

Appendix A: Community Input Received

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Introduction

SMART conducted extensive community outreach during the development process of the updated Strategic Plan. Below is a summary of the community input received by SMART during this process.

Virtual Community Workshops

SMART began the strategic plan outreach process with a series of online community workshops, aimed at gathering information from the community around the strategic priorities for the agency. The virtual community workshops were structured around the four focus areas, ridership, pathway, extensions, and freight, as well as a kick-off workshop on an agency-wide SWOT (strengths, weaknesses, opportunities, threats) analysis.

Workshop 1: SWOT Analysis

On January 31, 2024, SMART conducted its first online community workshop, aimed at gathering community feedback on the strengths, weaknesses, opportunities, and threats (SWOT) of the agency. Staff introduced the Strategic Plan update planning process and presented a review of SMART’s recent accomplishments, previously stated strategic objectives, and current challenges. Members of the public were then asked to submit their thoughts on the strengths, weaknesses, opportunities, and threats of the organization using the Mentimeter software. After community members had given their input on the SWOT Analysis, people had the opportunity for public feedback in a live dialogue section of the workshop.

Input Received

Some of the standout themes from each area of the public SWOT analysis included:

Strengths: Modern and comfortable train and good quality assets, bicycle friendly, affordable, good reliability, and punctuality.

Weaknesses: Pathway gaps, train service gaps, first and last mile connections, public perception, too little advertising.

Opportunities: Promote services for non-commute travel, on-board amenities, increased marketing, first and last mile solutions,

Workshop 2: Ridership

On February 7, 2024, SMART conducted its second online community workshop, aimed at gathering community feedback on themes related to SMART’s ridership. Staff presented the current SMART ridership strategies and highlighted successes. Members of the public were then asked to submit their feedback on ridership strategies using the Mentimeter software. People were asked what strategies SMART should use to increase ridership in an open-answer format, and people were also asked to rank strategies in order of importance.

Input Received

Key themes that emerged from the Mentimeter activity included:

- Focusing on greater off-peak train service,
- Improving first/last mile connections,
- Increasing public awareness of the benefits of SMART,
- More on-board amenities,
- Special event service,
- Ensuring adequate parking, and
- Rail system expansions.

When ranking most to least important ridership strategies, community members ranked **first/last mile connections, local transit connections, and train schedule adjustments** as their top three strategies. **Reasonable fares, system safety, and on-board amenities** were ranked as the least important strategies.

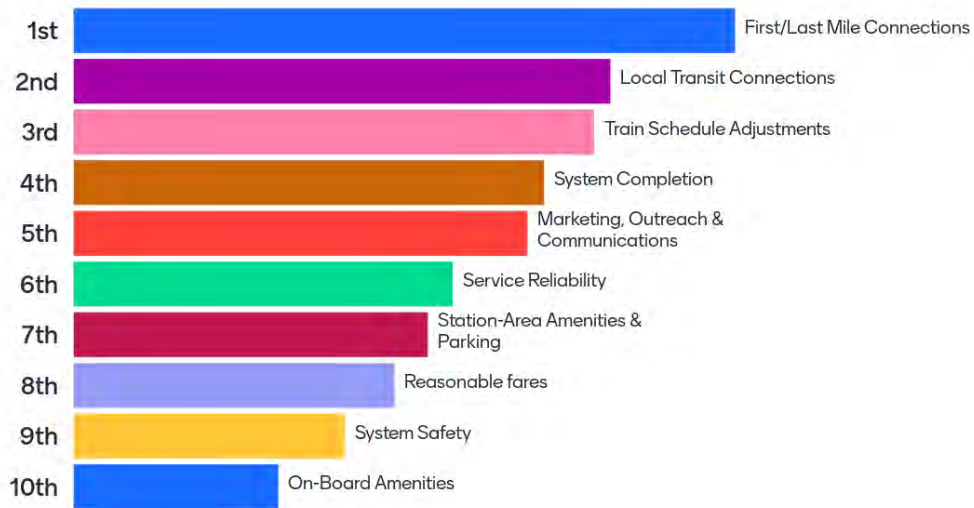
Mentimeter Results

See below for the full word cloud and open-answer responses.

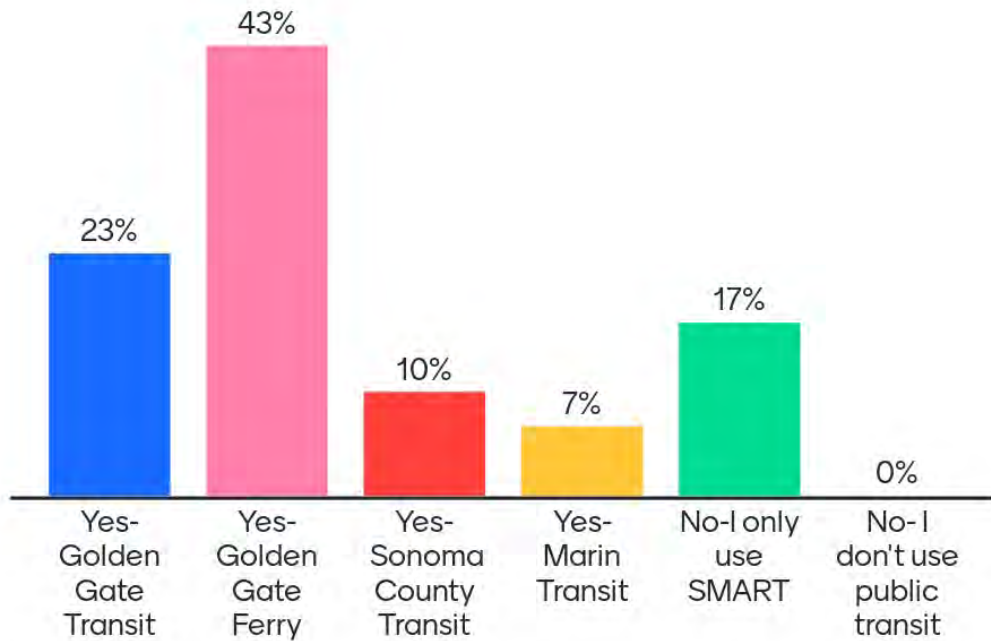
Prompt: What strategies should SMART use to increase ridership?



Prompt: How should SMART prioritize these strategy areas?



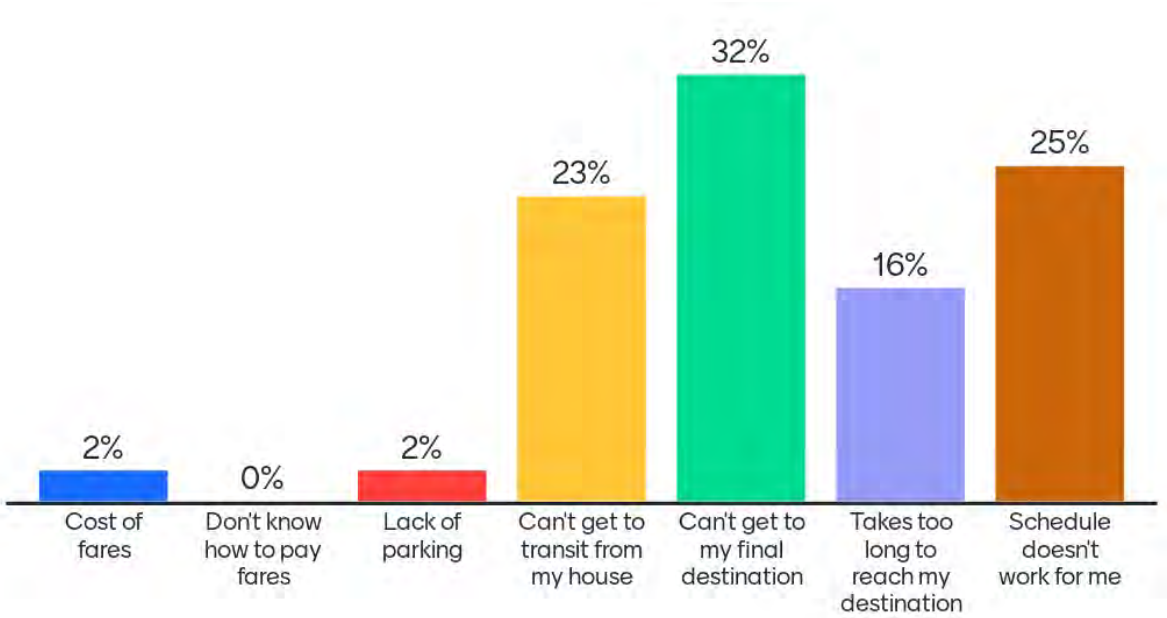
Prompt: Do you use public transit in addition to SMART to travel along Hwy 101



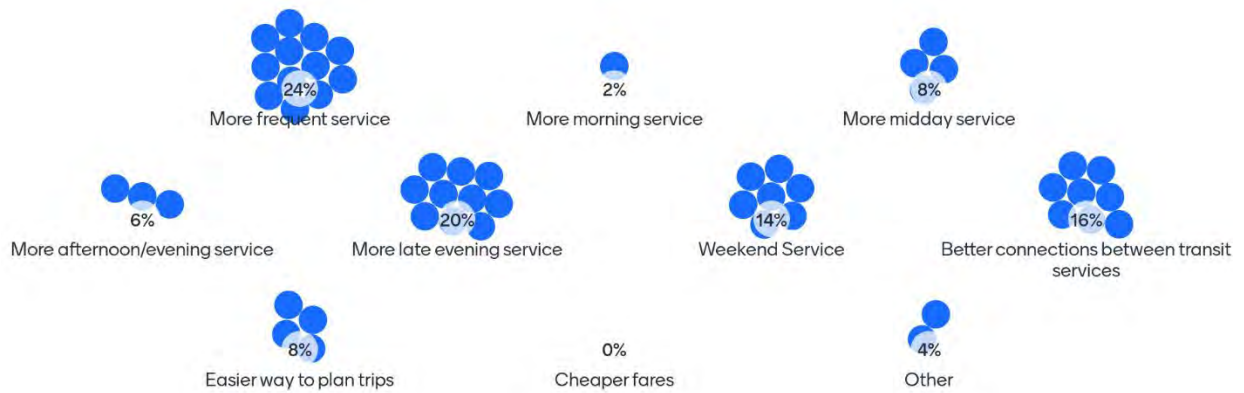
If “yes,” tell us more (route, time of day, trip purpose, etc.)

<p>I use the ferry if the transfer time is good. If not I take GG bus to SF.</p>	<p>Weekend trips, morning southbound, and evening northbound. I ride the train for fun!</p>	<p>Coonect to Ferry during commute hours.</p>	<p>Use ferry for meetings and trips in to SF.</p>
<p>Special events to SF via Ferry</p>	<p>Only if I have to work late - after the last train, and I don't want to cycle ten miles home - do I use the bus</p>	<p>Mostly on weekends. I plan trips around SMART and ferry connections.</p>	<p>GGT to Golden Gate Bridge toll plaza to connect to W. SF</p>
<p>I go to the Larkspur Marin Farmer's Market.</p>	<p>trips from Santa Rosa to SF</p>	<p>Use SMART for leisure and recreation. To visit Sonoma and just ride the train.</p>	<p>Usually weekend use for SF Giants games or just SF visit.</p>
<p>Weekend use for leisure trips, baseball games, day trips to San Francisco, etc. Occasionally will hop on the train just to enjoy the ride, grab a bite and come back.</p>	<p>Southbound to ferry to SF return. Weekday short trips Cotati to Airport. Mostly, special events (Giants) or SF trip on weekends. Would ride more if more event connections.</p>	<p>Petaluma to Larkspur to get to SF. Sometimes have to take GG Transit bus to get home after ferries/trains stop running. Usually for mid-day meetings or evening social events and weekends.</p>	<p>UC Berkeley to Petaluma: BART from Downtown Berkeley to El Cerrito Del Norte, take 580 GGT bus to San Rafael Transit Center, take SMART to Petaluma. OR take BART to SF, ferry to Larkspur, SMART up</p>
<p>Going to San Francisco from Petaluma, especially if needed in the evening, not using the ferry</p>	<p>I take SMART to farmers markets on the weekends</p>	<p>SMART to visit family in Windsor Airporter to SMART to Sonoma airport</p>	<p>I use SMART with my bike if the weather is too cold or wet. For work mostly.</p>
<p>SMART Petaluma to San Rafael</p>	<p>my usual route is cotati to downtown santa rosa, sometimes petaluma</p>	<p>Sometimes from Petaluma to Santa Rosa when schedule makes sense. Often ride bike instead if train schedule doesn't align. I'm always looking for excuses to ride the train as a remote worker!</p>	

Prompt: What are the biggest obstacles to using transit for trips along Hwy 101 (pick top three)



Prompt: What improvements would make transit along the 101 corridor easier to use?



Workshop 3: Pathways

On February 28, 2024, SMART conducted its third online community workshop, themed around the SMART Pathway/Great Redwood Trail. Staff summarized the current state of the Pathway and members of the public were then asked to submit their feedback on pathway strategies, first in an open-answer format, and then by ranking preselected strategies from most to least important.

Members of the public were then asked to submit their feedback on pathway strategies, first in an open-answer format, and then by ranking preselected strategies from most to least important. For the open-answer portion, top responses included: completing pathway gaps, completing the entire Pathway, improved wayfinding, better connectivity, and more Pathway amenities.

Input Received

For the ranked portion, the **top** three priorities that emerged were:

- Construct planned Pathway.
- Complete design and permitting of planned Pathway.
- Pathway wayfinding.

The **bottom** three priorities were:

- Improved pathway maps.
- Pathway website.
- Bike parking.

Workshop 4: Extensions

On March 14, 2024, SMART held its fourth community workshop, centered around the SMART rail and Pathway extensions. SMART staff presented an overview of the current system and detailed the Windsor, Healdsburg, and Cloverdale extensions, as well as East-West rail, which is currently under study by Caltrans. For the interactive portion of the workshop, the public was invited to weigh in on a few questions, including: the biggest obstacles to SMART completing extensions, how SMART can best meet passenger needs with extensions of the system, and what benefits SMART extensions will bring to the community.

Input Received

For the interactive portion of the workshop, staff asked the public to weigh in on a few questions. Firstly, a question about the biggest obstacles to SMART completing extensions was asked. The top answers were funding issues, public sentiment, and the sales tax renewal. For the second question, community members were asked how SMART can best meet passenger needs with extensions of the system. The top themes that emerged were local transit connections, planning for commuter and recreational riders, and more outreach to the public. For the third question, the public was asked to rank which benefits will the SMART extensions bring to the community. The top three answers to this question were greenhouse gas emissions reductions, improved mobility and access, and economic vitality.

Mentimeter Results

See below for the word cloud, ranked-choice, and open-ended answers.

Prompt: We want to hear from you about each extension! Tell us about Windsor.

Bus connection to Healdsburg	Town Green	service of bedroom community	Connection to town green events
Lots of commuters down 101	Great place to visit. Exciting.	Getting to the town green!	I'm excited about connection from Windsor to the ferry and points between. I'm hoping for later trains on Thursday nights during Windsor's Summer Nights on the Green concerts!
music on the green	Short answer is very interested! Love this but we will need later trains for special events.	A closer station to board the train from people who live in the north, closer than the airport.	Cloverdale citizens would visit Windsor more often

Prompt: We want to hear from you about each extension! Tell us about Healdsburg.

Opportunity for SF tourists to visit wineries in Healdsburg without driving on 101.	I see it as the transfer point for private-sector passenger service north to Willits.	Affordable travel option	I can finally ride the train to and from work in downtown Santa Rosa! I know I won't be alone in ditching my car in favor of commuting on SMART from Healdsburg.
I don't believe this is the right location for the station. Parking in that area is already a problem.	Should have put the station closer to downtown.		
wine tasting biking riding boating on the russian river	Wine Country 🍷	Can't wait to have another way to visit family and enjoy Healdsburg, which now feels too far for me to travel to.	Platform should be close to round about, not far away at old depot bldg
O gosh. This will blow it up.	Wine tasting!	Connection for tourists from the bay area and those who travel to S.F. who would love to travel north	Cloverdale citizens would be more apt to visit Healdsburg when all of the extensions are completed.

Prompt: We want to hear from you about each extension! Tell us about Cloverdale.

Bike trips	Great town. More visitors would come to Cloverdale	We'll be on the map, finally!	Connections to express buses to Mendocino
The Cloverdale extension needs MTC support.	It needs to happen. We have a fair amount of housing going in. More people means more tidlers	citrus fair	It's a great connection for Mendocino and Lake Counties
Access to affordable living	It's very unlikely you'll ever get funding for the Cloverdale extension based on passenger service alone. Freight is much more lucrative. Once you have the track, you can run either passenger or freight	Residents connection to the rest of Sonoma County since they are so far away	Freeing up the 101!
visit friends that live in cloverdale, visit Friday Night Live, regional transit connections	More of a threat. We won't get there. Totally Historical RR	Will likely increase the popularity of Cloverdale as a place to live with better connections to the rest of Sonoma and Marin Co.	if implemented, late (summer) evening train during concert nights, if they resume in future years.

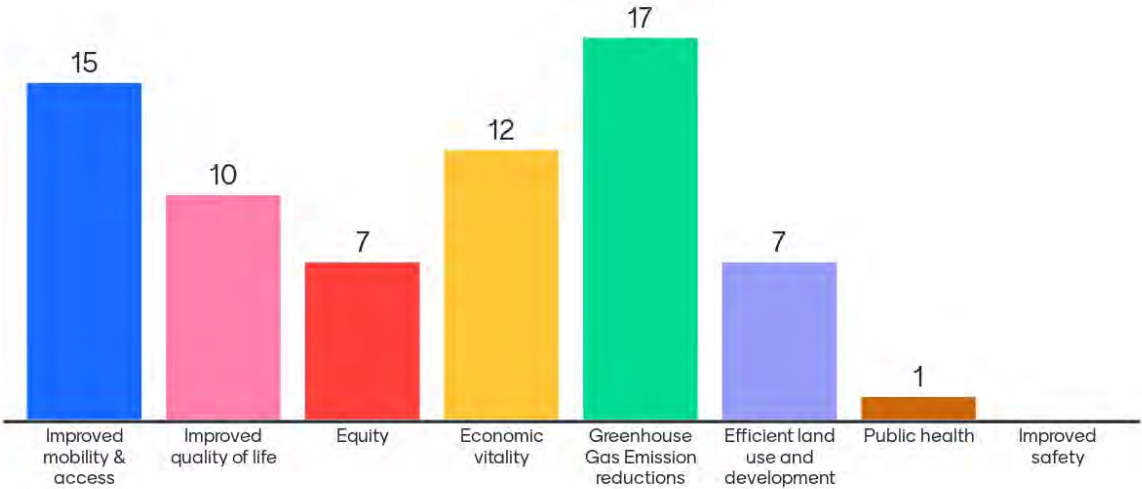
Prompt: What are the biggest obstacles to SMART completing extensions? What challenges should we be aware of?



Prompt: With the opening of extensions, how can we best plan service to meet passenger needs? Train schedule/service hours, frequency, transit connections, etc.

Commuter service between Brazos and Novato to solve the Highway 37 problem	Connections to the north from Cloverdale	Survey potential riders	No idea how to answer this
Transit connections will be key to each community. Making it easier for passengers to get from the stations to the downtown area of each community served.	I want frequent weekend service so leisure trips can be easily planned	Work with Sonoma County transit to sync service with SMART schedule. Survey riders too.	Schedules and frequencies need to serve both commuting and leisure trips. Hours of operations need to be long enough.
It would be great for trains to run more frequently and better connect with transit.	Seamless first/last mile connections	This seems like a logistics issue that can be worked on and solved. This can be worked on while the extensions are being planned and constructed.	Key frequencies to particular community needs
Coordinate with local transit, marketing and outreach, reduced and free fare programs	Ask for community involvement through school districts	Excursion users	

Prompt: Which of the following benefits will the SMART extensions bring to the community? (select your top three)



Workshop 5: Freight

On March 27, 2024, the final virtual community workshop that SMART conducted was centered around the future of SMART's freight service. SMART staff began the workshop by giving a short history and describing the current SMART freight operations. For the interactive portion of the workshop, SMART solicited opinions on its freight strategy using the live-polling service Mentimeter. SMART asked community members three freight-related questions: the biggest challenges facing SMART Freight; how the North Bay can make the most of its existing freight infrastructure; and how SMART should engage businesses to start thinking about freight service.

Input Received

For the interactive portion of the workshop, SMART solicited opinions on its freight strategy using the live-polling service Mentimeter. SMART asked community members three freight-related questions. The first question was about the biggest challenges facing SMART Freight. The top answers were **lack of customers, infrastructure issues, and community opposition**. Next, SMART asked how the North Bay can make the most of its existing freight infrastructure. The top answers to this question included **reconnecting spurs, public education of the benefits and safety of rail freight transportation, and increased marketing to customers**. The final question asked how SMART should engage businesses to start thinking about freight service. Top answers to this question include **transload locations, increased marketing and outreach, and engaging with more local breweries for grain transport**.

Mentimeter Responses

Prompt: What are the biggest challenges facing SMART Freight?



Prompt: How can the North Bay make the most of its existing freight infrastructure?

Acting boldly and intelligently	storage	Approve safe storage	Haul garbage and recycling
Link to national RR and create more spurs as a customer incentive.	Educate public	Maintain and preserve freight system for the future	Pursuing grants
We need to get more loads shifted from trucks onto the rail. Otherwise we are not meeting our potential	Partner with short-line to extend track	Except for Schellville and Burdell there is no Freight infrastructure .	making shipping green with SMART rail COOL for businesses
Serve multiple customers per switch. Revenue split from excursions.	Reconnect existing spurs	Improve infrastructure resiliency	High fees for trucks
Three things:1. Add spurs where there's business2. Approve safe storage of LPGs3. Elevate track	get public agencies to give bonus points for shipping with smart	Educate the public on the value of freight on rails	Partner w existing growth markets
.	Offer them a deal they can't resist	in-person visits	Personal contact
Provide spurs and partner with future freight carriers (Mendocino RR)	Advertise access and value in 21st century	in-person visits	Should first start with the business community leaders- people may not know what SMART can offer
Money from McQuire to underwrite more freight infrastructure	There's no need for B corps if rates are good	Create a task force of citizens to help lobby	

Prompt: How should SMART engage businesses to start thinking about freight service?

Host open house and invite business.	Targeted outreach to B Corp	Targeted meetings with potential or existing freight customers	push transload locations
Combine shipping needs with multiple like businesses	What can SMART offer that truckers cannot	Do a collective with breweries to ship	talk to commercial realtors about opportunities
Partner to construct spurs	Start talking to the B Corp certifiers and B Corp businesses to use freight rail	Aggressive marketing and outreach	Transload facilities
However they learn about other transport options	Learn what the shippers want and need	More Freight for New Breweries and their suppliers	Focus on regional connections - there are businesses that can be connected through just Cal Northern or Napa and SMART.

Leverage transload for common customers. (brewery, recycle, warehousing)

In-Person Community Workshop

On Wednesday September 25th, SMART conducted an in-person open house public workshop at the Petaluma Arts Center, located adjacent to the SMART Petaluma Downtown Station. The event was well attended, with around 150 participants joining staff for updates on SMART and interactive exhibits related to the Strategic Plan.

SMART presented the strategies and actions from the draft strategic plan for each goal area (Ridership, Pathways, Extensions, Freight) and invited participants to place dots next to their highest priority strategies and actions. Community members could also write comments on sticky notes corresponding to each goal area. SMART staff was available to answer questions regarding the strategic plan and the future of SMART. Community members placed over 700 dots on the various posters and left over 60 comments on sticky notes.

Input Received

Below is a summary of the strategies and actions in each focus area that received the highest amount of public support at the public workshop in Petaluma:

- Ridership
 - Strategies:
 - Increase service levels.
 - Accelerate fleet expansion and zero emission fleet transition.
 - Increase coordination with local transit agencies.
 - Actions:
 - Add additional train service – midday and late evening.
 - Deliver more Transit-Oriented Development (TOD)
 - Reopen the onboard snack bar.

- Pathways/Great Redwood Trail
 - Strategies:
 - Continue building pathway with rail extensions
 - Construct funded segments of the SMART Pathway/GRT
 - Develop plan for future pathway segments/enhancements
 - Actions:
 - Complete segments of the SMART Pathway/GRT under construction
 - Continue to perform scheduled weekly cleanup, maintenance, and repairs of the Pathway
 - Implement Pathway Wayfinding Program on the pathway and in surrounding communities

- Extensions
 - Strategies:
 - Aggressively pursue grant funding for the construction of northern extensions and pathway.
 - Continue development of east/west passenger rail project
 - Add double track or sidings to decrease travel time.

- Actions:
 - Complete Healdsburg Extension
 - Seek funding needed for the Cloverdale Extension
 - Participate in Highway 37 coordination efforts and work with partners to incorporate rail into Highway 37 projects.
- Freight
 - Strategies:
 - Increase freight revenue to close funding gap
 - Expand freight territory with northern extensions
 - Market advantages of shipping by rail
 - Actions:
 - Work with the private sector to rehabilitate rail lines for freight
 - Expand service to new and existing customers
 - With Windsor extension, explore new potential customers north of Airport station

Mentimeter Comments

Prompt: What is your priority for SMART over the next five years?

