



July 24, 2024

Board of Commissioners
 Transportation Authority of Marin
 900 Fifth Avenue, Suite 100
 San Rafael, CA 94901

RE: July 25, 2024 TAM Board of Commissioners Meeting Agenda Item No. 7

Dear TAM Board of Commissioners,

WTB-TAM strongly supports TAM's efforts to advance mobility hub planning at Marin's six train stations and three ferry terminals. We would like to take this opportunity to formally submit the attached SMART station first-and-last-mile maps. We believe these maps should be highly useful to TAM and Kimley Horn, as well to SMART and the cities of Larkspur, San Rafael, and Novato, as they directly contribute one of the key components of the TAM Mobility Hub Plan: "station access analysis to identify and prioritize current gaps in multimodal access to regional transit locations."

Our maps document both the existing and the planned Class I multi-use paths, Class II bike lanes, and Class IV protected bike lanes within the 1-mile radius of each of Marin's six SMART stations (and the Larkspur Ferry Terminal). They also make recommendations above and beyond the current planned network. The maps also include all existing bus routes (both Golden Gate Transit and Marin Transit).

Finally, the maps depict the population density and employment density within the 1-mile radius of each SMART station using block-level data from the US census. The census block is the finest-grained unit of analysis available in US census data, offering far more detail than either census tracts or census block groups. The sum total of population density and employment density is a metric known as "activity density" and is extremely useful in any analysis of transit access because it shows where people actually live and work in relation to transit hubs. Layering this data on top of the multi-modal and bus routes provides the clearest picture of which neighborhoods and activity centers are being served by the existing and planned network, and where gaps remain.

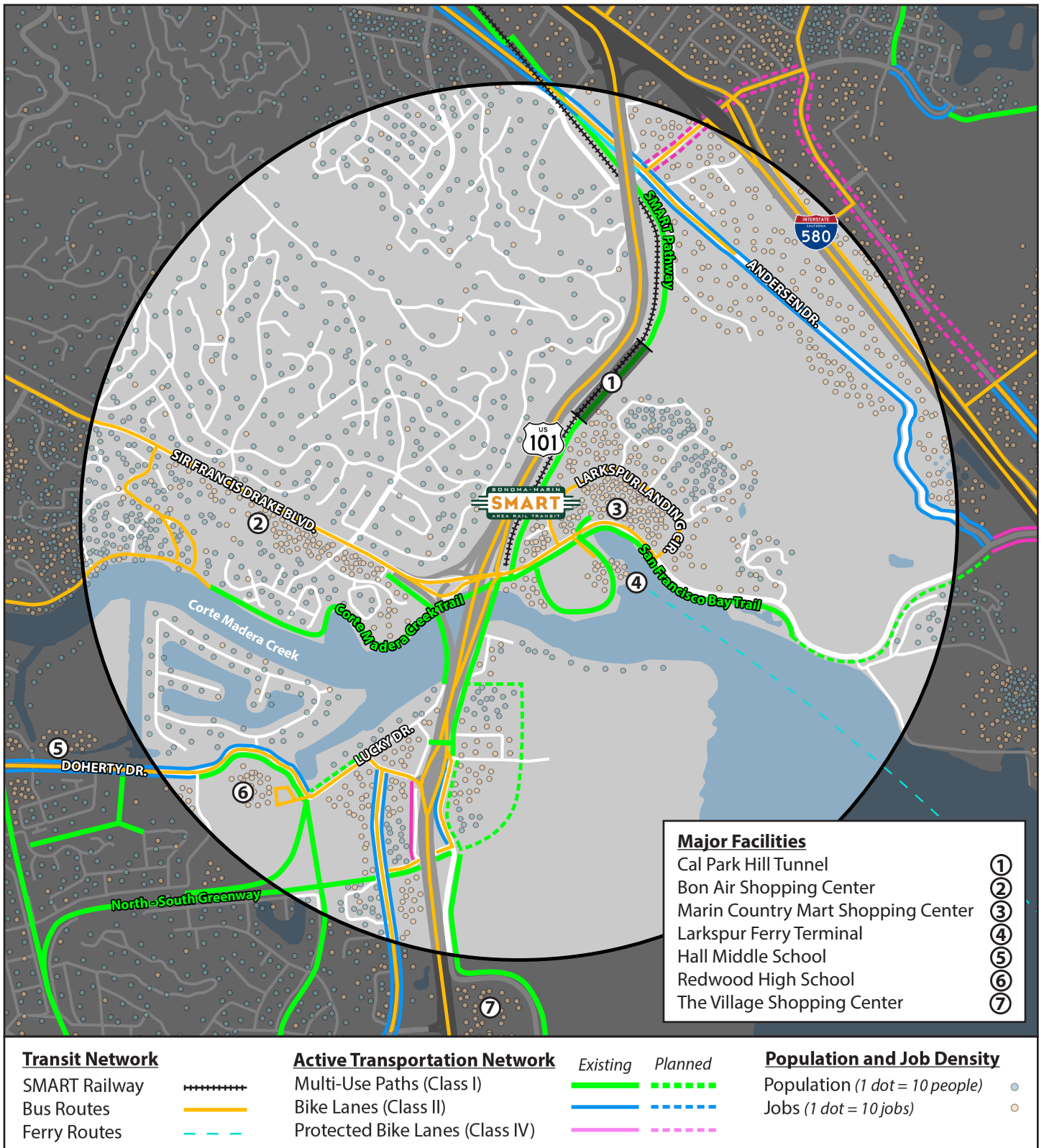
We acknowledge that our maps show a larger area (1-mile radius) than the MTC definition of Transit-Oriented Communities (½-mile radius). This is intentional. The 1-mile radius depicted in our maps aligns better with the traditional definition of "first-and-last-mile," i.e. 1 mile. While the ½-mile radius may make sense for the pedestrian mode of travel, the 1-mile radius is a better unit of distance for capturing the bikeable distance from transit stations.

