



May 26, 2026

Transportation Authority of Marin
900 Fifth Ave #100
San Rafael, CA 94901

RE: May 28, 2026 TAM Board Meeting Agenda Item No. 8—Draft Marin County Mobility Hub Plan

Dear Transportation Authority of Marin Board of Commissioners, Staff, and Consultants,

WTB-TAM has conducted a detailed review of the Marin County Mobility Hub Plan Draft Final Report, as well as the Appendices. The following is our comments and edits on the Final Draft, including recommendations as well as corrections to address identified errors and omissions. In addition to our written comments, we have included excerpts from the Draft Final Report and Appendices with our comments shown directly on the maps and draft content itself.

All of our comments addressing omissions of planned bicycle facilities are backed up with a source, where the source material is either an approved planning document by a Marin County local agency or regional agency.

Draft Final Report Page 15 — Figure 3: Novato Downtown SMART Station Access Gaps and Improvement Opportunities

- The Class I path on Olive Ave between Redwood Blvd and east of the SMART tracks is going to construction Summer 2026. Show it as “Existing” (*Source: Novato CIP, Novato BPMP*)
- The segment of the SMART Pathway between Lamont Ave and north side of Novato Creek is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.

Draft Final Report Page 17 — Figure 4: Novato Hamilton SMART Station Access Gaps and Improvement Opportunities

- Show the Proposed Class IV bikeway on Hamilton Pkwy between Nave Dr and SMART pathway (*Source: Novato BPMP*)
- Show the Existing Class I pathway on State Access Rd between Nave Dr and Hamilton Pkwy

Draft Final Report Page 19 — Figure 5: Marin Civic Center SMART Station Access Gaps and Improvement Opportunities

- The new SMART Pathway bridge over Las Gallinas Creek is shown in the wrong location. It should be just north of Bridgewater Dr
- The pathway between Embassy Suites Waterside Circle is shown in the wrong location. It should be shown north of South Fork Gallinas Creek
- Show the proposed Class IV bikeway path on Civic Center Dr between McInnis Pkwy and Merrydale/Scettrini Dr (*Source: San Rafael BPMP*)



- The segment of the SMART Pathway between Civic Center Dr and Bridgeway Dr is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.

Draft Final Report Page 21 — Figure 6: San Rafael SMART Station Access Gaps and Improvement Opportunities

- Show the Proposed Class I path through San Rafael High School campus (alignment TBD), and add an arrow pointing to the Proposed Canal Crossing just off the map (*Source: San Rafael BPMP*)
- Show the Proposed Class I path on the north side of Lovell Ave between Jordan Ave and the back entrance to Davidson Middle School (*Source: San Rafael BPMP*)
- Show the Existing Class I path from Lovell Ave to the back entrance of Davidson Middle School
- Change the status of the Cross – Marin Bikeway on Andersen Dr between Lindaro St and B St from “Existing” to “Proposed” (*Source: San Rafael BPMP, Marin Countywide Transportation Plan*)
- Show Proposed Class IV bikeway on Lindaro St between Andersen Dr and Third St (*Source: San Rafael Department of Community Development – 999 Third St Development Agreement*)
- Remove the Proposed Class I pathways shown on Second and Third St between Lincoln Ave and Grand Ave. There are no plans to build Class I paths here. Fourth St is the designated east-west connection for bicycles (*Source: San Rafael BPMP*)
- Move the text boxes on the left side of the map so that they do not block the Cross – Marin Bikeway alignment

Draft Final Report Page 23 — Figure 7: Larkspur SMART Station Access Gaps and Improvement Opportunities

- Show the Existing Class I path that ramps down from the Larkspur SMART Station to E Sir Francis Drake Blvd
- Change the status of the Class I path across Corte Madera Creek on the east side of US 101 from “Proposed” to “Existing”
- Add callout box pointing to the Proposed Class I path along the railroad right-of-way in East Larkspur recommending completion of the Southern Segment project

Draft Final Report Page 25 — Figure 8: Larkspur Ferry Terminal Access Gaps and Improvement Opportunities

- Show the Existing Class I path that ramps down from the Larkspur SMART Station to E Sir Francis Drake Blvd
- Change the status of the Class I path across Corte Madera Creek on the east side of US 101 from “Proposed” to “Existing”
- Add callout box pointing to the Proposed Class I path along the railroad right-of-way in East Larkspur recommending completion of the Southern Segment project
- Change the status of the Class IV bikeway on Nellen Ave south of Lucky Dr from “Proposed” to “Existing”



Draft Final Report Page 29 — Figure 10: Sausalito Ferry Terminal Access Gaps and Improvement Opportunities

- Show Two TBD Proposed alignments of the North - South Greenway (*Source: Sausalito BPMP, Bay Trail Gap Closure Implementation Plan, Marin Countywide Transportation Plan*):

1) Class IV on Bridgeway

2) Class I on Bridgeway (with loop around the waterfront and City Lots)

- Add callout box recommending completion of the North – South Greenway
- Mapping error: The base map implies that the land extends all the way out surrounding the piers in the harbor. This is actually water, not land, and should be colored blue, not white or grey (the piers themselves should not be shown as part of the “1/2 mile walkshed” as they are not open to the public).
- Mapping error: San Carlos Ave is shown in a different color than the other streets for no reason.

Draft Final Report Page 35 — Figure 12: Novato Downtown SMART Station Concept Design

- In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)

Draft Final Report Page 39 — Figure 14: Novato Hamilton SMART Station Concept Design

- In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)
- Show the Existing Class I path around the east perimeter of the station parking lot

Draft Final Report Page 43 — Figure 16: Marin Civic Center SMART Station Concept Design

- In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)
- Show the Proposed Class IV bikeway on the east side of Civic Center Dr north (*Source: San Rafael BPMP*)

Draft Final Report Page 47 — Figure 18: Larkspur SMART Station Concept Design

- In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)
- Coordinate with City of Larkspur to incorporate improvements from the Larkspur Landing Circle Corridor Study (launched May 2026)
- The new pathway connection proposed in the Station Concept Design around the southwest perimeter of the future TOD site is a good idea. Recommend rounding the sharp 90° angle so it is more bicycle-friendly.
- Show Existing Class I path spur from SMART Pathway to E Sir Francis Drake Blvd
- Modify lane markings at the proposed Bus Only lane on the NB 101 offramp to allow buses to enter the Bus Only lane from Lane 2 so that they don't get stuck in the queue in Lane 1



Draft Final Report Page 51 — Figure 20: Sausalito Ferry Terminal Concept Design

- In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)
- Show Two TBD Proposed alignments of the North - South Greenway (*Source: Sausalito BPMP, Bay Trail Gap Closure Implementation Plan, Marin Countywide Transportation Plan*):

1) Class IV on Bridgeway

2) Class I on Bridgeway (with loop around the waterfront and City Lots)

Appendix A Existing Conditions Report Page 7 — Figure 4: Novato San Marin SMART Station Bike Shed

- Show Existing Class I path between Simmons Ln and Butterfield Dr
- The Class I path on Olive Ave between Redwood Blvd and east of the SMART tracks is going to construction Summer 2026. Show it as “Existing” (*Source: Novato CIP, Novato BPMP*)
- The Proposed Class IV bikeway on Redwood Blvd should extend all the way to Rowland Blvd (*Source: Novato CIP, Novato BPMP*).
- There are no Proposed Class II bike lanes as shown between Hanna Ranch Rd and the SMART Path. Remove. (*Source: Novato BPMP*)
- The segment of the SMART Pathway between Lamont Ave and north side of Novato Creek is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.
- Show the Proposed Class II bike lanes on Simmons Ln between Novato Blvd and Novato Creek

Appendix A Existing Conditions Report Page 13 — Figure 8: Novato Downtown SMART Station Bike Shed

- Show Existing Class I path between Simmons Ln and Butterfield Dr
- The Class I path on Olive Ave between Redwood Blvd and east of the SMART tracks is going to construction Summer 2026. Show it as “Existing” (*Source: Novato CIP, Novato BPMP*)
- The Proposed Class IV bikeway on Redwood Blvd should extend all the way to Rowland Blvd (*Source: Novato CIP, Novato BPMP*).
- There are no Proposed Class II bike lanes as shown between Hanna Ranch Rd and the SMART Path. Remove. (*Source: Novato BPMP*)
- The segment of the SMART Pathway between Lamont Ave and north side of Novato Creek is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.
- The segment of the SMART Pathway between Hanna Ranch Rd and Frosty Ln is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.
- Show the Proposed Class II bike lanes on Simmons Ln between Novato Blvd and Novato Creek

Appendix A Existing Conditions Report Page 19 — Figure 12: Novato Hamilton SMART Station Bike Shed

- There are no Proposed Class II bike lanes as shown between Hanna Ranch Rd and the SMART Path. Remove. (*Source: Novato BPMP*)



- Show Proposed Class IV bikeway on Bel Marin Keys Blvd between Digital Dr and City Limit (*Source: Novato BPMP*)
- Show Proposed Class IV bikeway on Ignacio Blvd between Palmer Dr and Sunset Blvd (*Source: Novato BPMP*)
- Show Existing Class I path on Main Gate Rd between Nave Dr and Hamilton Pkwy
- Show both Class I paths that are Proposed as part of TAM's Highway 101 Nave Drive/Alameda Del Prado Interchange Project (*Source: TAM Highway 101 Interchanges Project*):
 1. Class I grade-separated path through the Nave Dr interchange on the west side of US 101
 2. Class I path on Nave Dr overcrossing over US 101
- Mapping error: There should only be one green line (not two as shown) west of US 101 between Miller Creek Rd and Alameda Del Prado
- The segment of the SMART Pathway between Hanna Ranch Rd and Frosty Ln is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.

