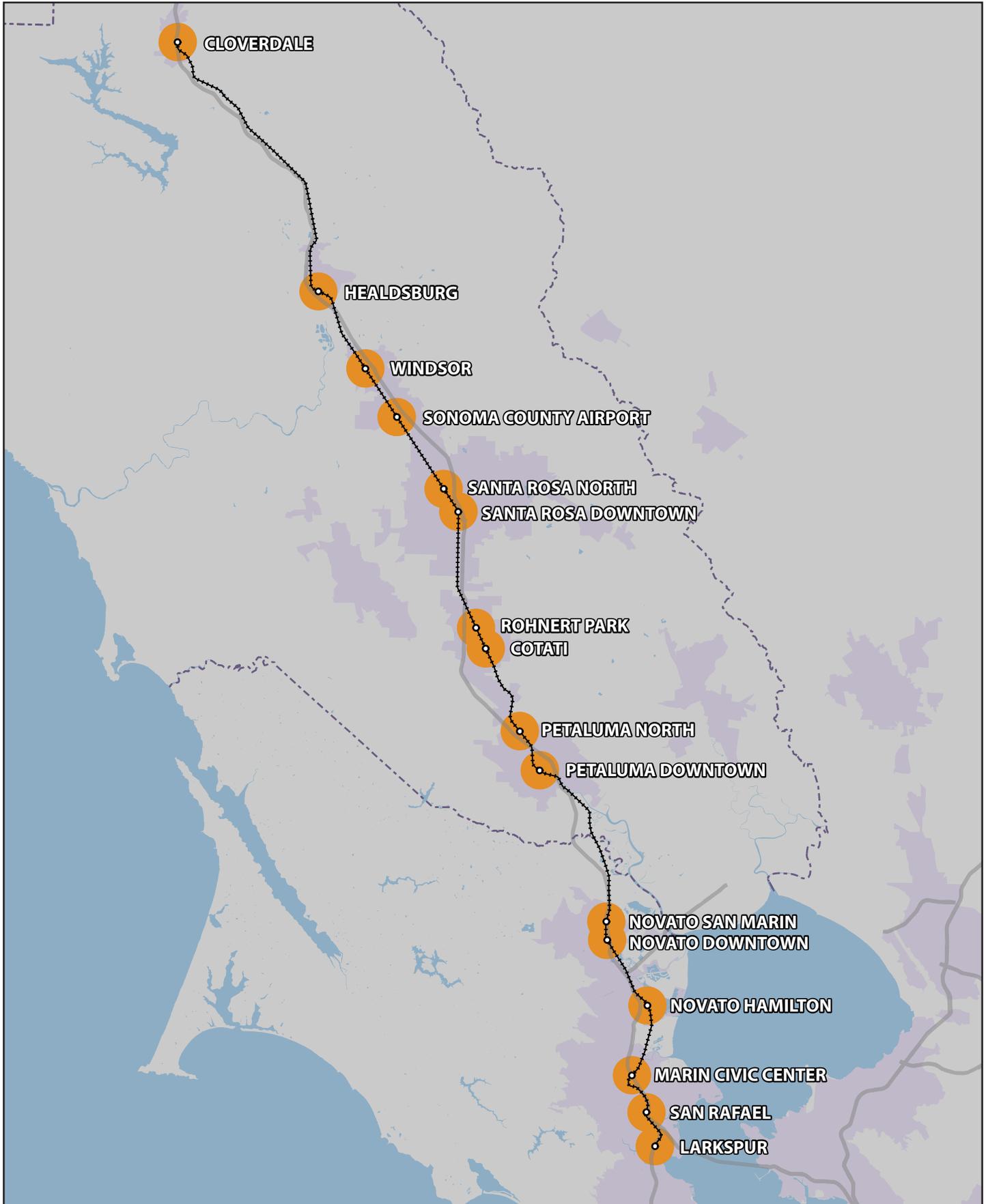
SMART has proven itself time and again to be exceptionally skilled at pathway design and construction, as well as in leveraging its resources to obtain federal, state, and regional grants to advance its pathway construction projects. These are areas where SMART possesses skills and resources that go above and beyond those of many of the local agencies who jurisdictions overlap with the SMART first-and-last-mile network. This demonstrates a strong rationale for SMART to commit a small portion of its future sales tax revenues to first-and-last-mile network completion. SMART is a direct beneficiary of such work, and SMART has unique capacity to convert such resources to implementable projects. SMART need not commit to fully funding any of the first-and-last-mile network improvements outside its right-of-way. A partial commitment, such as providing local agencies with grant writing assistance and covering the local match requirement of any grants awarded, should suffice.

Respectfully submitted,

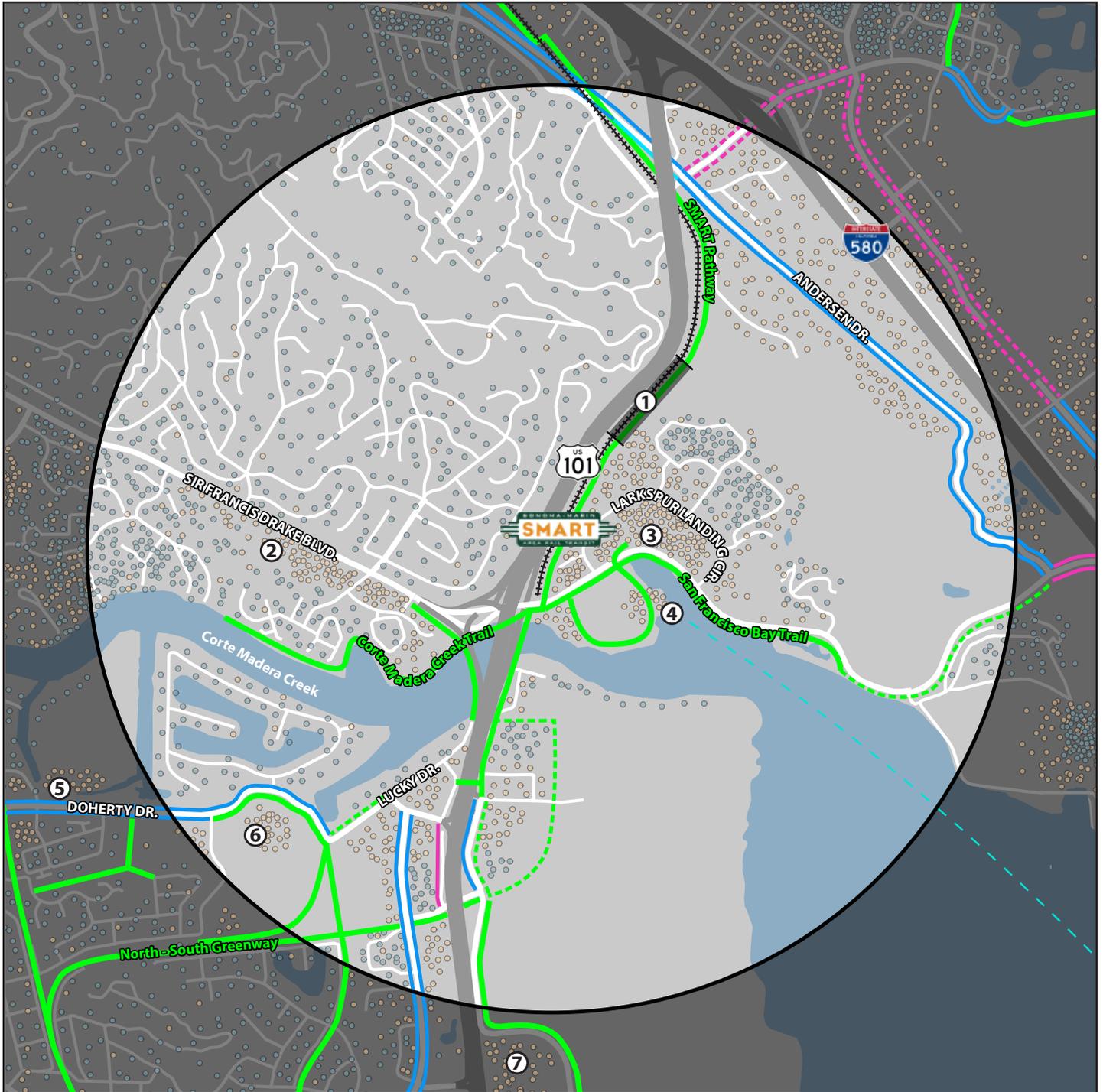
Patrick Seidler
WTB-TAM President

Matthew Hartzell
WTB-TAM Director of Planning

First-and-Last-Mile Network



Larkspur Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

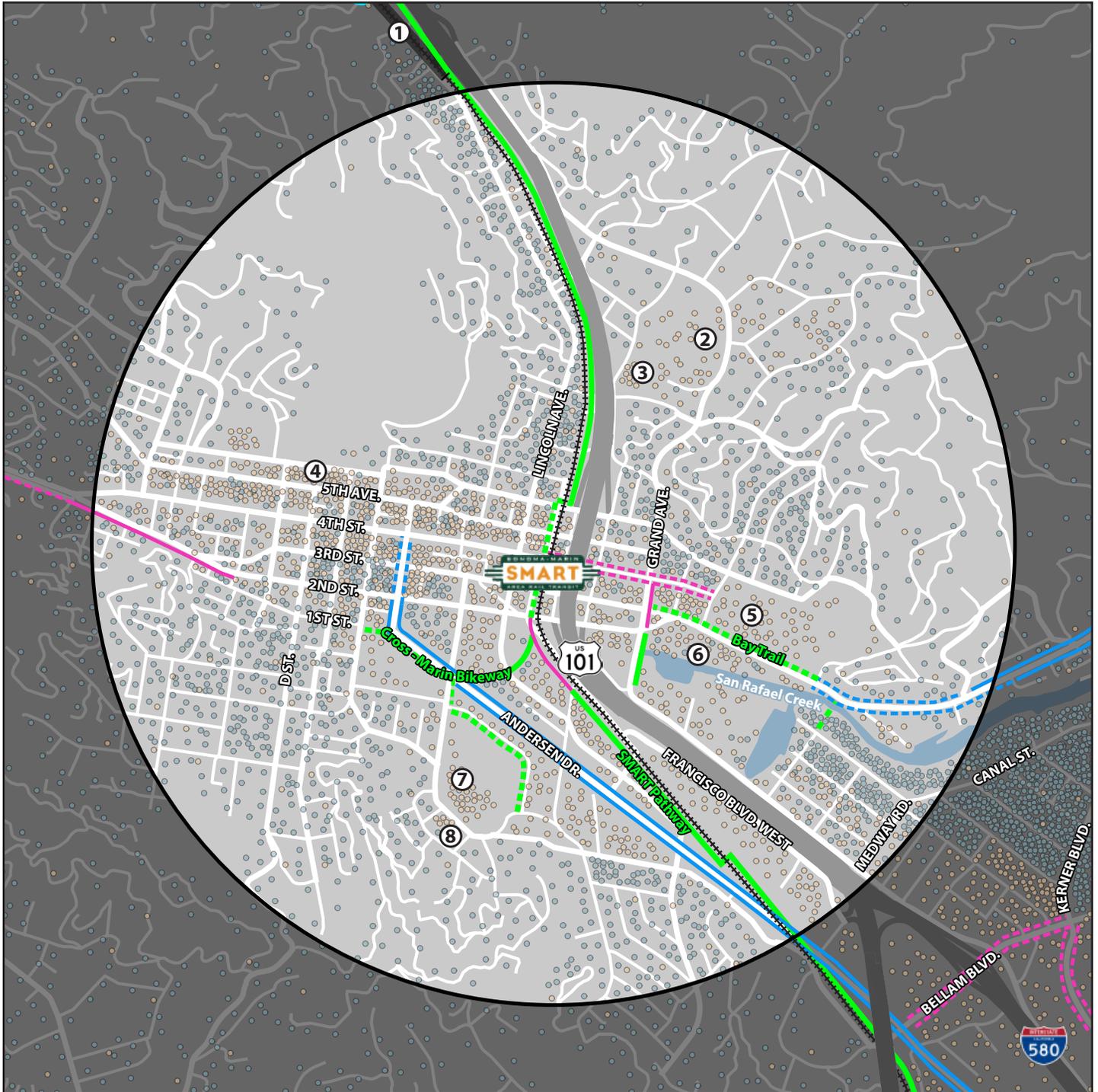
Major Facilities

- 1 Cal Park Hill Tunnel
- 2 Bon Air Center
- 3 Marin Country Mart
- 4 Larkspur Ferry Terminal
- 5 Hall Middle School
- 6 Redwood High School
- 7 The Village

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Doherty Dr. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Andersen Dr. to Class IV protected bike lanes
- Install Class IV protected bike lanes on Larkspur Landing Circle
- Install Class IV protected bike lanes on Lucky Dr. and Fifer Ave.

San Rafael Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

Multi-Use Paths (Class I)

Bike Lanes (Class II)

Separated Bikeways (Class IV)

Existing

Planned

Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)

Major Facilities

Puerto Suello Tunnel

Dominican University

Coleman Elementary School

San Rafael City Hall

San Rafael High School

Montecito Plaza

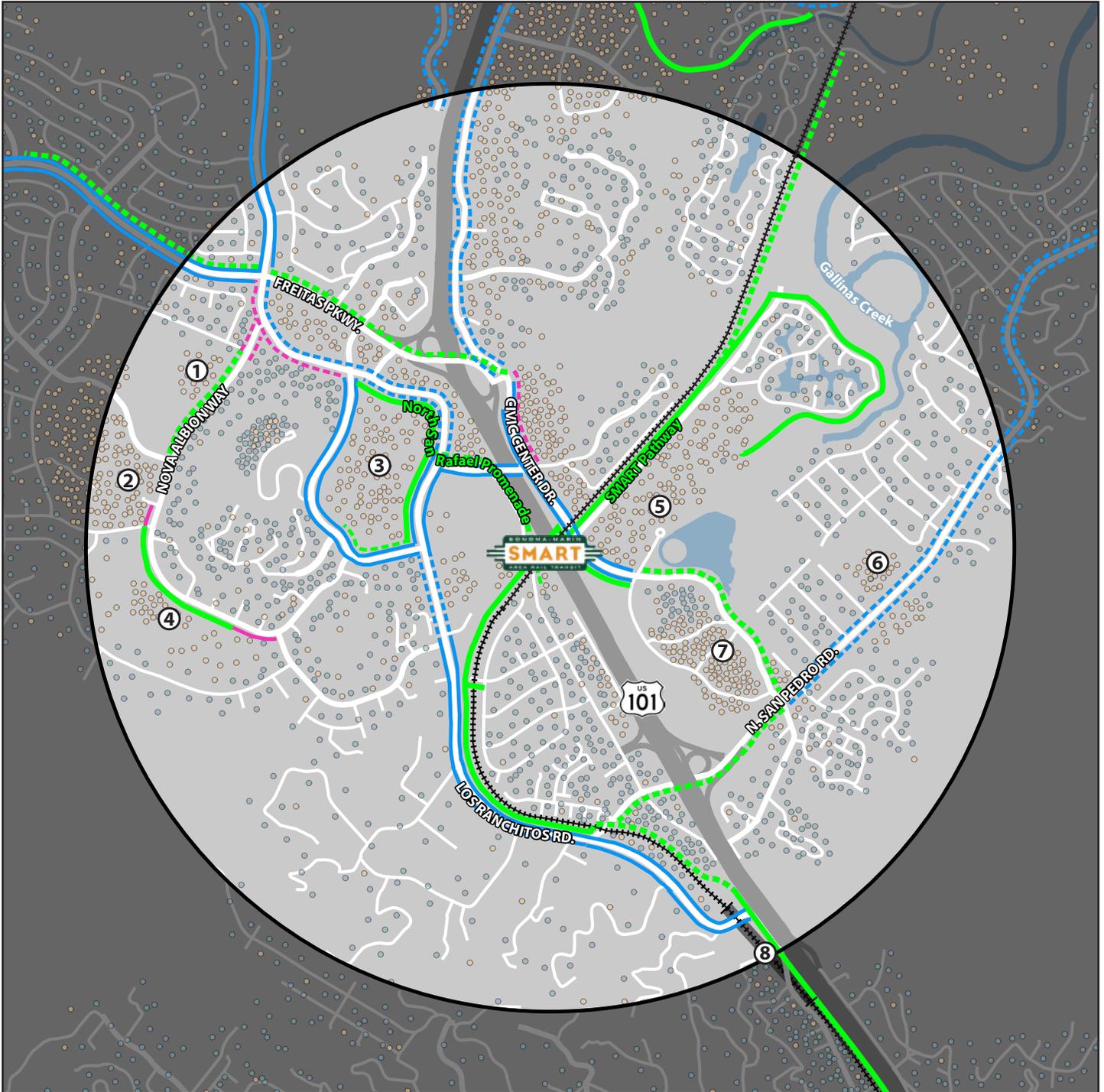
Davidson Middle School

Laurel Dell Elementary School

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Andersen Dr. to Class IV protected bike lanes
- Conduct feasibility study for new bicycle facilities on Fourth St.
- Conduct feasibility study for new bicycle facilities on Canal St., Medway Rd., and Kerner Blvd.
- Conduct feasibility study for grade-separated bicycle and pedestrian crossing of Hwy. 101 near Harbor Dr. or Medway Rd.