Expanding to healdsburg and, funding and planning to Cloverdale and continued long term operation	To have a connection to Cloverdale.	Increased frequency in trains. If possible, extending train to Sausalito or Marin City.	Complete the train to Cloverdale
More interconnecting lines to other transit.	Extend train across Sir Francis Drake to the Larkspur Ferry Terminal. See 1997 Larkspur Ferry Terminal Access Improvement Plan.	Continue building out the entire rail line towards Cloverdale. Increase weekend service. Continue building out the multi-use path.	Extension to capital corridor and extension to ferry terminal
Connection to the East Bay or Capital Corridor!!!	Remain affordable and expand stops	Fully coordinated system of trains and buses so employees can commute to work throughout the county and beyond at almost all hours thereby cutting our largest GHGs sector as a county!	stay solvent, finish stations and track
Increase ridership, keep fares low	Expand system, zero emission trains (electric, battery electric, green hydrogen)	More bike parking on trains. Longer hours of operation. Extension to Healdsburg.	Improve station times in between some are longer than 32 min wait as expansion grows.

I would like a train stop in Geyserville to be considered.	If it goes through Geyserville it stops in Geyserville	Complete the line north to Healdsburg, Geyserville, and Cloverdale.	A SMART stop in Geyserville. Also allowing RailBikes in Geyserville.
Extend SMART to Geyserville and Cloverdale!	SMART train all the way north to Geyserville and Cloverdale. Thanks!	Smart service will be available in Cloverdale by 2029. Quality travel to healdsburg and Windsor would be a plus for shopping and events	It is vital that SMART be extended to Cloverdale. Do NOT forget about the community that made the train possible.
Extending the train to Geyserville and Cloverdale. Cloverdale already has a train station.	Extend to Cloverdale	I live in Cloverdale and need a better option for public transportation to work and elsewhere. Having SMART locally would help improve the environment and economy for Cloverdale.	Expand going north to Healdsburg and Cloverdale
Finish the buildout so that train service can begin in Cloverdale and Geyserville.	Get the Smart train to Cloverdale	Coming to Cloverdale	Getting to Cloverdale, period.
For the smart train to connect the towns on the 101 freeway together, which will allow access via the Smart train rather than the freeway. We await the day.	Extend smart north to Cloverdale	Geyserville to Cloverdale. We are paying for this also!!!	Extend SMART to Cloverdale, as originally planned! It will create jobs, protect the environment, bring business to Cloverdale, and enhance regional connectivity.
Please make it a priority to get SMART to Geyserville and Cloverdale.	Bring SMART to Cloverdale! We supported it from the beginning. I'd like to see it in my lifetime and we're running out of time! Put the bike and pedestrian trails on hold. Just bring the train!	Extension to Geyserville and Cloverdale.	Bring it to Cloverdale!!!
To cloverdale	To Coverdale	Geyserville to Cloverdale	70 miles of train services from larkspur to Cloverdale
PLEASE go to cloverdale we have one (1) bus that goes out of town and only to downtown Santa Rosa	Get the train to Geyserville and Cloverdale.	I would like for Smart Train to be extended to Geyserville and Cloverdale.	Smart service starting in Windsor followed shortly thereafter to Healdsburg Geyserville and Cloverdale
To have the SMART train make it to Cloverdale!	Stops in cloverdale and Geyserville	The bus should go to cloverdale. It would be so much easier if you didn't have to bus to the train stop	Get it to Cloverdale!
to be in cloverdale			

Sticky Note Comments

Below are transcriptions of the sticky notes that community members submitted during the meeting:

Topic Area/Prompt	Comment
Ridership	Merch Store
Ridership	SMART Connect to Santa Rosa Park and Ride (Highway 12 and GGT)
Ridership	15 min. frequency during commute hours
Ridership	Add Clipper to SMART Connect shuttle
Ridership	"First Ride" stickers for conductors to give to kids
Ridership	We need a 4:30 PM weekday train South from SoCo Airport
Ridership	More seats
Ridership	Have these charette/public meetings in Roseland and other Spanish speaking areas
Ridership	Free rides for students w/ student ID
Ridership	Add Clipper to SMART Connect shuttle
Ridership	San Rafael NB needs more shade on the platform
Ridership	Have the Larkspur shuttle circulate constantly, with time points @ the train and ferry. Paint service map on side of van. It can be its own marketing!
Ridership	15 min. frequency during commute hours
Ridership	Field Trips: Schools, seniors, and affinity groups
Ridership	3 car trains on all commuter/important trips
Ridership	SMART Connect at Downtown Santa Rosa (w/ Clipper)
Ridership	Improve bike racks on train, add stop tags, separate e-scooters
Ridership	SMART to SF! (under GG bridge)
Ridership	Can't use a computer on the train, it shakes too much. Less shaking please
Ridership	Make the website easy to use to plan a trip
Ridership	Buy trains that can be electrified in the future
Ridership	Create parking program through partnerships with underutilized lots adjacent to SMART stations (e.g. SRN and Coddington)
Ridership	Vending machines in place of food service area
Ridership	Hire the web team from bart.gov, tfl.gov.uk, stm.info
Ridership	Bring back hand sanitizer!
Ridership	Less shaking, less squealing
Ridership	Issue tourist 24/48/72 hour ride tickets, will potentially increase ridership further
Ridership	Water bottles, comment cards, free little library on board
Ridership	Free rides for students w/ student ID
Ridership	Pop up cafes - have different vendors one for each month
Ridership	SMART to SF!
Ridership	Bring back hand sanitizer!
Ridership	Tours with: a train engine, construction tours, walking tours of pathway
Ridership	Videos: long-form scenic, how to, trip ideas
Ridership	Pave Petaluma Downtown parking
Ridership	Need more space for bikes on board
Ridership	More outlets/electrical. On-board e-bike charging

Freight	Can you partner with public agencies' procurement process, so that large goods contracts come via rail?
Extensions	Geyeserville! Valerie says so
Extensions	Sebastopol, Sonoma, American Canyon, Napa connections
Extensions	Double track by Vintage Oaks
Extensions	Sonoma!
Extensions	Connect to Amtrak
Extensions	Link to Capital Corridor
Extensions	Nobody likes driving on 37
Pathway	The Pathway is your #1 marketing tool. Treat it as such
Pathway	Fun bike rides and fun runs on Pathway
Pathway	I find that it is difficult to pick up the Pathway. Maps? Wayfinding?
Pathway	Adopt-a-Pathway
Pathway	Please make them as wide as legally possible!
Pathway	I'm happy that the SMART Pathway doesn't seem to have the same # of encampments as other paths in the area (e.g. Joe Rodota)
Pathway	Local artists and murals, street art partners (get in front of graffiti)
Pathway	The Path needs a name!
Pathway	Needs nighttime lighting
Pathway	Google map overlay, make it easy to find pathway online
Pathway	Marathons and bike races
How do you use SMART Rail and/or SMART Pathway?	Commuting via eBike, weekend recreation
How do you use SMART Rail and/or SMART Pathway?	Commuter to work
How do you use SMART Rail and/or SMART Pathway?	School/College work, personal use, very useful on weekends for octoberfest
How do you use SMART Rail and/or SMART Pathway?	To SF and San Rafael
How do you use SMART Rail and/or SMART Pathway?	Partial transit to SF
How do you use SMART Rail and/or SMART Pathway?	Visits to town along the corridor - public transit for the win!
How do you use SMART Rail and/or SMART Pathway?	Recreational, especially on weekends (retired)
How do you use SMART Rail and/or SMART Pathway?	Like to get to Santa Rosa Airport from San Rafael

How do you use SMART Rail and/or SMART Pathway?	Traveling to Novato (FUN!)
How do you use SMART Rail and/or SMART Pathway?	Work and Class
How do you use SMART Rail and/or SMART Pathway?	Exercise on the trail - near my home in San Rafael
How do you use SMART Rail and/or SMART Pathway?	Didn't even know what "Pathway" was until today
How do you use SMART Rail and/or SMART Pathway?	Petaluma Every day to work in San Rafael
How do you use SMART Rail and/or SMART Pathway?	To get around!
How do you use SMART Rail and/or SMART Pathway?	Commute to work, Petaluma to San Rafael
How do you use SMART Rail and/or SMART Pathway?	Commuting and biking connection
How do you use SMART Rail and/or SMART Pathway?	Weekday commute on train, weekends on the bike path
How do you use SMART Rail and/or SMART Pathway?	Mostly in Petaluma on my bike
How do you use SMART Rail and/or SMART Pathway?	Commute Petaluma to Larkspur
How do you use SMART Rail and/or SMART Pathway?	Ride 6 days a week Petaluma to Santa Rosa
What are you most excited to see from SMART in the future?	The Windsor station!
What are you most excited to see from SMART in the future?	The Healdsburg station!
What are you most excited to see from	More trains, Healdsburg and Cloverdale SOON!

SMART in the future?	
What are you most excited to see from SMART in the future?	The extension of the SMART trail for bikes! :)
What are you most excited to see from SMART in the future?	Stations in Cloverdale, Windsor, and Healdsburg
Ridership	More late-night trains on the weekends!
Ridership	Lunchtime trains, wifi, more frequent service
Ridership	More connectors from stops
What are you most excited to see from SMART in the future?	Completion of bike/ped path from McInnis north
What are you most excited to see from SMART in the future?	The bike path complete
What are you most excited to see from SMART in the future?	The Petaluma Downtown parking lot
What are you most excited to see from SMART in the future?	Napa/Sonoma!
What are you most excited to see from SMART in the future?	Connection to Cloverdale
What are you most excited to see from SMART in the future?	Connection to Capitol Corridor
Ridership	15-minute service

Online Form Responses

Throughout the strategic plan process, SMART hosted an online comment form and encouraged community members who were unable to attend our virtual and in-person meetings to submit their comments online. The below table is every comment received by SMART:

Date	Author and Organization (if applicable)	Topic Area	Comment
01/21/2024	Gabriel McKay	Railway Extensions	The only route is North-South and vice versa and expanding that route East-West such as to San Anselmo, Kentfield, Mill Valley, as the only stops still require other forms of transit to complete the route which is not totally bad but some routes have no great access anyway such as the Larkspur stop has no bus stop close but the bike path is nice but quite slow and the ferry goes to San Francisco which is very useful for that. A continuous use of the train would be preferred and there are certain locations where ridership would be high as students may use it to go the various schools, from middle to college, throughout the Kentfield, Ross, Greenbrae area. I am a student advocating for better alternative transit to highly visited areas as there is high amounts of traffic and many people schools funnel onto busy streets making an unfriendly environment.
01/22/2024	Grant Thomas	Ridership	I love the SMART to Larkspur Ferry connection so I appreciate the "connecting time window" to get from one to the other. I would like to see more weekend and weekend evening service from STS Airport since there are very few trains during those times.
01/22/2024	rick brown	Ridership	Ease of getting to station sites is critical to increasing ridership. While there are a number of traditional models out there today...partnering with ride sharing companies or looking other models (West Sacramento) might be a good start
01/22/2024	Matthew Soldati	Snack Bar	Having the snack bar the train would nice have in mid afternoon and evening runs
01/22/2024	Michael Mahon	Ridership	River road is the main road that connects multiple communities along the Russian River. We need a station at River road in Fulton and a bus line connecting all those communities.
01/22/2024	Harry Martin	Railway Extensions	My major concern is the fulfillment of the original promise of SMART to provide passenger rail service from Marin County to Northern Sonoma County. That should be THE priority of SMART. The other parts of SMART are vital. But their benefit is restricted in use. Ridership will grow when all communities are served. Multiuse pathways are a benefit but very limited to younger, fully ambulatory people. Freight service is very much needed as well but the pressing

			<p>need is a passenger rail service, as long promised, for all the communities and areas promised in the beginning. To honor and fulfill that need and promise would also build much-needed credibility and support from the constituency for funding needs. To further delay rail services will only further derail funding. That would not be wise for a rail service.</p>
01/22/2024	L	Railway Extensions	<p>Hello. I live in Ukiah and would like SMART to have a full comprehensive plan for when the SMART train will be being extended to the CLOVERDALE station that has been sitting empty and unused for many years...We need this service !</p>
01/22/2024	Gunnar Henrioulle Tahoe Valley Lines & Historical Interests	Wartime imperative s for rail mode logistics	<p>Eddy Cummins & Board members, please: From Gunnar Henrioulle, Member of Board of Directors Pacific Coast Chapter Railway & Locomotive Historical Society. Sad to say, dictators of China/Iran/North Korea/Russia all state determined intention to use force to eliminate USA world dominant in military and economic sphere. References include think tanks and these dictators' native language speeches and military doctrine papers. Reverie can get S.M.A.R.T. through present peacetime business as usual; Board must face reality and address way & means to prepare ex-NWP rail footprint for existential food distribution role, plus ability to handle evacuation event, at a minimum. Rail operations responsibilities must include container handling locations such as San Rafael, Healdsburg, and Willets Junction. Healdsburg Bridge delays must be put aside by means of rivet replacement with HSS bolts and reinforced gussets. Bureaucracy must heed reality. The lives of millions along the 101 corridor are at risk when EMP and kinetic sabotage events render trucking mode ineffective for food and other necessities of life & commerce (rebuild) role. The rail line in S.M.A.R.T. area of responsibility must be capable of supplanting trucking role through the imminent emergency and beyond. Victor David Hanson at Stanford University Hoover Institution; Institute for Strategic & International Studies Arleigh Burke Strategic Chair Tony Cordesman are important authorities in this discussion. Fort Bragg rail (Maritime Connection) operations as far as Healdsburg can be accommodated with an operable turntable, somehow held over by circumstances not foresight.. The Fort Bragg/Willets rail link is a significant feature of comprehensive North Coast rail infrastructure if wisely integrated. Thank You for distribution. Gunnar Henrioulle</p>
01/22/2024	Bud Arenz	Railway Extensions	<p>Please do as promised and complete extension to Cloverdale. The Cloverdale train station has been completed for many years but no train - hurry hurry !</p>

01/22/2024	Leslie	Ridership	I live in Santa Rosa. The fact that there is no free parking or any parking basically at the railroad square station makes the "Smart Train" completely useless to me. Fix the parking and rider numbers will skyrocket.
01/22/2024	Alan Zahradnik	Upgrades	Like Caltrain, and as an element of its Strategic Plan, SMART should study and consider upgrading the existing and planned extension of passengers rail service to electrify and grade separate the tracks as a means of reducing negative air quality impact of the current diesel powered trains and the negative impact associated with delaying high volume vehicular traffic at grade crossings such as in Downtown San Rafael.
01/22/2024	Alan Zahradnik	Freight Services	Freight service should have a lower priority than passengers rail service and should not draw down funds that can be used to support passengers rail service.
01/22/2024	Alan Zahradnik	Railway Extensions	SMART should clarify and prioritize its commitment to extending rail service to Cloverdale in the context of considering extension along the Highway 37 corridor to Napa and Solano counties. Also, before SMART funds are used to further study and implement an Highway 37 extension, SMART should obtain written commitments from those counties to join SMART and financially contribute to such an extension.
01/22/2024	Dick Butler	Railway Extensions	I had hoped to be able to ride the train to work in Santa Rosa from Cloverdale before I retired. I have been retired for ten years now and still no train. Cloverdale is a "bedroom" community; most residents work somewhere else and could become smart train riders if there were a train. SMART should make extending service to Cloverdale its highest priority.
01/22/2024	Francesca Smith	Ridership	I'd like to see the vacant lot adjacent to the Corona station developed into a mixed use (retail, restaurants, housing) to attract visitors as its own destination on the route.
01/22/2024	Dan Bell	Ridership	Amtrak has a dedicated and timed Connecting Bus service to serve cities/towns without rail. SMART should implement a similar bus service to connect SMART's Larkspur Station to downtown San Francisco/Salesforce Center. The bus should be rapid with only limited stops on #101 and routed via Fishersman's Wharf/North Point Street, not via Van Ness Avenue and Mission Street.
01/22/2024	Dan Bell	Multiuse Pathway	Pathway buildout seems to be progressing well, thankyou. Although, the unbuilt/unfunded section between Smith Ranch Road and the Novato Hamilton Station is a lengthy and important section that will be very expensive and likely not to occur for many years. SMART should approach the two property owners abutting the ROW (Silveria Ranch and

			Saint Vincent's) and ask for voluntary easements on their property to allow pathway construction.
01/22/2024	Dan Bell	TOD at SMART's Petaluma Station	SMART owns an ideal TOD site adjacent to the Petaluma Station. Presently there is surface parking on portions of the site, but a majority remains vacant and unsightly. SMART should immediately issue an RFP for residential development on the site. The more walkable residents close to SMART Stations, the easier it will be to approve the extension of the Sales Tax.
01/23/2024	Ricky Soldavini	Railway Extensions	I would like to see the rail line go as far as Willits.
01/23/2024	Ricky Soldavini	Freight Services	It would be great to have freight service up to Willits. To get trucks off the road and have cleaner air.
01/23/2024	Ricky Soldavini	Ridership	The further you go north the more riders you will have. This will take time but it will work.
01/23/2024	Carol Eber	Ridership	Once a week I Volunteer at Hamilton School in the afternoon. I come from Petaluma. I wish I could take SMART but the schedule does not offer enough trains. I would've to wait one hour for a ride back to Petaluma. I understand you are thing trains for commute hours, but there are those of us who would use the train at other times.
01/25/2024	Carsten Andersen	Freight Services	The acquisition of the freight line was just another BAD idea. SMART is already deep in financial trouble, with this losing operation you will add to the deficit and divert attention from the basic operation.
02/01/2024		Railway Extensions	While I do understand that expanding service to the east has many advantages, and that it wouldn't be funded by Measure Q, I don't believe that voters will be inclined to pass an extension to the tax if it looks as though SMART will go east before it finishes going north!
02/01/2024		Fairbox Recovery and Cost of Providing Service	Why is there appears to be no words to address SMART's high cost per passenger? Why is the Board thinks Fairbox Recovery is "irrelevant?"
02/01/2024	Lisa Brinkmann	Ridership	I have wanted to use the SMART train a few times, to go to Cotati and/or Santa Rosa. There is a 2 hour gap in service in the middle of the day, making it difficult to go up in the morning for lunch and come back afterwards, without having to wait an additional hour...Please put together a regular hourly schedule that people can depend on, and keep running until 8 or 9 in the evening, going South
02/03/2024	Concerned Citizen MarinInfo.org	Ridership	Is it true that: SMART's Sales Tax has subsidized SMART ridership, \$128 in 2019, \$168 in 2020, \$518 in 2021, \$240 in 2022 per ROUNDTRIP. (When including DEBT SERVICE) ? As explained here:

https://marininfo.org/SMART/Latest/SMART_at_a_CROSSROADS-Marin_Grand_Jury_2023.htm

02/05/2024

Brian
Lamoreaux

Multiuse
Pathway

I am very concerned about the location and alignment of the section of bike path between Penngrove to the Corona Rd. Station. I feel very strongly that this pathway should be on the west side of the tracks so that it can provide access to/from the food, drink, business and commerce which are all located to the west of the tracks. Also Penngrove Park is an important feature to connect with. If the path goes on the east side of the tracks, it will be isolated, get significantly less use, and only be useful for up-and-back longer distance rides, and not for everyday use. Not everyone wants to take longer distance rides and walks, and people much prefer making circular routes and prefer to have options with the routes they choose, not be forced to go a couple miles before being able to turn. Everywhere you look public agencies are trying to meet climate goals, and are making efforts to encourage people to get out of their cars and walk or ride their bikes. We want to encourage people to make trips to shopping areas, including the one on the north end of McDowell on bike, not in a car - in order to do that, they need to have the option. Same goes for the restaurants, and breweries, including Lagunitas Hen House and the Twin Oaks Roadhouse. There is no good bike access to these areas, even with the new bike lane, people don't like riding alongside loud, smelly, dangerous cars. People would prefer riding on a fully separated path where cars are far away; then as a second choice onto the back streets and busier streets when they have to. Also, in looking at Petaluma's plans to eventually build a trail along the river going to the north end of town, arcing from the outlet mall all the way north and turning east under 101 and to the north side of Old Redwood Highway, it would be foolish to have these trails not interconnect. We need them to connect, so it gives the opportunity for walkers and bikers to make different routes and loops. People much prefer loops and circles to up-and-back routes. These pathways should be designed in consideration of one another. Putting a SMART path in complete isolation along the east corridor of this stretch will be a waste of money and effort, and it will take that much more money and effort to fix it once the public becomes aware of the mistake. We have to get this right. The list of amenities the SMART pathway could help service and provide connection to via trail intersections include the US post office, redwood business park, Kohl's, Michaels, Active Wellness Center gym and over 1/2 dozen places to eat in that mall, the Wilco Farm Store shopping center,

			<p>which includes nearly a dozen places to eat, the UPS store, and other shop, and the commercial area at Harmony Farm Supply. And to the north of Ely Rd there is a neighborhood at Hatchery Court that would be well served having pathway access, which includes the Twin Oaks area. There is very little on the east side of the tracks to connect with. Our chance to get this right is now, as it will be very difficult to fix later if it is done incorrectly.</p>
02/06/2024	John Denigris Santa Venitia Neighborhood Association	Multiuse Pathway	when will the pathway bridge be completed over the north fork of Gallinas creek
02/06/2024	Jillian Metz	Walkway from train to ferry	I rode SMART a number of times before the pandemic. It was when there was a shuttle bus from San Rafael to the ferry. I was in good health then and when the train stopped in Larkspur I could easily walk fast enough to get to the ferry. Now I am unable to accomplish that walk so I cant take the train to SF. Can this be addressed in some way?
02/07/2024	Linda Daniels	Railway Extensions	As a member of the public living in Ukiah. I would like to know a current timeline for the SMART train extension to Cloverdale. We have had a train station sitting in Cloverdale unused for many many years. When will the SMART train provisionally be running to /from Cloverdale ? When will work begin to get this line opened up ? Thank You.
02/07/2024	Christine Aslin	Ridership	i would like a more supportive policy for being able to bring my dog with me . Maybe one car devoted to pets?
02/08/2024	Dan Bell	Ridership	Bay Area transit agencies could all hit a financial cliff w/o public's approval of tax measures. Agencies need to partner to provide connectivity between systems and provide reliable, safe, clean systems to gain public support and get people out of cars. Rail systems need Express Bus Routes to connect to other rail systems. SMART and BART should partner to provide such Express Bus Route between San Rafael Transit Center and Montgomery BART Station and continue on to the Sales Force Center for future connections to Caltrain.
02/11/2024	Andy Howard	Multiuse Pathway	I would like to see a small part of the multi-use pathway (at least the parts that have yet to be built) be dirt or crushed brick, or similar. Then it would be a better running surface than pavement. The width of this running surface could be as little as 18 inches or so. Thanks
02/24/2024	Daniel Bell	Multiuse Pathway	For the 2/28/24 meeting, please specifically list on a slide the 4 pathways under construction AND the 10 pathways under design. Also, distinguish which of the 10 pathways are currently “funded” and which are only in the “planned” stage. This will facilitate discussion. Thank you

02/27/2024	Trae Sebastian	Ridership	To increase ridership, SMART should focus on increasing frequency & better optimized connections with other transit agencies. Connection times at San Rafael transit center & larkspur ferry are way too long (30 min from train to ferry!?) That's just crazy
02/27/2024	Trae Sebastian	Railway Extensions	SMART should focus capital & effort on improving frequency on existing network. Extensions from Healdsburg to Cloverdale and along Hwy 37 would not drive ridership sufficient to warrant increased operating costs. Any system capital investment should focus on the core network: grade change through San Rafael, bringing train all the way to ferry terminal, infill stations, and strategic double tracking
02/28/2024	Michael Alexin	Ridership	The number one strategic goal for SMART should be to finish the rail link all the way to the Larkspur Ferry Terminal. The extra time and hassle for commuters to walk from the current station to the ferry is one of the main reasons that SMART is not time-practical for commuting. Ideally the train would even connect to Sausalito or in an ideal world, San Francisco directly. Barring that possibility, it must go directly to the Ferry Terminal. Otherwise, it will continue being the "train to nowhere", and mostly a "novelty" tourist train.
02/28/2024	Tim Carroll	Ridership	Work with large employers and other organizations such as Kaiser and Marin Co. to have more employees, patients and customers ride on the trains, and have convenient transportation to connect riders with each final destination. Working with large organizations could potentially increase ridership for SMART as well as for other transportation organizations.
02/28/2024	Dani Sheehan-Meyer Friends of SMART	Multiuse Pathway	Completion of the 'gaps' is ever more important. Working with the local biking communities will ensure their support come tax renewal time.
02/28/2024	Rick Coates EcoRing	Multiuse Pathway	Completing the pathway ASAP is important both to the ridership of the SMART train and for reducing GHGs. The pathway is important as a scaffold for a County wide bicycle network.
02/28/2024	Rick Coates EcoRing	Railway Extensions	Extending to Cloverdale is, of course, important. In the meantime convenient bus service should link Windsor SMART to Cloverdale. A bus should meet each train as it arrives or departs. Also, an on-demand shuttle should meet that bus at the Cloverdale station.
02/28/2024	Rick Coates EcoRing	Freight Services	Freight service is exceedingly important for getting large trucks off Highway 101. Please prioritize making it easier for potential shippers to get sidings.