Appendix A Existing Conditions Report Page 22 — Figure 13: Amenities at Marin Civic Center SMART Station

- Show Existing southbound Class II bike lane on Civic Center Dr north of McInnis Pkwy

Appendix A Existing Conditions Report Page 24 — Figure 15: Marin Civic Center SMART Station Bike Shed

- Show Proposed Class IV bikeway on Lucas Valley Rd/Smith Ranch Rd between Los Gamos Rd and SMART Pathway (*Source: San Rafael BPMP*)
- Show Existing Class I path (Bay Trail) in McInnis Park between the SMART Pathway and the Proposed Bay trail segment on the levee (see map)
- Show Proposed Class I path (Bay Trail) on the levees around McInnis Park from near the Clubhouse to the water treatment ponds (*Source: Bay Trail Gap Closure Implementation Plan*)
- Show Proposed Class IV bikeway on Nova Albion Way between Esmeyer Dr and Montecillo Rd (*Source: San Rafael BPMP*)
- The new SMART Pathway bridge over Las Gallinas Creek is shown in the wrong location. It should be just north of Bridgewater Dr
- Show Proposed Class I path on N San Pedro Rd between Los Ranchitos Rd and Civic Center Dr (*Source: San Rafael BPMP*)
- The segment of the SMART Pathway between Civic Center Dr and Bridgewater Dr is old, narrow, and in disrepair. Indicate that this segment needs major repairs and widening.

Appendix A Existing Conditions Report Page 28 — Figure 17: Amenities at San Rafael SMART Station

- Show Existing Class III bike route on Tamalpais Ave north of Second St
- Change the Existing bicycle facility on Tamalpais Ave south of Second St from Class II to Class IV



Appendix A Existing Conditions Report Page 30 — Figure 19: San Rafael SMART Station Bike Shed

- Show Proposed Class I path on N San Pedro Rd between Los Ranchitos Rd and Civic Center Dr (*Source: San Rafael BPMP*)
- Show Proposed Class IV bikeway on Lindaro St between Andersen Dr and Second St (*Source: San Rafael Department of Community Development – 999 Third St Development Agreement*)
- Remove the Proposed Class I pathways shown on Second and Third St between Lincoln Ave and Grand Ave. There are no plans to build Class I paths here. Fourth St is the designated east-west connection for bicycles (*Source: San Rafael BPMP*)
- Show Proposed Class I path connecting Fourth St to the Canal Crossing via the San Rafael High School campus (*Source: San Rafael BPMP*)
- Change the status of the Class I path on Andersen Dr between A St and Lindaro St from “Existing” to “Proposed” (*Source: San Rafael BPMP*)
- Show Proposed Class I path on Lovell Ave between Jordan Ave and pathway to back entrance to Davidson Middle School (*Source: San Rafael BPMP*)
- Show Existing Class I path from Lovell Ave to the back entrance of Davidson Middle School
- Show Proposed Class IV bikeway on Andersen Dr between Lindaro St and Bellam Blvd (*Source: San Rafael BPMP*)
- Show Proposed Class I path on Bellam Blvd between Andersen Dr and Francisco Blvd E (*Source: San Rafael BPMP, TAM 101-to-580 Connector Project*)
- Show Proposed Class IV bikeway on Francisco Blvd E between Bellam Blvd and Grange Ave (*Source: San Rafael BPMP*)

Appendix A Existing Conditions Report Page 34 — Figure 21: Amenities at Larkspur SMART Station

- Show Existing Class I path spur from the SMART Pathway to E Sir Francis Drake Blvd

Appendix A Existing Conditions Report Page 36 — Figure 23: Larkspur SMART Station Bike Shed

- The Class I path on Bon Air Rd ends at Hal Brown Park
- Mapping error: Map shows the Corte Madera Creek Path as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Redwood High School Playing Field Path as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Larkspur Path between La Rosa Way and William Ave as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Larkspur Creek Path between Doherty Dr and Heatherwood Park as two parallel green lines. It should only be one green line.
- Show Existing Class I path on south side of 4 Doherty Dr between Redwood High School west entrance and Redwood High School east entrance
- Show Proposed Class IV bikeway on Doherty between Magnolia Ave and Redwood High School west entrance (*Source: Larkspur CIP*)
- Show Proposed Class II bike lane on west side of Magnolia Ave between Skylark Dr and north of Doherty Dr (*Source: Larkspur Magnolia Avenue North Corridor Study*)



- Change the status of the Class I path across Corte Madera Creek from “Proposed” to “Existing”
- Change the status of the Class IV bikeway on Nellen Ave between Fifer Ave and Wornum Dr from “Proposed” to “Existing”
- Show the Existing Class I path between the Larkspur – Corte Madera Path and Pepper Ave
- Show the Proposed Class I path on the Highway 101 Tamalpais Dr/Paradise Dr interchange (*Source: Corte Madera Highway 101 Tamalpais Dr/Paradise Dr Interchange Project*)
- Show the Proposed Class I path across Highway 101 between Casa Buena Dr and Paradise Dr (*Source: Corte Madera BPMP*)
- Change the status of the Class II bike lanes on Casa Buena Dr south of Conow St and from “Proposed” to “Existing”

Appendix A Existing Conditions Report Page 42 — Figure 27: Larkspur Ferry Terminal Bike Shed

- The Class I path on Bon Air Rd ends at Hal Brown Park
- Mapping error: Map shows the Corte Madera Creek Path as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Redwood High School Playing Field Path as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Larkspur Path between La Rosa Way and William Ave as two parallel green lines. It should only be one green line.
- Mapping error: Map shows Larkspur Creek Path between Doherty Dr and Heatherwood Park as two parallel green lines. It should only be one green line.
- Show Existing Class I path on south side of Doherty Dr between Redwood High School west entrance and Redwood High School east entrance
- Show Proposed Class IV bikeway on Doherty between Magnolia Ave and Redwood High School west entrance (*Source: Larkspur CIP*)
- Show Proposed Class II bike lane on west side of Magnolia Ave between Skylark Dr and north of Doherty Dr (*Source: Larkspur Magnolia Avenue North Corridor Study*)
- Change the status of the Class I path across Corte Madera Creek from “Proposed” to “Existing”
- Change the status of the Class IV bikeway on Nellen Ave between Fifer Ave and Wornum Dr from “Proposed” to “Existing”
- Show the Existing Class I path between the Larkspur – Corte Madera Path and Pepper Ave
- Show the Proposed Class I path on the Highway 101 Tamalpais Dr/Paradise Dr interchange (*Source: Corte Madera Highway 101 Tamalpais Dr/Paradise Dr Interchange Project*)
- Show the Proposed Class I path across Highway 101 between Casa Buena Dr and Paradise Dr (*Source: Corte Madera BPMP*)
- Change the status of the Class II bike lanes on Casa Buena Dr south of Conow St and from “Proposed” to “Existing”

Appendix A Existing Conditions Report Page 48 — Figure 31: Tiburon Ferry Terminal Bike Shed

- Change the two segments of Proposed Class II bike lanes on Tiburon Blvd to Proposed Class IV bikeways (*Source: Caltrans District 4 Bike Plan, Caltrans SR 131 Preventative Maintenance Project*)



Appendix A Existing Conditions Report Page 52 — Figure 33: Amenities at Sausalito Ferry Terminal

- The Existing Class II bike lanes on Bridgeway do not extend south of Princess St.

Appendix A Existing Conditions Report Page 54 — Figure 35: Sausalito Ferry Terminal Bike Shed

- Show Proposed Class I path beginning at Holiday Inn, across Coyote Creek, and around the west perimeter of Bothin Marsh (*Source :OneTam Bothin Marsh Restoration and North – South Greenway Relocation Project*)
- Show Proposed Class I path (or Class IV bikeway, TBD) on Bridgeway between Harbor Dr and Easterby St (*Source: Sausalito BPMP, Bay Trail Gap Closure Implementation Plan, TAM North – South Greenway Gap Closure Study*)
- Show Proposed Class I path (or Class IV bikeway, TBD) on the following street segments (*Source: Sausalito BPMP, Bay Trail Gap Closure Implementation Plan, TAM North – South Greenway Gap Closure Study*):
 - Bridgeway between Napa St and Richardson St
 - Richardson St between Bridgeway and 2nd St
 - 2nd St between Richardson St and South St
 - South St between 2nd St and Alexander Ave
 - Alexander Ave between South St and East Rd
 - East Rd between Alexander Ave and Center Rd
 - Center Rd between East Rd and Moore Rd
 - Moore Rd between Center Rd and Conzelman Rd

Appendix B Mobility Hub Amenities Toolkit Page 4 — Long- and Short-Term Secure Bike Parking

- Add recommendations for “covered bike parking” (i.e. secure racks under a canopy or overhang so that parked bikes are protected from rain). Note that this is separate from “bike lockers” which have a high barrier to entry (fee-based, subscription-based).
- Add recommendations to simplify and improve the usability of the BikeLink lockers. Many users have complained that the app is buggy and difficult to use.

Thank you for advancing this important project. We hope our comments are useful, and we look forward to continuing to work with TAM and all stakeholders to make these Mobility Hub plans a reality and increase the share of multi-modal trips in Marin County.

