



Park & Ride

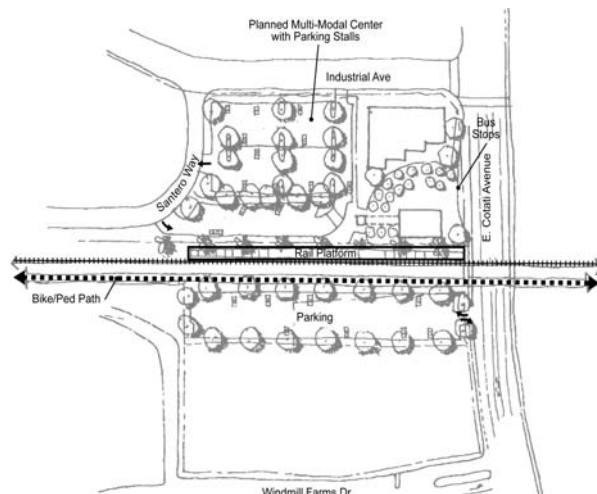
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Parking is a difficult issue for any community. Some want to ensure that plenty of free spaces are always available, wherever they go. Others worry that paradise will be paved if we put up too many parking lots.

SMART proposes a balanced approach to parking at its stations, putting reasonably scaled lots where they make sense and leaving out surface parking lots in places where they're not appropriate.

Ideally, everyone would get to a rail station by walking, biking, taking transit or by getting a ride. This behavior would provide the greatest benefit to our air quality, and it is the vision of those who would like to see parking lots minimized to encourage the use of alternative modes of transportation.

At the same time, most rail stations have some parking available, including those in the Bay Area at BART, Caltrain, ACE and the Capitol Corridor. Those passenger rail lines, like SMART, understanding the reality that many riders will want to drive to their local station.



SMART has received a number of comments from North Bay residents encouraging it to provide parking at stations. Making this parking available will draw in transit users who might not otherwise consider using the rail service. And even if they drive to the station, once they get on the train these riders will keep many car miles off congested roads and freeways and many pounds of emissions out of the air.

But while SMART will create parking at some stations, it will not create any surface parking lots at downtown stations such as Santa Rosa's Railroad Square or Central San Rafael. These are historic, pedestrian-oriented areas where transit-oriented services generally are planned. These places have more residents and businesses within walking

distance of the station, greater numbers of surface parking places nearby, and also tend to have the most bus and shuttle service available to get train passengers to and from the station.

Regardless of the station's location, SMART understands that parking at all rail stations must be constantly monitored. Parking management is an important, on-going effort that includes working with local neighborhoods, businesses, cities and towns to ensure that rail riders are parking only in designated park and ride areas.

The following chart gives a breakdown of the more than 2,300 spaces that SMART will provide for riders at stations along the 70-mile rail line. (Note that it does not include off-site parking opportunities such as existing parking structures or existing Caltrans park and ride lots):

STATION SITE	SPACES
Cloverdale	150
Healdsburg	76
Windsor	400
Santa Rosa (Jennings)	630
Santa Rosa (RR Square)	0
Rohnert Park	197
Cotati	177
Petaluma (Corona Road)	350
Petaluma (Downtown)	30
Novato North	66
Novato South	102*
Marin Civic Center	130
San Rafael (Downtown)	0
Larkspur	0

*Subject to change as SMART prepares a Supplemental Environmental Impact Report that includes studying alternative sites for the Novato South station.

The SMART approach to park and ride lots will be open to change and will evolve over time. In the future, if local communities, businesses and residents decide there's too much parking at SMART stations, spaces can be adapted to other purposes. If, on the other hand, local communities view parking as too constrained, additional steps can be taken. Lots could be expanded, shared parking opportunities could be explored or more parking structures may be appropriate.

SMART is committed to working with local communities to ensure that parking is managed appropriately at each individual rail station in keeping with the needs of each community.

For more information about the SMART rail and trail project, go to www.sonomamarintrain.org or call SMART's information lines in Marin, 415-419-3510, or Sonoma, 707-583-2323.