02/28/2024	Susan Nawbary	Multiuse Pathway	You haven't addressed a blaring, gaping hole in the Pathway, which is through downtown San Rafael, especially 4th to Mission.
02/28/2024	Jon Pittmn	Multiuse Pathway	While I support SMART in general, I voted for the tax supporting SMART because of the as yet unfulfilled promise of a bikeway along the right of way. To continue to garner my and others support we need completion of the pathway, filling ALL gaps, and ensuring it is a real pathway, not just some markings on the berm of busy roadways.
02/28/2024	Jon Pittman	Connection to the Golden Gate Ferry	While I no longer commute to the city, when I did, I did not take SMART. The reason is that there is not a direct connection to the Larkspur Ferry. Whoever planned the Larkspur connection must have realized that a 10-minute walk across a large, uncovered, and soul-less parking lot was inadequate. The line needs to be extended to the Ferry Terminal and schedules and fares coordinates. Trying to solve transit problems piecemeal rather than in an integrated fashion is irresponsible and a waste of taxpayer resources.
02/28/2024	Jon Pittman	Railway Extensions	I eagerly await completion of SMART to Healdsburg. I am now retired but would take the train to Healdsburg when i go biking or to restaurants up there. I also think connecting to the Amtrak corridor in Solano County is a good idea.
02/28/2024	Dan Leaverton	Multiuse Pathway	I'm Hopeful the Ped/bike path from central to southern Marin will be included in the upcoming 5-year plan to ensure it survives and continues to provide such tremendous benefit to the community.
02/28/2024		Continued funding of SMART	SMART was created by a majority of Sonoma voters and a minority of Marin voters. South of Larkspur, it is useless. Public transit advocates continue to push such services in spite of evidence that such services are a last century solution that is useless in today's world. This is true even more today with many working from home or commuting to odd locations all over the Bay Area. Given a determination to push public transit, the best solution would have been continued bus service — easy to add new routes and easy to close low use routes. Adding capacity is the cost of a bus, not an expensive train set. I've studied rail services for many years and am thoroughly convinced SMART is not "smart".
02/28/2024		Resilience to rising seas.	When I ride SMART, particularly in the winter, the vulnerability to sea level rise is obvious in a few locations. Shouldn't those segments be protected/raised/realigned before spending money to expand? If the impacts aren't until later, the agency should have these costs built into a strategic plan for funding in 2030 and beyond. The strategic

			plan SWOT should acknowledge this threat and call out resilience as a strategic priority in the next 5 year plan.
02/28/2024		Railway Extensions	Would love a faster transfer between SMART and the ferry. The current transfer makes that combined trip so much longer than it needs to be. A quarter mile rail extension would be ideal but other options could surely work to fill the gap. Isn't this the perfect place for av micro transit? Would save 40+ minutes on a round trip.
02/28/2024	Brian Lamoreaux	Multiuse Pathway	Route finding is important to incorporate, especially for SMART to working with each city to implement signage plan for signs all over town to point bikers toward where the SMART path is. And along this topic it would be great for someone at SMART to reach out to both Apple and Google to see if these (local, lol) companies can incorporate features to make it easier for bikers to locate pedestrian pathways such as SMART but also all pedestrian and paved bike pathways across the USA. These apps do already have bike features but they lack the obvious (and hopefully) simple feature of highlighting a bike path or suggested route. These would be great improvements to their existing navigation apps. (only a matter of a year or two before we see unmanned robo self-driving e-bikes riding up and down paths up and down the state to gather data on existing pathway conditions, lol). But most importantly, and the reason for my comment and joining the zoom call is to encourage SMART to consider realigning the pathway segment from North Petaluma station at Corona to Penngrove to be along the WEST side of the tracks to better interface/integrate with commerce, realistic population patterns, and future paths planned for the area. Having the track on the east side of the tracks isolates it from most people who would want to use it and greatly reduces and limits its utility. We ideally want all paths to not only serve as recreation but as a useful, safe and viable way to get from home (or the station) to work, to where we want to eat and shop. We want numerous ways to get on and off the trail and putting it on the west side of the tracks enables people to do this in a safe and logical way. There is also more room on the west side of the tracks in this location.
02/29/2024	Helen Bradley	Ridership	I'm concerned that there are great gaps in the current timetable. The fact that you cannot get a train over lunchtime is a real negative. Also the weekend train timetable is extremely limited so that, traveling northbound, I wasn't able to get to a class in Santa Rosa by 10 o'clock in the morning on a Saturday. It's like stopping people riding the train because the service is so fractured. Filling in those gaps would be a step towards increasing ridership. If I can't get on a train to go to a class then I'm not going to be taking

			a train to get home. By having such big gaps in the timetable you're preventing people from using the train who might otherwise do so.
02/29/2024	Elrich Strydom	Railway Extensions	Extend rail connections into Richmond BART station, and down to Sausalito and Tiburon.
02/29/2024	Dan Bell	Multiuse Pathway	I often ride the train imagining the future bike path in the SMART ROW between Smith Ranch Road and Main Gate Hamilton, unquestionably an expensive and complex project. The development of the VINE trail in Napa along Highway 29 involves numerous private property owners granting easements for easier construction. Has SMART approached the two property owners (Catholic Archdiocese of SF and Silveria Ranch) to see if they are amenable to similar easements to facilitate this important gap in the Pathways project?
02/29/2024	David Seltzer	Multiuse Pathway	I just wanted to weigh in and state that the multiuse path is a really important component of SMART, and I just want to see the path continue to improve and especially the current gaps to be addressed. Especially the gaps from 4th to Mission in San Rafael, downtown Petaluma, and the Marin Narrows. Continuing to improve the path also serves the train side as well, in the form that increased bicycle and pedestrian access to the various stations makes the train that much more usable to more people. I'm a regular commuter to San Francisco from San Rafael, and a big reason why I use the Ferry instead of driving is because there is the Cal Park tunnel that allows me to easily bike to the ferry terminal. Bicycles and transit are a perfect pairing, so I just want to urge you to continue improving the path, filling the gaps in the path, and improving bicycle and pedestrian access to SMART. Good regional paths really address the "last mile" challenge of transit! Thank you!
03/02/2024	Gilberto	Ridership	I'll try to mention ideas not brought up during the community workshop. I hope the city of Santa Rosa and SMART and others could advocate to bring the Amtrak Thruway Bus and the Sonoma County Airport Express / Groome Bus to downtown Santa Rosa. I notice when there are shuttle like the Russian River Bus during the summer or the Napa Bottle Rock shuttle in May they don't go to downtown Santa Rosa but to some other part of the city which doesn't seem to make sense to me. I don't know but maybe some of the land in railroad square could be turned in a transit drop off / pick area in the future. There also should be some standard walkway / main walkway to the Santa Rosa Transit Mall and to the SMART Train station especially at night and early morning the mall is not open. I personally go down 4th st walkway of the mall then walk down A St. then 1st, then B st to get to 2nd St. I don't know if they could leave the mall

doors open for people to pass through or a long term plan of opening and ripping the mall open floor level to make it into a walkway would be great but I know that is kind of a wish / dream. I try to ride the train whenever possible. Don't currently own a car. I'm about a 10 walk from downtown SR station. I take my shopping cart on board to get groceries and to just shop in general. Last year I took the airport shuttle once to catch a flight at the Sonoma County Airport. To the Marin County Fair. I sometimes go to San Francisco, with train then get on GG ferry or GGT bus 101. I think highlighting destinations is important like connections or future connection to regional parks and other large recreational areas. I still haven't and want to take the train then bus to the Presidio Tunnel Tops. Another thing would be to go down to Larkspur then get on Muir Woods shuttle but I don't know a lot about that connection; I'm sure I'm not the only one. Longest day trip I've ever done was to Oakland Zoo in 2019 which I'm not sure I would do again but it was possible. I took SMART then GGT bus then two AC transit buses and reverse to come back home.

03/03/2024	Gilberto	Multiuse Pathway	<p>I'll try not to mention things already brought up during the pathway community workshop. Its was good to hear about the pathways that are or are going to start construction. I on occasion will walk from the Rohnert Park SMART Station up to Golf Course Dr to go to the Shopping Center where Walmart is at. I hope the walkway north of Golf Course Drive makes it that much easier to get to the shopping Center. Other place I go more often to is the Rohnert Park shopping area on Commerce Blvd., there is a Raleys, Safeway, CVS, Ross, and a Grocery Outlet all fairly close to one another. Also good to see that 6th street to the downtown Santa Rosa Station is being planned and designed. I hope this pathway gets prioritized. Along with the 3rd street to Joe Rodota Trail. I feel like there would have to be an actual red stop light like there is at the College Ave crosswalk otherwise I wouldn't feel safe crossing 3rd street as is. Just realizing that these two segments could potentially make it more pleasant to walk to downtown Santa Rosa because I could avoid a lot of cars and stop lights; especially during the hours the mall is not open at. I think as some people mentioned during the community workshop, it really comes down to how safe people are; since there are many transients and homeless people often blocking and taking up the actual pathways. Along this thought there has to be an official walkway / pathway to the Santa Rosa transit center and Old Courthouse Square / Downtown area. I know this doesn't directly have to do with SMART but there was no mention of the progress of the</p>
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			Edwards Ave Elliott Ave hwy 101 overcross I feel like this is a very important connection and one I would use whenever needed. Lastly I think focusing on and making the pathway connect with other trails and to other walkways that take you to open spaces, plazas, community parks, regional or even state parks if possible I think people would like to know about this; including me.
03/08/2024	Mark Thayer	Railway Extensions	Make getting to Cloverdale your Number One priority. Cloverdale voters overwhelming supported the measure in 2008. I cringe when I see additional stations along the way and talk of extending eastward. All for that AFTER you reach Cloverdale. Also important is extending into the Larkspur ferry Terminal.
03/11/2024	Gunnar Henrioulle Member Pacific Coast Chapt. R & LHS.	Freight Services	Not politically correct to suggest S.M.A.R.T. shift planning emphasis at earliest time to assure ability to accommodate container/perishable movement across River into Healdsburg for break bulk mode transfer. Railway & Locomotive Society historian concerned with Geopolitical and natural disaster threats including AI Trucking difficulties, food distribution requisites and 101 Corridor peninsula evacuations. These never mentioned at planning sessions? Healdsburg Bridge requires rivet replacement with High Strength Bolts & gusset thickening. Common practice bridge upgrades saves years and millions... OES and Homeland Security/DOD collaboration brings connection to Ft Bragg & ability to interface with ocean borne transport. This writer witnessed steam power on Santa Rosa segment during 1950's and hopes planners recognize how serious our national peril... NWP corridor corresponds with crucial Bay Area evacuation route! Again, rebuild of the Dumbarton Crossing is germane to emergency rail route planning. Planners, please do your homework, contact strategic sources such as Anthony Cordesman & Victor Davis Hansen. See Richard Clarke writings on Cyber Warfare, also Peter Vincent Pry narrative to the US Congress on impacts to US trucking/food distribution. You did not sign up to serve in WWII, but events catching up fast! Gunnar Henrioulle will answer ??? by request. 530-847-8156
03/11/2024	Fred Van Patten	Railway Extensions	I have worked at Marin General Hospital (Marin Health Medical Center) since 2005 and have commuted from Vallejo to work and back on California state route # 37. I would suggest that the Smart Train parallel the new elevated state sponsored and financed improvement of route # 37, all the way from Novato to Mare Island to connect with Vallejo ferry and bus terminal and then northward from there, on tracks that are already being used, to Suisun City. This will allow traffic to get off interstate #80

in both directions as it will provide the option of taking the Vallejo ferry to San Francisco and significantly reduce the congestion on route # 37, At the Soscol Ferry road interchange of state routes #12, #121, and # 221, where the currently used tracks from Vallejo turn east toward Suisun City, there would be significant parking space to allow commuters along busy California state route # 29, from Calistoga, St Helena and Napa, to park and take the Smart Train to the Vallejo ferry to travel to San Francisco, instead of taking state route #12 and interstate #80, thereby significantly reducing congestion. A Smart Train spur at Sears Point, from the tracks along route # 37 from Novato to Mare Island, would provide services to the town of Sonoma. This plan will strategically manage anticipated Bay Area growth by reducing traffic congestion, since it will interconnect with other major transportations hubs, to offer alternatives. The more crucial factor is that it will also entice commuters to get out of their vehicles, and improve their quality of life, which will be quite lucrative and a big draw for Smart Train.

03/11/2024	Mike Silva	Railway Extensions	What will the actual plan to reach Cloverdale. Thank you
03/13/2024	Michael D. Setty, President Train Riders Association of California	Railway Extensions	Since SMART is now losing taxpayer money on limited freight service between American Canyon and Santa Rosa, NOW is the time to think of what partnerships may be possible with private freight operators. It is clear that spending \$150 million+ on upgrading the tracks between Healdsburg and Cloverdale is not feasible, given the small population served directly (<10,000) and modest ridership potential from Cloverdale. The Train Riders Association of California (TRAC) does not see how SMART will be able to obtain grants of the above magnitude, with ridership estimates of 200/day+/- to/from Cloverdale. A better idea is to put together a plan to rehabilitate the tracks to FRA Class II and reestablish freight service between Santa Rosa, Windsor, Healdsburg, Cloverdale, Ukiah and Willits. While the "Great Redwood Trail Agency" wants to abandon the line claiming there is no freight traffic, TRAC strongly disagrees. We're not aware of any actual studies of this issue, and in the longer run, it makes no sense to preclude the rail option forever in far north Sonoma County and Mendocino County, in light of climate change. In addition, trails have already been built alongside the tracks in Ukiah and Willits; the tourism potential relative to the cost of converting the railroad to a trail between cities is very small compared to reviving tourist and intercity passenger rail. For example, the trail alongside the Wine Train tracks between Napa and Yountville (in an area with nearly 4 million visitors

			<p>per year) attracts around 1,000 users per day in the rural section. It defies credulity that the GRTA expects rural trail usage in this same range between Cloverdale, Ukiah, and Willits. In our view, GRTA trail use estimates outside the cities is pure, unsupported hype. We believe the freight potential is somewhere around 5,000-10,000 annual carloads, plus potential for reloads from trucks in Willits from Northern Mendocino and Humboldt Counties. Numerous federal grants are available for rehabilitating and upgrading freight lines, including re-connections of out-of-service freight spurs to potential shippers. Within a few years, TRAC believes that reestablishment of visitor-oriented passenger service services from Healdsburg to Willits via Cloverdale and Ukiah, with a Skunk Train connection in Willits, could contribute substantially to the ongoing maintenance and improvement of the route. Prior to the FRA-ordered shutdown of the line, a tourist operator was operating weekend summer excursions from Healdsburg to Willits that typically attracted 500-600 passengers per trip. With more regular and consistent service, we think a significant portion of Mendocino County's visitors could be attracted to service from the Bay Area.</p>
03/14/2024	Kurt Kelder	Railway Extensions	<p>For Railway extensions, the Strategic Plan Update needs to prioritize extending the railway north. Concrete dates should be set for segments of the extension: Windsor to Healdsburg, Healdsburg to Geyserville, and Geyserville to Cloverdale. The residents of North Sonoma County have been paying and continue to pay their fair share of the taxes for SMART. Establishing timelines for each segment will provide measurable goals that can be monitored and tracked.</p>
03/19/2024	Bryan Rengel	Multiuse Pathway	<p>I live in Rohnert Park and love using the pathway to drop my son off at daycare in Cotati and then biking to work at OLD CAZ. I wish the bike path connected to Petaluma and Santa Rosa because, even though the on road bike lanes are sizable, it's still very unsafe, especially with a baby on the bike. With the beautiful weather and increased use of e-bikes, the SMART path would allow us to meet with friends/family in Petaluma and ride all the way to Forrestville without hardly any on-road riding. This is INCREDIBLE! PLEASE! Push through and finish the connections between Petaluma and Santa Rosa ASAP! We need safe city-to-city bike lanes!</p>
03/22/2024		Railway Extensions	<p>Looking forward to expansion to Cloverdale!</p>

03/26/2024	John Savage	Freight Services	Very concerned about what type of freight could be transported. The tracks run right through neighboring yards and sensitive water ways.
03/28/2024	Daniel Bell	Freight Services	Allow LPG storage after open public hearings revealing all possible evidence of the safety records of such storage.
03/29/2024	Gilberto	Railway Extensions	This was kind of brought up and mentioned in the extension listening session, but having all the available public transportation buses in the area stop at or near walking distances to the SMART Train Stations. For instance north of Santa Rosa there is no Groome / Sonoma County Airport Bus and there is also no Golden Gate Transit Bus service. Also Greyhound doesn't have any stop north of Santa Rosa in Sonoma County. So It would be really important to work with the buses services that do have stops north of Santa Rosa in Sonoma County like: Amtrak Thruway Bus Route 7, Sonoma County Transit Bus, Mendocino Transit Authority Bus. Also encourage and work with other transit agencies like I could imagine Lake County Transit Authority would maybe want a bus stop at Cloverdale Depot. Along of the lines of the direction of North I feel like as someone mentioned the rail line right of way should remain intact to at least Willits, CA for potential population growth / future passenger rail service in Mendocino County. I wasn't aware that the people in Geyserville are interested in a train station, so I think that would be good for them and for Sonoma County overall. Something I have read about before in the newspaper is the idea of building a 3rd Santa Rosa Train Station. Seems like the place for that would be near Hearn Ave because that's the only place with a pedestrian overpass going east to the shopping centers on Santa Rosa Ave. Also just thinking about the Latino population in the area. Otherwise another spot would be somewhere between Hopper Ave. and Piner Rd. I know the article mentions Fulton but a train station there doesn't seem like a good idea to me. I hope its the Smart Train that someday runs east to Suisun City, but having the Amtrak Train go west to Novato would also be a win. Lastly, and however unlikely, if the opportunity were ever created to have the train run further South then that should certainly be looked into. Probably not via the Golden Gate Bridge, but perhaps if a new San Rafael-Richmond Bridge with standard rail built into it.
04/05/2024	Alex Backalbassis	Freight Services	I just viewed your freight strategic plan update conference. When I voted for the tax bond for Smart Rail my intention for voting for it was to reestablish a viable freight connection. If you want to make freight viable you have to sell it. You are in stiff competition with the trucking industry. It is imperative that you provide team/house tracks in every city along the

			line so potential shippers have a location to ship from. Also remember you have to educate potential shippers to the benefits of freight by rail. I know most of you weren't living in this area when Southern Pacific ran the freight in this area, so I will inform you that the SP did everything they could do to run customers off. So if you want success in the freight field you have to prove you want a client's business. I hope you can make freight a viable business. Just remember you have to sell it.
04/16/2024	Pam Rivas Petaluma River Park Foundation	Ridership	The Petaluma station between Washington and D Streets is in a great, centralized location. Being able to provide free transit fare and carpool parking would support field trips for students to Petaluma River Park and other centrally-located areas that could host educational programming. I urge SMART Train to consider the possibility of free fare and carpool parking at the stations to support field trips and outdoor education.
05/07/2024	Wendy beck	Information about businesses, cafés, hotels, etc. surrounding each station.	I would love to have information about the businesses, cafés, hotels, etc. surrounding each station, so that I can explore and possibly stay overnight. Then I would have a perfect map for staycations without a car.
05/07/2024	Gunnar Henrioulle Railway Historical Society	Freight Services	101 Railway Corridor Food Distribution when EMP/HAMP events impact electronic controls on trucking. Submitted several times without feedback: Expedite Healdsburg rail bridge using High Strength Bolts in place of rivets - including thicker section on new gussets at high load structural joints. Your engineering dept can verify this approach. Foreign threats on communication satellites and driveline control satellites are well known. Please call and discuss. Gunnar Henrioulle
05/08/2024	LD	Railway Extensions	Cloverdale station: What is the timeline for the SMART train to go to Cloverdale for use by passengers in that area, Ukiah etc ? WE NEED AN UPDATE on this !!
05/08/2024	LD	BUS from downtown SR Smart train stop to BUS STATION	Why oh why is there still NO no bus/shuttle service to/from the downtown SR smart train stop to the SR bus station?? Looks like you have a funky little electric trolley that does NO go to/from the bus station - why is that ?You want more people to use the SMART train but no bus/shuttle to the MAIN transit hub in Santa Rosa - kind of stupid you think ???????????
05/09/2024	Aaron Elrod	Railway Extensions	There was talk of extending SMART through sonoma and napa with the goal being connecting to Amtrak in Vacaville. What about eliminating the walking path on the richmond

			bridge and have SMRAR cross the richmond bridge and connect with both Amtrak and BART at the Richmond station?
05/09/2024	Fritz Scholten	Railway Extensions	Extend rail system as far north as possible. Unfortunately Larkspur is the furthest possibility south.
05/09/2024	Brian Beggs	Electrifying the trains	SMART is a great service and I enjoy riding it frequently. Are there any plans to electrify the trains l to help reduce emissions even more? ! It would be amazing to have a zero emission train that could lower our carbon footprint even more than the current trains. Keep up the great work
05/12/2024		Multiuse Pathway	Please continue building the path
05/13/2024	Aracely	Railway Extensions	Please consider extending SMART to Napa as well! There are limited public transport options for us here, I would absolutely love to have Napa be a part of the SMART route!
05/16/2024	andy	Multiuse Pathway	Finish the bike paths! New stations should not be a higher priority than the bike paths.
05/22/2024	Rick Weeks	Ridership	Run late trains.
05/22/2024	David Thompson	Request the SMART negotiate with College of Marin for reduced rates for students.	Request that SMART negotiate with College of Marin for reduced rates for students.
05/22/2024	Sandy	Ridership	Please consider adding a NB train between Larkspur and SR at the 1:00 pm hour on weekdays. Thank you
05/22/2024		Ridership	SMART should run later on weekends.
05/22/2024	Davin Leong	Ridership	Please bring back later evening service (Starlighter).
05/22/2024	Dayna Gottlies	Ridership	I would like a later train for my son to take to school from Petaluma to Credo. Current time is 7:15 am for 8:30 am start time.
05/22/2024	Paul Leja	Ridership	Add more cars on Giants home games.
05/22/2024	Brian	Electrification of trains	It would be amazing if we could remove the Diesel engines from the SMART trains and replace them with electric propulsion. I noticed that the DMUs SMART has have been designed to to be able to be converted to EMUs. I am guessing it would save SMART money in the long run (especially if SMART installed solar on its properties) and would eliminate the air pollution caused by the Diesel engines.
05/25/2024	Odin Palen	Ridership	SMART should focus on greatly improving weekend frequency, as the trains every two hours or so make it difficult to plan around the schedule. Service should be hourly (or better) on weekends.

06/19/2024	David Liebman	Railway Extensions	Hello I would like to see in SMARTS long range plan rail service out to Sebastopol using HWY 12 right away. Continue up to Cloverdale and then plan to connect up as far as Willist, CA. This would help Mendocino County significantly and ideally they would provide a measure Tax base to then become a part of SMART. I would like the plan to include the future connection to Cordelia for Capital Corridor Connection and then serve Sonoma, and Napa. Can SMART in the long range plan utilize HWY 12 right away to go out to Sonoma. Lastly can SMART utilize the old right of way to expand service down to Marin City where the original Rail right of way is.
06/21/2024	Patricia Britton	Multiuse Pathway	As a senior ebike rider I look forward to the pathway completion
07/05/2024	Chels Meyer	Scheduling	I just wanted to comment that I live in Petaluma and often do weeknight events in Santa Rosa. I would love it if the smart ran later on weeknights, because I would absolutely take it to and from Santa Rosa (and would prefer to over driving) but it doesn't run late enough for me to get home. I would think there are other people in the same situation, and figured I would write in to express the need.
07/10/2024	Karen Giovannini	Ridership	Standing room only on train south for Giants game. Will need another car for the return trip. Us + commuters. Thanks
07/13/2024	Rene	Ridership	Opening the snack bar would provide customers with a way to get a light snack. If, working, they didn't have time to get something to eat. Provides another incentive for using public transit. Appeals to kids as well as adults.
07/20/2024	Jordan Bowen	Ridership	I live in San Francisco and work in Marin. 1) The ferry and SMART schedules are so poorly aligned that commuting is impossible. 2) The transit agencies should get together and have an integrated zone-based system so that I only have to pay one fare to go any distance, no matter what mode of transit I take.
07/26/2024	Steve Birdlebough Transportation and Land-Use Coalition	Freight Services	The focus should be on local producers, such as wineries and lumber mills that can ship products to other places. Some means is needed to find capital investors willing to build the sidings and switches. Most candidates are likely to be north of Santa Rosa.
7/29/2024	Steve S.	Multiuse Pathway	I am an avid recreational cyclist and very much appreciate the multiuse pathways that SMART has already provided. But the system is still a patchwork and getting from one end to the other remains confusing and risky for many cyclists. I urge SMART to rededicate to completing an end-to-end pathway that allows cyclists (and walkers) to travel anywhere they can get to or from on the train.