Marin Civic Center Station First-and-Last Active Transportation Mile-Network



Active Transportation Network

Multi-Use Paths (Class I)

Bike Lanes (Class II)

Separated Bikeways (Class IV)

Existing Planned



Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)



Major Facilities

Vallecito Elementary School

Kaiser Permanente Hospital

Northgate Town Square

Terra Linda High School

Marin County Fairgrounds

Venetia Valley K-8 School

Marin County Civic Center

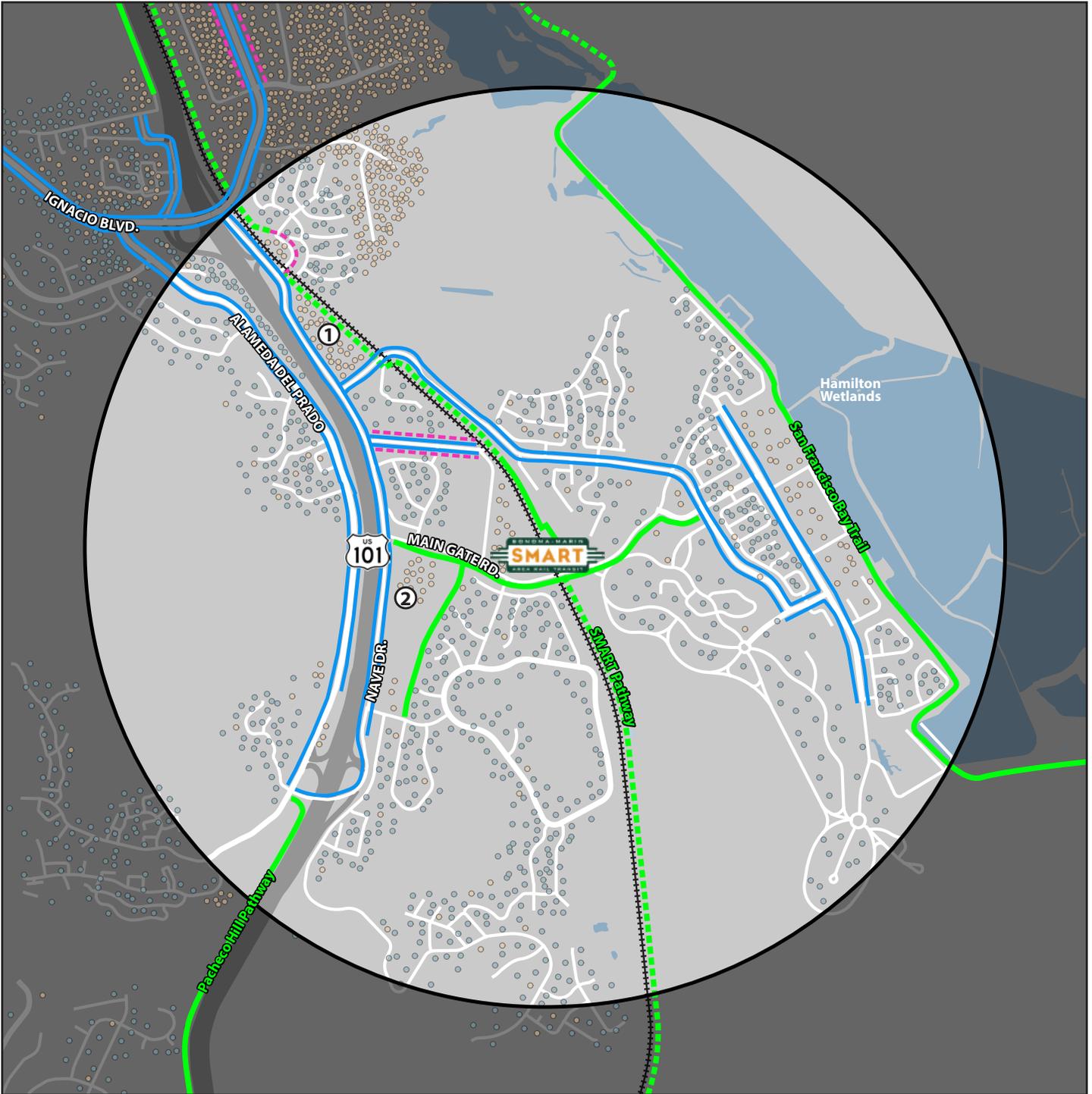
Puerto Suello Tunnel

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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Install parking and pick-up/drop-off zone at the SMART station on Civic Center Dr.
- Close the gaps in the planned Class IV protected bike lanes on Nova Albion Way
- Upgrade Class II bike lanes on Civic Center Dr. to Class IV protected bike lanes

Novato Hamilton Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)

Major Facilities

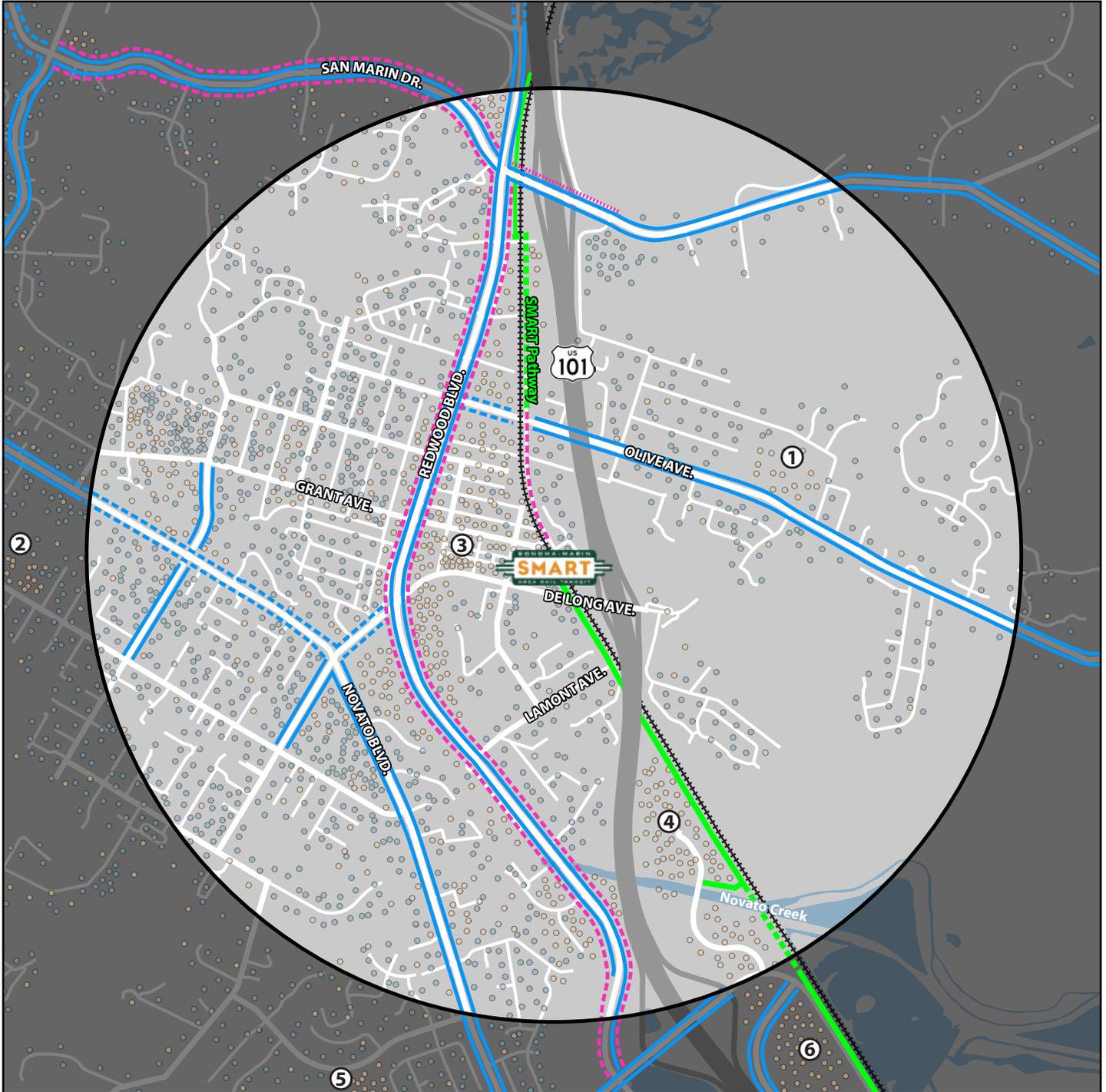
Hamilton Square

Hamilton K-8 School

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Alameda del Prado, Enfrente Dr., and Entrada Dr. to Class IV protected bike lanes
- Extend the Pacheco Hill Pathway through the Nave Dr./Hwy. 101 interchange with a grade-separated undercrossing under the southbound freeway ramps

Novato Downtown Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

- Multi-Use Paths (Class I)
- Bike Lanes (Class II)
- Separated Bikeways (Class IV)

Existing	Planned

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)



Major Facilities

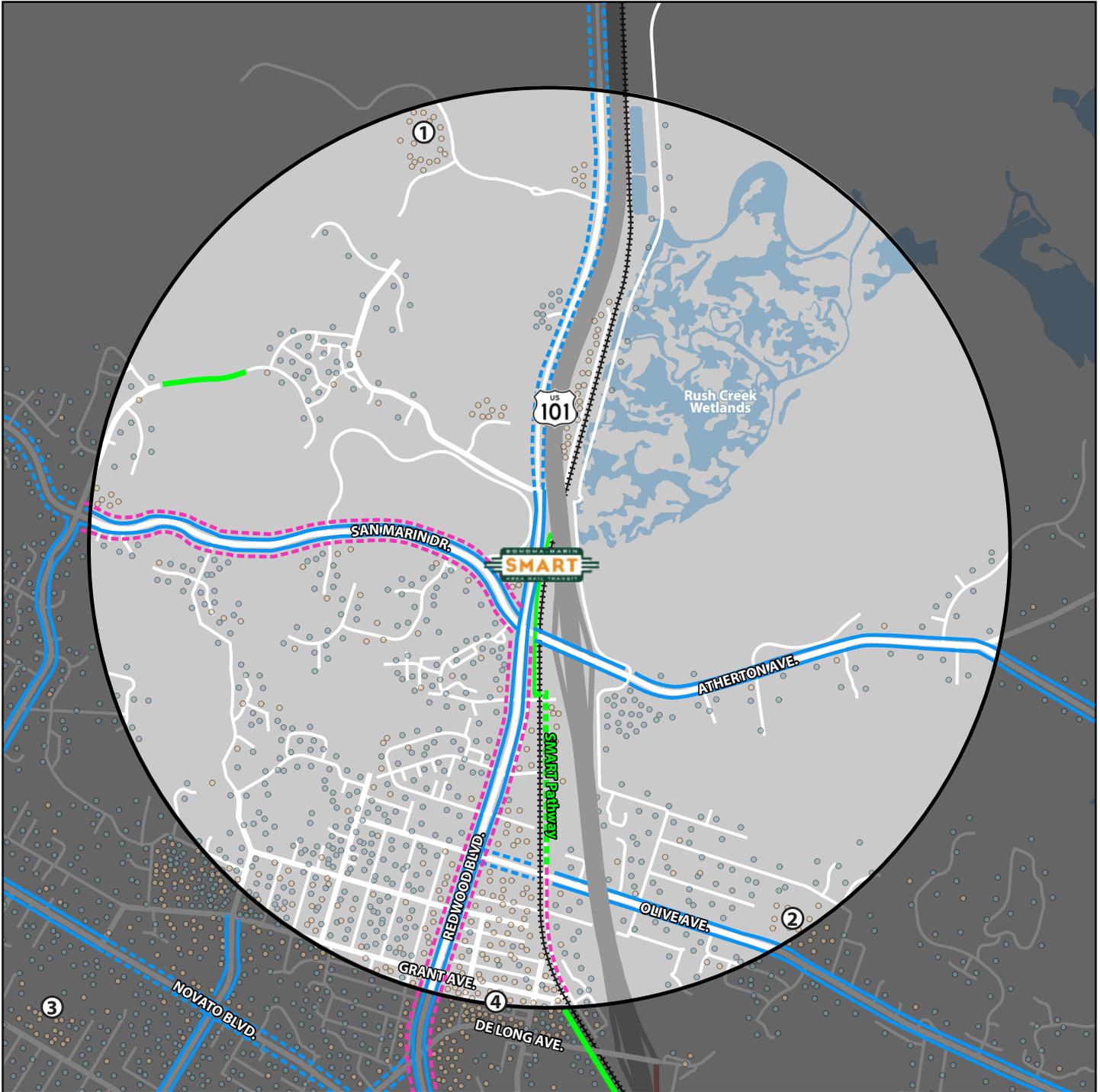
- Olive Elementary School
- Lu Sutton Elementary School
- Novato City Hall
- Novato Community Hospital
- Novato High School
- Vintage Oaks

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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Improve the aging segments of the SMART Pathway which predate SMART between Novato Creek and Lamont Ave.
- Upgrade the Class II bike lanes on Novato Blvd. to Class IV protected bike lanes