Respectfully,

Patrick Seidler
 WTB-TAM President

Matthew Hartzell
 WTB-TAM Director of Planning

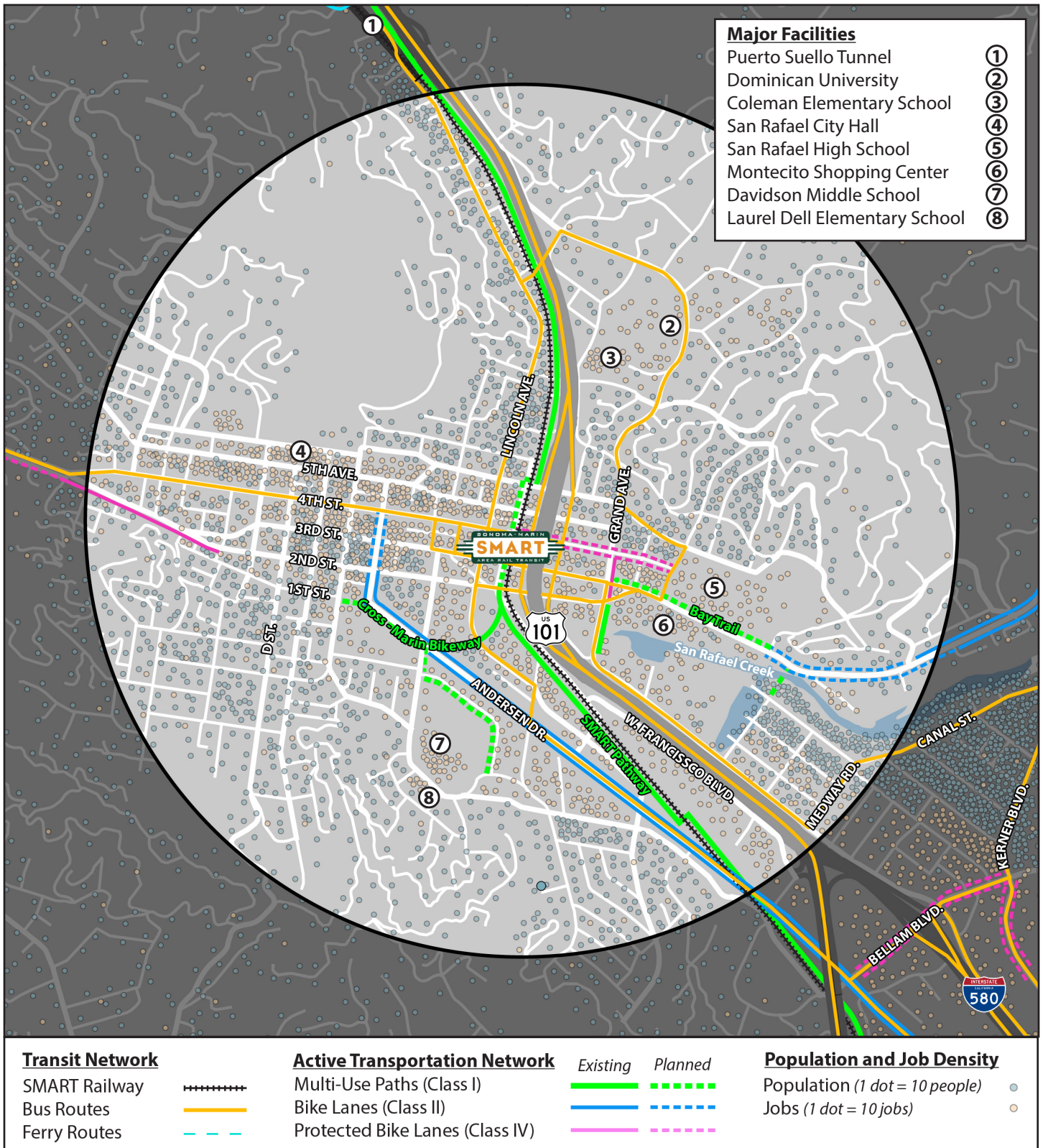
Larkspur Station First-and-Last-Mile Network



Recommendations to Optimize Larkspur Station First-and-Last-Mile Network

- 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.
- Modify Golden Gate and Marin Transit bus routes to increase service to Larkspur SMART Station and Larkspur Ferry Terminal