07/29/2024	William Steiger	Railway Extensions	Hwy 37 is top of mind for both commuters and daily drivers going east or west. The cost and time required to fix hwy 37 will take years to plan and build. Is it possible to make an extension from Marin to the east? Upgrading the existing rail line for commuter service to the east connecting to other north,south rail service.
08/09/2024		Multiuse Pathway	The entrance/exits to many (if not most) of the SMART multiuse pathways are actively hostile to cyclists. To <i>*encourage*</i> rather than discourage cyclists, these need to be made much much easier to enter and exist. Fencing, bollards, and other obstacles that force cyclists to stop and dismount at every entrance/exit completely discourages cycling.
08/13/2024	Kim You g	Ridership	I have two wheelchair bound people who rode the train with me. There are no windows at the wheelchair seating area. They were disappointed at not being able to look out the windows on our trip. Please consider adding windows to the wheelchair seating areas of the trains.
08/15/2024	Grayson Chu	Ridership	More 3 Car Trains Because More And More People Are Riding The Train.
08/20/2024	Richard Tait	Freight Services	Smart should not get into the freight business until it has the ridership problem solved.
08/20/2024	Mark Birnbaum	Multiuse Pathway	I urge SMART to work with Caltrans and the City of Novato to rehabilitate the orphan path which runs between Bel Marin Keys and Hwy 37/Hanna Ranch Rd. rehabilitations to this path, in combination with the pathway now being planned and funded (?) between Vintage Oaks Shopping Center and Hanna Ranch Rd. will create a useable, easily findable route for cyclists from Downtown Novato SMART station to the major employment area of Bel Marin Keys, generating more riders as well as connecting Bel Marin Keys to the rest of Novato.
08/20/2024	Patrick Carter	Multiuse Pathway	The path from the north end to south of Rohnert Park is great! Please continue that path all the way south to Petaluma. Marin County has so much connectivity in their paths and rail connections, we need some love in Sonoma County.
08/21/2024	Jean Severinghaus	Multiuse Pathway	When am I going to be able to ride my bike from the Hamilton Station north to businesses in Bell Marin Keys on an All Ages and Abilities pathway? Taking TOO LONG! When continue northon the Hanna Ranch pathway to the Village Oaks Mall? We need both asap. When will I be able to ride north from the Civic Center station to Smith Ranch Road? Where is the bridge stalled out? TAKING TOO LONG. I need the pathways to use the bike and leave my car behind and we are killing the climate driving.

08/21/2024	Jean Severinghaus	Ridership	Riding from Larkspur to Santa Rosa is great!! Thank you. I just need the pathways to go 1.5 miles minimum from each and every station so I can take a bike to use the train more.
08/21/2024	Andrew Barnhart	Ridership	<p>I do not currently commute on SMART, but am eager to. I am very disappointed by the schedule's large gap during the peak evening commute-- namely, the gap of over an hour between the "34" and "36" northbound trains. I generally take the ferry that arrives in Larkspur at 5:55, and would love to take the train home to northern Novato.</p> <p>Frustratingly, the "connecting" train does not leave for 44 minutes. (By the time this train departs Larkspur, that boat is already back in San Francisco.) I'm sure there are a variety of reasons for this, but I would just like to share my personal testimony that I would take the SMART train every morning and evening, if this connection was 20 minutes shorter, like most of the others are. The schedule in the morning would work for me, but I need to take the same transit system home so I can get to my car at the SMART station. Thanks, Andrew</p>
08/23/2024	Fred Van Patten	Railway Extensions	<p>I have traveled California state route #37 from Marin Health Medical Center where I was employed to Vallejo for 17 years and I am suggesting that the east bound extension travel down the middle of the newly proposed, elevated highway to Mare Island, to connect to the Vallejo Ferry and Sol Trans bus terminal before it heads north to Suisun City. In developing your strategic plan with Cal Trans to manage traffic flow issues into the future, Smart Train would serve as an alternative to reduce traffic congestion not only along state route #37 but also on interstate #80. For any Bay Area comprehensive transportation plan to be effective and to remain financially viable, it needs to connect to all major transportation hubs to entice commuters out of their cars and to provide options. This would decrease traffic congestion and serve as an alternative that would become a big draw, and in this case quite lucrative for SMART Train. Everyone wants to live in the Bay Area, and if they were able to travel to work without driving, which could include both working or relaxing, they would jump on the SMART Train in Suisun City, for example, and travel to the Vallejo Ferry terminal or beyond, and have the option of going to San Francisco without any freeway congestion, All of those commuters from Fairfield or beyond would have the option of taking SMART Train and willing to pay a lucrative fare,</p>
09/03/2024	Andrew Decker	Ridership	<p>I would love to see an evening train that focuses on nightlife. As a Santa Rosa Resident that likes to go to concerts at Mystic Theatre in Petaluma, I can't even consider the smart train an option as concerts don't wrap up until about 11pm. That's for both Weekdays and</p>

			weekends. An 11 o'clock train and a midnight train out of Petaluma would be game changers for commuting during nightlife hours.
09/03/2024	Andrew Decker	Multiuse Pathway	I fully support and love the existing multi use pathway. It is the safest and most enjoyable way to ride my bike for commuting. I would like to see more priority put on completing the Guerneville to Sonoma Airport section sooner than later. Plans show construction starting in 2026, sadly means cyclists and pedestrians will be dealing with unsafe roads to commute for at least 2 more years. Cycling in SR is unsafe, and SMART could help be a solution by prioritizing this section, creating a safety corridor for commuters.
09/04/2024		Traffic	While I support public transit and the overall concept of the train, it causes extreme traffic blockages in downtown San Rafael and 101 Southbound during rush hour and other times. There are certain times the road is closed for over 5 minutes (to let 2 trans pass, one in each direction, without opening between). This causes really large delays on Mission and other streets, and can cause the right lane on 101 south to be backed up almost stopped for 0.75 miles. While this might be worth it if ridership were high, for the few that do ride I don't know if it makes sense.
09/04/2024	Allen Noren	Ridership	I love SMART. I participated in the two campaigns to get SMART started, and I've been commuting on it since its inception. I mention this to signal my dedication. But I must say that riding the train is often unpleasant due to the number of passengers who don't use headphones when having conversation or watching videos. They seem to think it's fine to blare the noise over their speakers. I often ask passengers to turn the volume down or use headphones, but I'd rather not have to do this, and yesterday there were two public and loud phone conversations over speakers taking place at the same time, along with a video watcher who turned up his volume so he could hear over the calls. Could you please, please post something about using headphones, and ask the conductors to enforce it?
09/04/2024	Patrick Carter	Ridership	I think it might be time to revisit a three car train during commute times, or consider more options for cyclists. Now that school is back in, there have been times where both cars have been full up on bike spots.
09/04/2024	Sean Camden	Multiuse Pathway	I'd like to ride my bike. Please accelerate the build out of multiuse paths. They are essential to getting people out of their cars.
09/04/2024	david a carlson	coordinati on between	It seems to me that there has been absolutely no attempt to coordinate-mesh bus/transit service with Smart. This is a big inter-agency communication failure in my opinion.

		public transport agencies	Here's two examples: 1. The County?City/ bus in Petaluma drops a block away from the Smart station! nonsense! drop at the train station. 2. the County bus from Marin to Rohnert Park drops (or used to) at the Rohnert Park Safeway, a half mile from the Smart station.....Ridiculous. A Little thought, and really not much work, would fix these glaring gaps. Don't you agencies talk to each other? ...seems not.
09/04/2024	James Karabochos P.O.S.T. (People of Sonoma for Transit)	Railway Extensions	We need service in Sonoma Valley and the tracks do go to 8th Street East.
09/04/2024	Andrew Smith	Ridership	While it is good to see more people using the SMART train, too many are not paying anything for it. Not a good idea for finances. There is nothing wrong with giving discounts to certain groups for a limited time frame like Monday-Friday. Or just Saturday-Sunday. Too much of SMART's finances come from Federal and State Grants per your financial statements. Without these grants, SMART is running in the negative. Not good if you want the sales tax extended.
09/04/2024	Rose Lamanna	Ridership	I am a senior and enjoy riding the Smart train to Larkspur, then ferry over to the city. I would like to see more day trips offered for seniors and some overnight trips to the city with instructions or guides to assist with directions for public transportation.
09/04/2024	Dan Bell	Ridership	Trains are becoming more and more crowded with passengers and bicycles. It is time to introduce a third car to the train set.
09/04/2024	Fred Van Patten	Railway Extensions	For the last seventeen years I made use of California state route #37 to work at Marin Health Medical Center from Vallejo and then return home and now with the proposed elevated improvement on state route # 37, I am suggesting that Smart Train run a line down the middle of the new roadway to the Mare Island ferry terminal, so that Smart Train links in to all major Bay Area transportation hubs. and then continue on to Suisun City Amtrak. Travel time between Novato and Mare Island would take 15 minutes! This would provide alternatives to reduce congestion on both interstate # 80 but also on state route #37, pull traffic off interstate # 80 for those commuting to San Francisco who could then take the Vallejo ferry. This approach seems to fit the Cal Trans strategic plan which will have to accommodate for Bay Area increased traffic congestion as we go forward. Thank you, Fred Van Patten.

09/04/2024	Samantha	Multiuse Pathway	Please prioritize completing the bike path! More and more businesses/offices seem to be moving up to the airport boulevard area (including my own office with the the County of Sonoma) bringing more cars and traffic and the lack of a complete bike path is disappointing.
09/04/2024	Joni	Station at Vintage Oaks Shopping Center Novato	I think that if there was a station at the Vintage Oaks Shopping Center in Novato, many more people would use the train. Avoiding traffic mess and gas usage are great incentives.
09/05/2024		Railway Extensions	We need to fulfill the promise made when SMRR started to extend it to Healdsburg & Cloverdale
09/06/2024	LD	Railway Extensions	Could we please have a public comment from SMART about the line running to Cloverdale ? What is the projected time line for this now that the work is being done on the line to Windsor ?
09/06/2024	Terry Hull	Railway Extensions	Please don't forget Cloverdale! Would love to take advantage of the train but parking is difficult at the Sonoma County airport station - the closest one to us.
09/06/2024		Ridership	You might extend night services later going south. Recently I wanted to go to an event in Santa Rosa but the last train on Saturday left too early to get back home. I noticed that you had a later train going north but not south.
09/06/2024		Ridership	Increasing ridership is an important goal. Since a growing percentage of riders bring bikes on board, it is ESSENTIAL that you begin NOW to strategize making more space for bikes on the train. Already there are times the train is full to bursting, with staff prohibiting a cyclist from boarding. If this starts happening more often, guess what, people will stop riding if they can't be sure they can get on with their bike! The coming e-bike share will NOT take care of this, if someone's destination is farther from the station than the bikes are allowed to go. Plus, no one's going to be happy paying to rent a bike when they already own one!
09/06/2024	James Libby	Railway Extensions	The most important issue to me is making it easier to travel to the East Bay. There needs to be more convenient transfer options to places like Oakland and Berkeley, places where people from the North Bay would love to take public transit to, but it is currently too cumbersome to get to via public transit.
09/09/2024		Railway Extensions	I was extremely disappointed to learn that the extension to Cloverdale is no longer included in the MTA 2050 plan. This is a slap in the face to all Cloverdale residents who have been paying for this extension through their taxes. Cloverdale has almost two hundred affordable housing units under construction that are being built under the

			<p>assumption that public transportation would be an option. Current bus transportation is woefully inadequate. Cloverdale is willing to be the northernmost hub of the SMART train, allowing access for our neighbors in Mendocino and Lake Counties. I sincerely hope that the leadership of SMART will fight for the opportunity to serve our community.</p>
09/11/2024	Adriane Garayalde	Please consider a stop in Geyserville	Geyserville is small with limited parking. It would be great if tourists could ride the train to come wine tasting or enjoy the local food.
09/12/2024	Mark Thayer	Railway Extensions	Focus on getting to Cloverdale. No new stations or added routes until the full basic line is complete.
09/13/2024	Susanne	Transit connections	When you get to your destination there is no information on where to get buses and the stops are not always near the train station this is a huge hardship for elders and disabled persons
09/13/2024	Gabe Pattee	Railway Extensions	As the rail comes closer to reality in Northern Sonoma County, particularly to Cloverdale, it is the desire of many Geyserville residents to have a stop.
09/14/2024	Jefferson Reyes Diaz	Ridership	<p>Hello! Thank you for providing a survey to collect feedback. I think one way to increase ridership would be to host an event similar to an "art walk" across the various SMART station parking lots. They could be used to host food trucks, local vendors, and business stands. Folks could then travel from station to station on SMART for different foods and shopping options. I think this could be a great opportunity to introduce folks to SMART that otherwise do not use or consider public transit. Businesses could serve as informal "advertising partners" to help spread the word to their customers, thereby reducing the burden on SMART itself to attract attention. If the event is scheduled for later in the day, SMART can reduce the impact to service for frequent users and increase attendance from folks that will have already returned home from their workday. The day of the event could see much higher ridership and could present another revenue source from businesses paying to set up their food truck or tent/stall. This event could be a regular event, such as monthly, that would probably not increase daily ridership much, but could go very far towards improving residents' perception of SMART ahead of future ballot measures to continue funding SMART. Thank you again for providing the survey!</p>
09/16/2024	Fredrick Schermer	Ridership	While Caltrain is distinct from SMART, they were able to double their ridership (and then some) through implementing the baby bullet service. By skipping stations in a very smart manner (all stations are still served, but

each in their own baby bullet version), the passengers flocked to the faster Caltrain service. Time is not just money but also a very important value in people's minds in every other way. At Caltrain, they realized that and now have ridership levels everyone is jealous of. Every additional stop the train makes will actively make people think about using their own car next time. Every stop reduces the attraction of the rail line. The goal is to optimize what fastest service can be provided to all passengers. For instance, two separate trains each going in the same direction, minutes apart (or whatever safety requires), skipping some stations but with all stations served nevertheless by at least one train, these two trains can each travel faster than both trains if they stopped at every station. Even arriving two or three minutes faster at one's destination automatically translates into more passengers using the service. Either through attracting more passengers or through avoiding people to end up driving in their own cars. Particularly in light of the Novato Narrows being widened up in the coming year, SMART should offer faster service, no matter how fast you think it is today. By not having a streamlined transit environment (because people are waiting for connecting buses, are walking to the ferry), SMART must maximize what it can because the race is mostly won by the car, so grab and keep those passengers where you can.

09/16/2024	Alejandro reyes	Multiuse Pathway	i would like to see a multi-use path along all of the smart train rails.
09/17/2024	Father Karl A Claver	Railway Extensions	I wish the train line began in Sausalito. It is a faster ferry ride to there, plus the freeway is always crowded. The line should also be extended at least to Ukiah.
09/17/2024	Donald F Robertson	Railway Extensions	Almost half of all public transit users in the entire Bay Area live in San Francisco, and more work there. It is very poor planning to have such a poor connection to the ferry. Extensions further north would be good for me, but extending the tracks into the ferry terminal should be the highest priority.
09/17/2024	Jillian Metz	Ridership	used to ride the train to SF. Now I have Congestive Heart Failure and am unable to walk from the train to the ferry. I wish there was some form of transport.
09/17/2024	Fred Van Patten	Railway Extensions	I have Smart Train's fiscal objective in mind when I suggest that ridership needs to be the focus of attention when addressing strategic planning. For over 17 years I commuted on California state route #37 to Marin Health Medical Center to work and then return home to Vallejo. Now with the proposed and soon to be constructed elevated highway, Smart Train can coordinate with Cal

			<p>Trans to run a line down the middle from Novato to Mare Island and then on to Suisun City Amtrak, It would relieve traffic congestion on both route #37 and interstate #80 and provide alternatives because it would connect to all major transportation hubs, like the Vallejo Ferry and adjacent Sol Trans terminal. The ridership on Smart Train would be a huge draw and lucrative, as commuters from Fairfield and beyond would make use of Smart Train to the Vallejo ferry as an alternative to San Francisco. There is now significant tourist development on Mare Island and plenty of available parking. Speed and convenience would entice commuters to get out of their cars and this would be consistent over time and as noted, lucrative for Smart Train</p>
09/18/2024	Ann Hutchinson	onboard wifi	<p>I don't understand why onboard WiFi was discontinued. For a form of transit that caters mostly to commuters, this makes no sense to me. There's no explanation on the SMART site.</p>
09/18/2024	Roy Redlich	Multiuse Pathway	<p>I would like SMART to prioritize completing pathways that make intercity travel by bicycle possible. A bicycle path from Petaluma (Corona Road) to Penngrove (Railroad Avenue) would make traveling between Petaluma and Santa Rosa a safe travel option.</p>
09/19/2024	Keith Korbel	Ridership	<p>If the train ran later I would use it more often. I live in Rohnert Park and take the train to Santa Rosa 2-3x a week. However, since I work evenings and get off around 11pm I have to ride my bicycle home those nights. If you had a later running train I would consider riding the train 5 days a week both ways. Thank you.</p>
09/23/2024	Patrick Seidler WTB-TAM	Multiuse Pathway	<p>"Our public comments include an Appendix. Because this comment form does not allow us to attach the Appendix, we will submit our comments separately by email. September 23, 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</p>

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:

1. 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.
 2. 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.
 3. 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 by providing a local match. 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

			<p>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.</p> <p>Respectfully submitted,</p> <p>Seidler WTB-TAM President Director of Planning "</p> <p style="text-align: right;">Patrick Matthew Hartzell WTB-TAM</p>
09/24/2024	richard brand	Freight Services	<p>For the building of the SMART Freight business, sales tax funds need to be allocated to that business. While Measure Q specifies that tax funds are to be used for passenger service, it also specifies that those funds are to be used for "other purposes". Freight trains have provided rail transit for the two counties for decades. SMART has inherited the precedent to provide this service as a legal common carrier including via a Calif. State Bill making them THE rail common carrier.</p>
09/25/2024	Rosemary Hart Petaluma Woman's Club	Railway Extensions	<p>SMART owns the Petaluma Trestle that has deteriorated immensely and is in the heart of our downtown. Don't just focus on what is new, but take responsibility for the mess left behind. Please finalize an agreement with the city of Petaluma soon. Grantors (the SCC) will not grant money to a project without a single owner.</p>
09/25/2024	A George Beeler AIM Associates, architects	Ridership	<p>It is great to see the large numbers of senior riding the trains</p>
09/25/2024	A George Beeler AIM Associates	Train fuel	<p>The fuel used to power the trains is an important environmental issue. Why not use restaurant waste oil bio diesel like San Francisco uses for its buses?</p>

09/26/2024	Katherine Rinehart	Ridership	Looking forward to more bike parking on the trains. Longer hours. I'd love to be able to go from Petaluma to Santa Rosa to attend night time performances at 6th Street Playhouse and meet friends for dinner.
09/26/2024	Katherine Rinehart	Bike lanes to and from the Petaluma downtown station	I ride my bike to the Petaluma downtown station and there is no real safe way to travel there on D, Washington or Lakeville Street. Please work with the City of Petaluma to remedy this situation.
10/01/2024	Nicholas J. Maurer	Ridership	Bike Ridership has been rising. In addition, ebikes brought onto trains are bigger than pedal bikes. There is a need for more bicycle parking on trains. In addition, all trains have a small store that has not been in service for the past several years. I think the stores should be removed to allow for more seating and bicycle parking.
10/02/2024	Andrea Casali	Ridership	According to myself, and many other young people who care about the environment and accesible transportation, ridership would increase if the hours were extended until midnight, at least on the weekends. It would be nice to be able to go out with friends in another city and be able to travel safely in between! I personally live and work in Petaluma, but go to Santa Rosa a few times a week after work to go climbing. I would love to take the smart train instead of driving, but unfortunately, I would barely get into Santa Rosa not long before the last Southbound train is heading back to Petaluma. Even if it was extended until 9pm during the weekday that would be better than what is offered now.
10/15/2024	Rosemary Hart Petaluma Woman's Club	Railway Extensions	SMART owns the Petaluma Trestle that has deteriorated immensely and is in the heart of our downtown. Don't just focus on what is new, but take responsibility for the mess left behind. Please finalize an agreement with the city of Petaluma soon. Grantors (the SCC) will not grant money to a project without a single owner.

Community Partner/Organization Responses

Please see the following pages for detailed comments on SMART's Strategic Plan received by community partners in PDF form:

Letter from David Schonbrunn, Vice President Train Riders Association of California

From: David Schonbrunn <david@Schonbrunn.org>

Sent: Tuesday, September 24, 2024 4:01 PM

To: Leticia Rosas <rosas@sonomamarintrain.org>

Subject: Comments for Community Workshop for SMART's Strategic Plan

Please share these two contributions with the appropriate staff.

I've previously offered these to SMART, but never received any feedback from staff or heard that movement towards implementation of either was underway. They are still valid today.

Fulton Transload Plan

Here's the satellite view of the site:

<https://www.google.com/maps/@38.4958001,-122.7716717,215m/data=!3m1!1e3?entry=ttu>

This plan has the following elements:

- There is a switch to the mainline which I believe is PTC equipped, since SMART stores MOW cars there. (There are 2 cars in the satellite view.)
- The site can be accessed from River Road via Hart Lane.
- There is enough trackage to be able to load maybe a dozen cars.
- It seems likely this transload plan could be implemented without laying out any cash, other than for promotion. (SMART probably has a front-end loader, to which forks could be attached. Alternatively, a fork lift could be rented.)
- This plan would be an easy step for SMART. Successful implementation would help the Board gain confidence in the freight business, allowing the business to build momentum.
- If there is enough business, SMART could seek to buy the triangular lot to the west of the tracks, for additional storage and possibly more tracks.

Here's a ground-level view of the spurs from the River Road crossing:

<https://www.google.com/maps/@38.4965128,-122.7724494,3a,75y,182.74h,91.93t/data=!3m6!1e1!3m4!1s57ZUGf-DfHsGDI5TJqH91A!2e0!7i16384!8i8192?entry=ttu>

Public-Private Partnership to restore the tracks to Willits.

Recognizing that MTC is unlikely to include funding for further extensions because of the low potential ridership north of Windsor, here is an idea that would make it possible to provide passenger service not only to Cloverdale, but also to Willits:

The RFEI that SMART issued for a contractor to handle interim freight service identified a group of freight operators that could be approached as potential partners in freight service. SMART should invite them to submit proposals on restoring the tracks to Cloverdale, with a further extension to Willits as an

option. Find out what terms they would want (confidentially, of course) in terms of the capital to be invested and the length of freight rights they would need to make the transaction feasible. TRAC expects the cost of restoration to be in the vicinity of \$1 million/mile, plus grade crossings. PTC would not be needed initially.

Note that TRAC fully expects the restoration of service to be done using the existing rails, including where jointed rail is in use. That's all that's needed for freight. It will keep the costs low, and make the project conceivably feasible. This is how railroads operate. They only upgrade when necessary to meet service objectives.

The operator could contract with SMART to offer passenger service on a cost plus an add-on profit basis. Having passenger equipment could be a potential profit center, if excursion service was offered, which had been very popular back in the 90s. See attached history of NWP tourist trains.

This proposal is innovative and out-of-the-box. It is not aligned with current agency thinking. In order to actually get its objectives met, TRAC urges SMART staff to get creative in its use of available resources instead of waiting for money to fall from the sky.

As someone that has worked for 35 years to restore passenger rail to the NWP, I've been looking for--and haven't found--any evidence that SMART actually wants its freight business to succeed. Judging by its past few years of operations, it is pretty clear now that SMART is unlikely to make a go of its freight business.

Part of the problem seems to be a deep resistance to partnering with the kind of competent private sector rail operator who would make the business successful. Is this a covert conflict of interest about the ultimate scheduling of traffic? SMART should discuss publicly what appears to be an unwritten policy. I'm being deliberately provocative here in an effort to try to prevent the freight business from failing from benign neglect.

Thank you for your attention to these thoughts. I would be pleased to discuss any of these ideas in depth, at the phone number below.

--David

David Schonbrunn, Vice President
Train Riders Association of California (TRAC)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office
President@calrailnews.org
www.calrailnews.org

NORTHWESTERN PACIFIC RAILROAD TOURIST TRAIN HISTORY

The Northwestern Pacific Railroad and its predecessor railroads all ran excursion passenger trains over mainline and branch lines from the 1920s thru 1968. Earlier

operators referred to these non-regular trains as tourist trains. Regular passenger train service on the NWPRR ceased on April 30, 1971.

Following the ownership change from Southern Pacific Transportation Co. to Eureka Southern Railroad in 1984, regularized excursion service commenced on the "North End" Eureka to Willits segment with periodic excursions on the Eureka-Samoa and Eureka-Carlotta segments. Following the ownership change from Eureka Southern Railroad to North Coast Railroad Authority (NCRA) in 1992, periodic excursion trains were operated Eureka to Willits and Willits to Outlet.

Following the June 1996 ownership change from Southern Pacific Transportation Co. to NCRA for the remainder of the Willits to Schellville "South End" mainline, NCRA established a "Director of Passenger Train Operation". The Director contracted with two agencies to market and supervise on-board services for six excursion/tourist trains operating between Healdsburg and Willits. Those six trains commenced on October 5, 1996 and operated through October 20, 1996. Two levels of service including dining and lounge service were offered with total ridership exceeding 2000.

Following the successful demonstration of tourist trains in the fall of 1996, the NCRA issued an RFP for an operator to initiate weekend tourist trains. California Redwood Coast Company (CRCC) was awarded the contract in December 1996 and commenced operations in March 1997. A total of twenty tourist trains were operated between Healdsburg and Willits and Santa Rosa & Healdsburg. Booking were robust with several trains sold-out in the first-class accommodations. Train consists included former Amtrak rolling stock that allowed capacity increases in excess of 300 passengers. CRCC initiated contracts with passenger train rolling stock owners for delivery of rail diesel cars (RDC) for subsequent seasons.