Novato San Marin Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

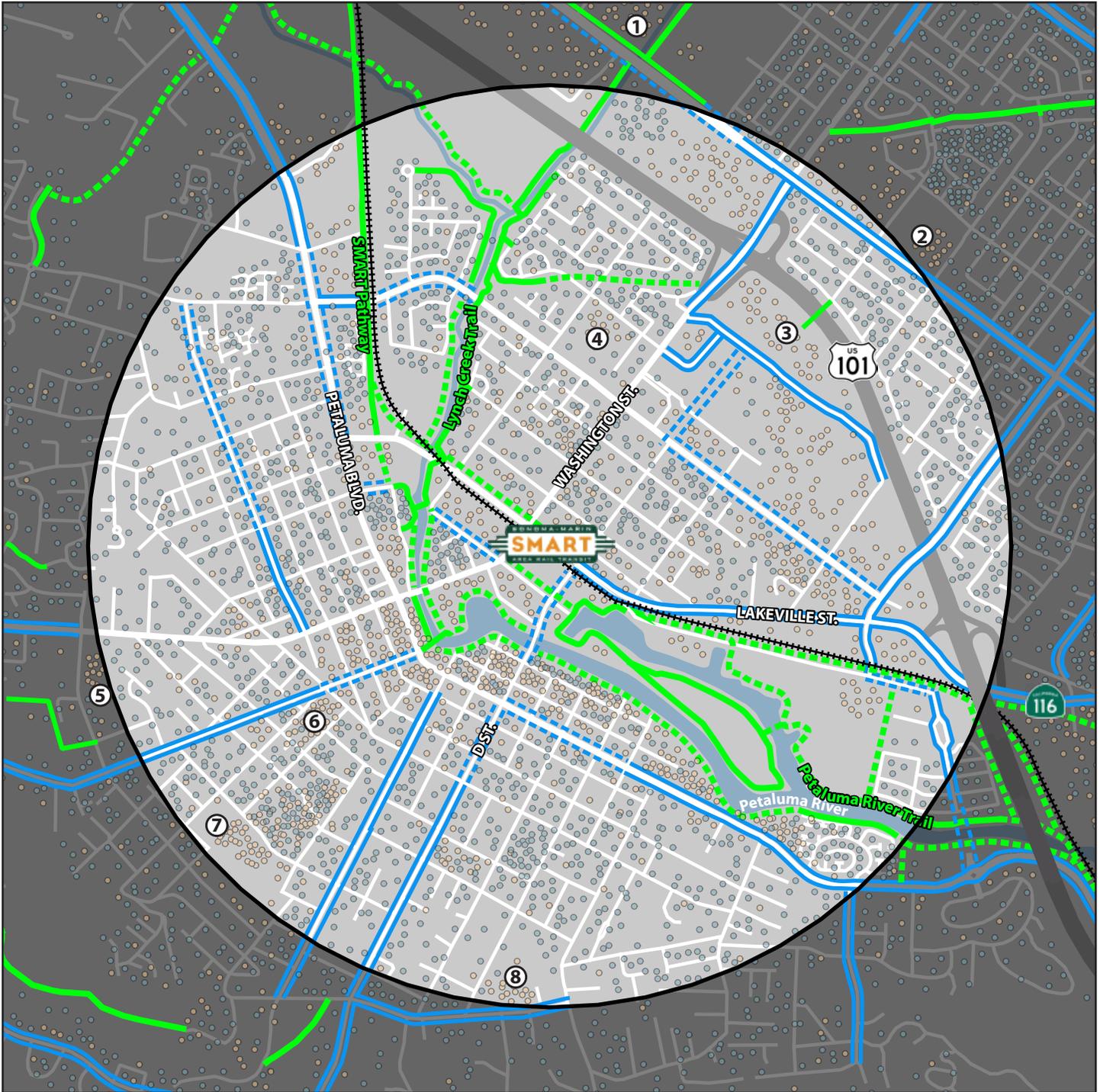
Major Facilities

- Buck Center ①
- Olive Elementary School ②
- Lu Sutton Elementary School ③
- Novato City Hall ④

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on San Marin Dr. Highway 101 overcrossing to Class IV protected bike lanes
- Restore to the SMART Pathway Long-Range Plan the segment of the SMART Pathway alongside the SMART Railway between Novato San Marin Station and Petaluma

Petaluma Downtown Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

Multi-Use Paths (Class I)

Bike Lanes (Class II)

Separated Bikeways (Class IV)

Existing

Planned



Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)



Major Facilities

Petaluma Valley Hospital

McDowell Elementary School

Washington Place

McKinley Elementary School

Valley Vista Elementary School

Petaluma City Hall

Petaluma High School

McNear Elementary School

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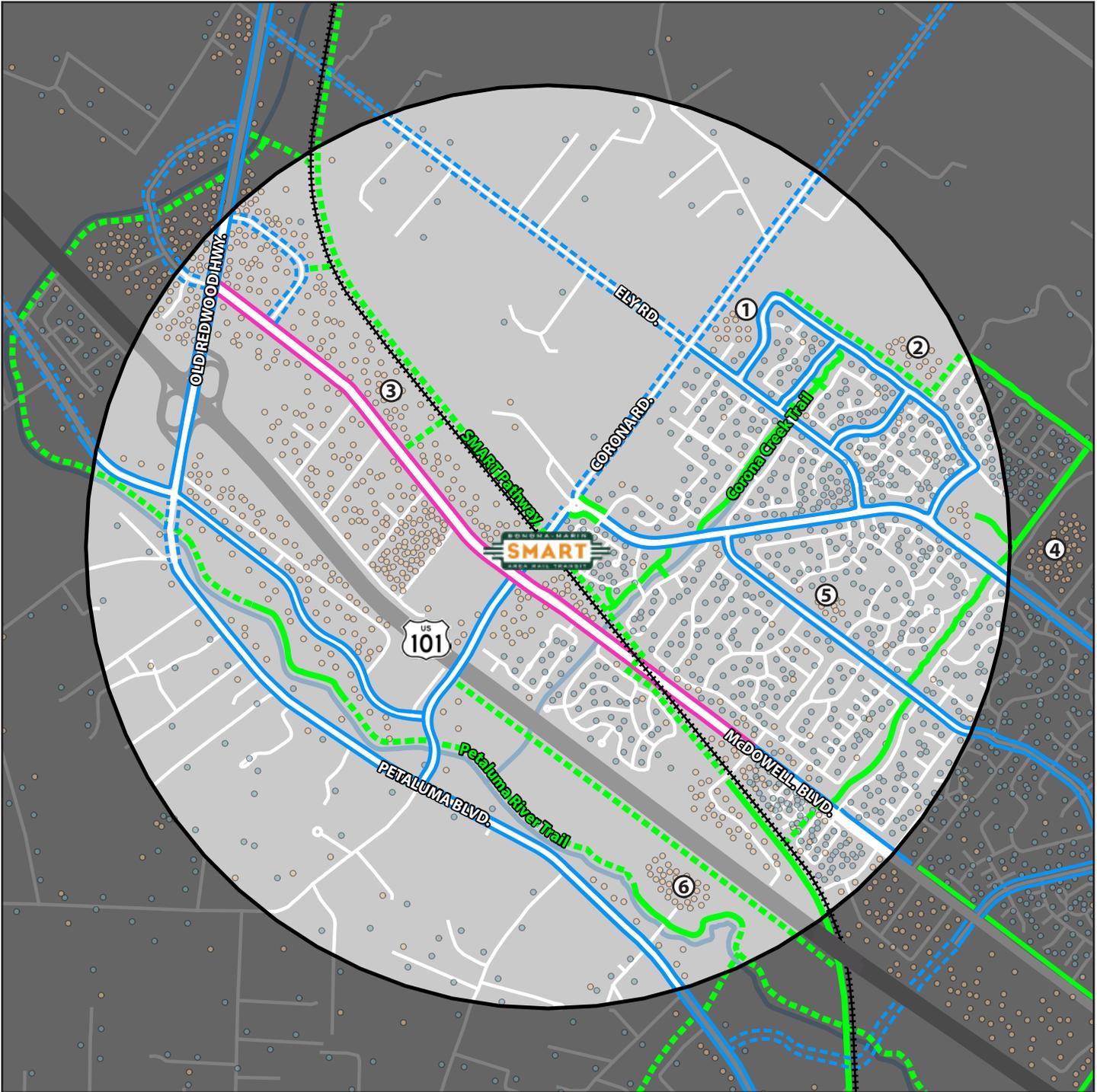
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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Petaluma Blvd. to Class IV protected bike lanes
- Install Class IV protected bike lanes encircling the SMART-owned block south of the Petaluma Downtown SMART Station
- Install Class IV protected bike lanes on Copeland St. and E. Washington St.
- Install Class I multi-use path adjacent to the railroad spur between Lakeville St. and Water St.

Petaluma North Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

Multi-Use Paths (Class I)	Existing	Planned
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

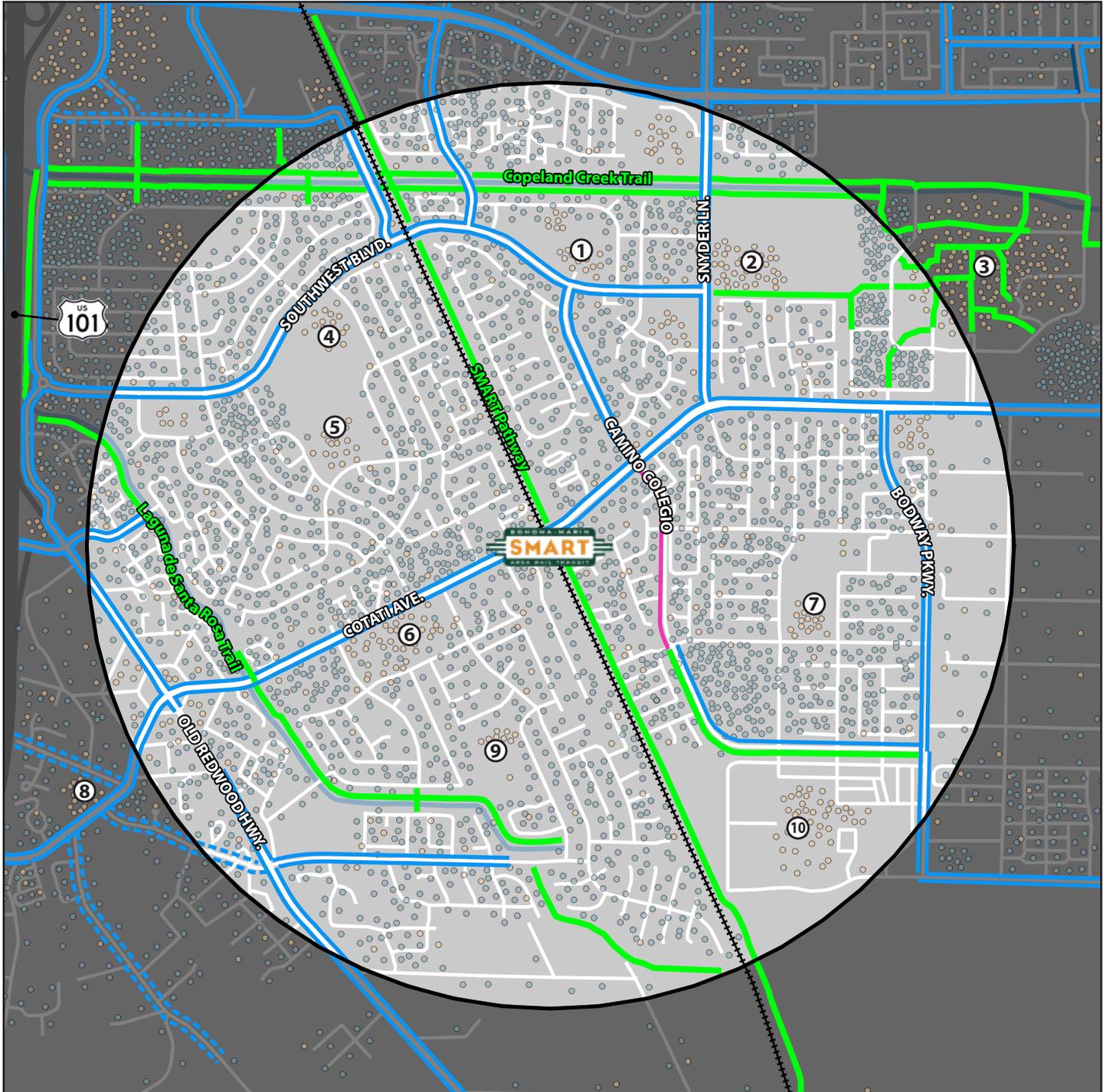
Major Facilities

- Corona Creek Elementary School ①
- Kenilworth Junior High School ②
- Lagunitas Brewing Company ③
- Santa Rosa Junior College ④
- Meadow Elementary School ⑤
- Petaluma Factory Outlets ⑥

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Extend the Class IV protected bike lanes on N. McDowell Blvd. south of Southpoint Blvd.
- Upgrade the Class II bike lanes on Petaluma Blvd. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Corona Rd. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Sonoma Mountain Pkwy. to Class IV protected bike lanes

Cotati Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

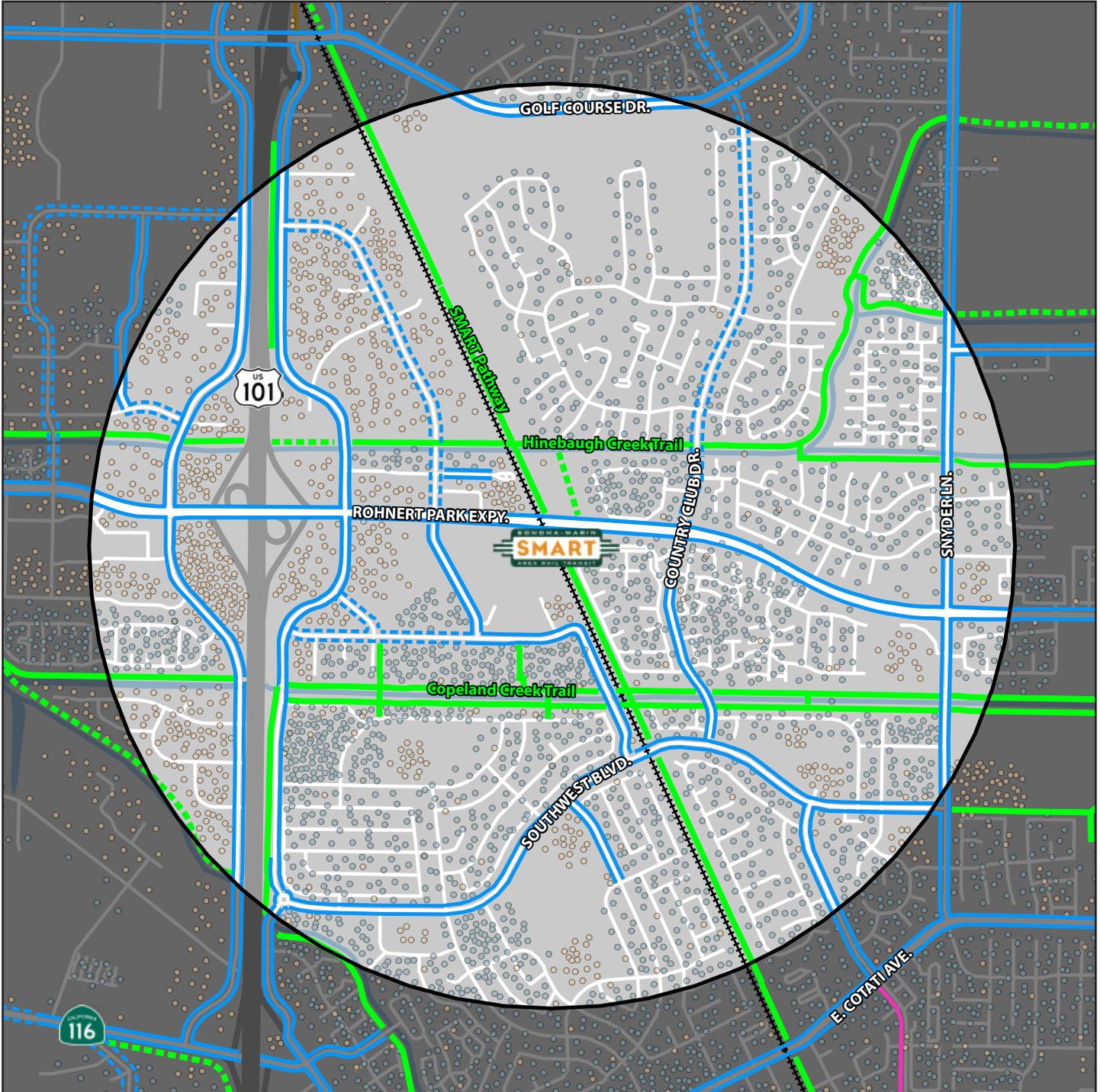
Major Facilities

- Richard Crane Elementary School
- Rancho Cotate High School
- Sonoma State University
- Technology Middle School
- Technology High School
- Rancho Cotati
- Monte Vista Elementary School
- Cotati City Hall
- University Elementary School
- SOMO Village