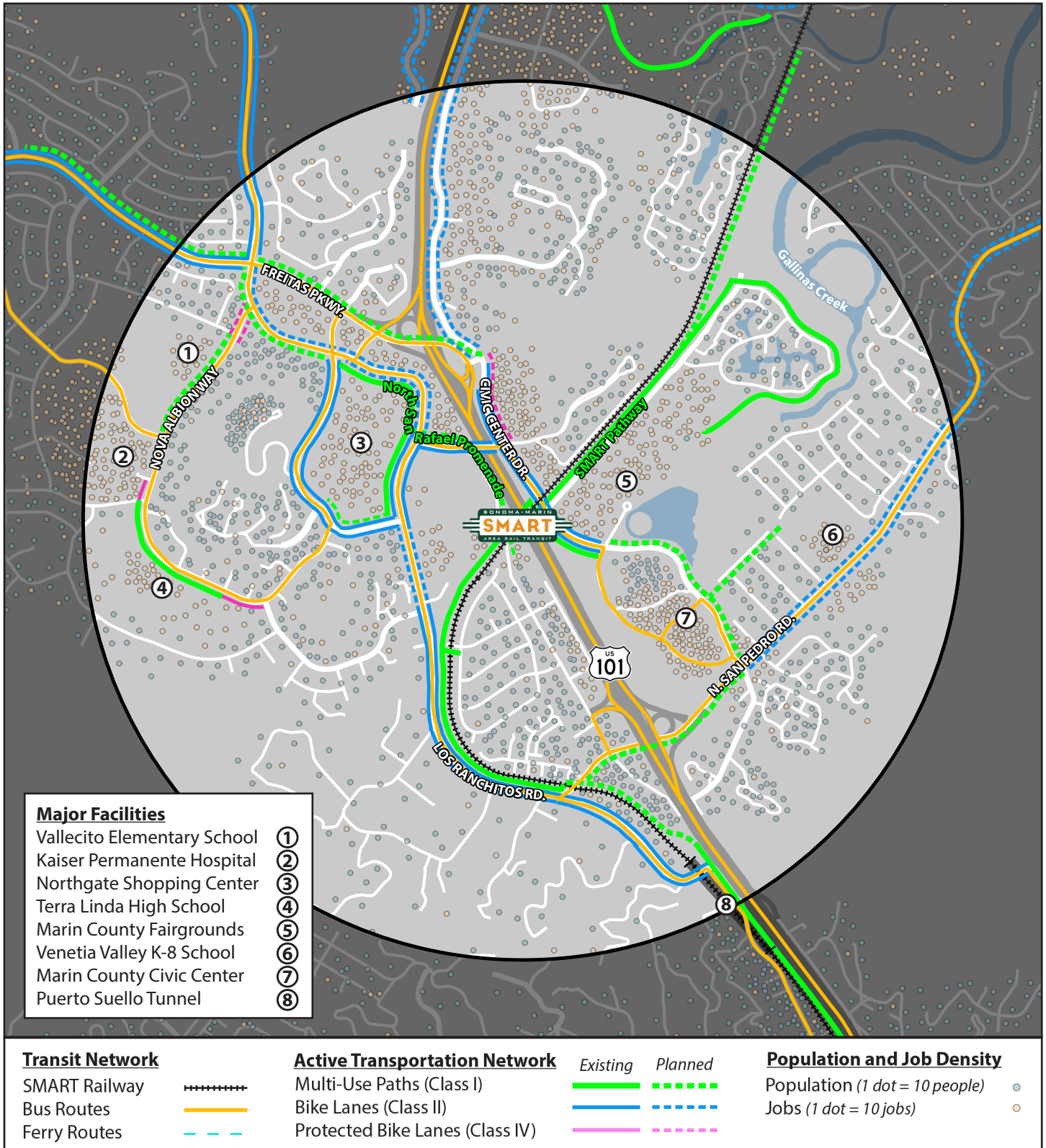
San Rafael Station First-and-Last-Mile Network



Recommendations to Optimize San Rafael Station First-and-Last-Mile Network

- Complete all unbuilt segments of planned active transportation network
- Upgrade the Class II bike lanes on Andersen Dr. to Class IV protected bike lanes
- Install Class IV protected bike lanes on 1st St. and 4th St.
- Install Class IV protected bike lanes on Canal St., Medway Rd., and Kerner Blvd.
- Install Class I multi-use path grade-separated overcrossing over Hwy. 101 between Medway Rd. and W. Francisco Blvd.