Respectfully submitted,

Patrick Seidler
WTB-TAM President

Matthew Hartzell
WTB-TAM Director of Planning

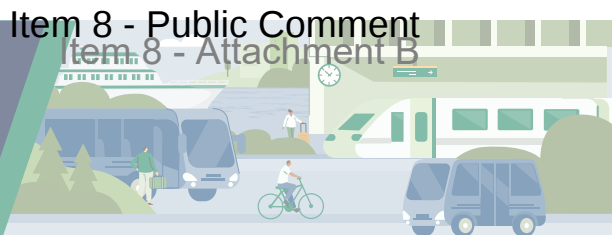
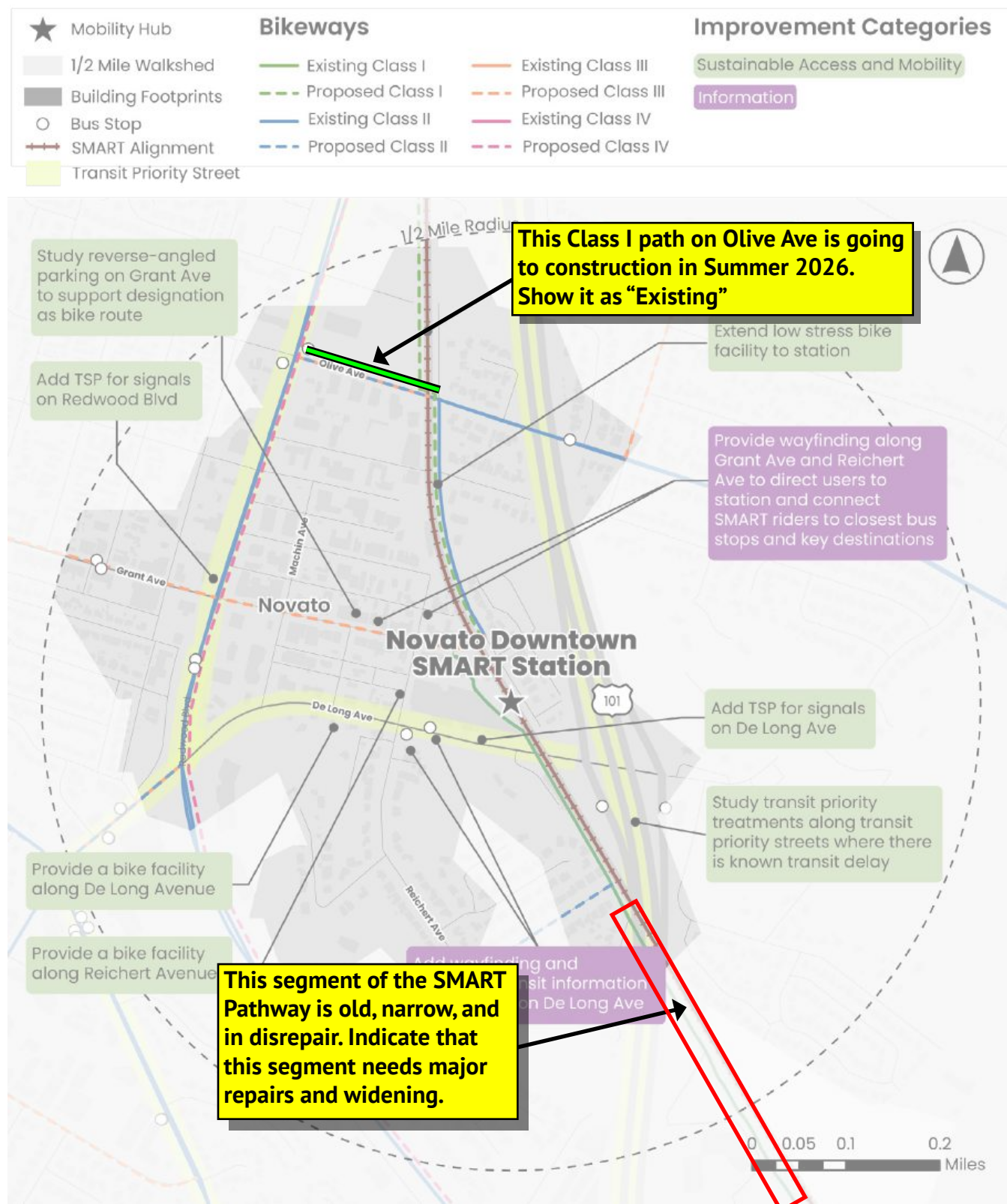


Figure 3: Novato Downtown SMART Station Access Gaps and Improvement Opportunities



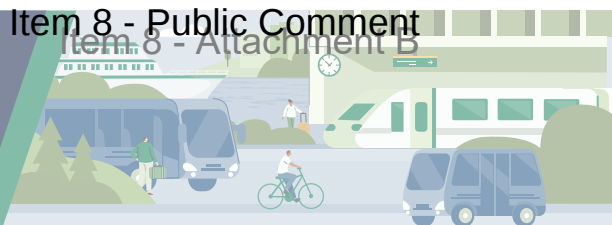
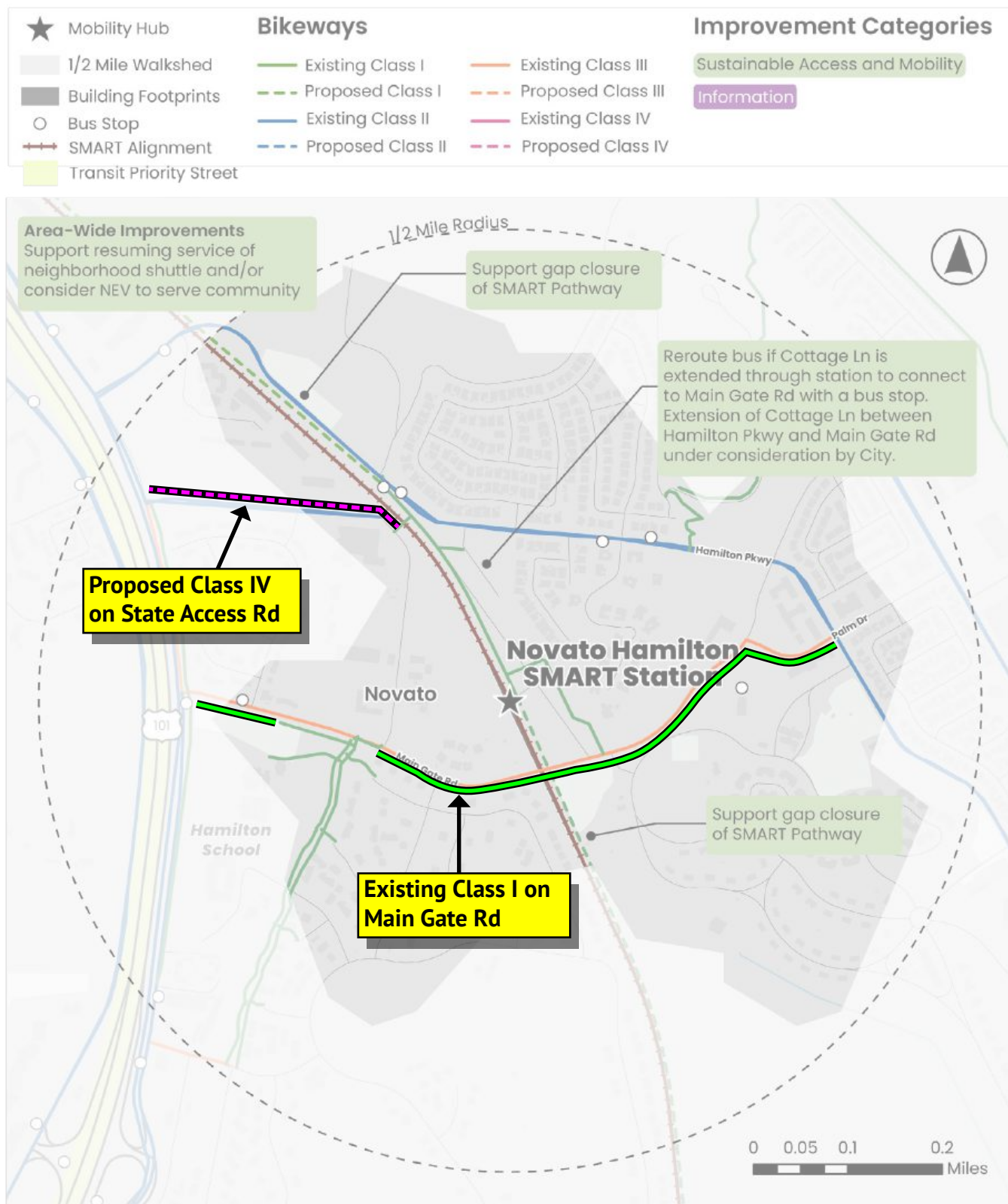


Figure 4: Novato Hamilton SMART Station Access Gaps and Improvement Opportunities



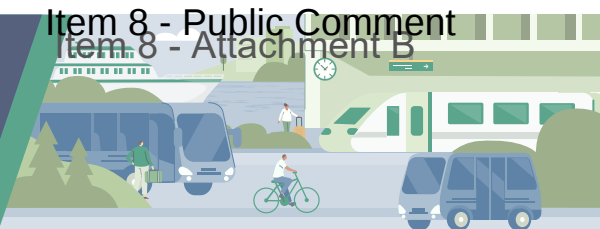
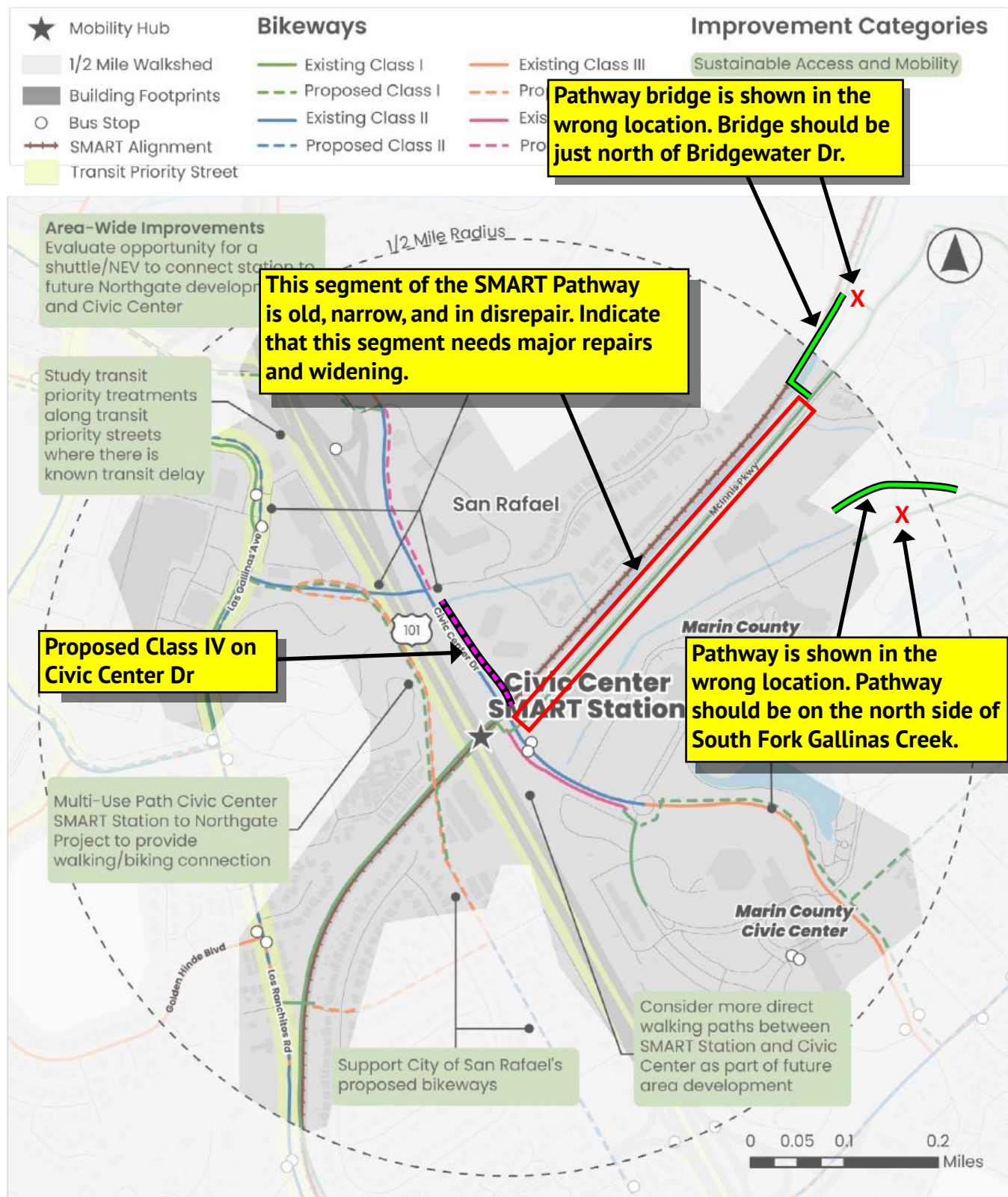