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Cotati Ave. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Camino Colegio to Class IV protected bike lanes

Rohnert Park Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Rohnert Park Expy. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Southwest Blvd. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Country Club Dr. to Class IV protected bike lanes

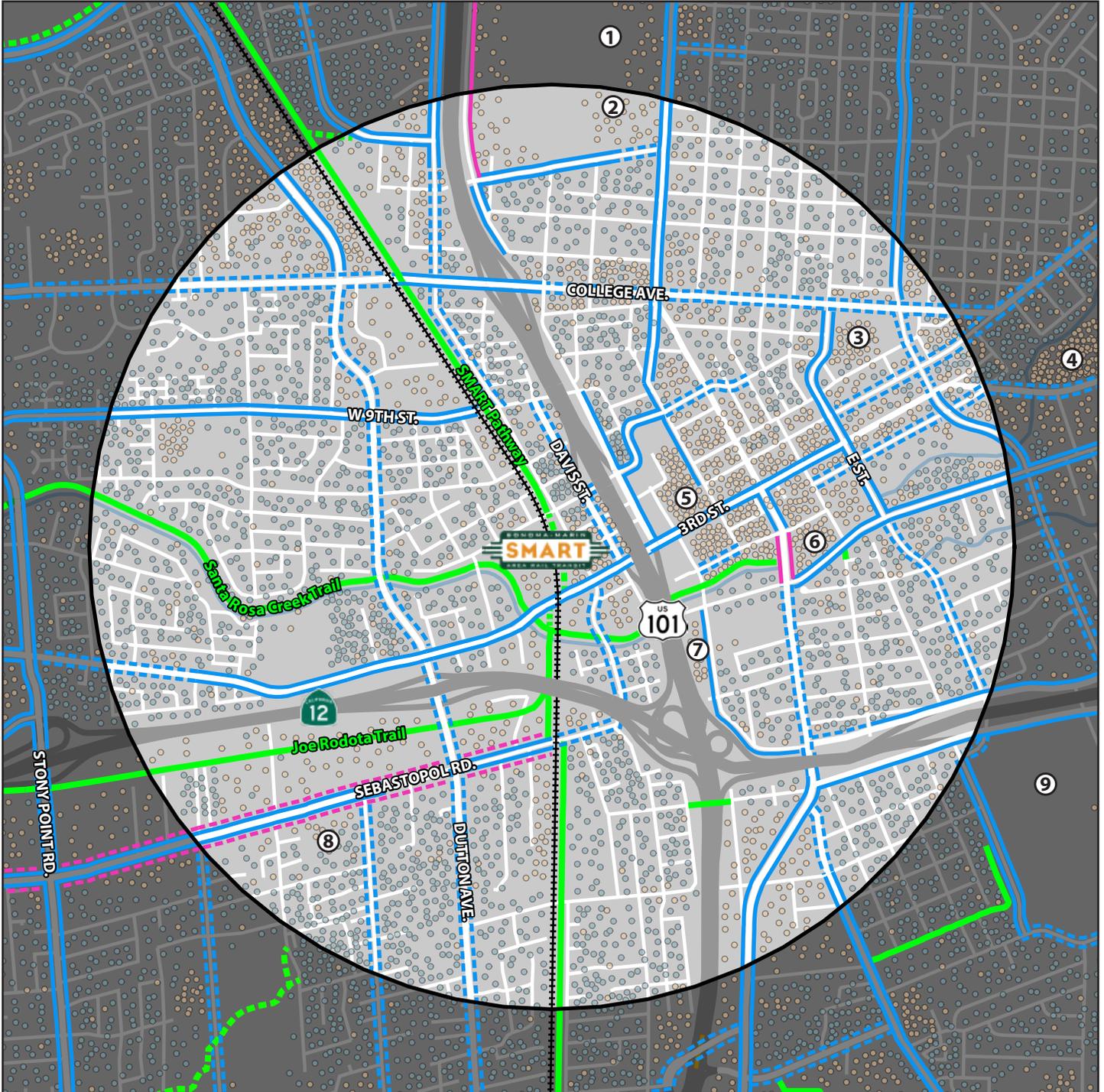
Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

Major Facilities

- ① Graton Resort and Casino
- ② Kaiser Permanente
- ③ Rohnert Park City Hall
- ④ Park Plaza Shopping Center
- ⑤ John Reed Elementary School
- ⑥ Richard Crane Elementary School
- ⑦ Rancho Cotate High School
- ⑧ Technology Middle School
- ⑨ Technology High School

Santa Rosa Downtown Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
 - Upgrade the Class II bike lanes on 3rd St. to Class IV protected bike lanes
 - Upgrade the planned Class II bike lanes on Davis St. to Class IV protected bike lanes
- SMART Station

Population and Job Density

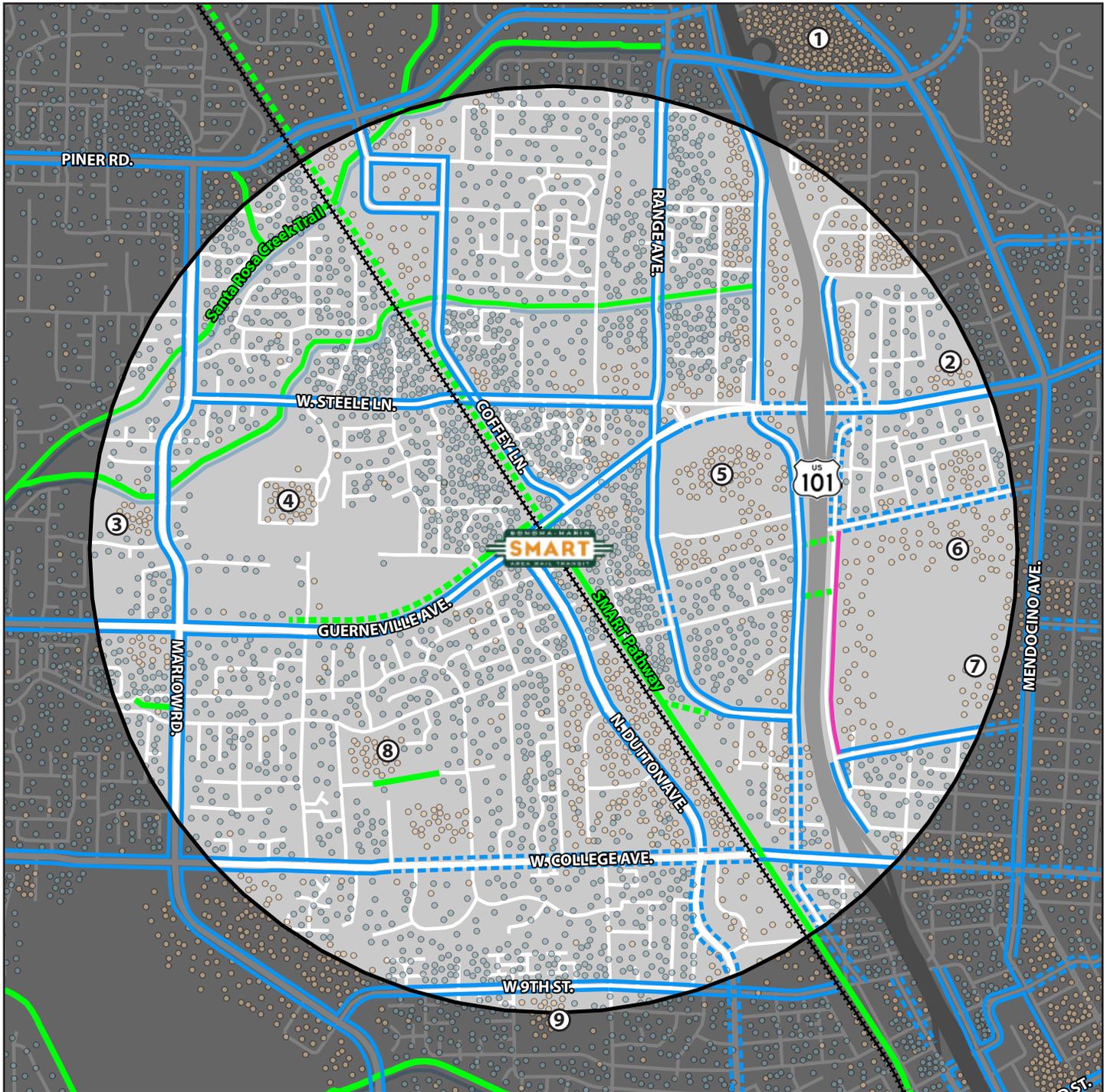
Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

Major Facilities

- Santa Rosa Junior College
- Santa Rosa High School
- Santa Rosa Middle School
- Providence Santa Rosa Hospital
- Santa Rosa Plaza
- Santa Rosa City Hall
- Luther Burbank Elementary School
- Roseland Elementary School
- Sonoma County Fairgrounds

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Santa Rosa North Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

Multi-Use Paths (Class I)

Bike Lanes (Class II)

Separated Bikeways (Class IV)

Existing Planned

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Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)

Major Facilities

Kaiser Permanente Hospital

Steele Lane Elementary School

James Monroe Elementary School

Hilliard Comstock Middle School

Coddington Center

Santa Rosa Junior College

Santa Rosa High School

Helen Lehman Elementary School

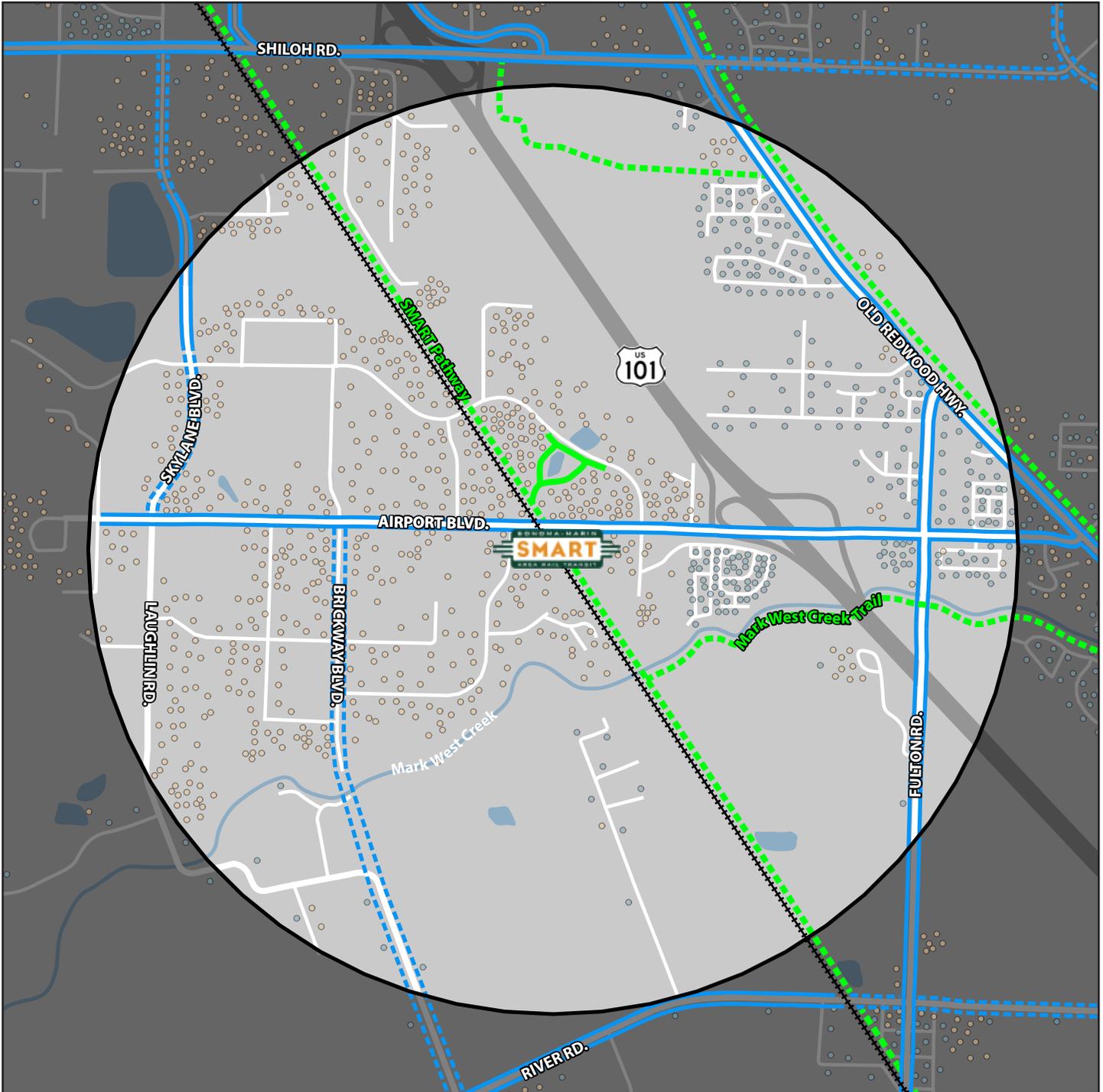
Abraham Lincoln Elementary School

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Guerneville Ave. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on Guerneville Ave. to Class IV protected bike lanes
- Upgrade the Class II bike lanes on N. Dutton Ave. to Class IV protected bike lanes

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Sonoma County Airport Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)

Jobs (1 dot = 10 jobs)

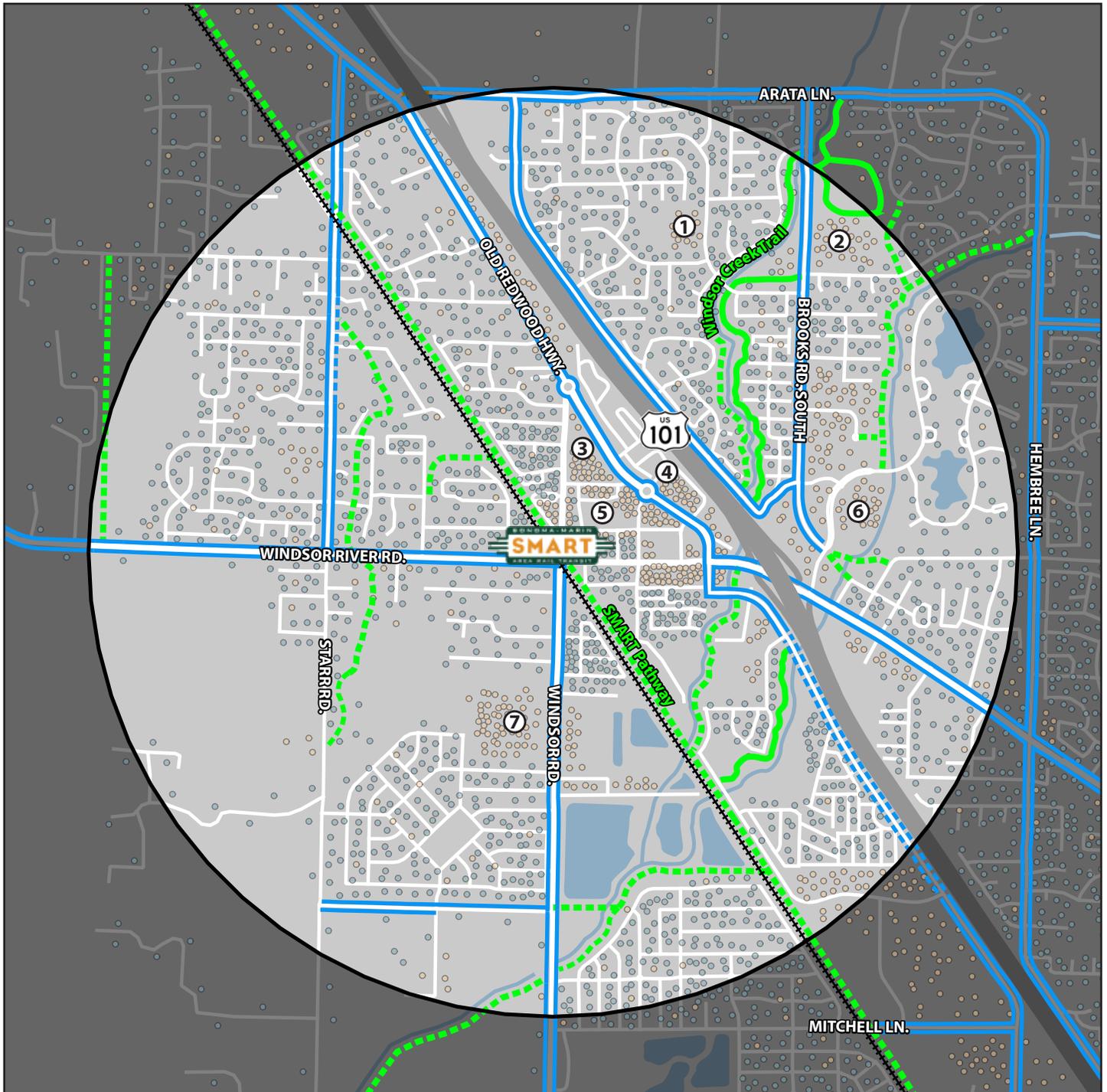
Major Facilities

- SRJC Public Safety Campus
- Sonoma Country Day School
- Sonoma County Airport
- Kendall Jackson Winery