On June 11, 1997, NCRA, FRA and CPUC signed a safety compliance agreement with 11 action items relating to track defect repair, locomotive air brake testing and other areas. The agreement referenced previous non-compliance with federal safety statues and regulations based on FRA-CPUC inspections. As a result of this agreement NCRA issued an order to California Redwood Coast Company (CRCC) to cease tourist trains operations pending reinstatement after repairs were made. The last CRCC train operated on June 7, 1997. Bookings for trains through summer 1997 numbered approximately 2000.

Sources:

The Northwestern Pacific Railroad – Boom & Bust. Angelo Figone, 1997

CRCC archives, San Francisco

Letter from Sherry Adams, SMART COC

From: Sherry Adams <sherry.n.adams@gmail.com>

Sent: Friday, September 6, 2024 11:33 AM

To: Emily Betts <ebetts@sonomamarintrain.org>

Subject: Strategic plan input from COC member

Hi Emily,

I really appreciate your work on the SMART strategic plan and the expertise you bring to this process.

As I have been thinking over what I believe needs to be in there since the last COC meeting, I have these additional comments. Please forgive me if these elements are already included and I missed it.

- Planning for and moving towards climate resiliency of SMART infrastructure. In 2 of our first 5 years of service we have had to suspend service due to tracks being underwater in Novato. There was a grain car that tipped over at Schelleville during a time of saturated soils. A key to voter confidence is knowing that this agency understands and is preparing for the realities of the near future. We need a strategic plan that shows this. If the agency is already working with partners on this, the public will benefit from knowing about it.

- What do you think of the idea that the pathway should have metrics other than a count? Do we need any metric that shows how well it is working to meet the needs of users or the goals of the agency? I welcome your expertise on this.

Thank you for considering, and for your work!

-Sherry Adams
Citizens Oversight Committee member

[Letter from WTB-TAM \(full PDF attached\)](#)



September 23, 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:

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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.

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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.

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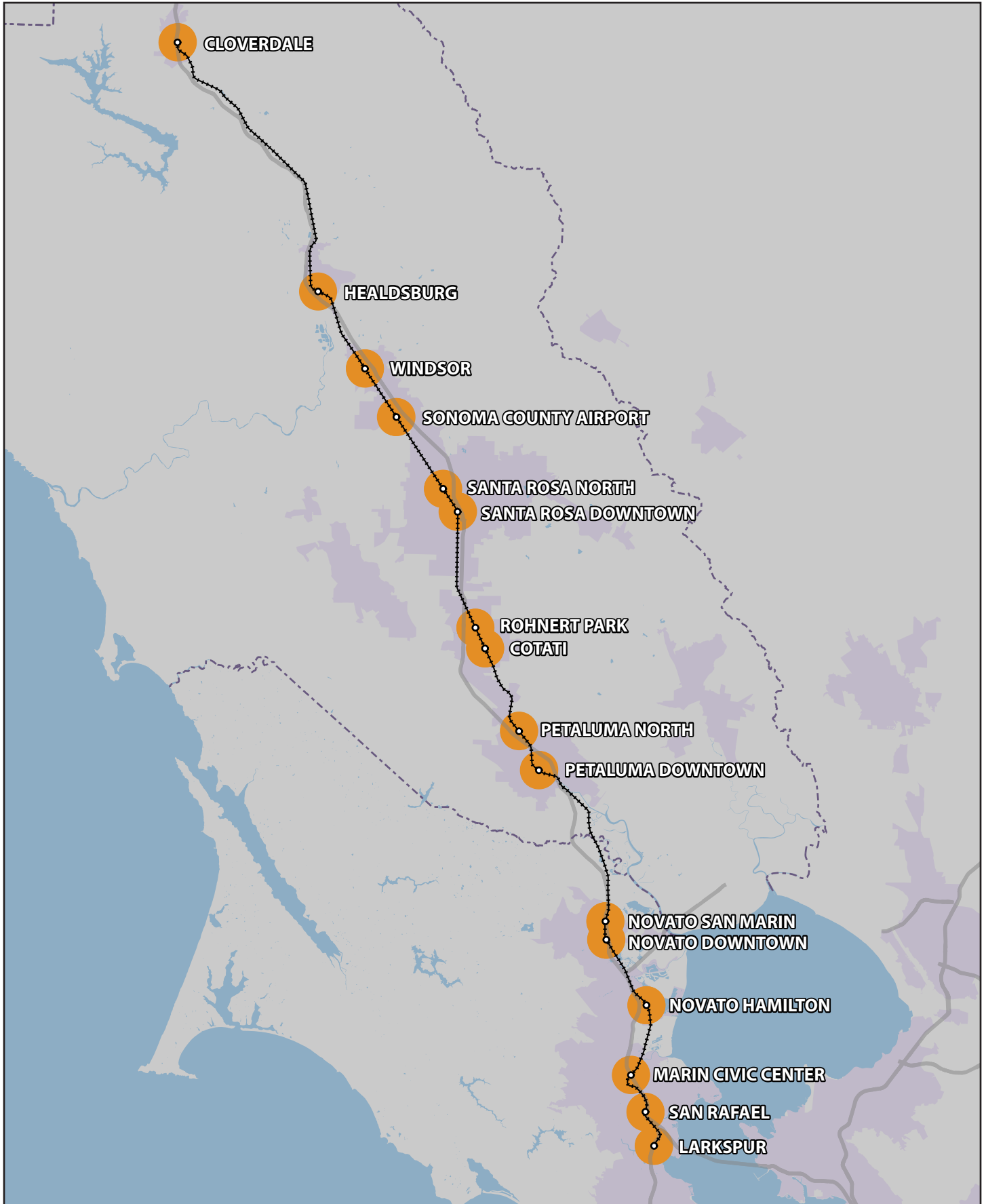
SMART has proven itself time and again to be exceptionally skilled at pathway design and construction, as well as in leveraging its resources to obtain federal, state, and regional grants to advance its pathway construction projects. These are areas where SMART possesses skills and resources that go 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,

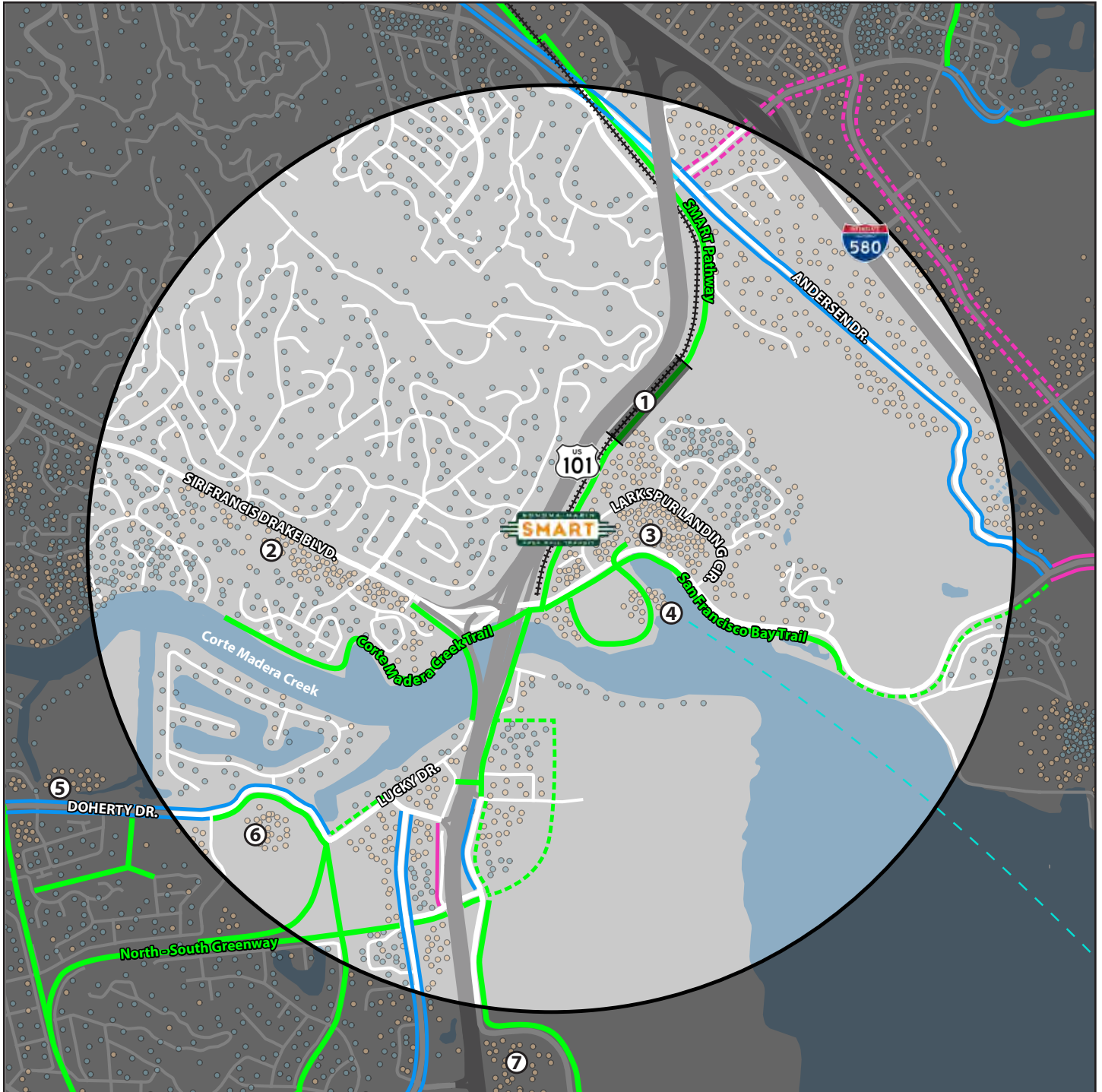
Patrick Seidler
WTB-TAM President

Matthew Hartzell
WTB-TAM Director of Planning

First-and-Last-Mile Network



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



Active Transportation Network

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

Cal Park Hill Tunnel

Bon Air Center

Marin Country Mart

Larkspur Ferry Terminal

Hall Middle School

Redwood High School

The Village

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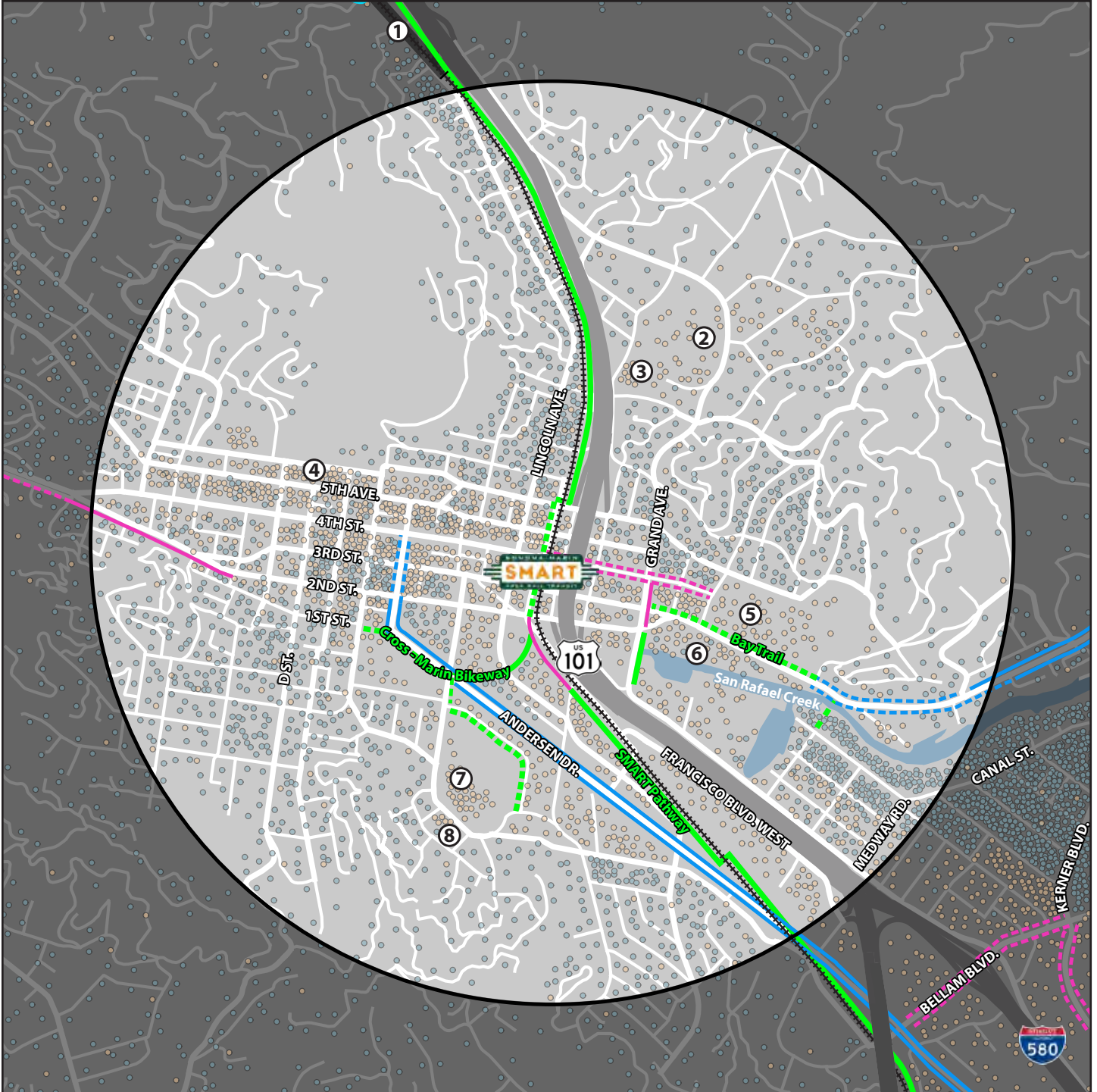
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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on 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

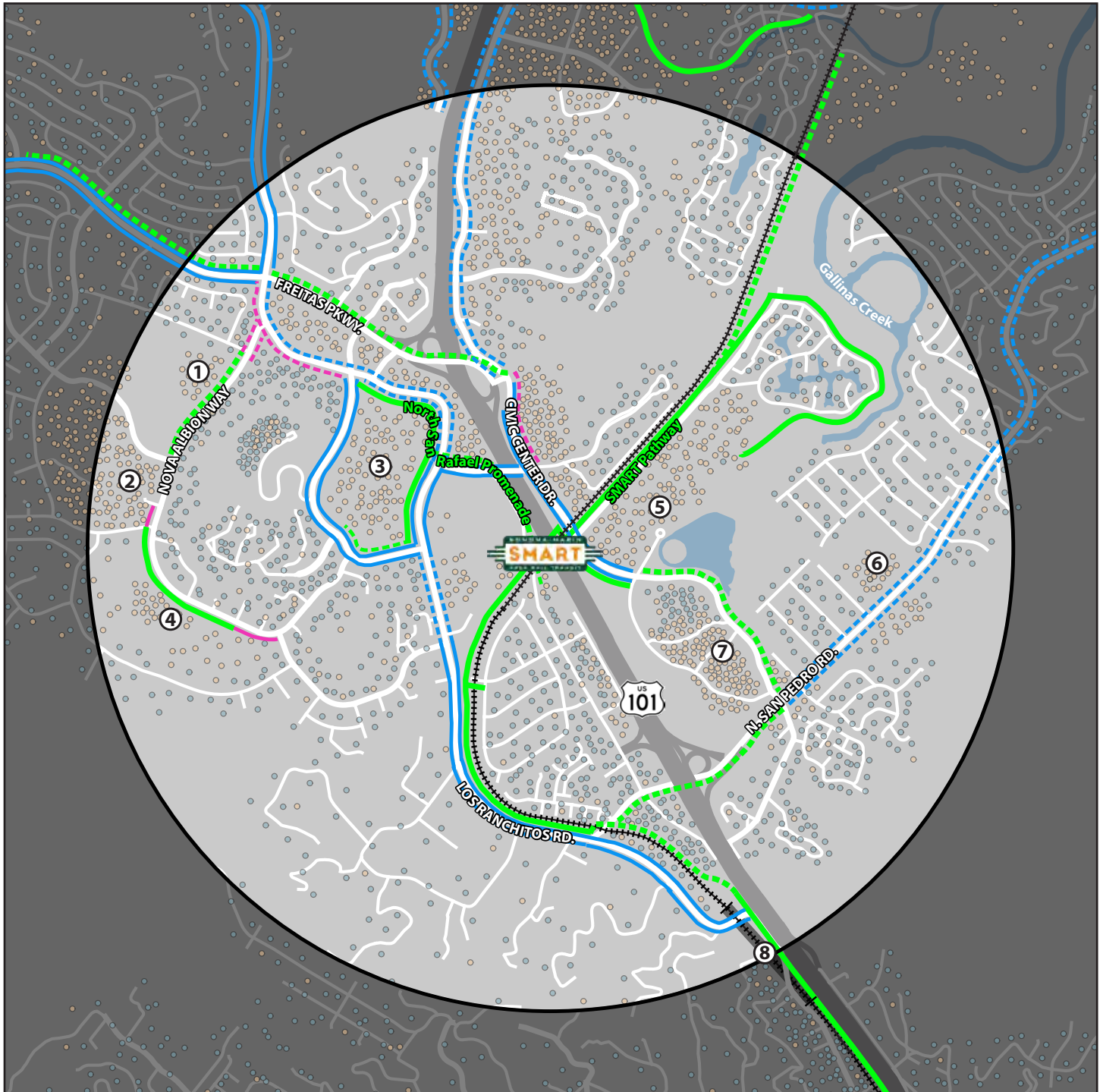
- Puerto Suello Tunnel
- Dominican University
- Coleman Elementary School
- San Rafael City Hall
- San Rafael High School
- Montecito Plaza
- Davidson Middle School
- Laurel Dell Elementary School

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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 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 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

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

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

Hamilton Square

Hamilton K-8 School

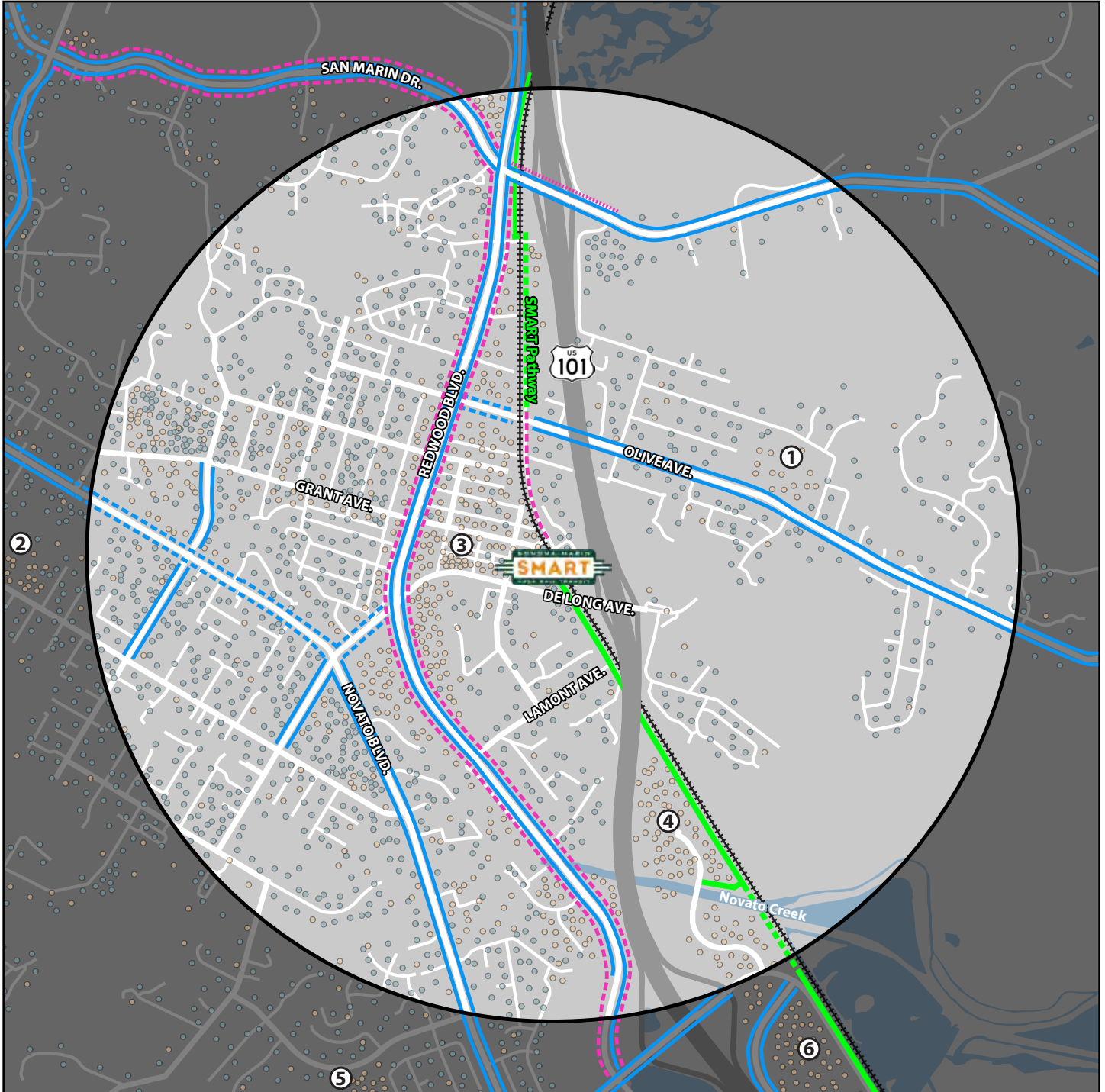
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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on 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

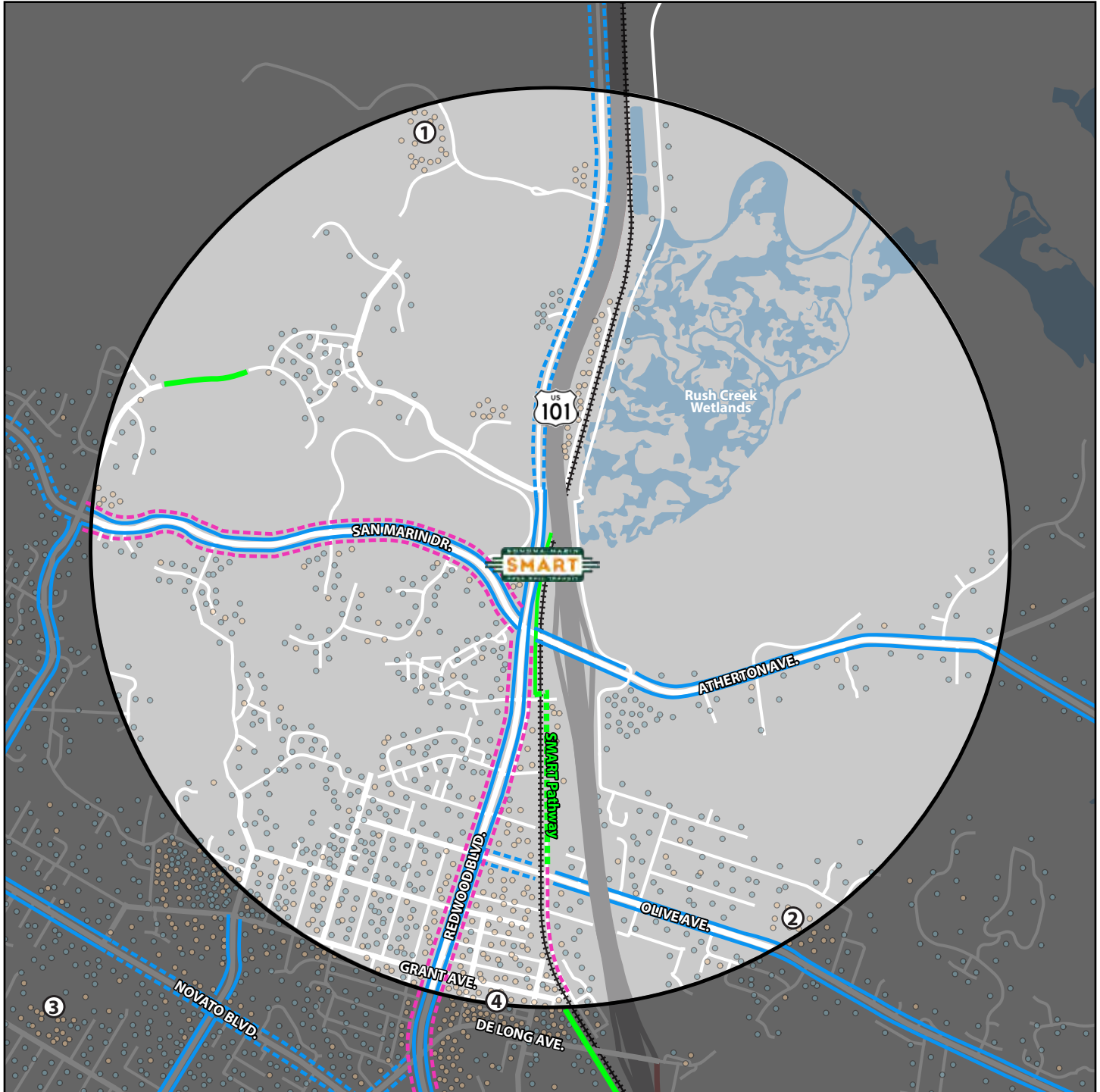
- Olive Elementary School
- Lu Sutton Elementary School
- Novato City Hall
- Novato Community Hospital
- Novato High School
- Vintage Oaks