Figure 5: Marin Civic Center SMART Station Access Gaps and Improvement Opportunities



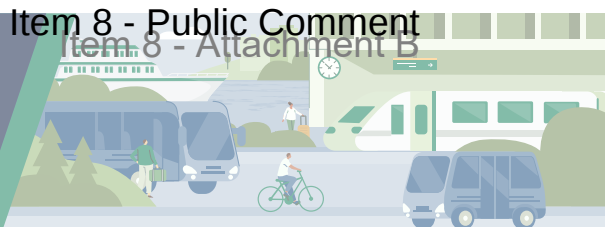
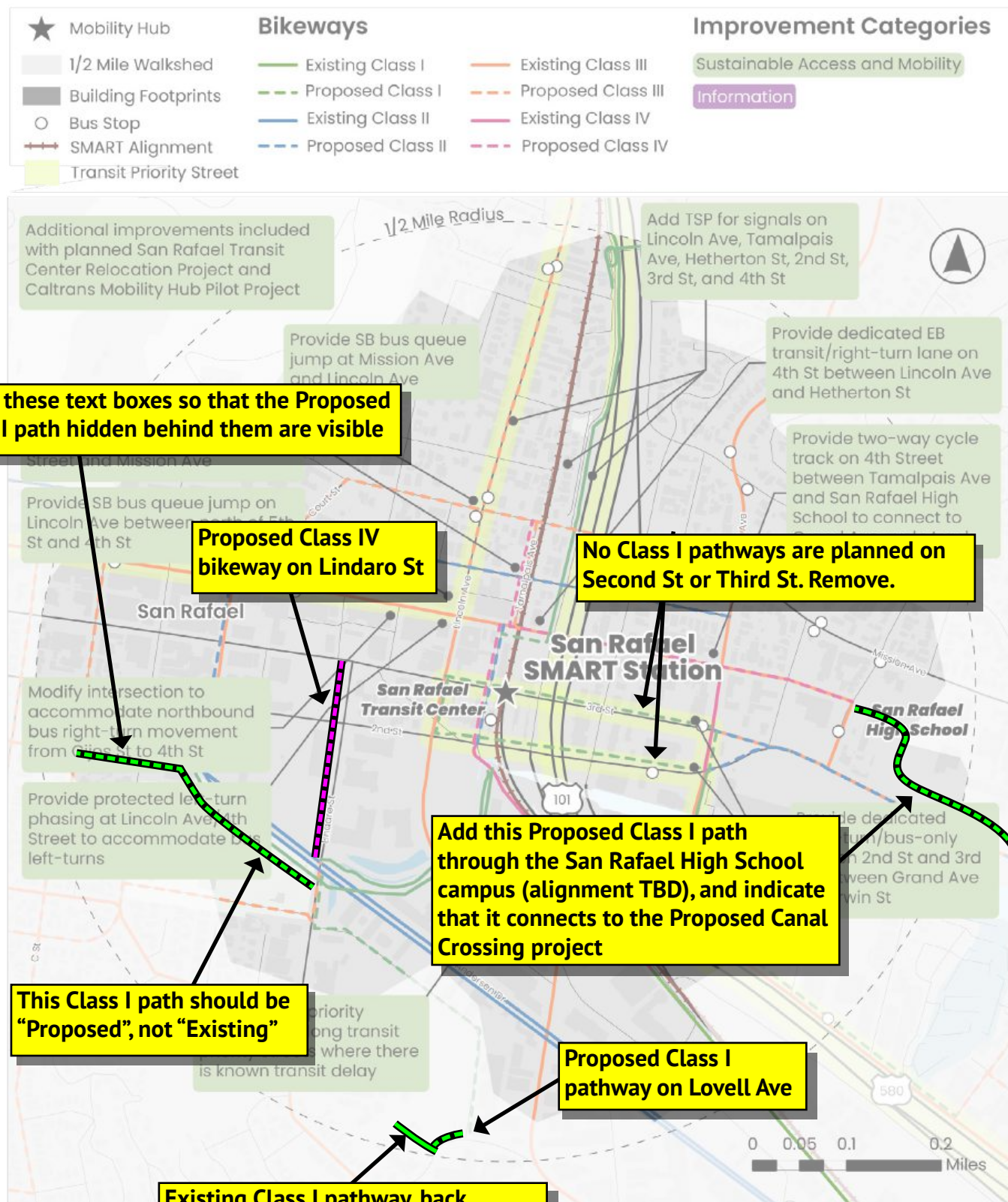


Figure 6: San Rafael SMART Station Access Gaps and Improvement Opportunities



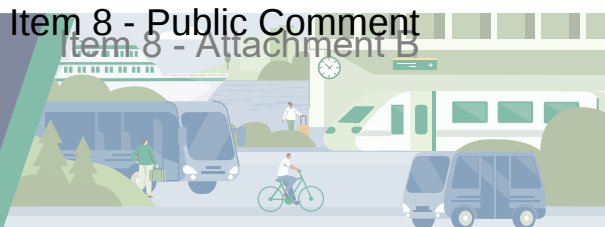
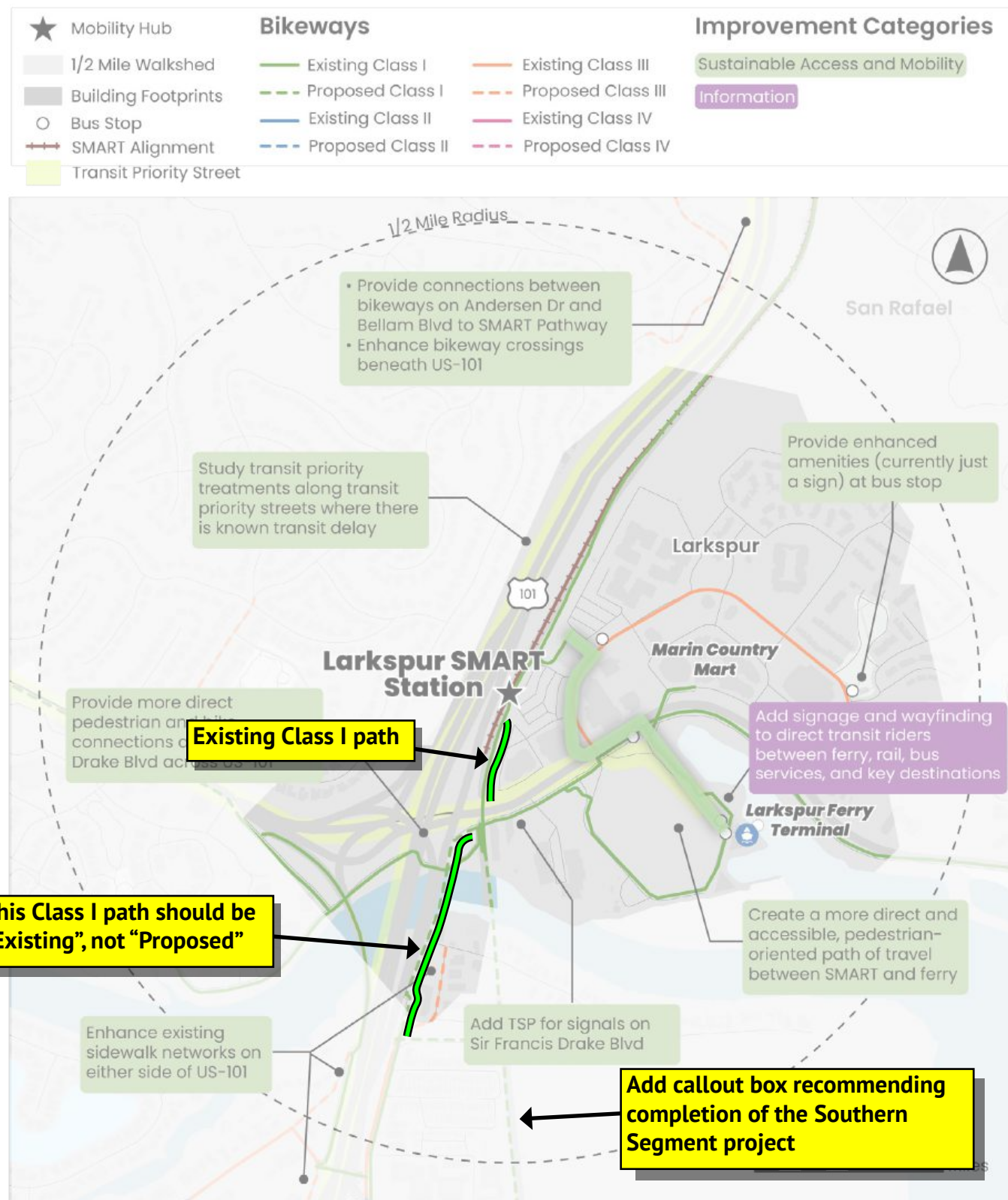