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Airport Blvd. to Class IV protected bike lanes

Windsor Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)	
Jobs (1 dot = 10 jobs)	

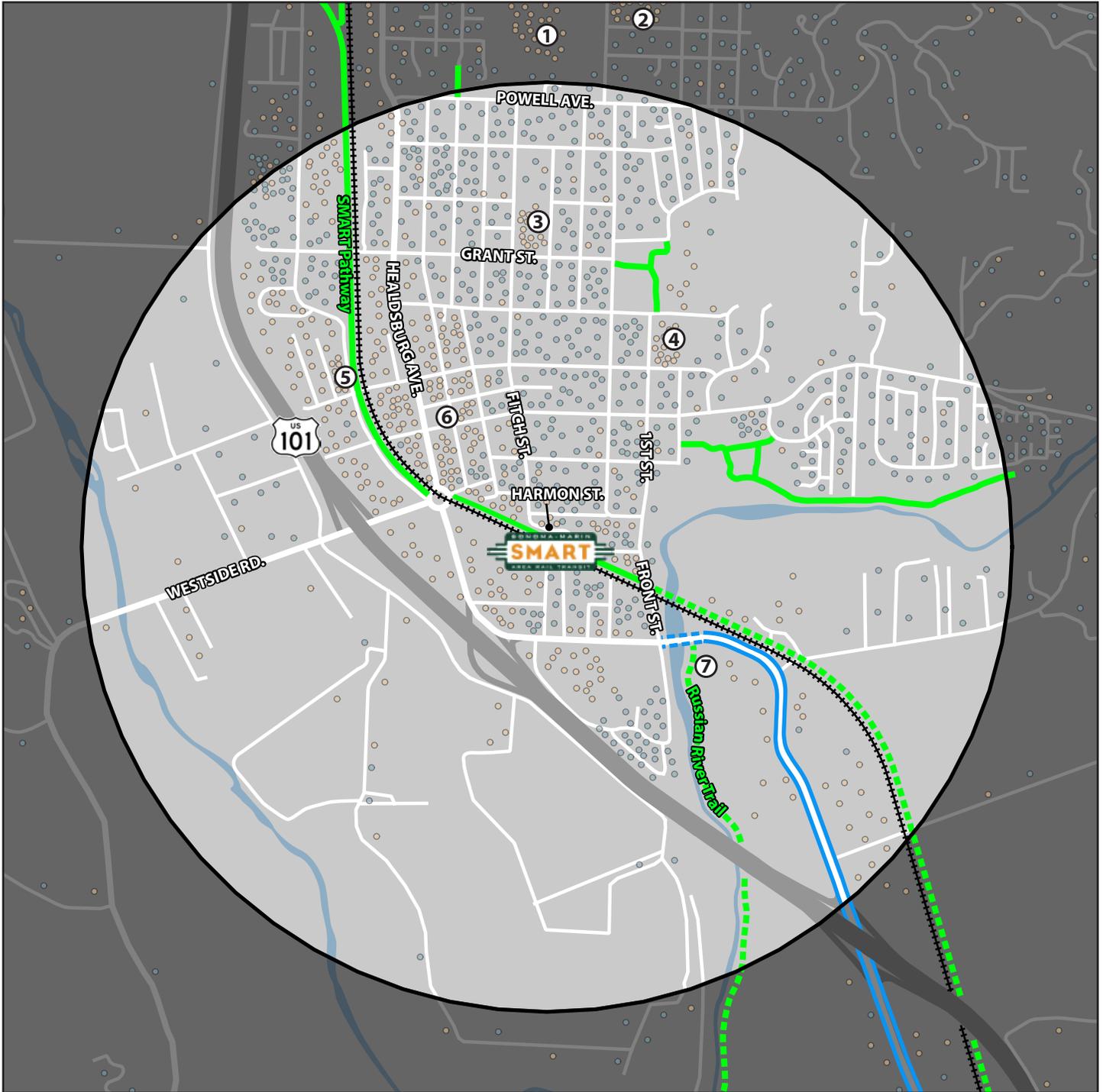
Major Facilities

- Brooks Elementary School
- Windsor Middle School
- Windsor Town Hall
- Bell Village
- Windsor Town Green
- Lakewood Village
- Windsor High School

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Windsor Rd. to Class IV protected bike lanes and install Class IV protected bike lines along the gap in the Class II bike lanes on Windsor Rd.
- Upgrade the Class II bike lanes on Windsor River Rd. to Class IV protected bike lanes and install Class IV protected bike lines along the gap in the Class II bike lanes on Windsor River Rd.

Healdsburg Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

	Existing	Planned
Multi-Use Paths (Class I)		
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

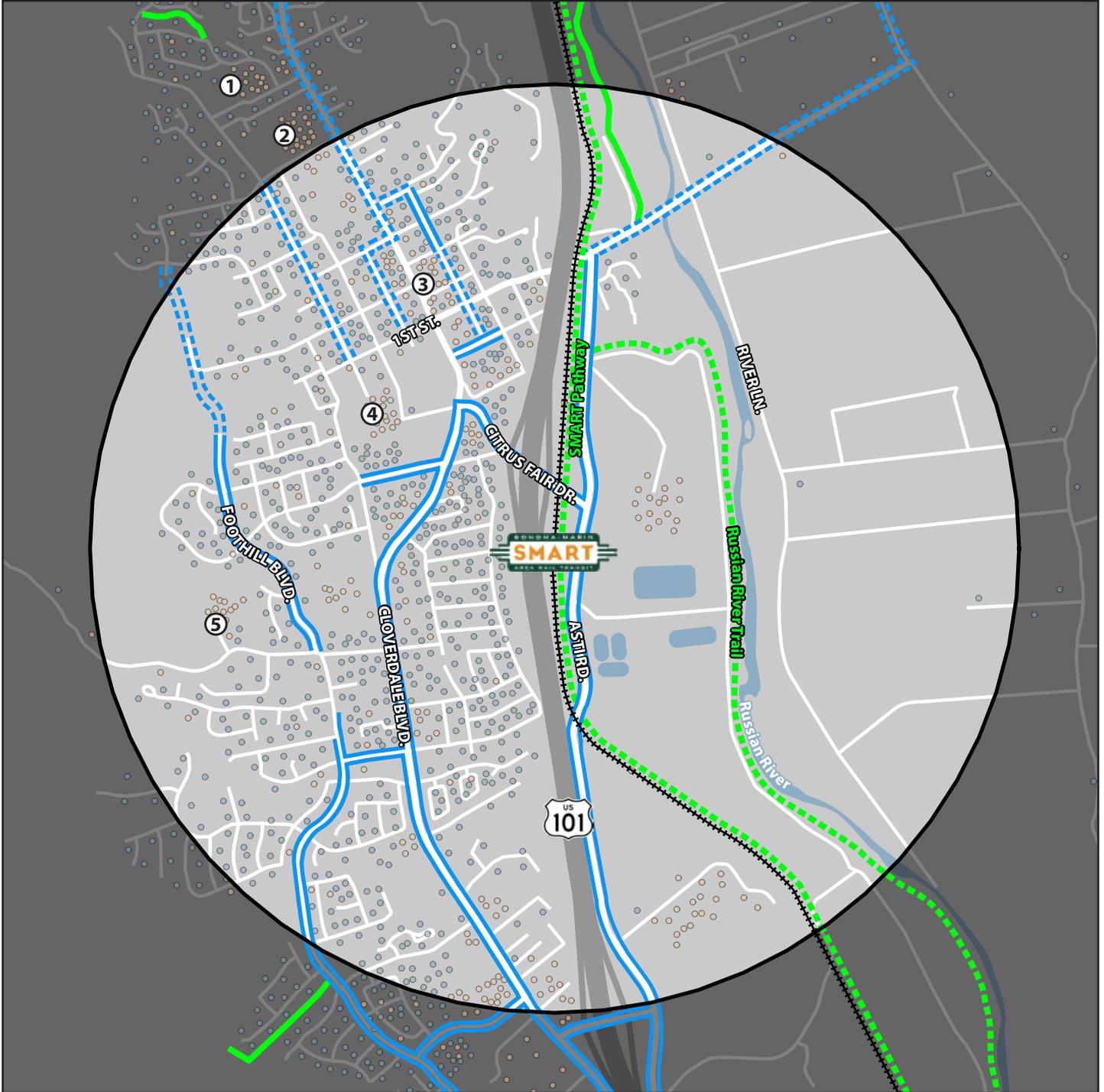
Major Facilities

- ① Healdsburg High School
- ② Fitch Mountain Elementary School
- ③ Healdsburg Junior High School
- ④ Healdsburg Elementary School
- ⑤ Healdsburg City Hall
- ⑥ Healdsburg Plaza
- ⑦ Veterans Memorial Beach

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Install Class IV protected bike lanes on Healdsburg Ave.
- Install Class IV protected bike lanes on Fitch St. and Harmon St.
- Install Class IV protected bike lanes on 1st St. and Front St.

Cloverdale Station First-and-Last-Mile Active Transportation Network



Active Transportation Network

Multi-Use Paths (Class I)	Existing	Planned
Bike Lanes (Class II)		
Separated Bikeways (Class IV)		

Population and Job Density

Population (1 dot = 10 people)
Jobs (1 dot = 10 jobs)

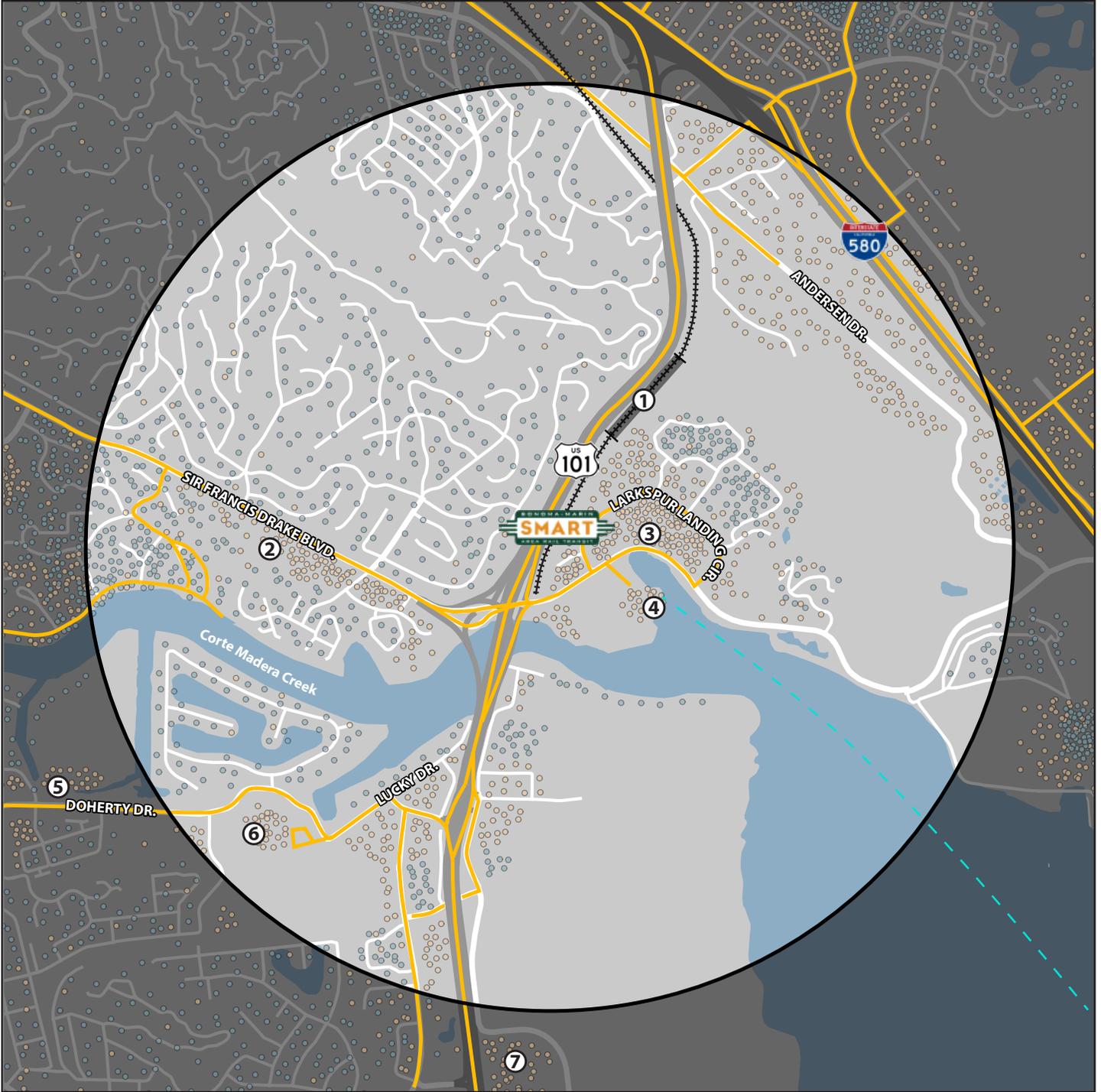
Major Facilities

- Jefferson Elementary School ①
- Cloverdale High School ②
- Cloverdale City Hall ③
- Washington Middle School ④
- Cloverdale Health Care Center ⑤

First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Cloverdale Blvd. to Class IV protected bike lanes and install Class IV protected bike lanes along the gap in the Class II bike lanes on Cloverdale Blvd.
- Install Class IV protected bike lanes on 1st St.
- Upgrade the Class II bike lanes on Citrus Fair Dr. and Asti Rd. to Class IV protected bike lanes

Larkspur Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:

- Golden Gate Transit
- Golden Gate Ferry
- Marin Transit

Population and Job Density

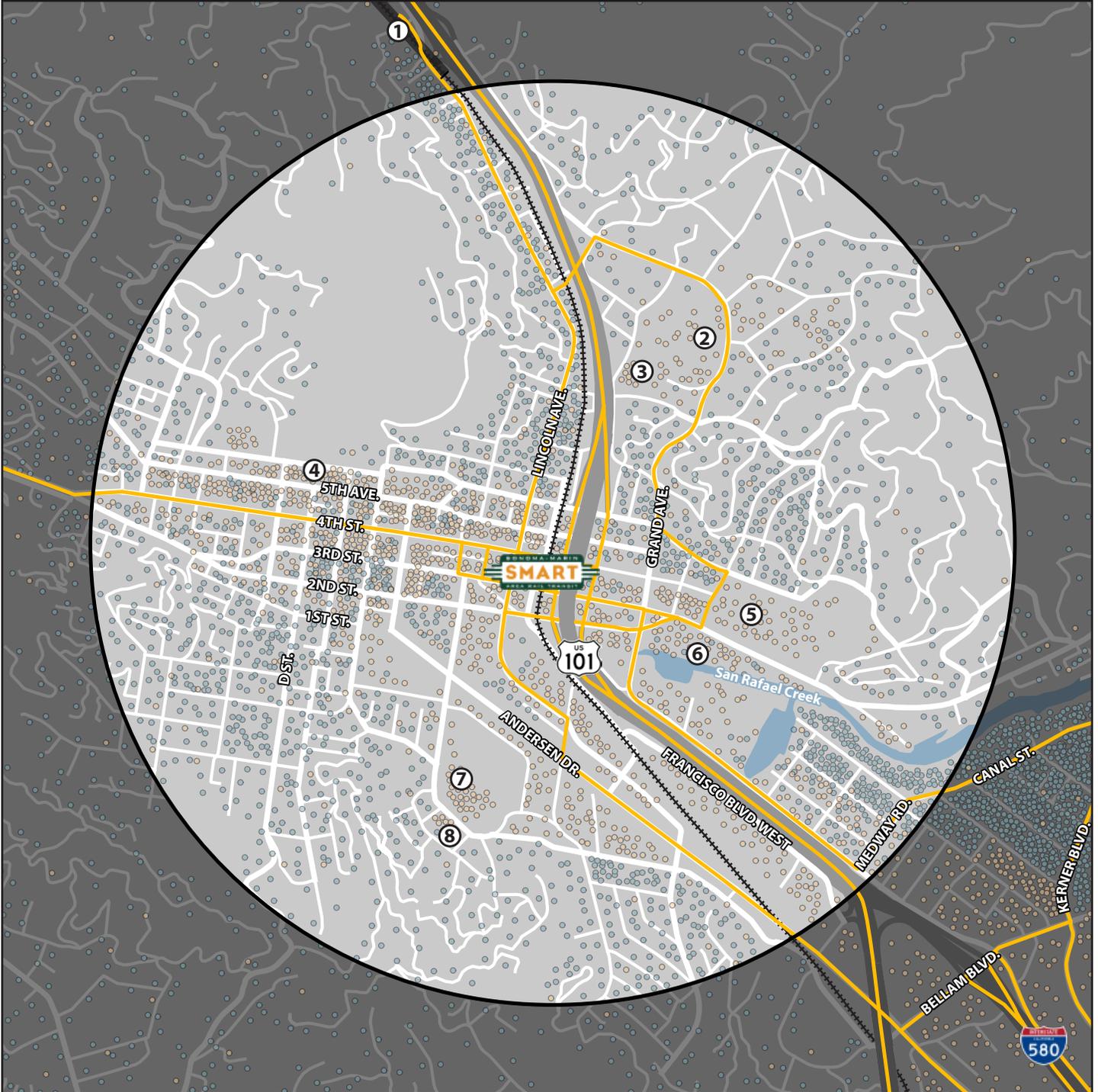
- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- 1 Cal Park Hill Tunnel
- 2 Bon Air Center
- 3 Marin Country Mart
- 4 Larkspur Ferry Terminal
- 5 Hall Middle School
- 6 Redwood High School
- 7 The Village

- 1
- 2
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- 6
- 7

San Rafael Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:

- Golden Gate Transit
- Marin Transit

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- ① Puerto Suello Tunnel
- ② Dominican University
- ③ Coleman Elementary School
- ④ San Rafael City Hall
- ⑤ San Rafael High School
- ⑥ Montecito Plaza
- ⑦ Davidson Middle School
- ⑧ Laurel Dell Elementary School

Marin Civic Center Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway - - - - -
- Bus Routes —————
- Ferry Routes - - - - -

Transit Network consists of:

- Golden Gate Transit
- Marin Transit

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- Vallecito Elementary School ①
- Kaiser Permanente Hospital ②
- Northgate Town Square ③
- Terra Linda High School ④
- Marin County Fairgrounds ⑤
- Venetia Valley K-8 School ⑥
- Marin County Civic Center ⑦
- Puerto Suello Tunnel ⑧

Novato Hamilton Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway 
- Bus Routes 
- Ferry Routes 

Transit Network consists of:

- Golden Gate Transit
- Marin Transit

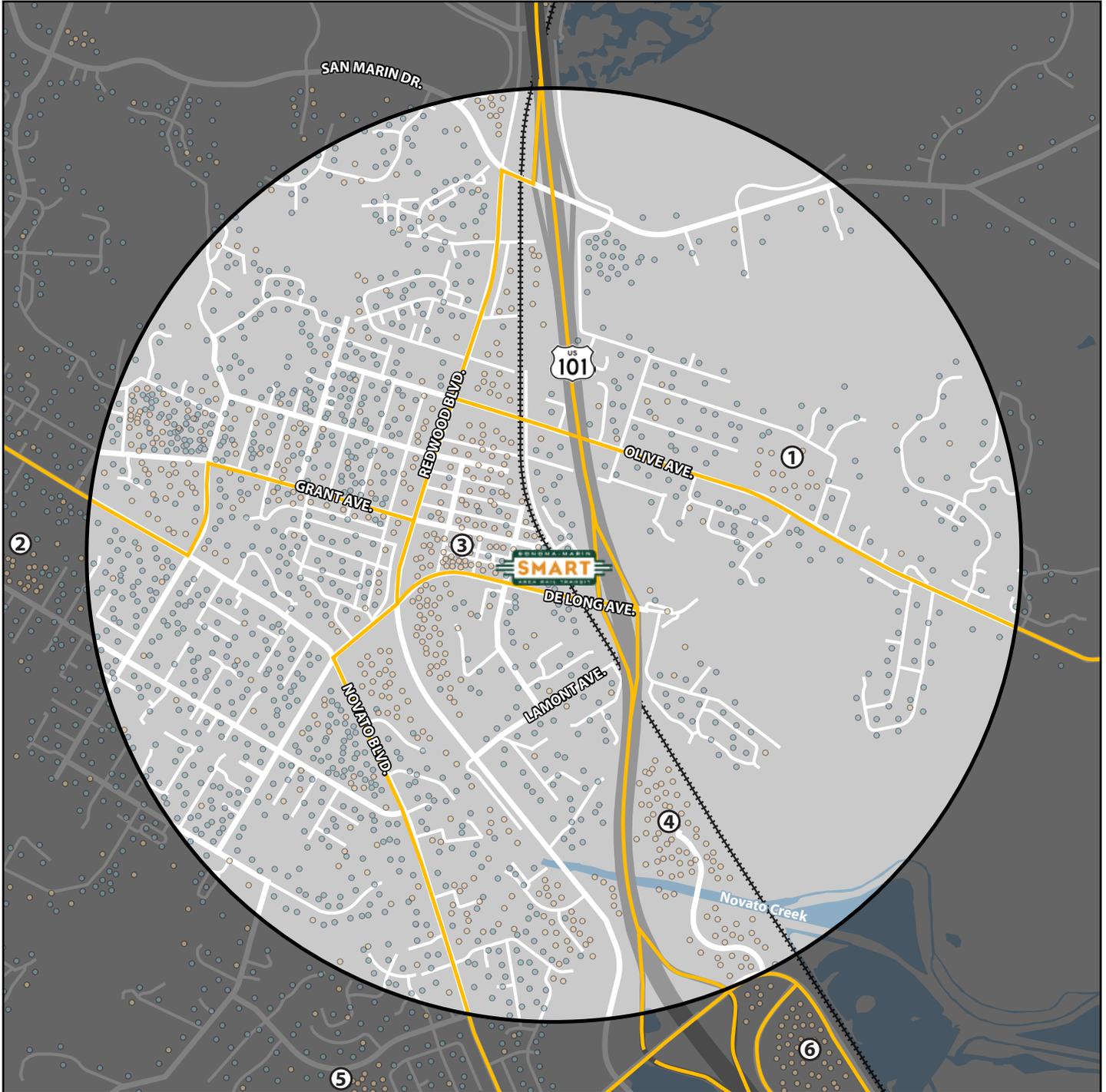
Population and Job Density

- Population (1 dot = 10 people) 
- Jobs (1 dot = 10 jobs) 

Major Facilities

- Hamilton Square 
- Hamilton K-8 School 

Novato Downtown Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway - - - - -
- Bus Routes —————
- Ferry Routes - - - - -

Transit Network consists of:

- Golden Gate Transit
- Marin Transit

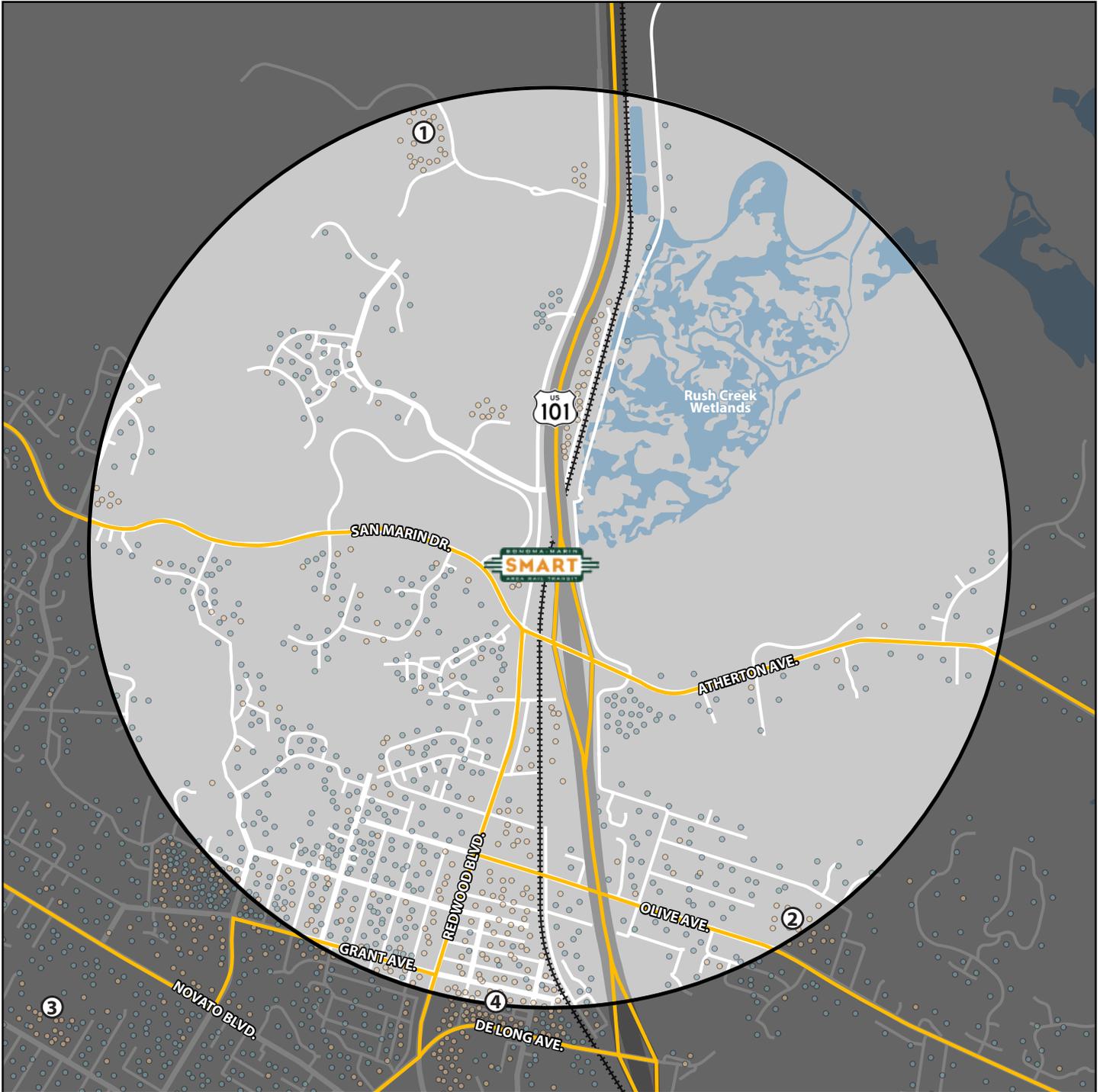
Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- ① Olive Elementary School
- ② Lu Sutton Elementary School
- ③ Novato City Hall
- ④ Novato Community Hospital
- ⑤ Novato High School
- ⑥ Vintage Oaks

Novato San Marin Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway ————
- Bus Routes ————
- Ferry Routes - - - -

Transit Network consists of:

- Golden Gate Transit
- Marin Transit

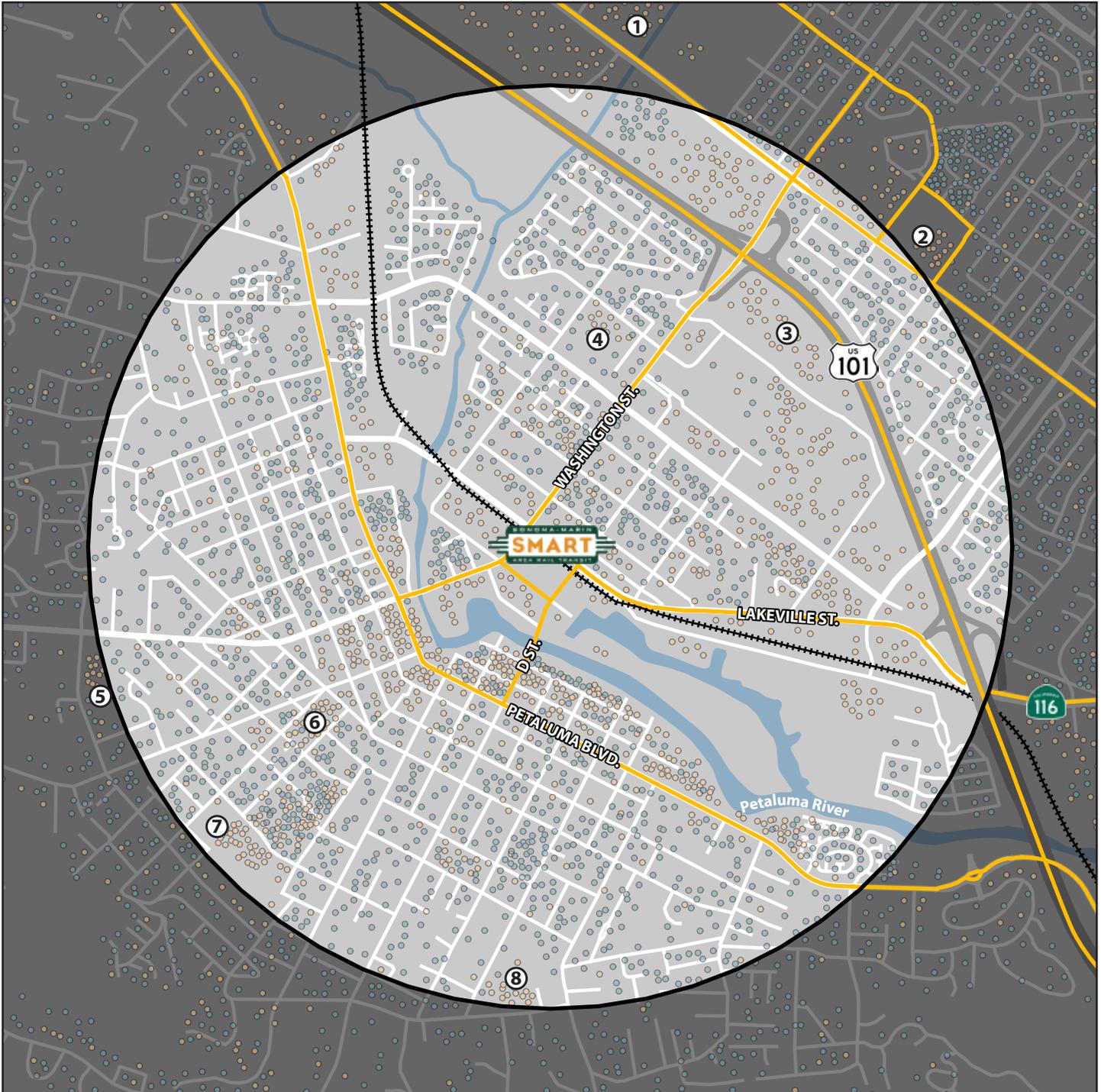
Population and Job Density

- Population (1 dot = 10 people) ●
- Jobs (1 dot = 10 jobs) ●

Major Facilities

- Buck Center ①
- Olive Elementary School ②
- Lu Sutton Elementary School ③
- Novato City Hall ④