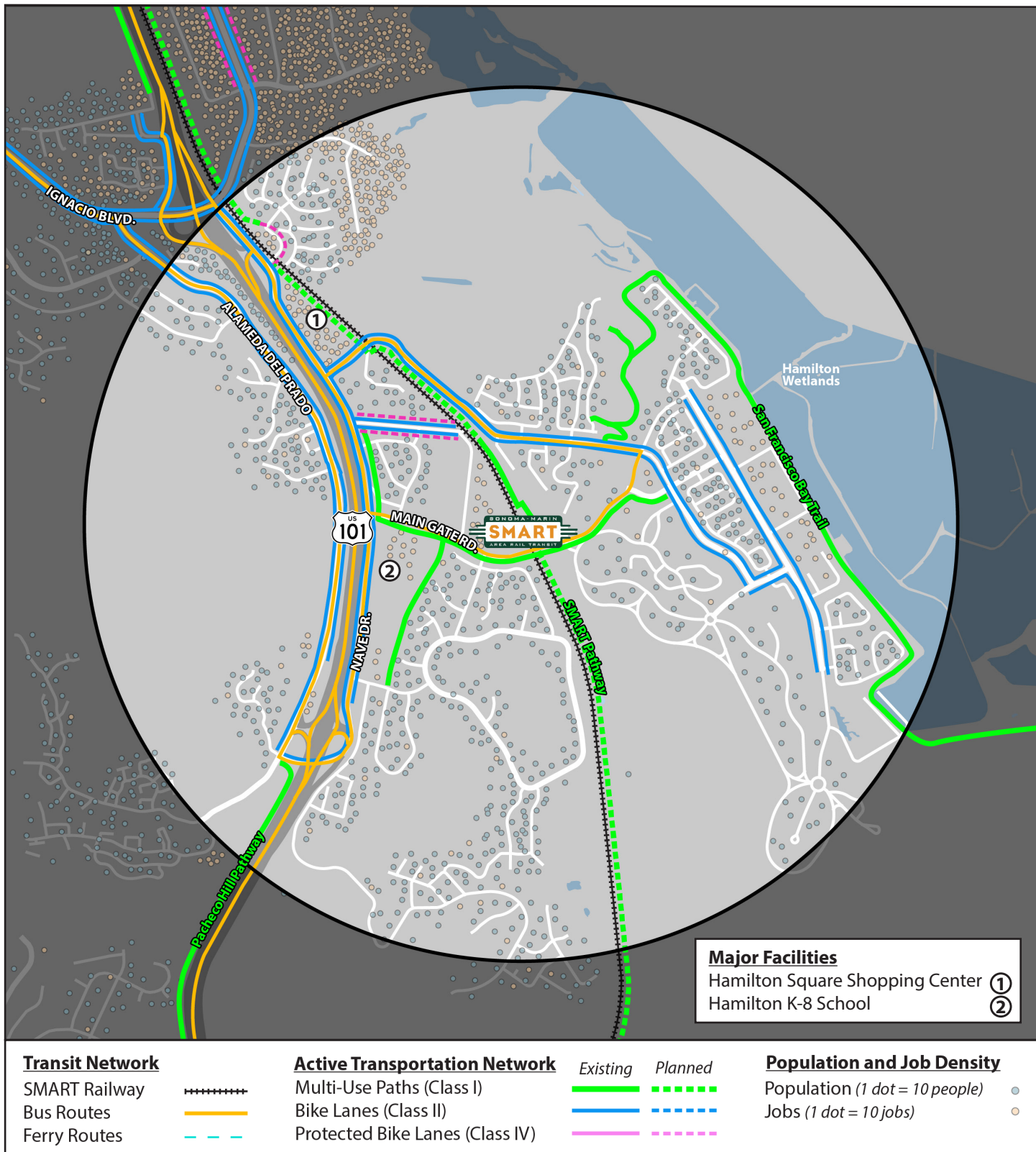
Marin Civic Center Station First-and-Last Mile-Network



Recommendations to Optimize Marin Civic Center Station First-and-Last-Mile Network

- 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
- Modify Golden Gate and Marin Transit bus routes to increase service to Marin Civic Center SMART Station

