



SMART Shuttles

White Paper No. 9

The SMART train will be a great transportation alternative if you are trying to get from Point A to Point B. But what if your job or home or other destination happens to be at Point C?

Hop on a SMART shuttle.

Shuttle services to and from SMART’s rail stations are designed to serve areas with substantial job concentrations and other key travel destinations that are either outside a reasonable walking distance or divided from the station by hills, highways or other walking impediments.

SMART’s Final Environmental Impact Report studied and identified nine shuttle routes that will serve seven stations at the start-up of passenger rail service. Depending on demand, employment patterns and other factors, the SMART Board of Directors may add, subtract or change shuttle routes in the future. There also may be opportunities to coordinate existing public or private shuttle services with the SMART train or, as is the case along the Peninsula’s Caltrain line, for businesses to establish their own shuttles to bring employees and/or customers to and from SMART stations. Public-private partnerships are also a possible way to operate some shuttles.

SMART’s EIR outlined a plan that included shuttles that will be free to rail passengers and will serve the following areas:

Station	Activity Centers Served	No. of Routes
Petaluma Corona Road	Redwood Business Park Petaluma Industrial Park McDowell Commercial Strip Southpoint Business Park Petaluma Valley Hospital Santa Rosa Junior College Petaluma Campus	1
Downtown Petaluma	Lakeville Highway strip commercial Redevelopment area (old treatment plant) Marina Business Center Lakeville Business Park Oakmead Northbay Business Park Kaiser Permanente Clinic	1

Novato North	Historic Downtown / City Offices Fireman's Fund Redwood Boulevard / Auto Row Vintage Oaks Shopping Center Sutter North Community Hospital	1
Novato South	Bel Marin Keys office complex	1
Marin Civic Center	County Administration Center Northgate Mall Shopping Center Marin Technology Center Light industry along Professional Center Parkway, Redwood Highway, Fair Isaacs	2
Downtown San Rafael	Downtown San Rafael East / West Francisco Blvd. Business Strip	2
Larkspur	Larkspur Ferry Terminal San Quentin Prison Marin General Hospital College of Marin	1

Again, the SMART shuttle plan may be modified or expanded to meet demand at and around various stations. Since the EIR was completed, for example, SMART has had discussions with public transit agencies and private entities about the possibility of providing shuttle service between SMART's station in downtown Santa Rosa and that city's Courthouse Square-Transit Mall area. A shuttle also has been suggested between the Windsor Station and the Sonoma County Airport. SMART's shuttle plan is intended to be flexible and responsive to the needs of SMART passengers, and will continue to be refined as the rail system moves closer to operation.



SMART shuttles will supplement, not replace, existing transit services. SMART's proposed schedule and station locations are designed to allow the train to work in harmony with local transit. SMART will cooperate with local transit districts to ensure that future routes and schedules maximize opportunities for rail-transit connections throughout Marin and Sonoma counties.

SMART's shuttles are modeled after successful shuttles that serve other major rail systems in the Bay Area. For example, more than 25 shuttles link BART to business parks, shopping districts, airports, hospitals and universities. On the Caltrain line, 42 shuttles funded through public-private partnerships serve a wide variety of destinations. The Altamont Commuter Express (ACE) rail line from Stockton to San Jose links to a series of color-coded shuttles in San Jose, in addition to light rail and bus connections.

A number of public-private partnerships also have helped develop additional shuttle services to rail corridors. Examples include shuttles connecting to Caltrain for employees and students at Google, Genentech and Stanford University. The highly successful San Francisco State University shuttle connects the university directly to the Daly City BART Station.



Some local governments have chosen to fund shuttles to supplement existing transit service, particularly to downtown shopping areas or community facilities. Examples include the Burlingame Trolley Shuttle, the Foster City Community Shuttle and the San Benito County Shuttle – all of which connect to the Caltrain system.

In its Expenditure Plan, SMART included funding for nine shuttles at rail service start-up. The proposed shuttle system would be operated under contract to SMART, with the rail district responsible for hiring the contractor, planning shuttle routes and schedules and monitoring the quality of service. It is assumed the selected contractor(s) would own and maintain the shuttle vehicles.

SMART shuttle ridership is projected at 500-600 passenger trips per weekday in the year 2025. As a portion of total daily rail ridership, this estimate is consistent with both MetroLink's experience with its southern California commuter rail system and Caltrain's experience with its Peninsula commuter rail system.

The routing and scheduling of shuttles would create a 25-minute circuit, or loop, from departure at a rail station to return. During peak-hours when trains are running at 30-minute intervals, this would permit a timed transfer at the rail station of five minutes or less. The shuttles would generally be timed to meet the peak-direction train – southbound in the morning and northbound in the evening – but could be used by both southbound and northbound travelers.



The shuttle system is intended to be flexible and may be subject to change as ridership and future changes in employment patterns warrant. If passenger loads are more or less than expected, larger or smaller vehicles can be substituted. If traffic congestion increases the shuttles' cycle times, the route can be adjusted to fit within the required timing. Shuttles may be added at other stations in the future, subject to SMART Board approval.

For more information about SMART's 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.