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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

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

Buck Center

Olive Elementary School

Lu Sutton Elementary School

Novato City Hall

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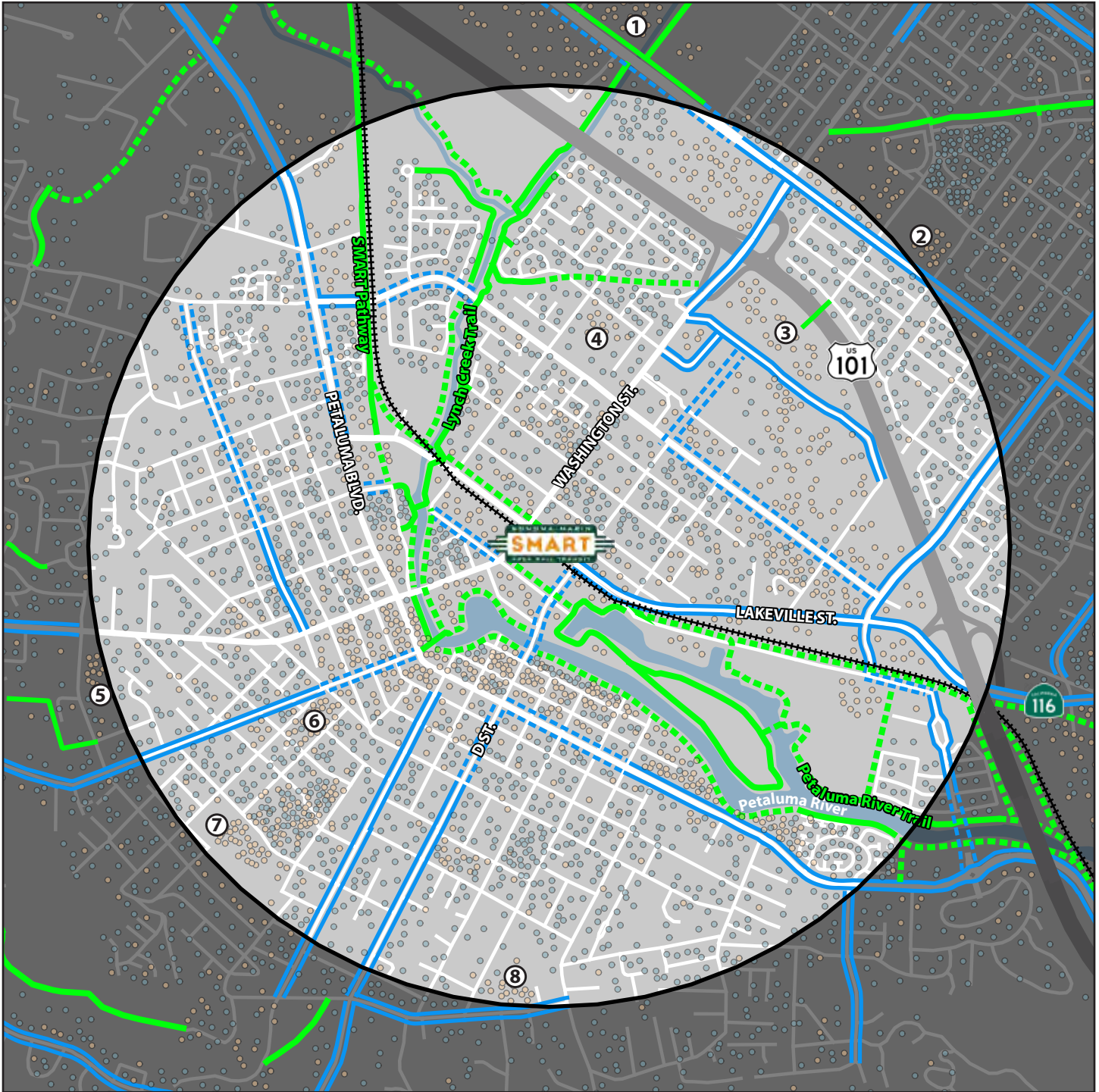
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First-and-Last-Mile Active Transportation Network Recommendations

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on 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



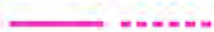
Active Transportation Network

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

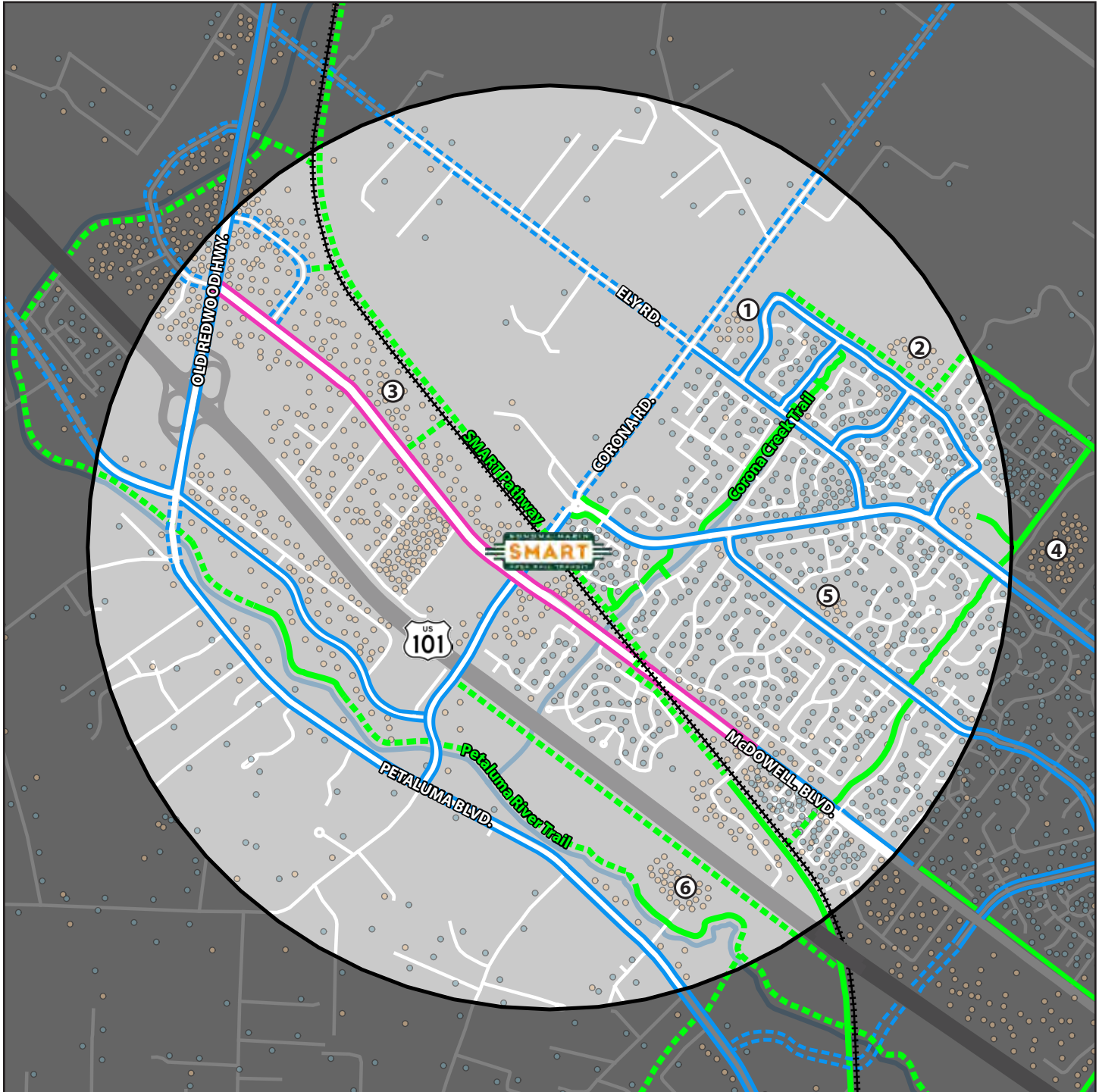
McNear Elementary School

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.

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Petaluma North 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)

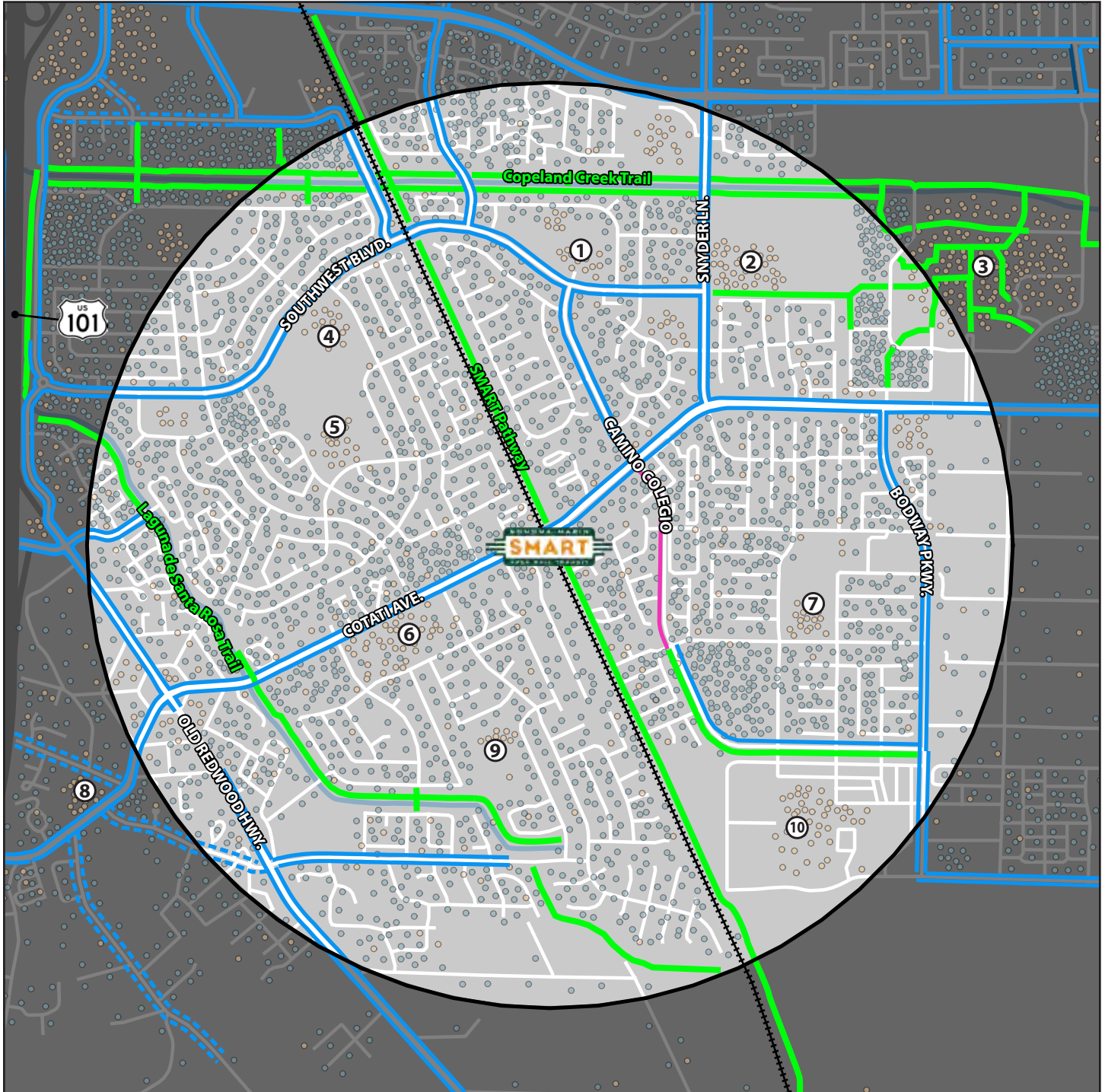
Major Facilities

- 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)

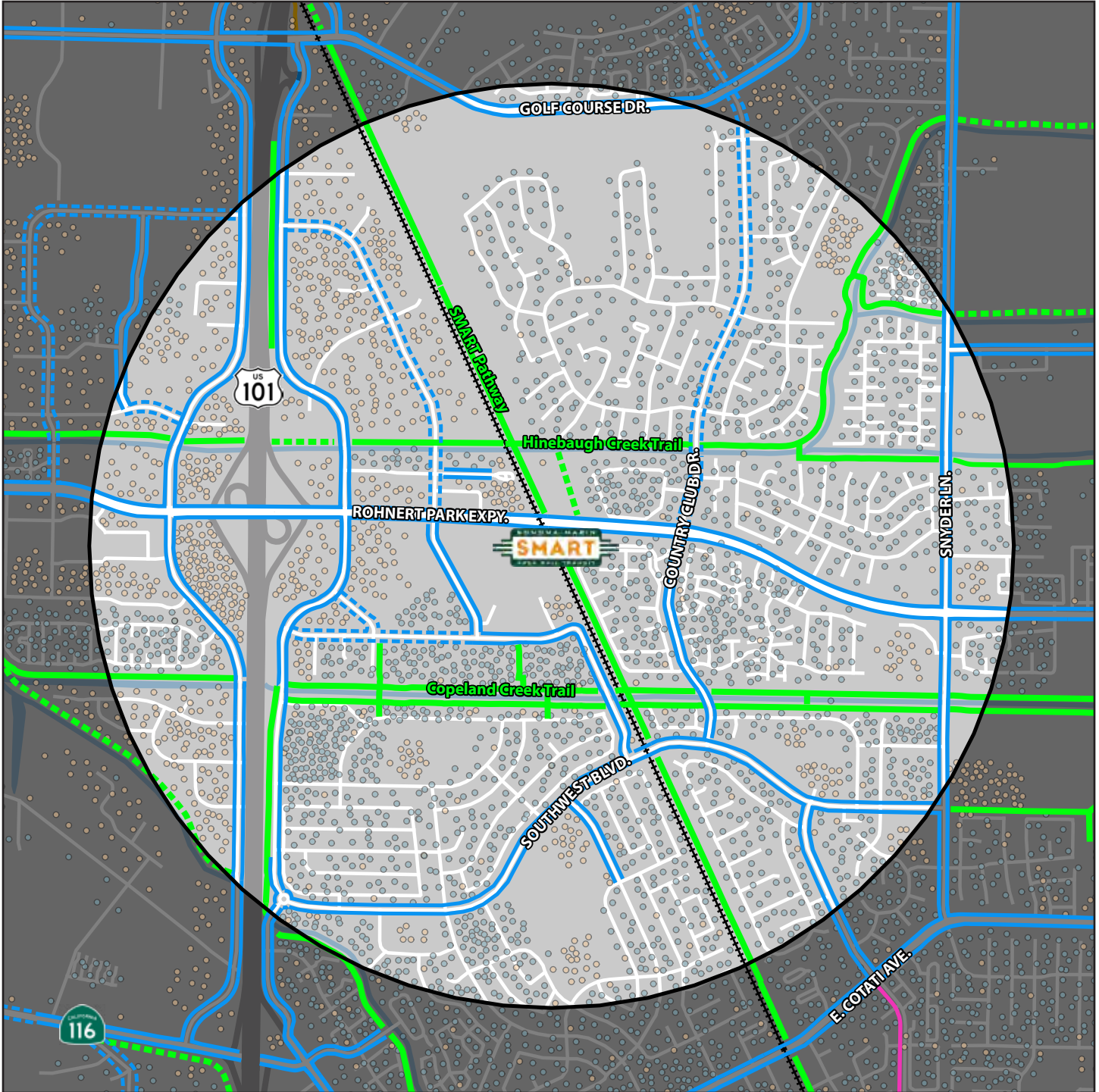
Major Facilities

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

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

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

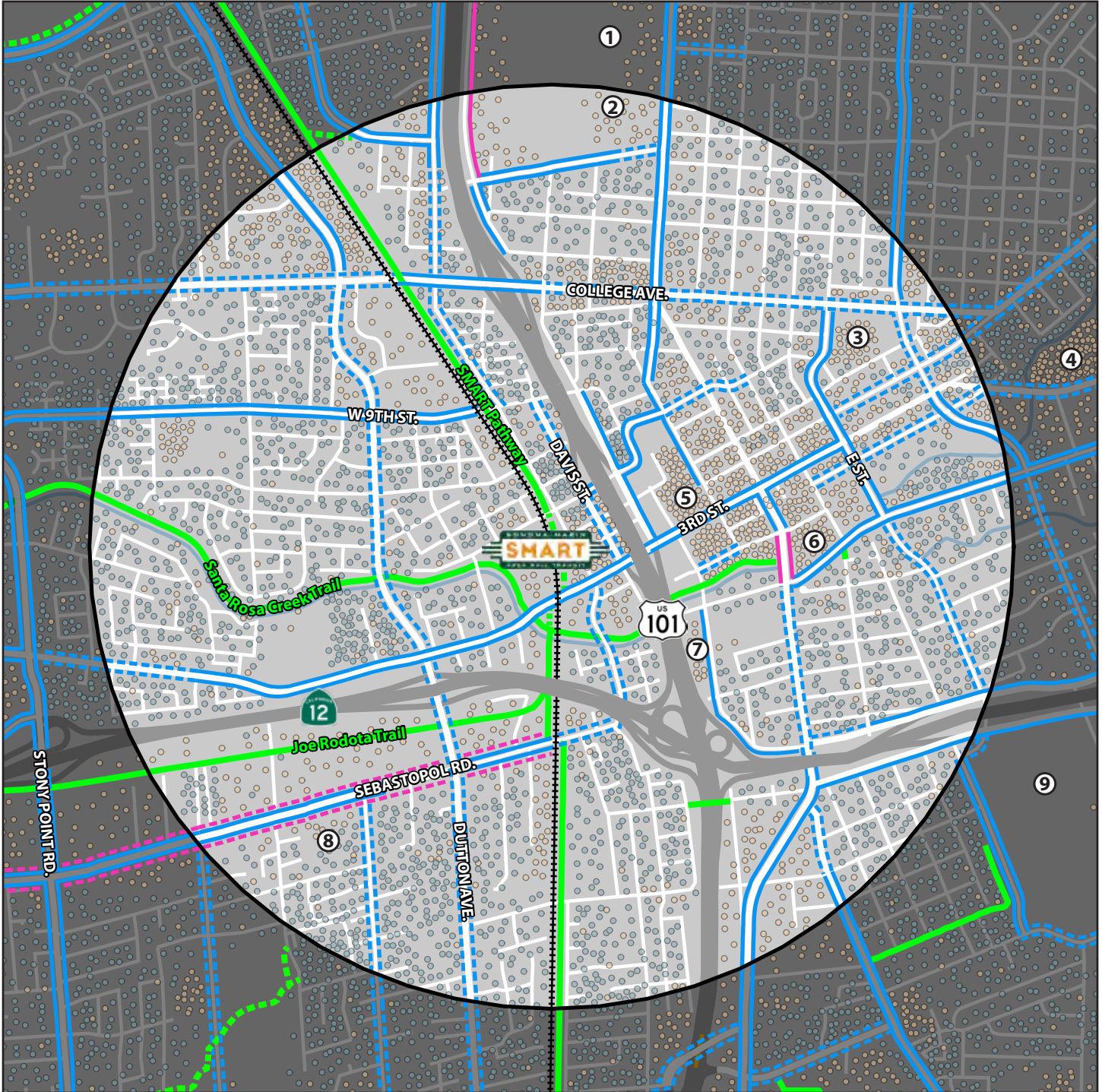
Graton Resort and Casino
Kaiser Permanente
Rohnert Park City Hall
Park Plaza Shopping Center
John Reed Elementary School
Richard Crane Elementary School
Rancho Cotate High School
Technology Middle School
Technology High School

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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 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

Santa Rosa 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

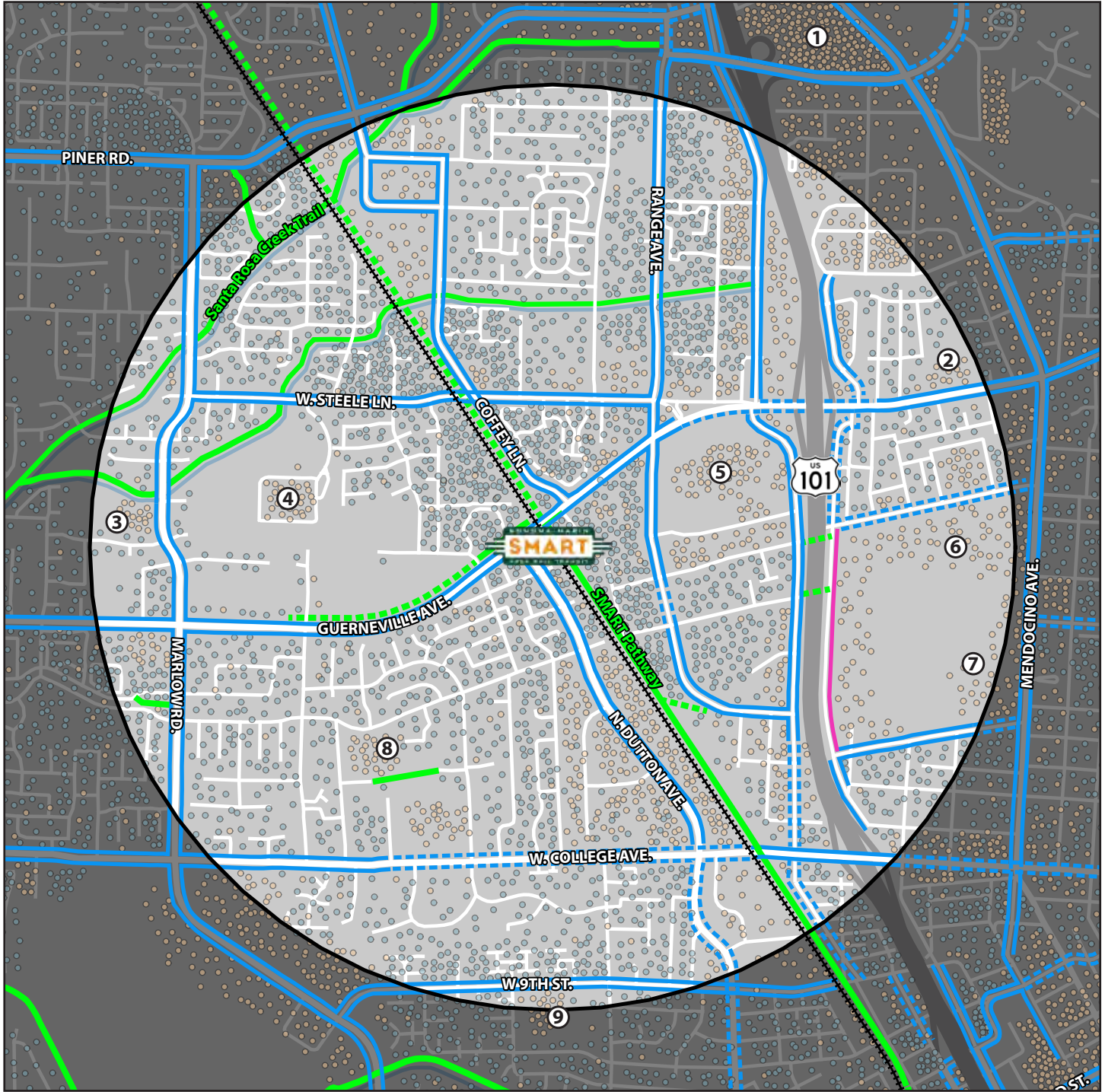
- Santa Rosa Junior College
- Santa Rosa High School
- Santa Rosa Middle School
- Providence Santa Rosa Hospital
- Santa Rosa Plaza
- Santa Rosa City Hall
- Luther Burbank Elementary School
- Roseland Elementary School
- Sonoma County Fairgrounds

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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