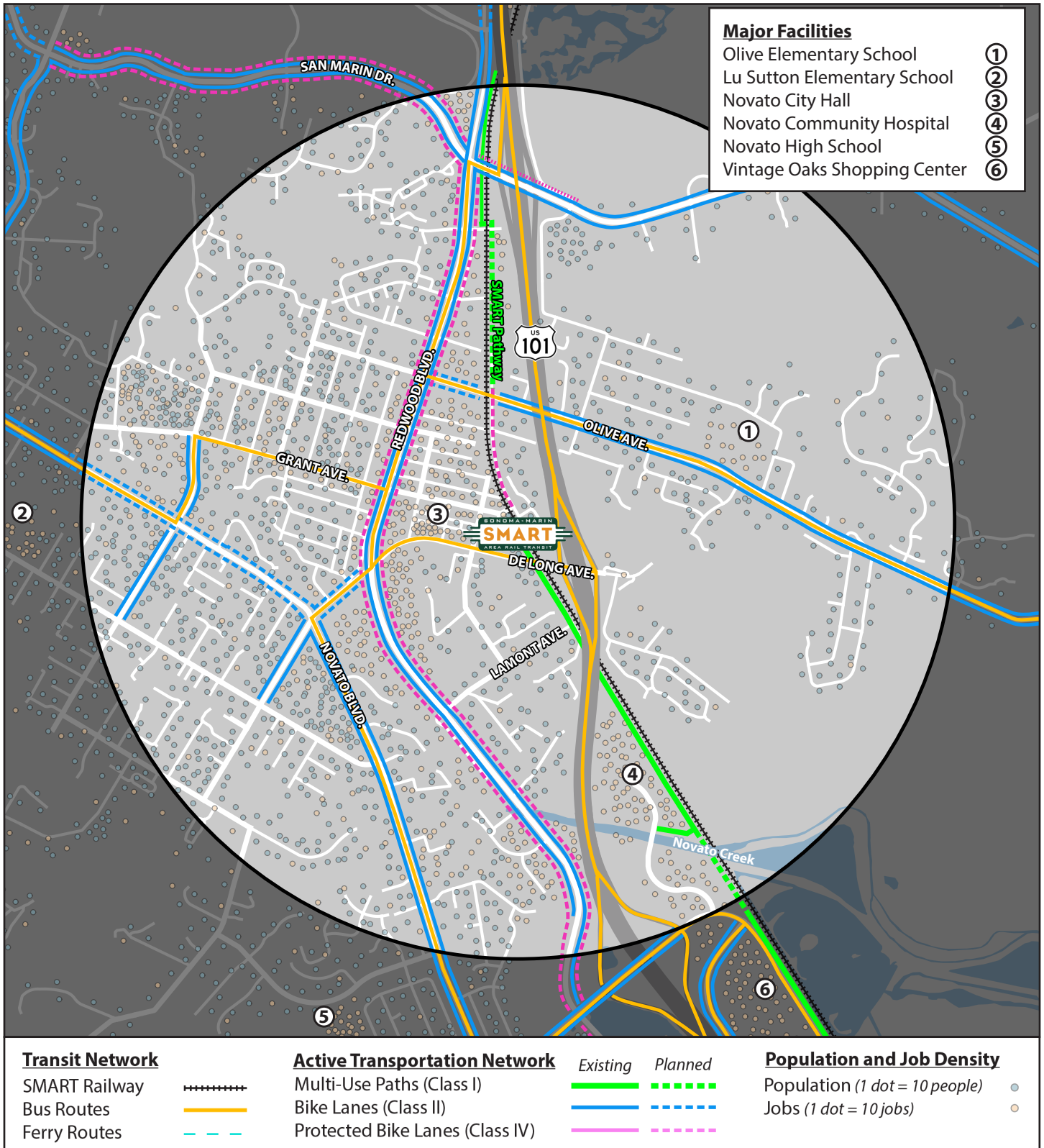
Novato Hamilton Station First-and-Last-Mile Network



Recommendations to Optimize Novato Hamilton Station First-and-Last-Mile Network

- 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
- Modify Golden Gate and Marin Transit bus routes to increase service to Novato Hamilton SMART Station