Figure 7: Larkspur SMART Station Access Gaps and Improvement Opportunities



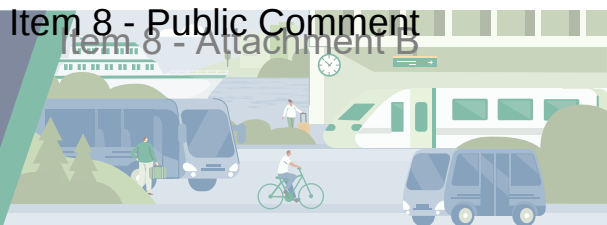
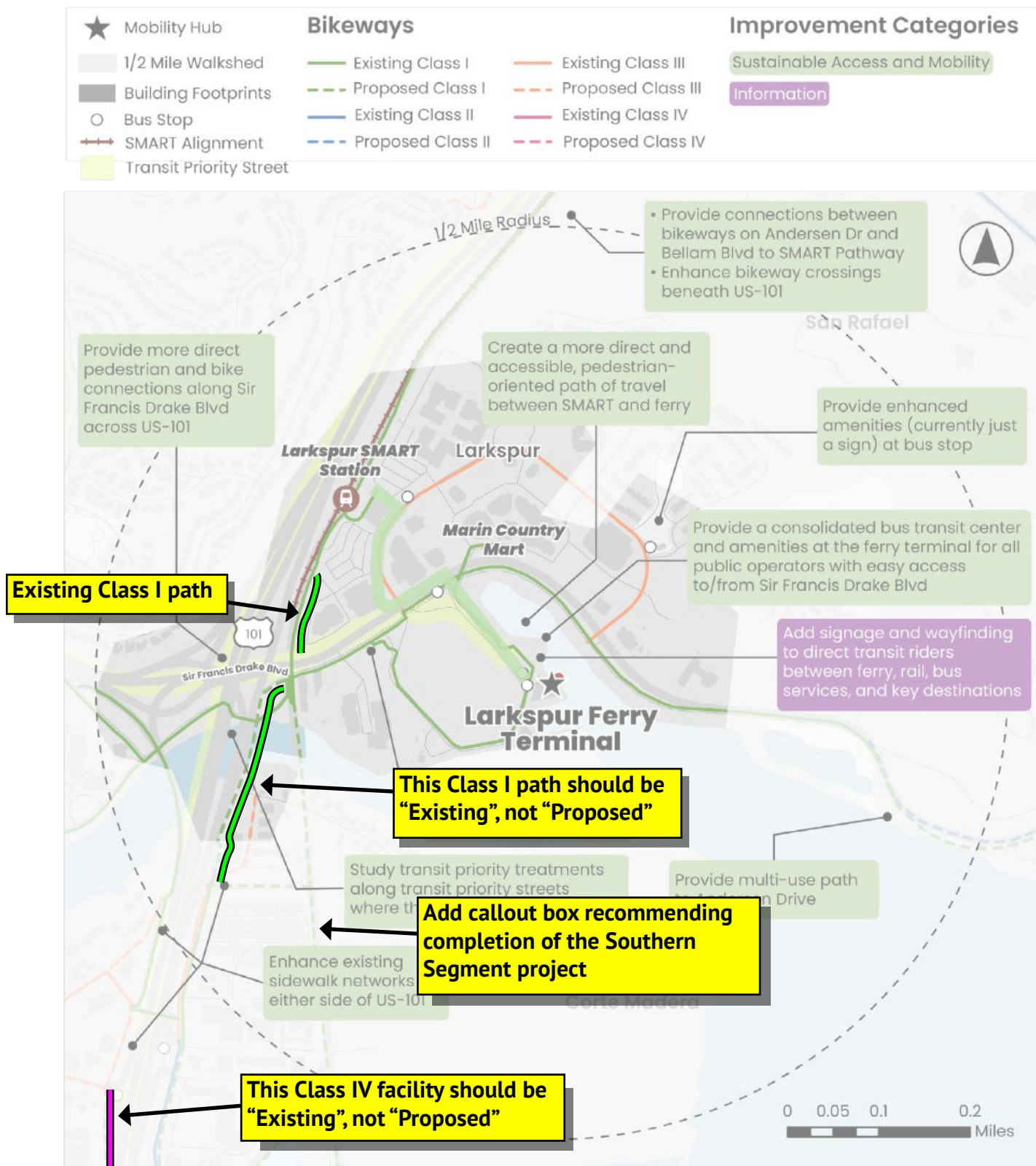


Figure 8: Larkspur Ferry Terminal Access Gaps and Improvement Opportunities



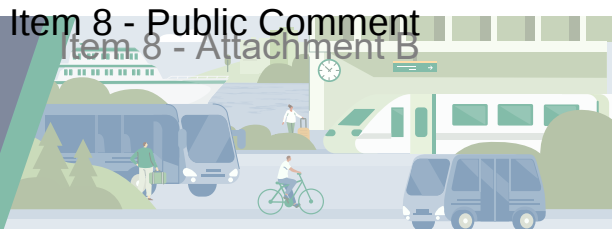
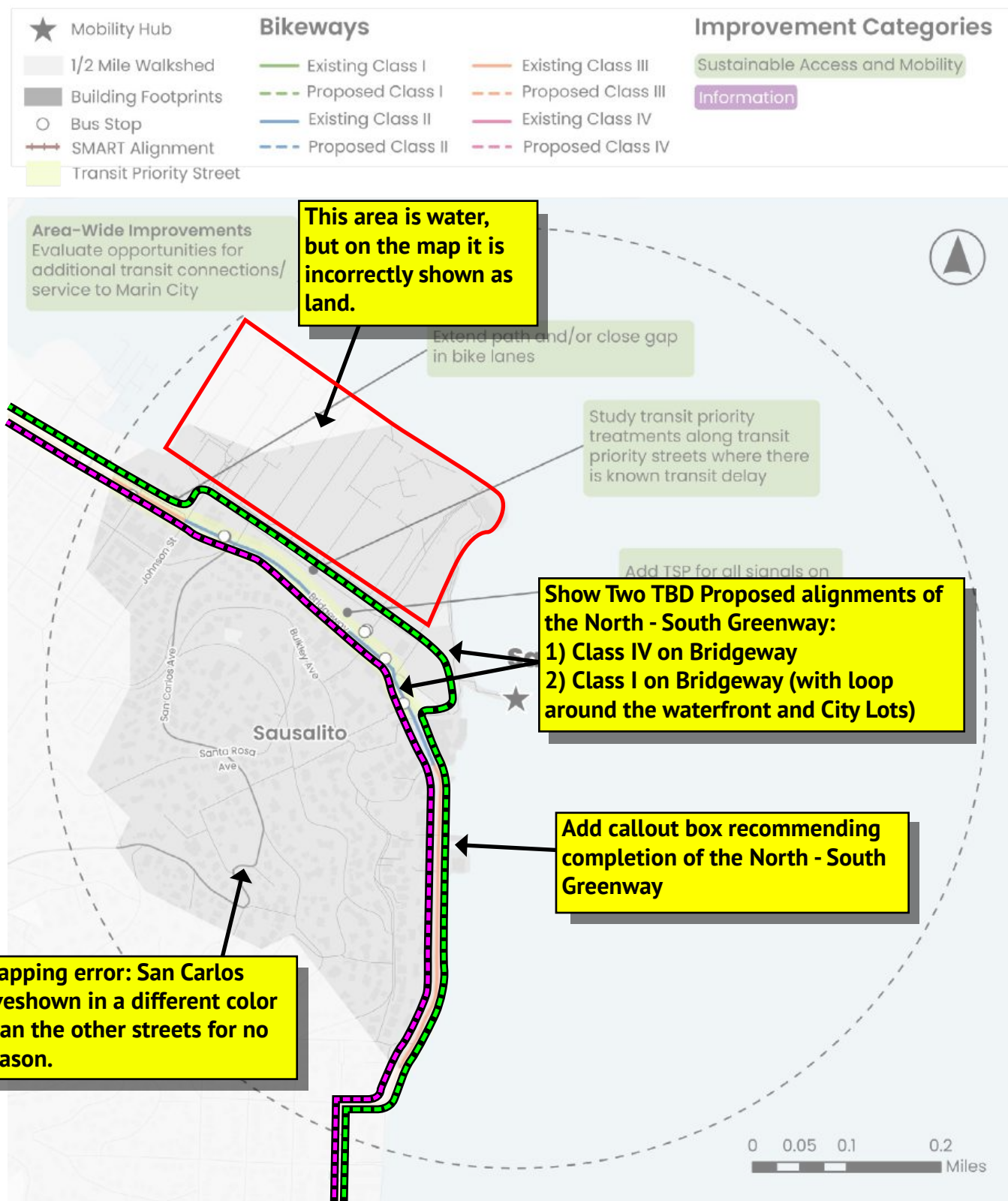