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

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

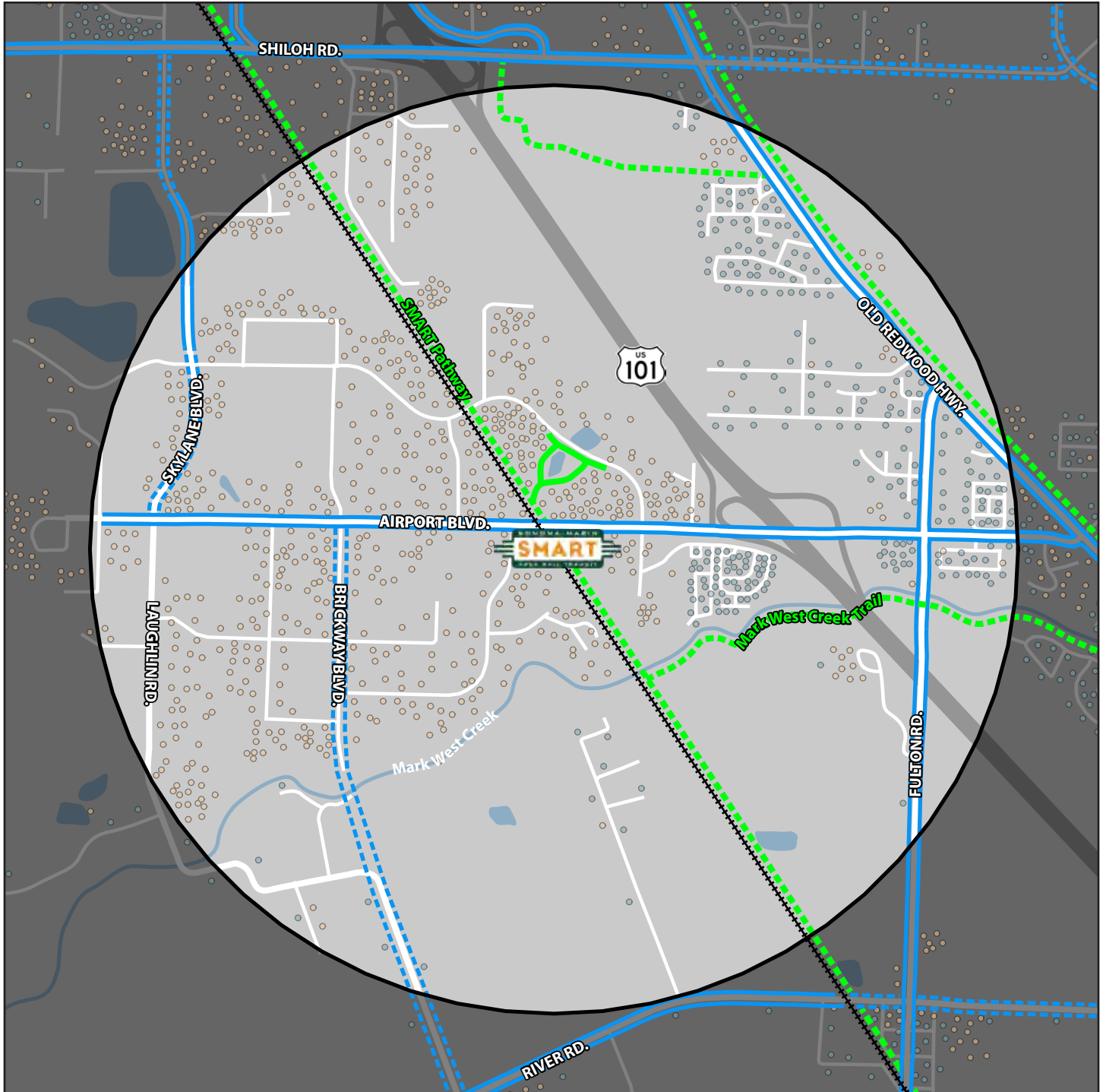
Abraham Lincoln Elementary School

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

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

	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)

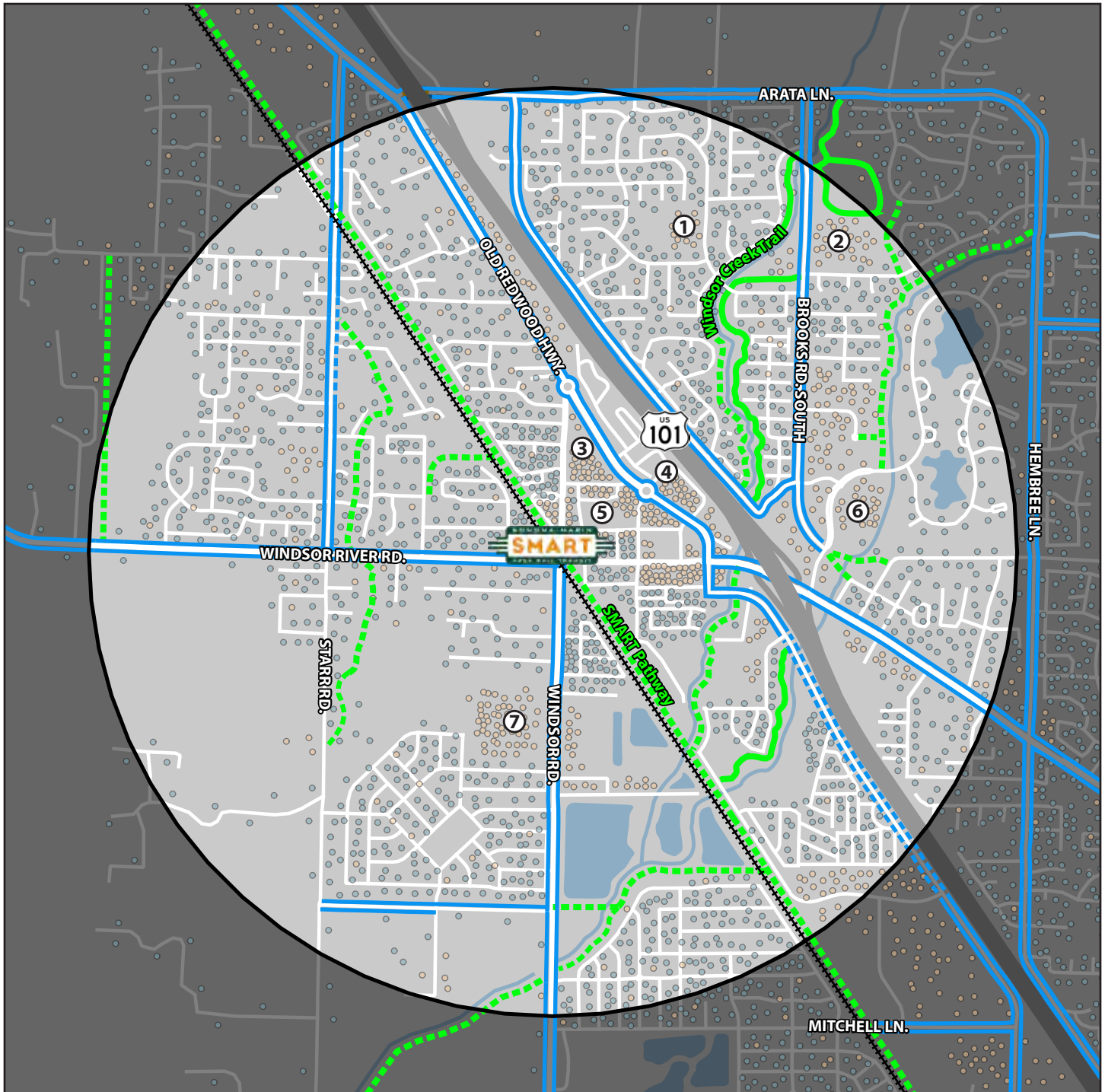
Major Facilities

- SRJC Public Safety Campus ①
- Sonoma Country Day School ②
- Sonoma County Airport ③
- Kendall Jackson Winery 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 Airport Blvd. to Class IV protected bike lanes

Windsor 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)

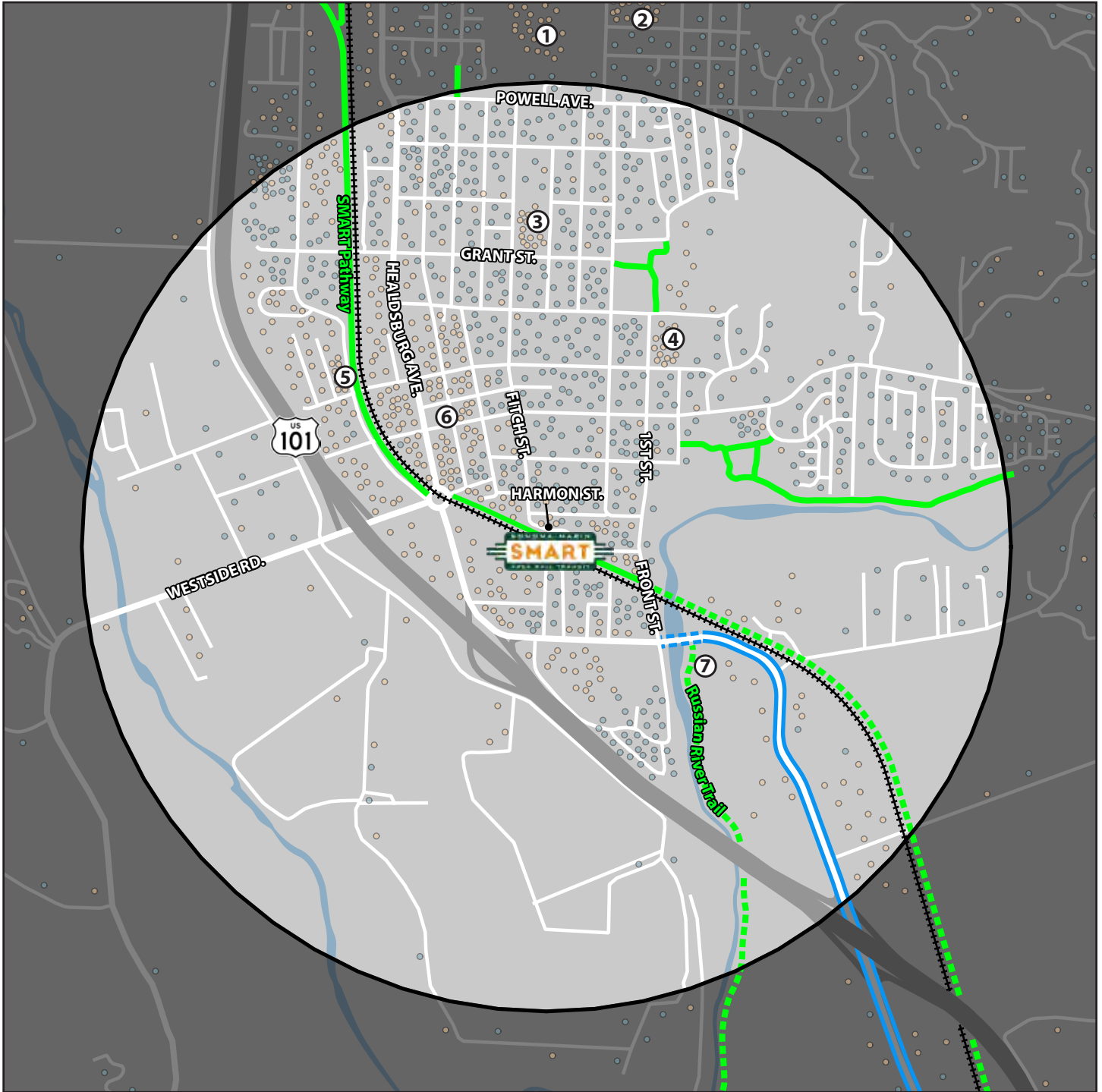
Major Facilities

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

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

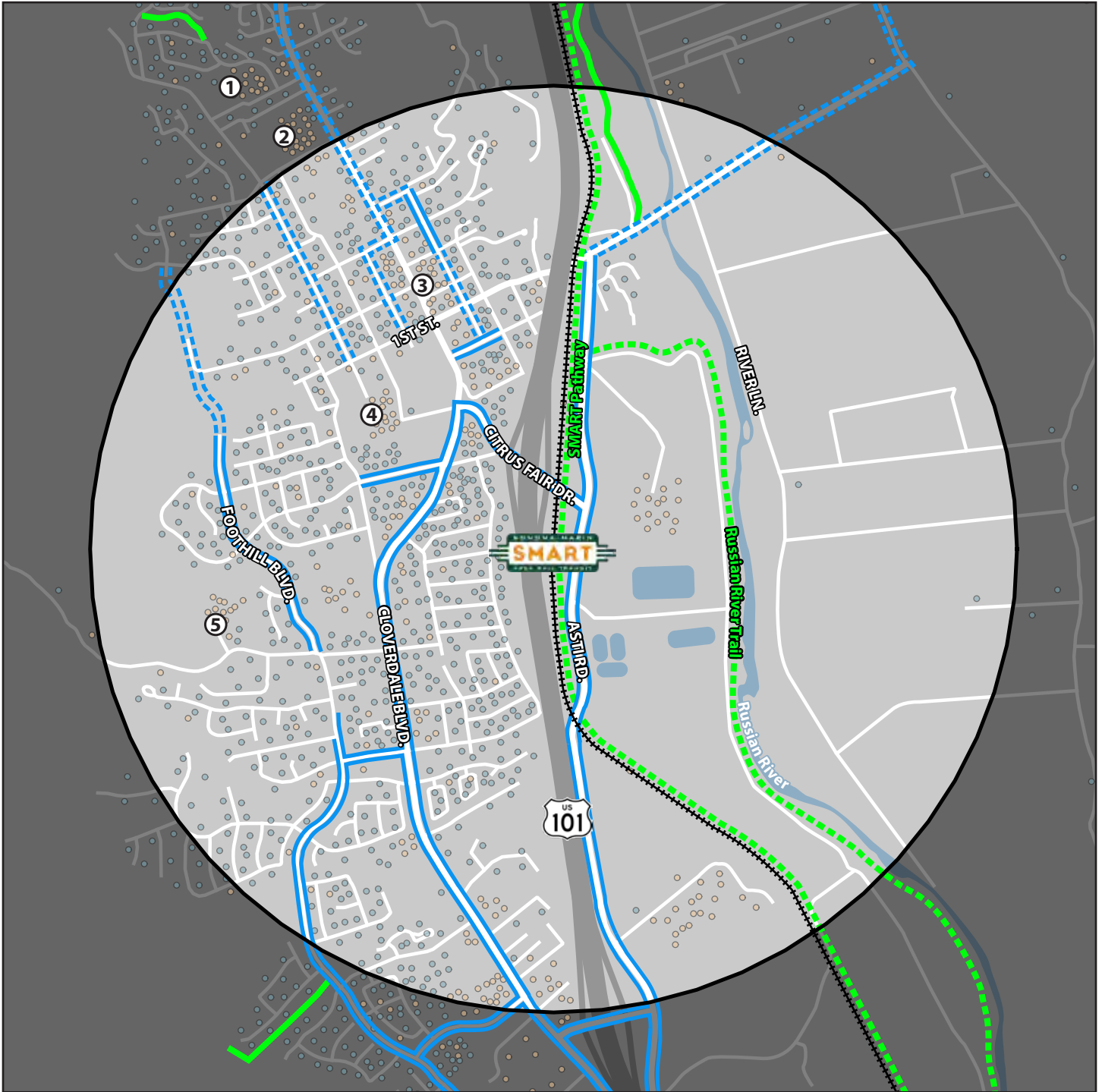
- Healdsburg High School
- Fitch Mountain Elementary School
- Healdsburg Junior High School
- Healdsburg Elementary School
- Healdsburg City Hall
- Healdsburg Plaza
- Veterans Memorial Beach

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- ⑦

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)
- Bike Lanes (Class II)
- Separated Bikeways (Class IV)



Population and Job Density

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

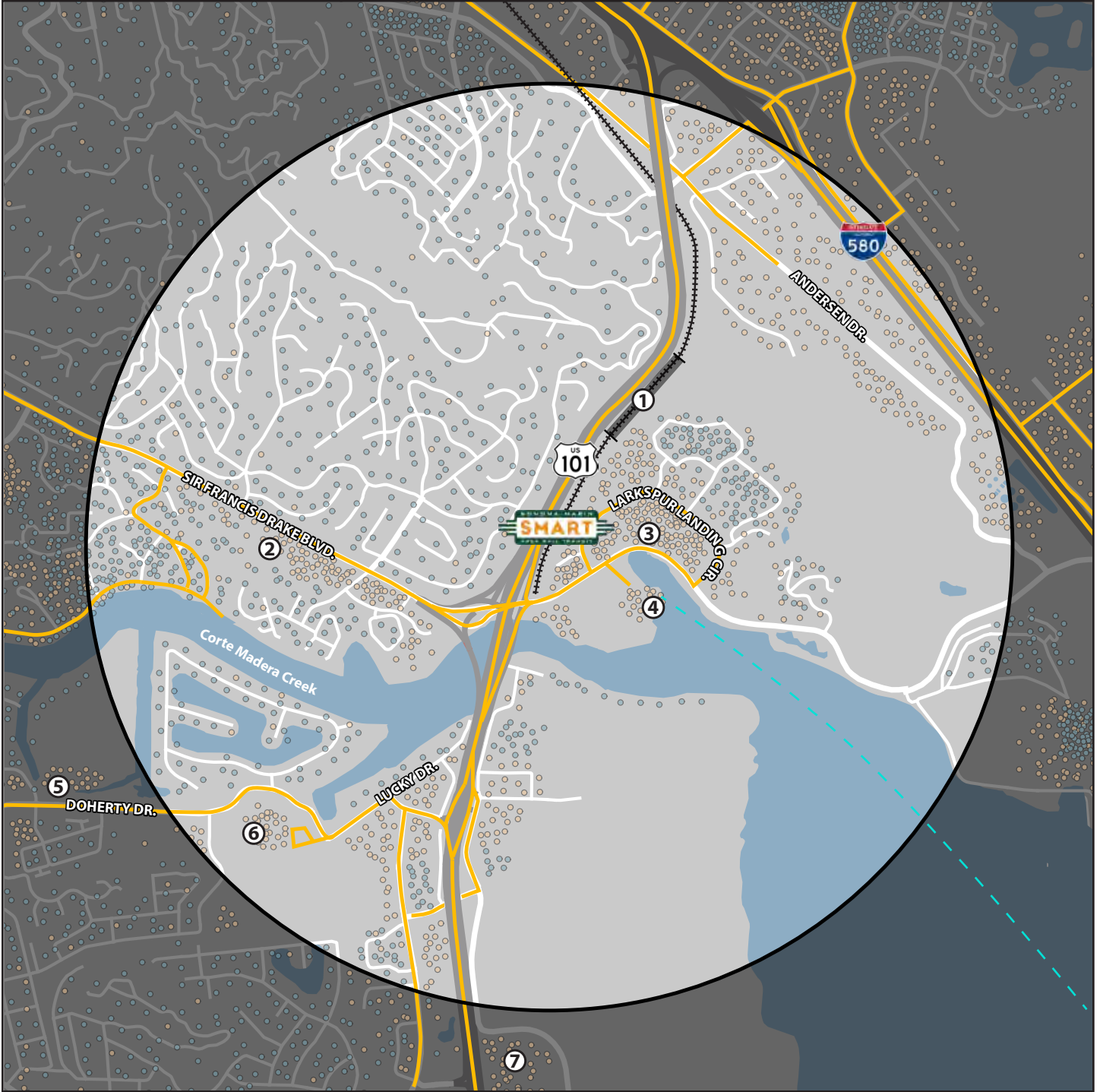
Major Facilities

- 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

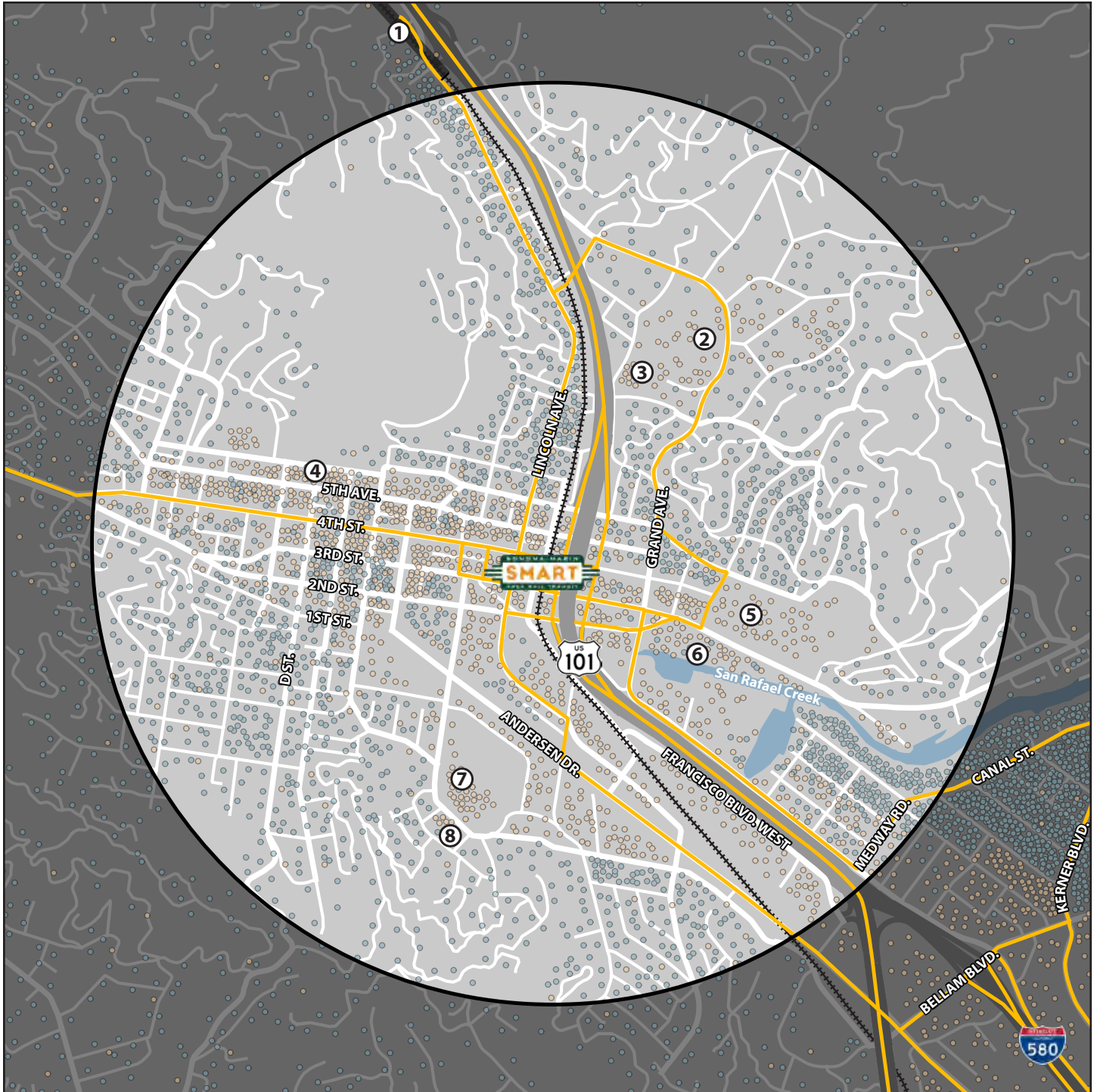
- Population (1 dot = 10 people) 
- Jobs (1 dot = 10 jobs) 

Major Facilities




- Cal Park Hill Tunnel
- Bon Air Center
- Marin Country Mart
- Larkspur Ferry Terminal
- Hall Middle School
- Redwood High School
- The Village

- ①
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- ④
- ⑤
- 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

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- 4
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- 6
- 7
- 8

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

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


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





Transit Network

- SMART Railway 
- Bus Routes 
- Ferry Routes 

Population and Job Density

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

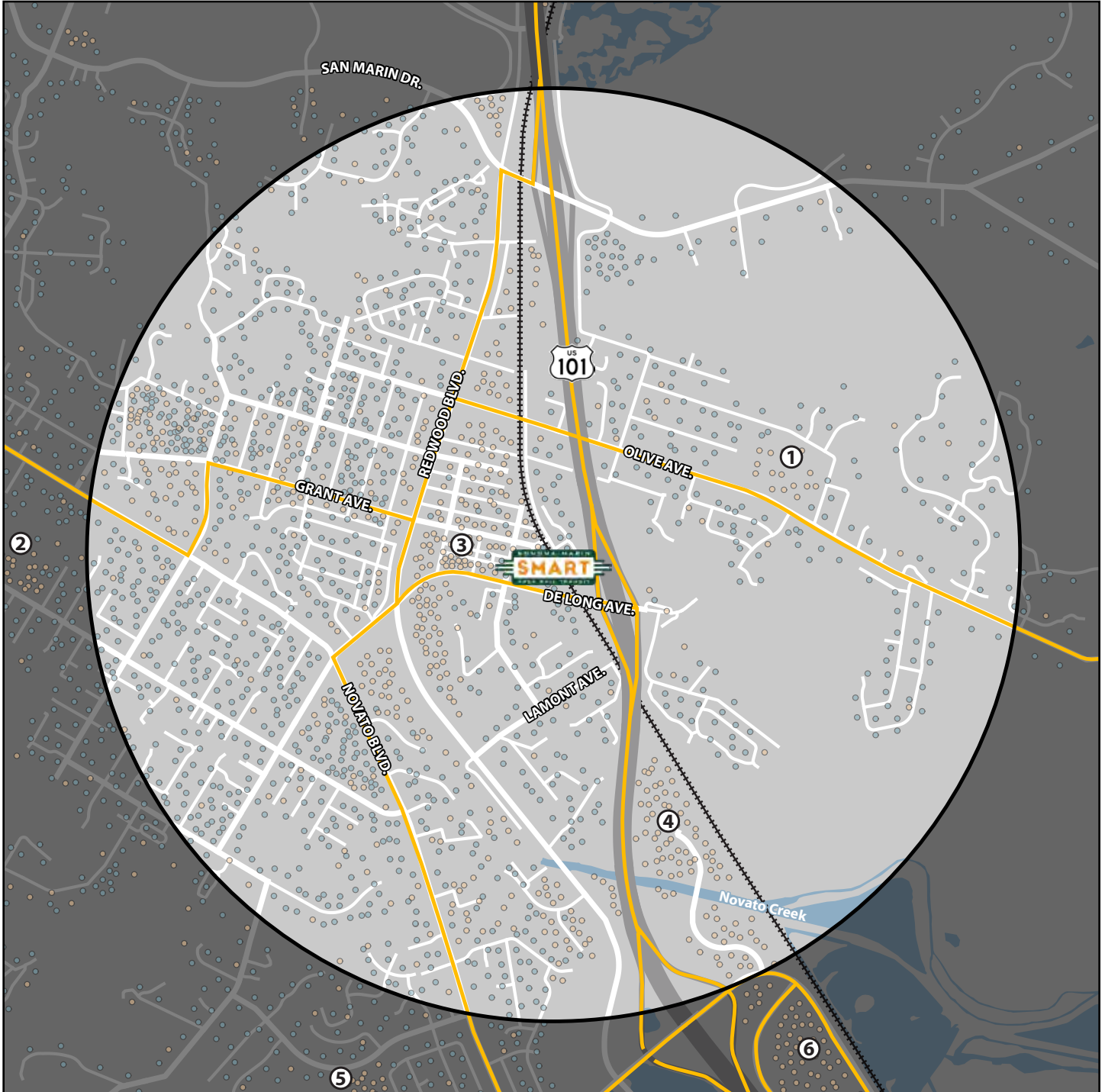
Major Facilities

- Hamilton Square 
- Hamilton K-8 School 




Transit Network consists of:

- Golden Gate Transit
- Marin Transit

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

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

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 
- Olive Elementary School 
- Lu Sutton Elementary School 
- Novato City Hall 

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 

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

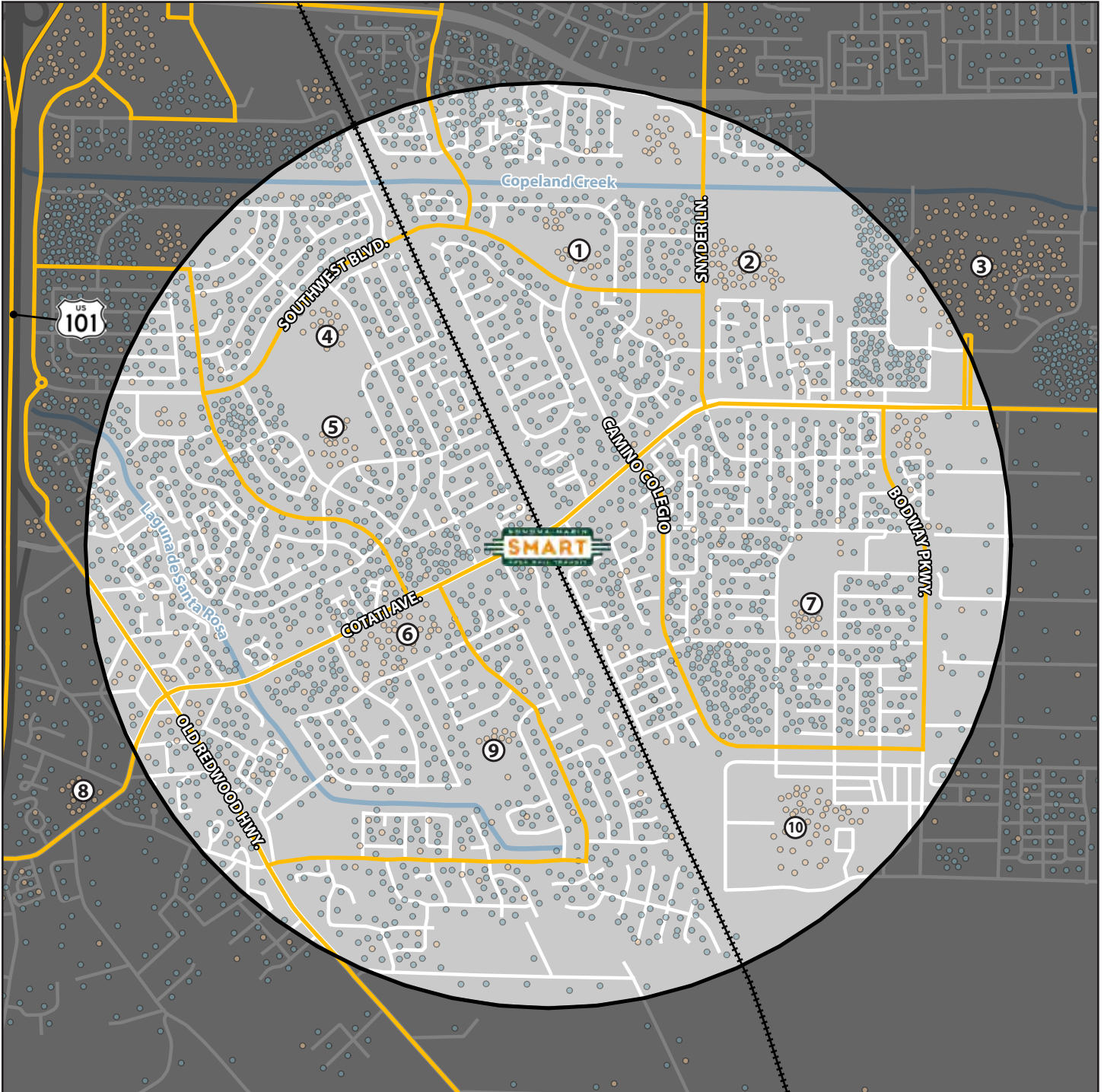
Population and Job Density

- 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

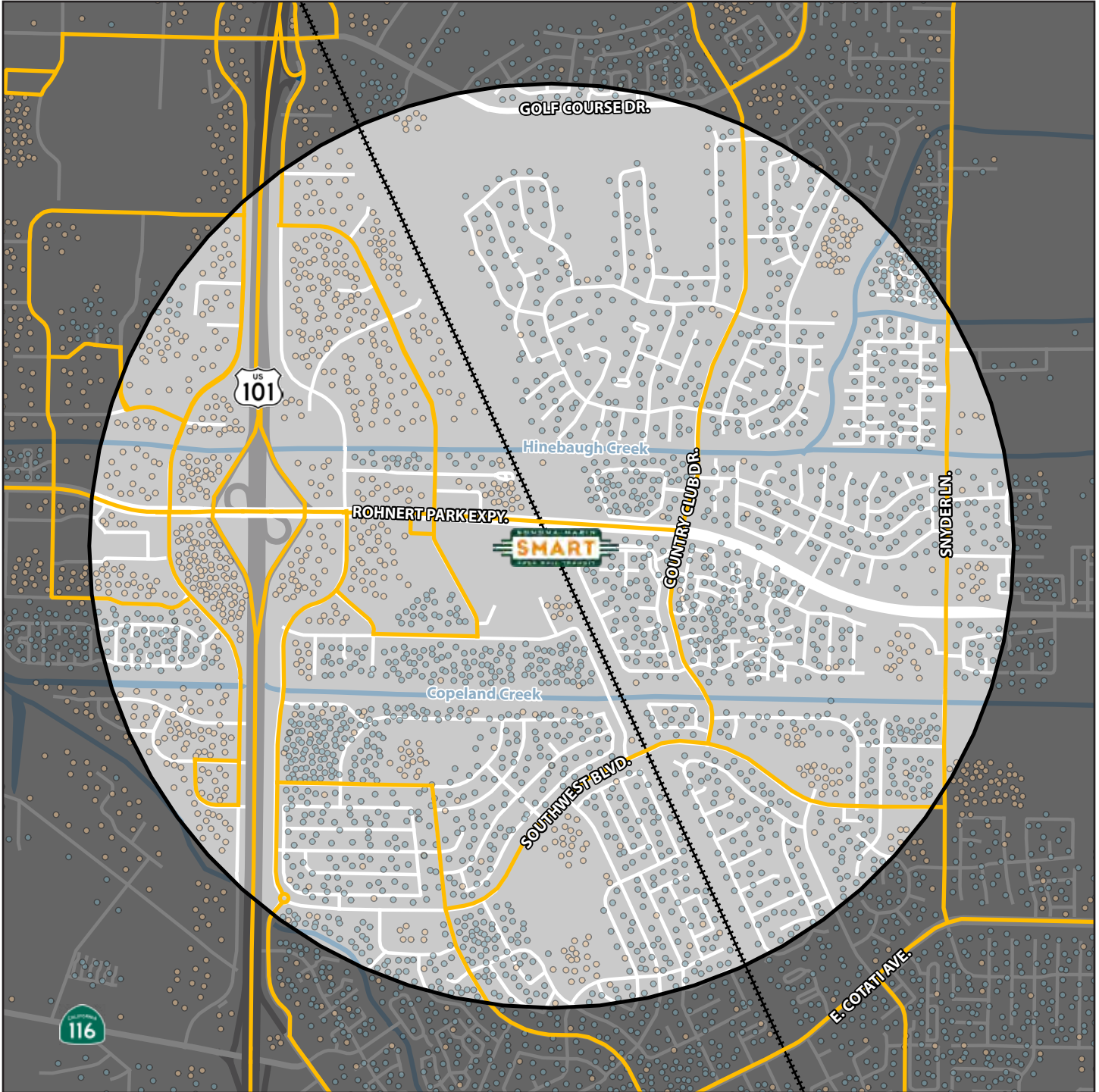
Population and Job Density

- 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

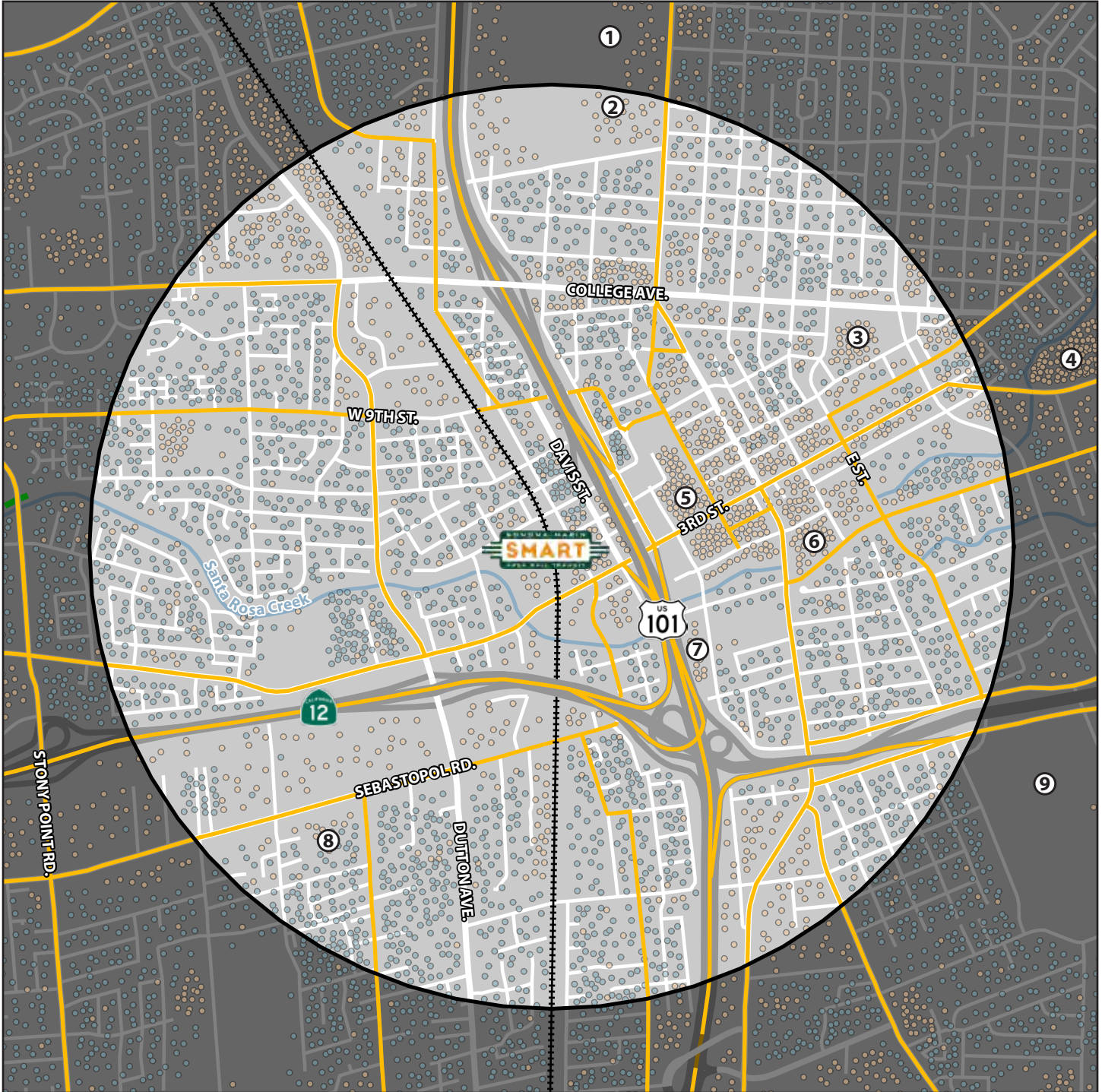
Population and Job Density

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

Major Facilities

- Graton Resort and Casino 
- Kaiser Permanente 
- Rohnert Park City Hall 
- Park Plaza Shopping Center 
- John Reed Elementary School 
- Richard Crane Elementary School 
- Rancho Cotate High School 
- Technology Middle School 
- 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)

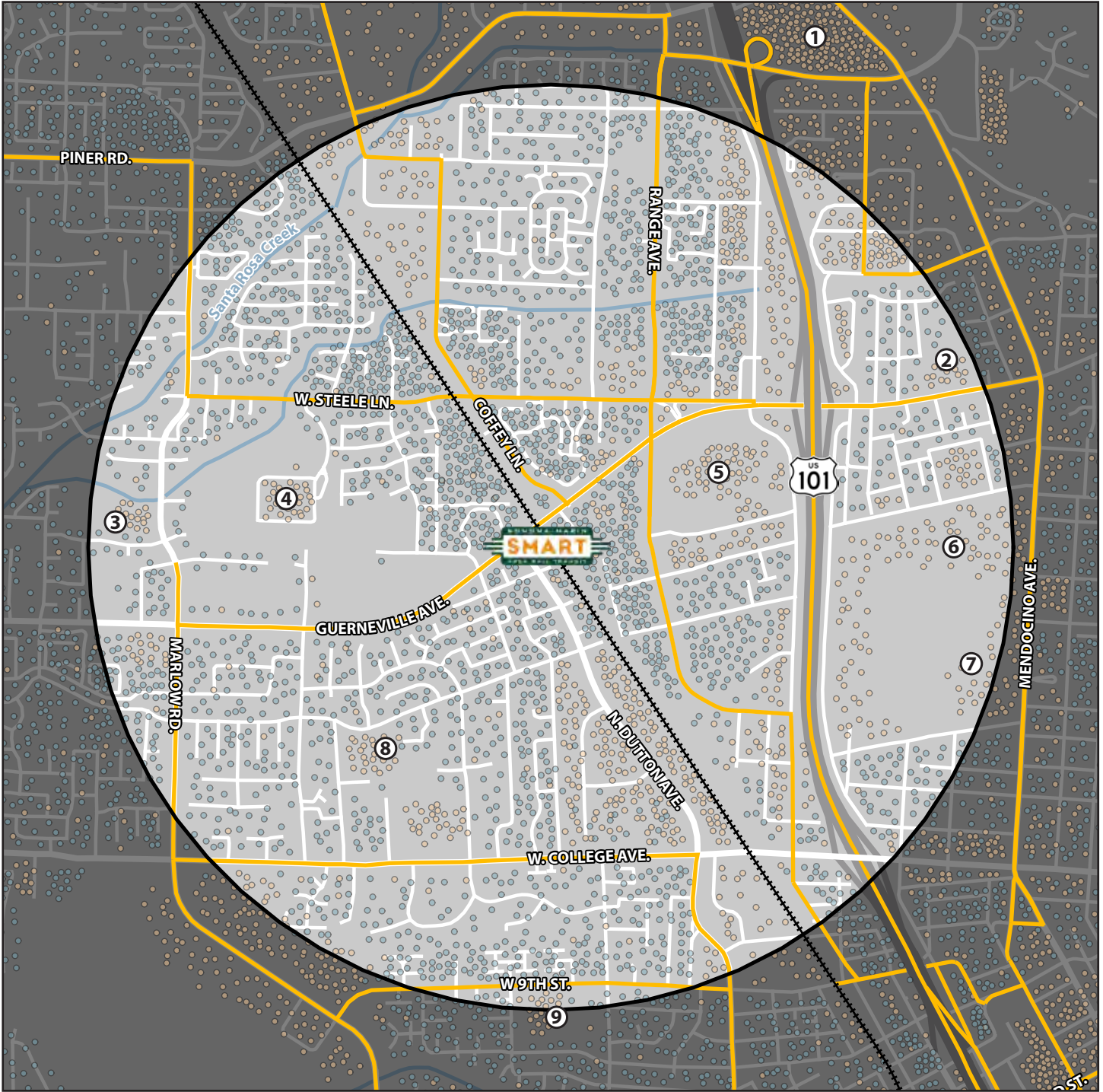


Major Facilities

- Santa Rosa Junior College
- 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

- ①
- ②
- ③
- ④
- ⑤
- ⑥
- ⑦
- ⑧
- 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

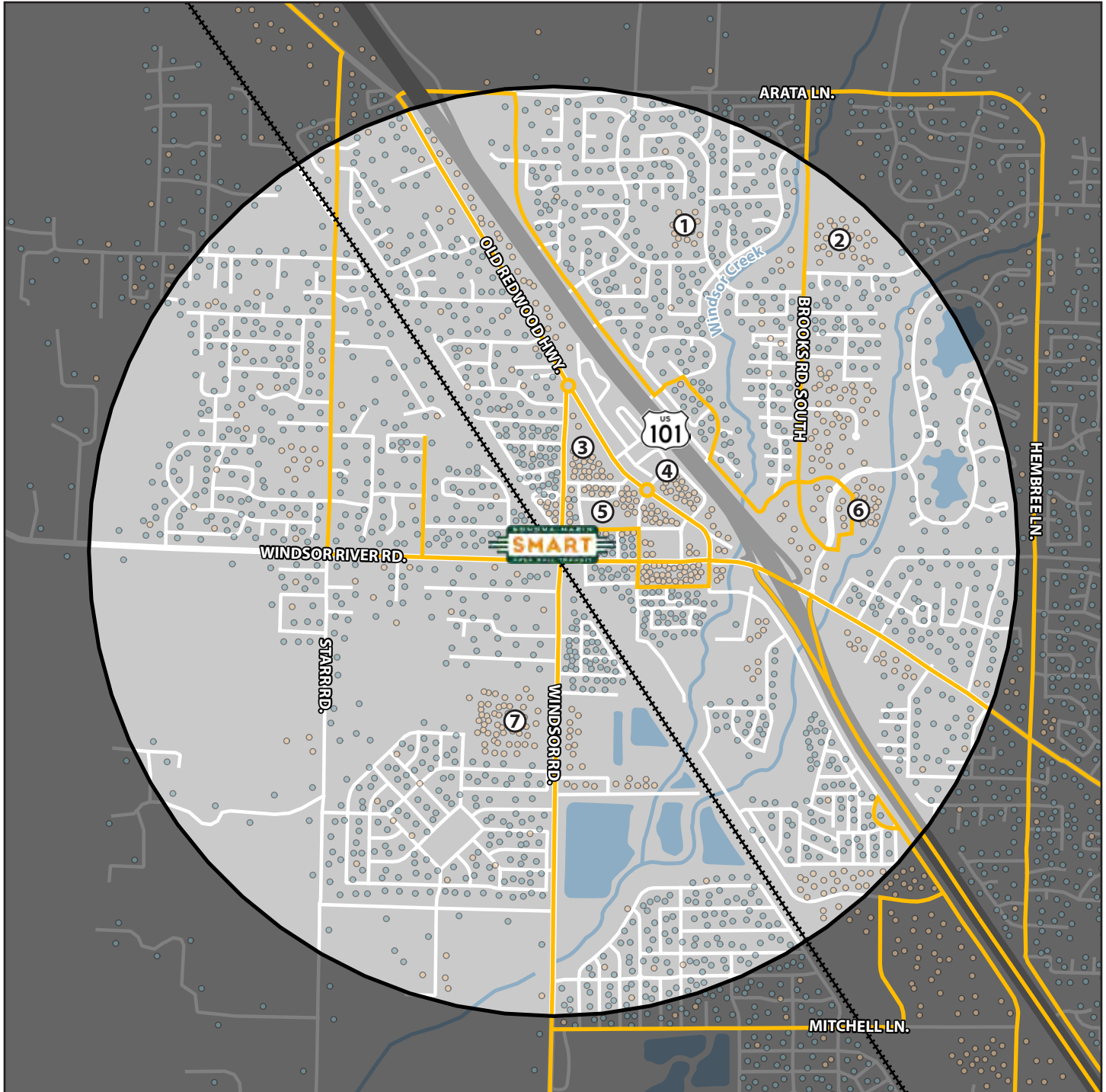
Population and Job Density

- 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

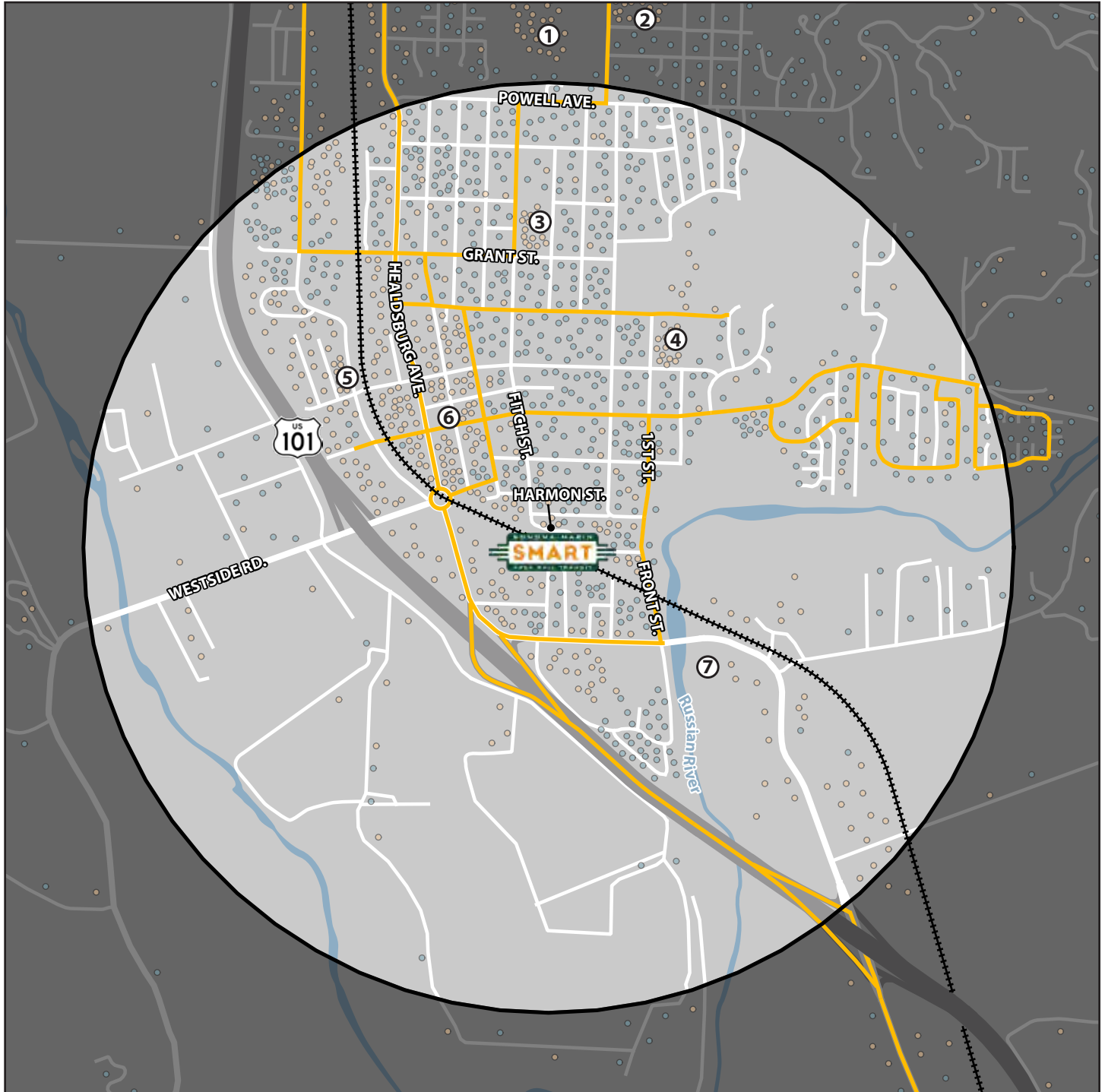
- Population (1 dot = 10 people) 
- Jobs (1 dot = 10 jobs) 

Major Facilities

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

- ①
- ②
- ③
- ④
- ⑤
- ⑥
- ⑦

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