Petaluma Downtown Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway - - - - -
- Bus Routes - - - - -
- Ferry Routes - - - - -

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit

Population and Job Density

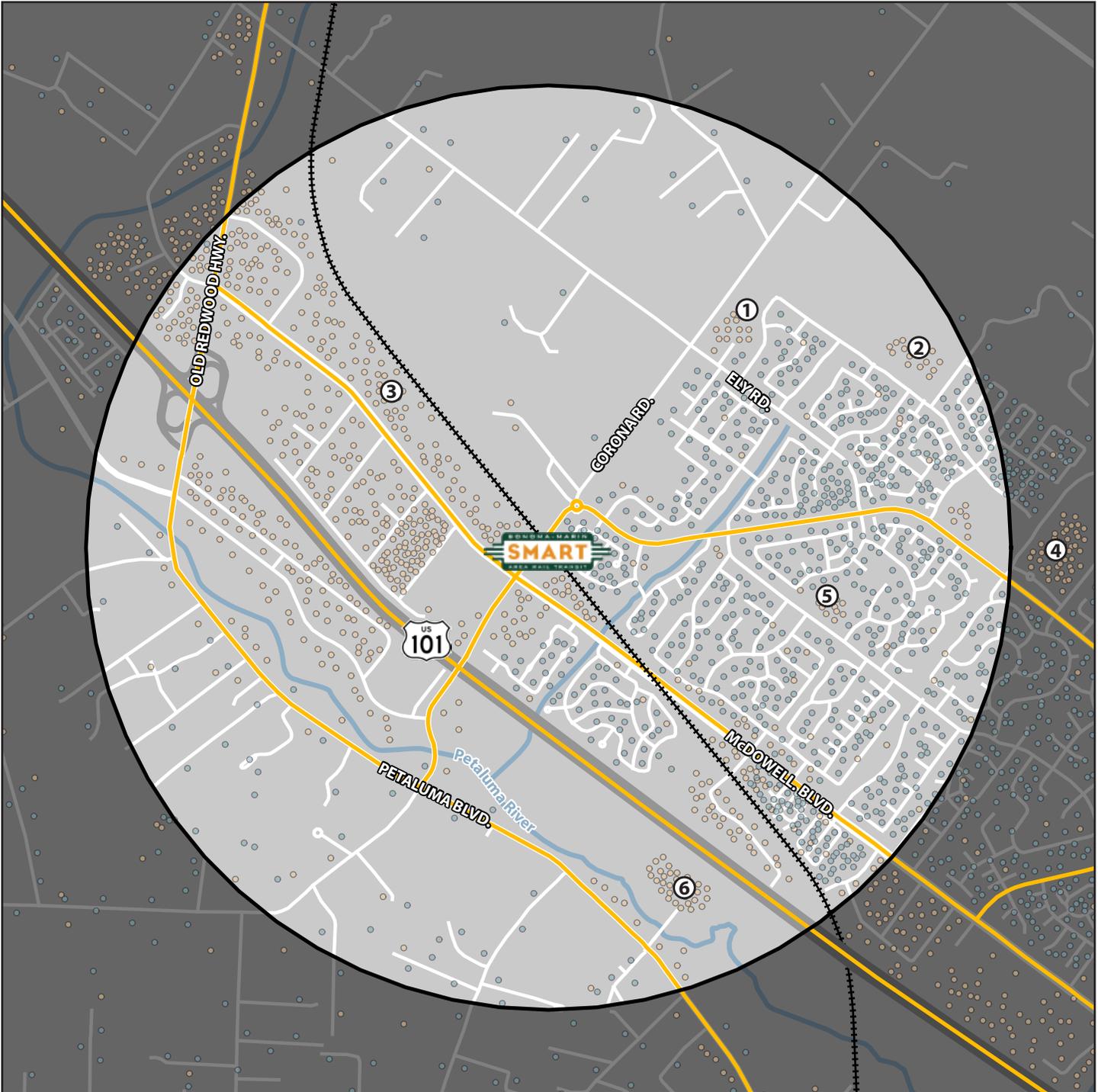
- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- Petaluma Valley Hospital
- McDowell Elementary School
- Washington Place
- McKinley Elementary School
- Valley Vista Elementary School
- Petaluma City Hall
- Petaluma High School
- McNear Elementary School

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- ③
- ④
- ⑤
- ⑥
- ⑦
- ⑧

Petaluma North Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway - - - - -
- Bus Routes —————
- Ferry Routes - - - - -

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit

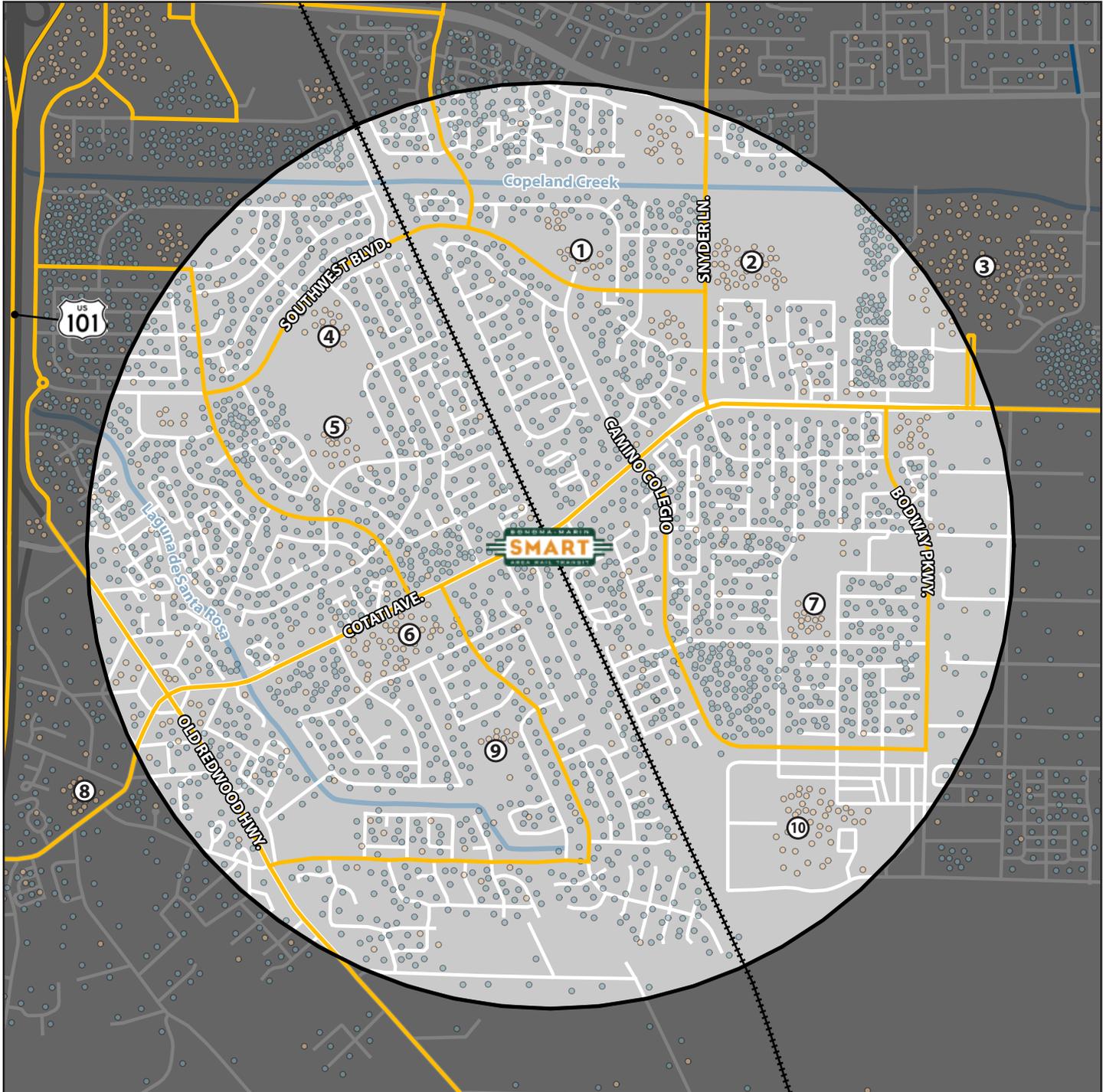
Population and Job Density

- Population (1 dot = 10 people) ●
- Jobs (1 dot = 10 jobs) ●

Major Facilities

- Corona Creek Elementary School ①
- Kenilworth Junior High School ②
- Lagunitas Brewing Company ③
- Santa Rosa Junior College ④
- Meadow Elementary School ⑤
- Petaluma Factory Outlets ⑥

Cotati Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway - - - - -
- Bus Routes - - - - -
- Ferry Routes - - - - -

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit

Population and Job Density

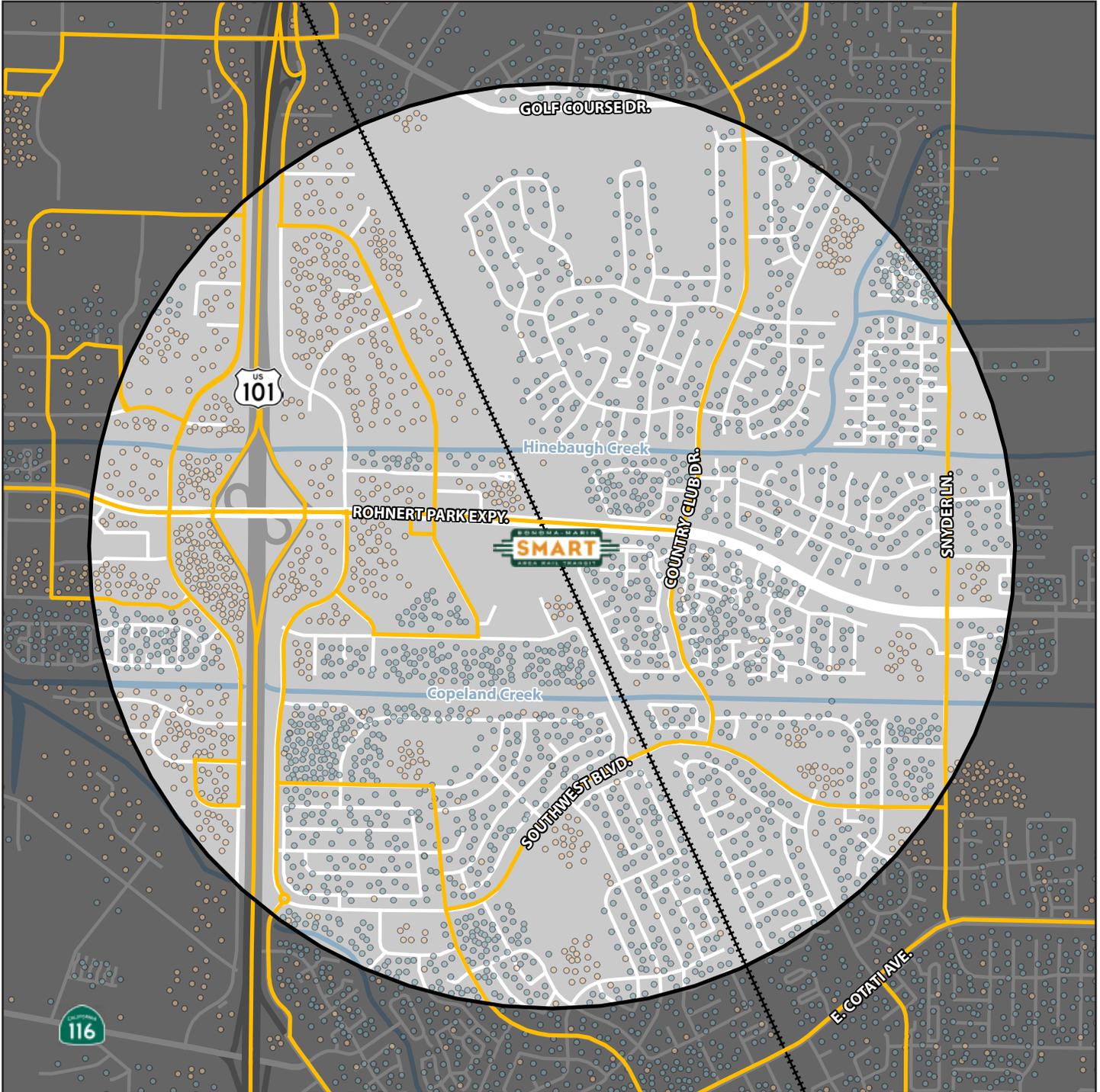
- Population (1 dot = 10 people) ●
- Jobs (1 dot = 10 jobs) ●

Major Facilities

- ① Richard Crane Elementary School
- ② Rancho Cotate High School
- ③ Sonoma State University
- ④ Technology Middle School
- ⑤ Technology High School
- ⑥ Rancho Cotati
- ⑦ Monte Vista Elementary School
- ⑧ Cotati City Hall
- ⑨ University Elementary School
- ⑩ SOMO Village



Rohnert Park Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit

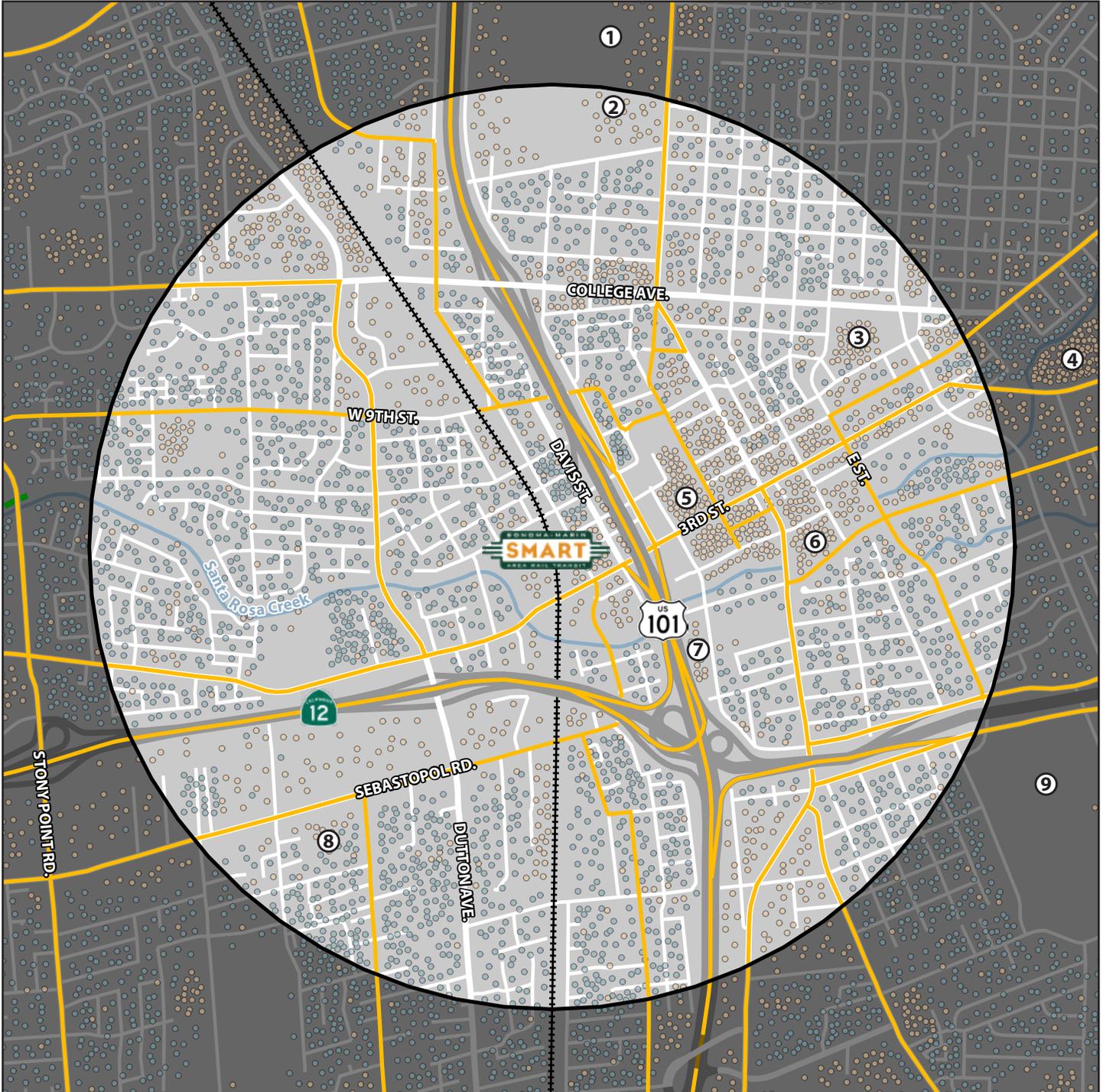
Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- ① Graton Resort and Casino
- ② Kaiser Permanente
- ③ Rohnert Park City Hall
- ④ Park Plaza Shopping Center
- ⑤ John Reed Elementary School
- ⑥ Richard Crane Elementary School
- ⑦ Rancho Cotate High School
- ⑧ Technology Middle School
- ⑨ Technology High School