Figure 10: Sausalito Ferry Terminal Access Gaps and Improvement Opportunities



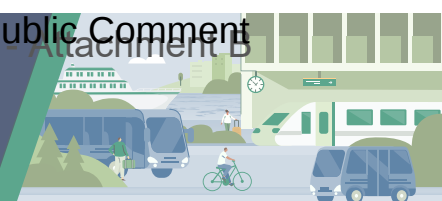


Figure 12: Novato Downtown SMART Station Concept Design



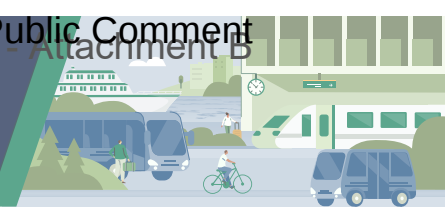


Figure 14: Novato Hamilton SMART Station Concept Design

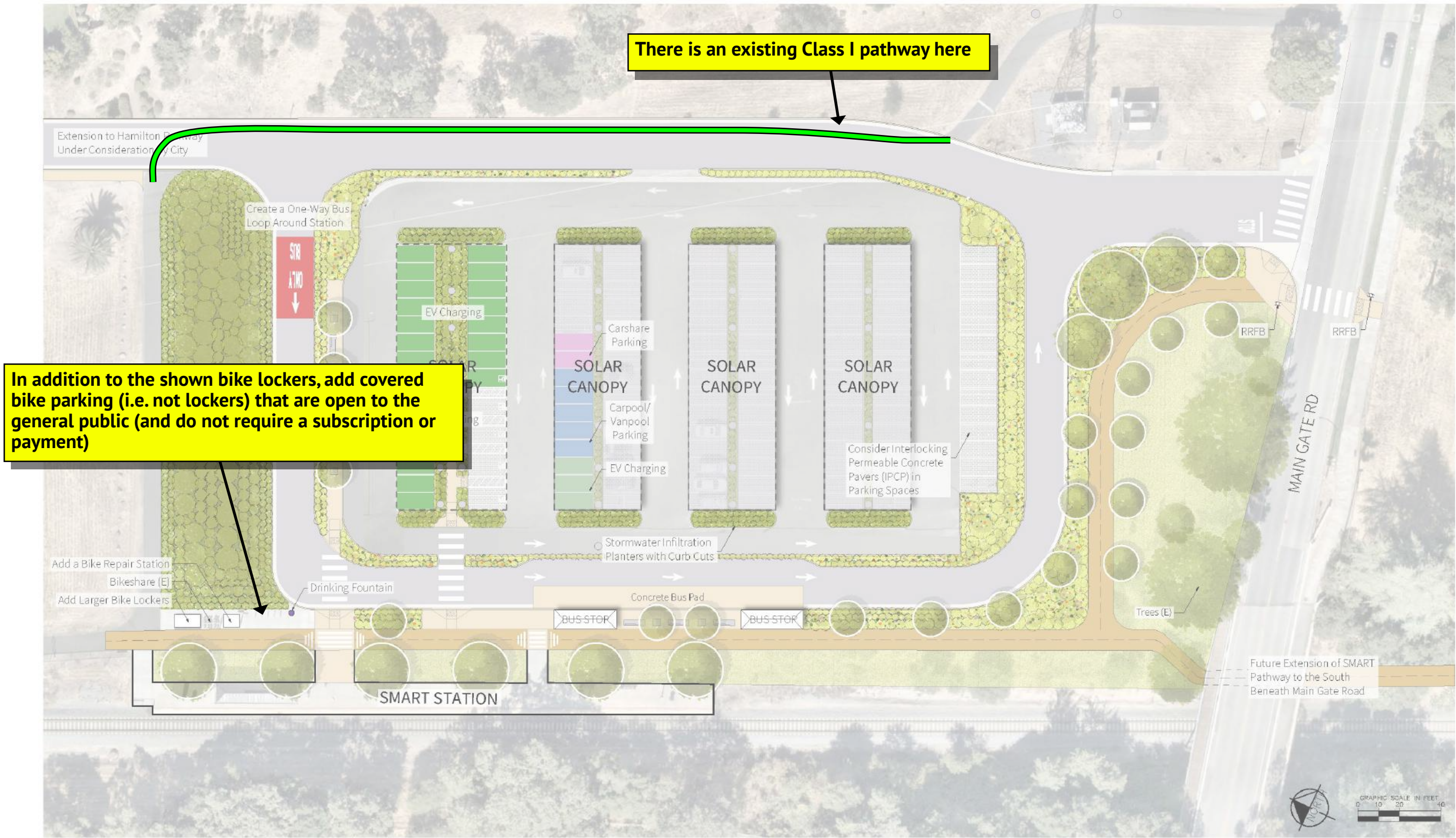




Figure 16: Marin Civic Center SMART Station Concept Design

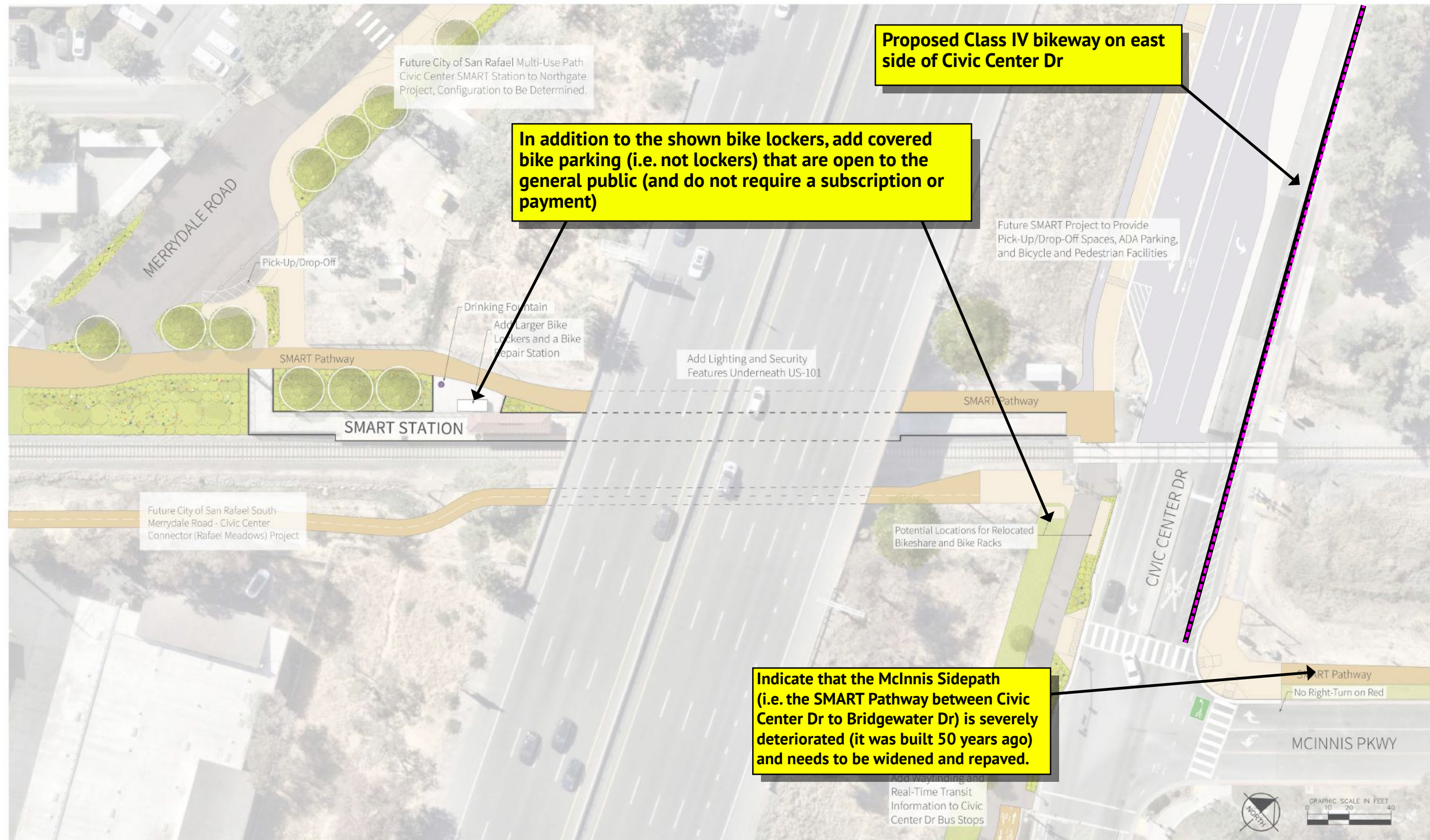




Figure 18: Larkspur SMART Station Concept Design

Overall Comment:
Coordinate with City of Larkspur to incorporate improvements from the Larkspur Landing Circle Corridor Study (launched May 2026)

In addition to the shown bike lockers, add covered bike parking (i.e. not lockers) that are open to the general public (and do not require a subscription or payment)

A new pathway connection here is a great idea. However, recommend rounding this 90° angle

Modify lane markings to allow buses to enter Bus Only lane from Lane 2 so they don't get stuck in the queue in Lane 1