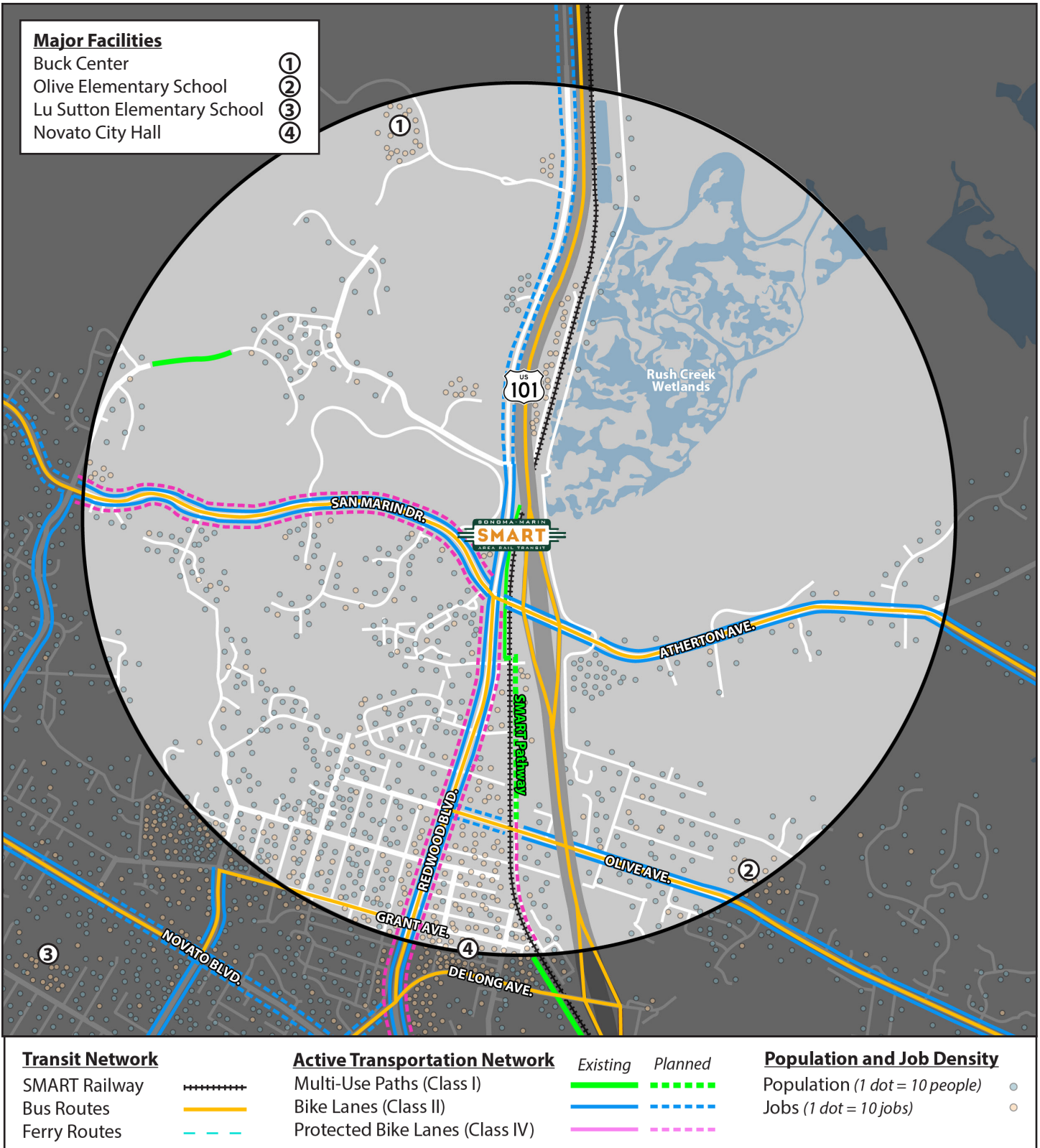
Novato Downtown Station First-and-Last-Mile Network



Recommendations to Optimize Novato Downtown Station First-and-Last-Mile Network

- 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
- Modify Golden Gate and Marin Transit bus routes to increase service to Novato Downtown SMART Station

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



Recommendations to Optimize Novato San Marin Station First-and-Last-Mile Network

- 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
- Modify Golden Gate and Marin Transit bus routes to increase service to Novato San Marin SMART Station