Santa Rosa Downtown Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit
- Santa Rosa CityBus

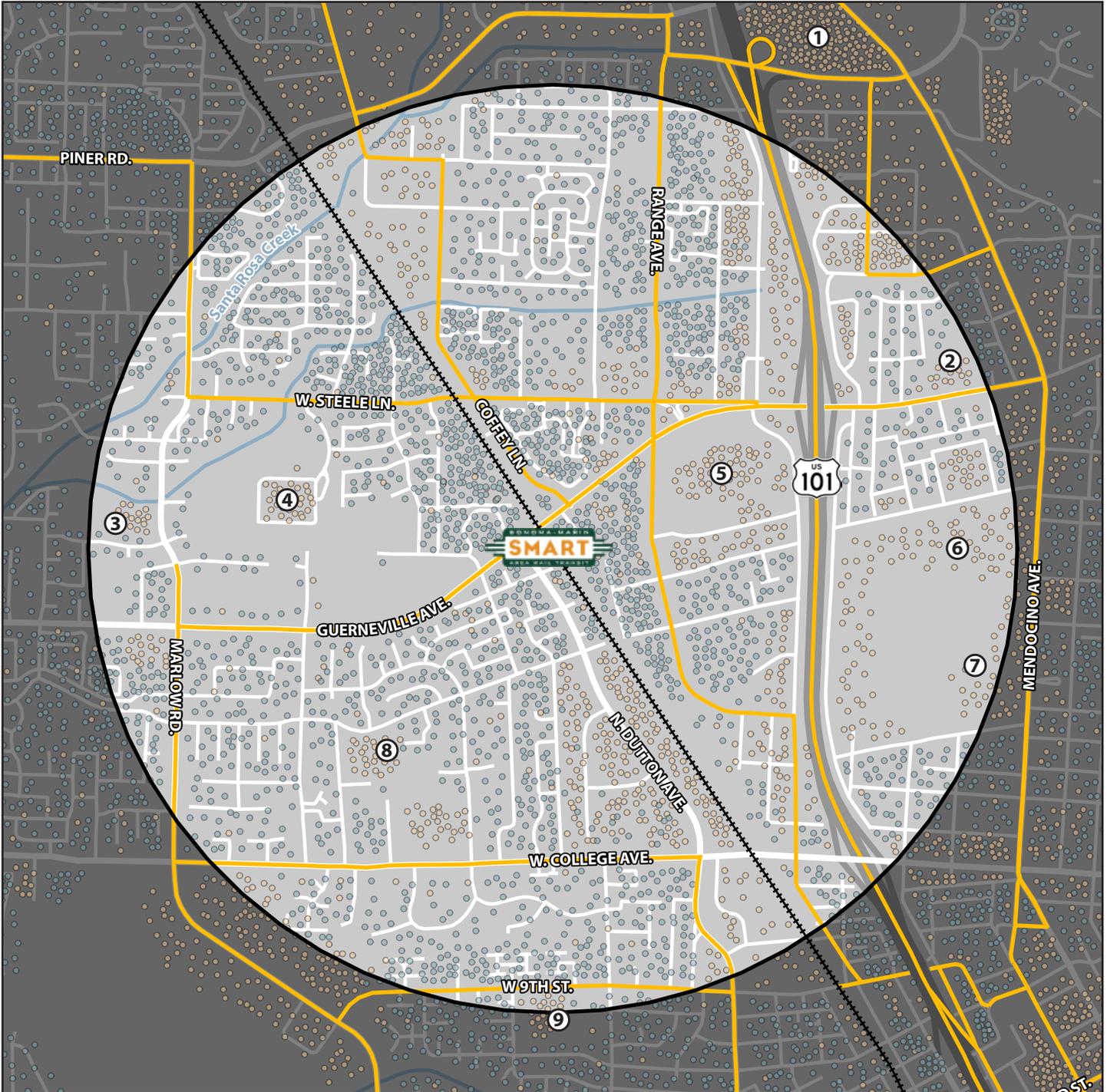
Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- Santa Rosa Junior College ①
- Santa Rosa High School ②
- Santa Rosa Middle School ③
- Providence Santa Rosa Hospital ④
- Santa Rosa Plaza ⑤
- Santa Rosa City Hall ⑥
- Luther Burbank Elementary School ⑦
- Roseland Elementary School ⑧
- Sonoma County Fairgrounds ⑨

Santa Rosa North Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:

- Golden Gate Transit
- Sonoma County Transit
- Santa Rosa CityBus

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- 1 Kaiser Permanente Hospital
- 2 Steele Lane Elementary School
- 3 James Monroe Elementary School
- 4 Hilliard Comstock Middle School
- 5 Coddington Center
- 6 Santa Rosa Junior College
- 7 Santa Rosa High School
- 8 Helen Lehman Elementary School
- 9 Abraham Lincoln Elementary School

Sonoma County Airport Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway +-----+
- Bus Routes —————
- Ferry Routes - - - - -

Transit Network consists of:

- Sonoma County Transit
- SMART Connect

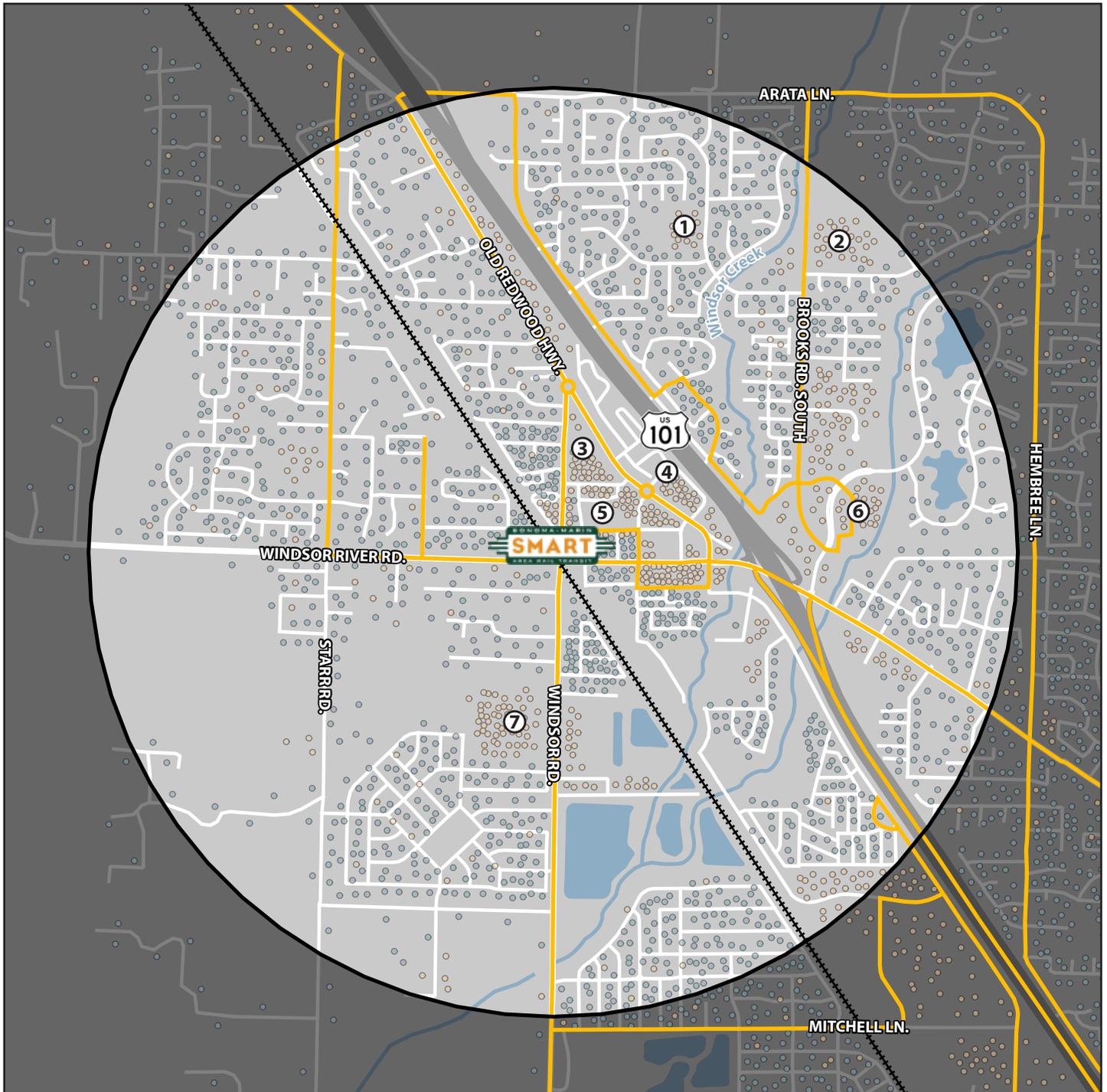
Population and Job Density

- Population (1 dot = 10 people) ●
- Jobs (1 dot = 10 jobs) ●

Major Facilities

- SRJC Public Safety Campus ①
- Sonoma Country Day School ②
- Sonoma County Airport ③
- Kendall Jackson Winery ④

Windsor Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:
• Sonoma County Transit

Population and Job Density

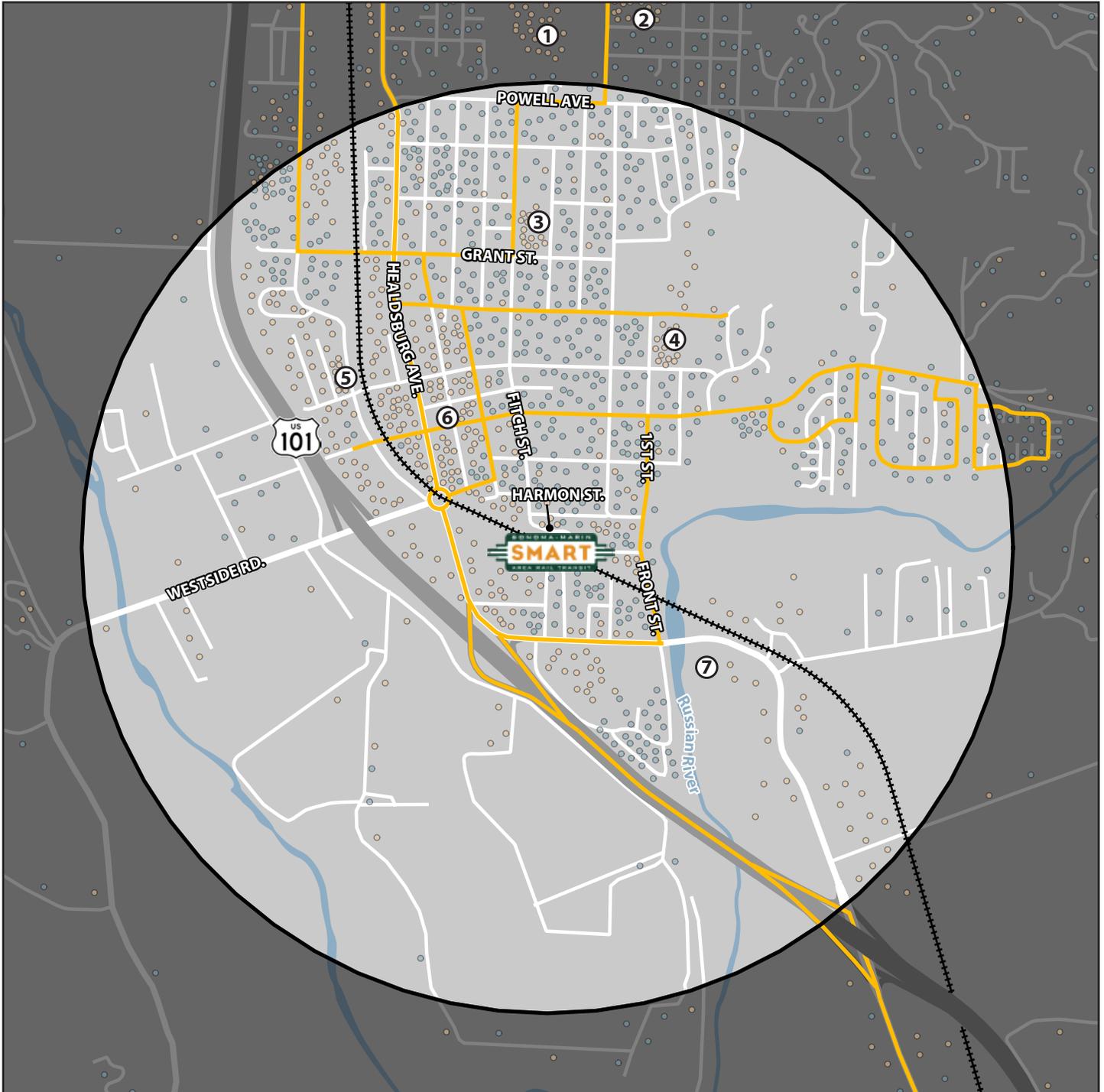
- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- ① Brooks Elementary School
- ② Windsor Middle School
- ③ Windsor Town Hall
- ④ Bell Village
- ⑤ Windsor Town Green
- ⑥ Lakewood Village
- ⑦ Windsor High School

- ①
- ②
- ③
- ④
- ⑤
- ⑥
- ⑦

Healdsburg Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:
• Sonoma County Transit

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- Healdsburg High School
- Fitch Mountain Elementary School
- Healdsburg Junior High School
- Healdsburg Elementary School
- Healdsburg City Hall
- Healdsburg Plaza
- Veterans Memorial Beach

Cloverdale Station First-and-Last-Mile Transit Network



Transit Network

- SMART Railway
- Bus Routes
- Ferry Routes

Transit Network consists of:
 • Sonoma County Transit

Population and Job Density

- Population (1 dot = 10 people)
- Jobs (1 dot = 10 jobs)

Major Facilities

- Jefferson Elementary School ①
- Cloverdale High School ②
- Cloverdale City Hall ③
- Washington Middle School ④
- Cloverdale Health Care Center ⑤