Add existing Class I pathway connecting SMART Pathway to E Sir Francis Drake

Modify median strip so that left turn lane is separated from oncoming traffic

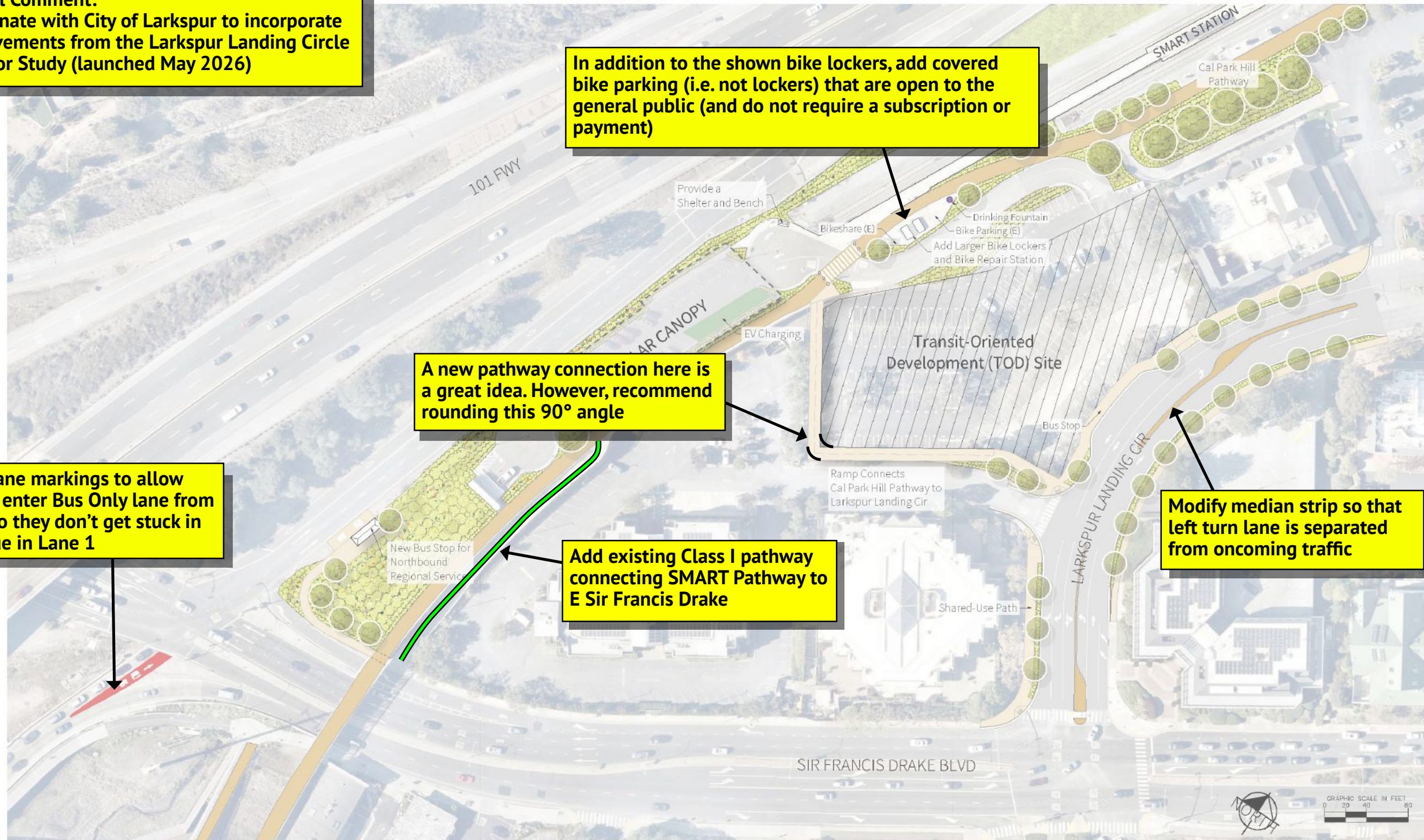
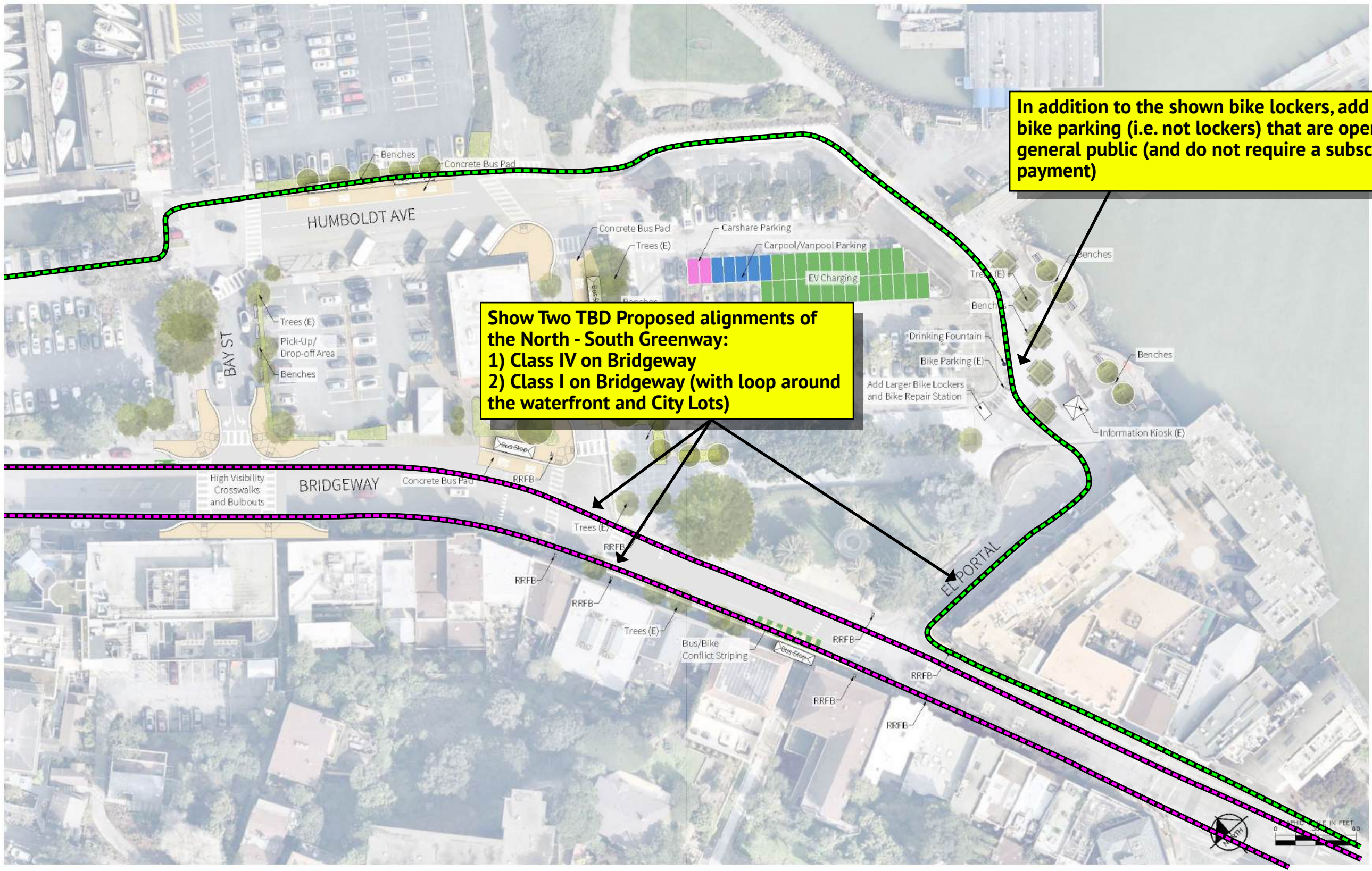




Figure 20: Sausalito Ferry Terminal Concept Design



Marin County Mobility Hub Plan

Existing Conditions - June 2025

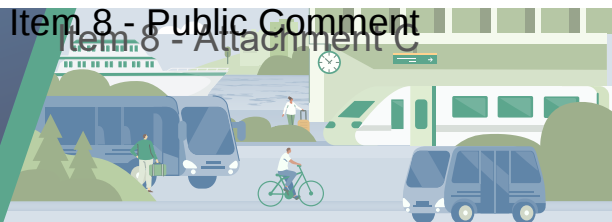
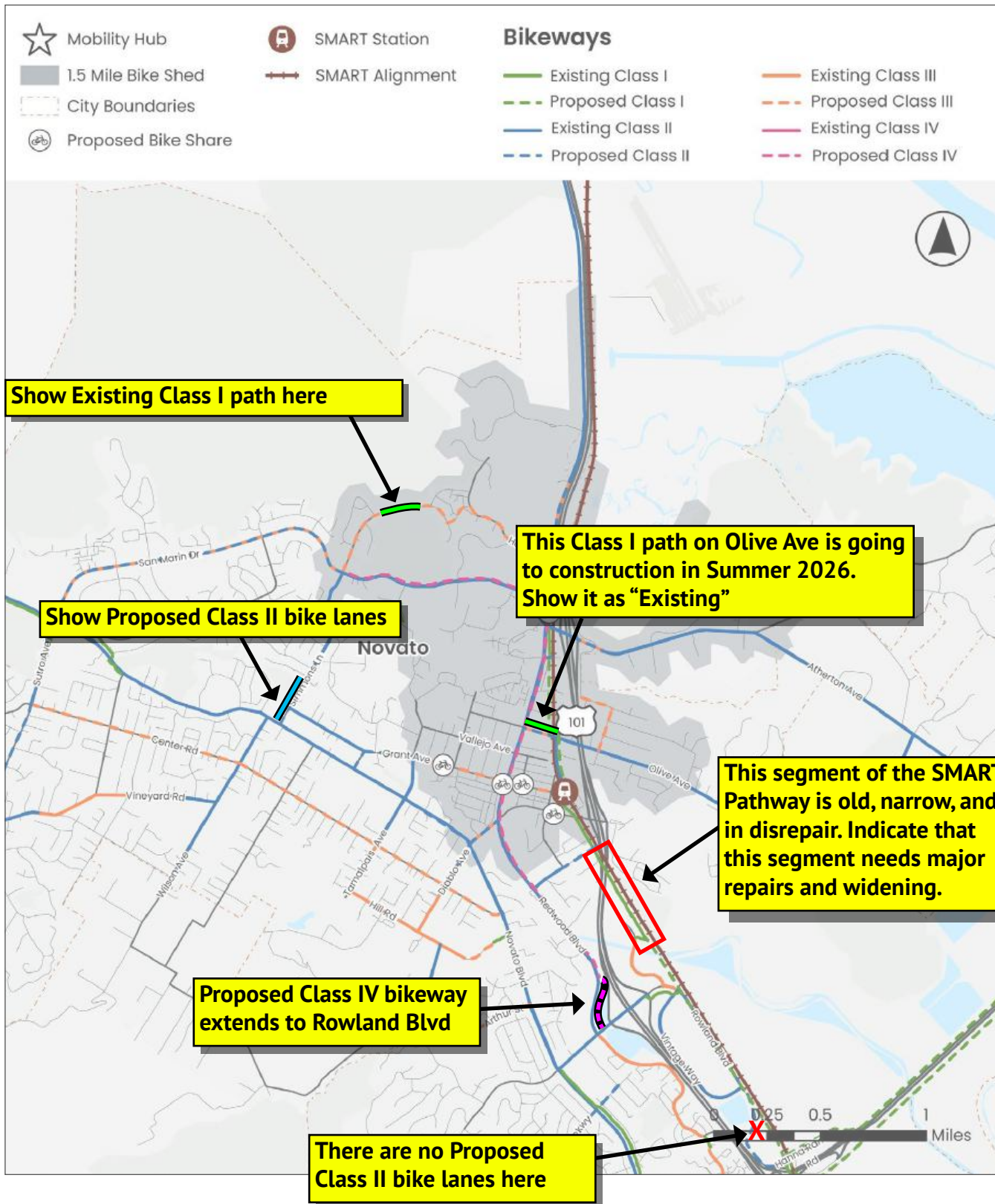


Figure 4: Novato San Marin SMART Station Bike Shed



Marin County Mobility Hub Plan

Existing Conditions - June 2025

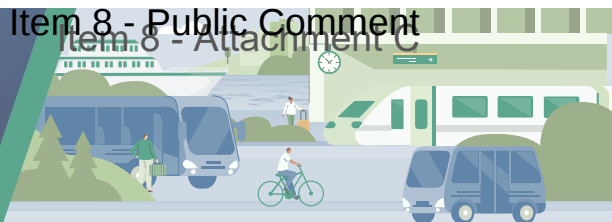


Figure 8: Novato Downtown SMART Station Bike Shed

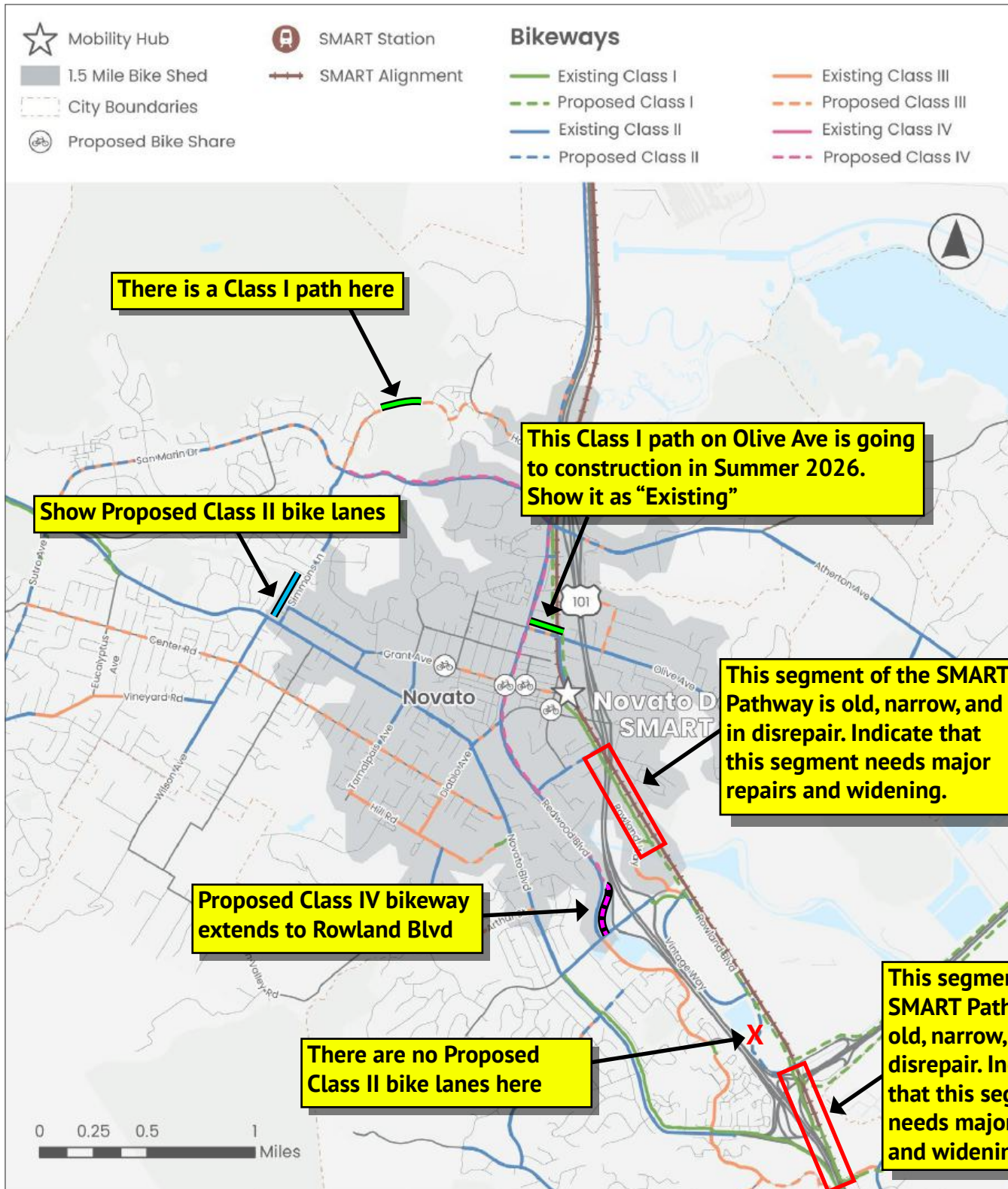




Figure 12: Novato Hamilton SMART Station Bike Shed

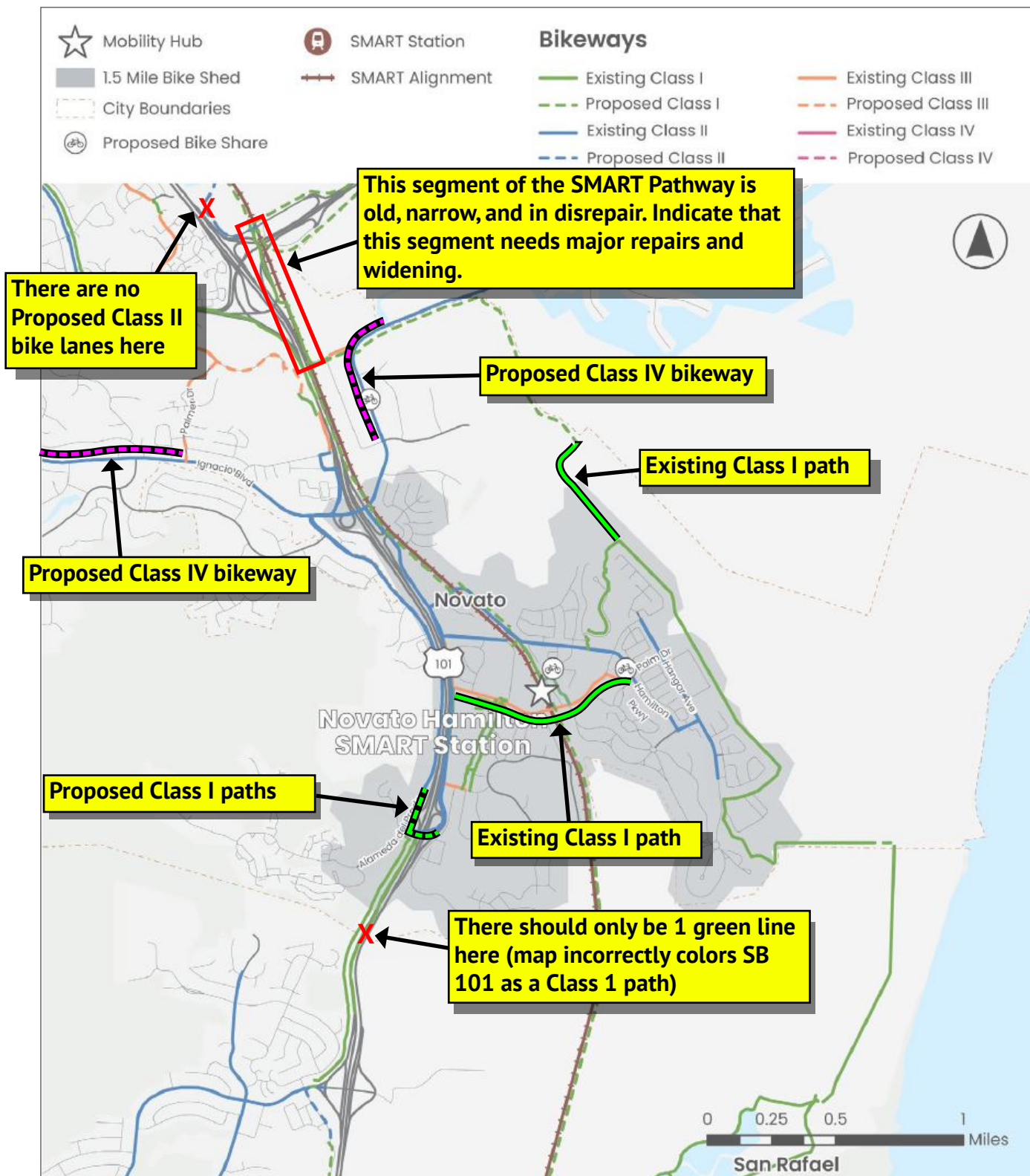




Figure 13: Amenities at Marin Civic Center SMART Station



LEGEND

- Class I Bikeway
- Class II Bike Lanes
- Bus Route
- Parcel Line
- Bike Storage
- Bike Share
- ADA Pedestrian Ramp
- System Map & Information
- Bus Stop
- Station Shelter
- Station Bench
- Fare Vending
- Traffic Signal

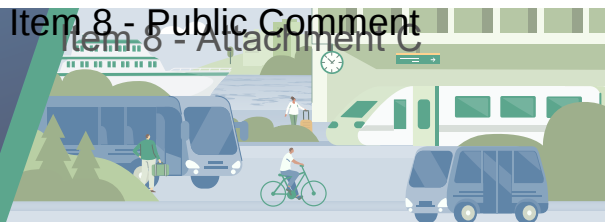
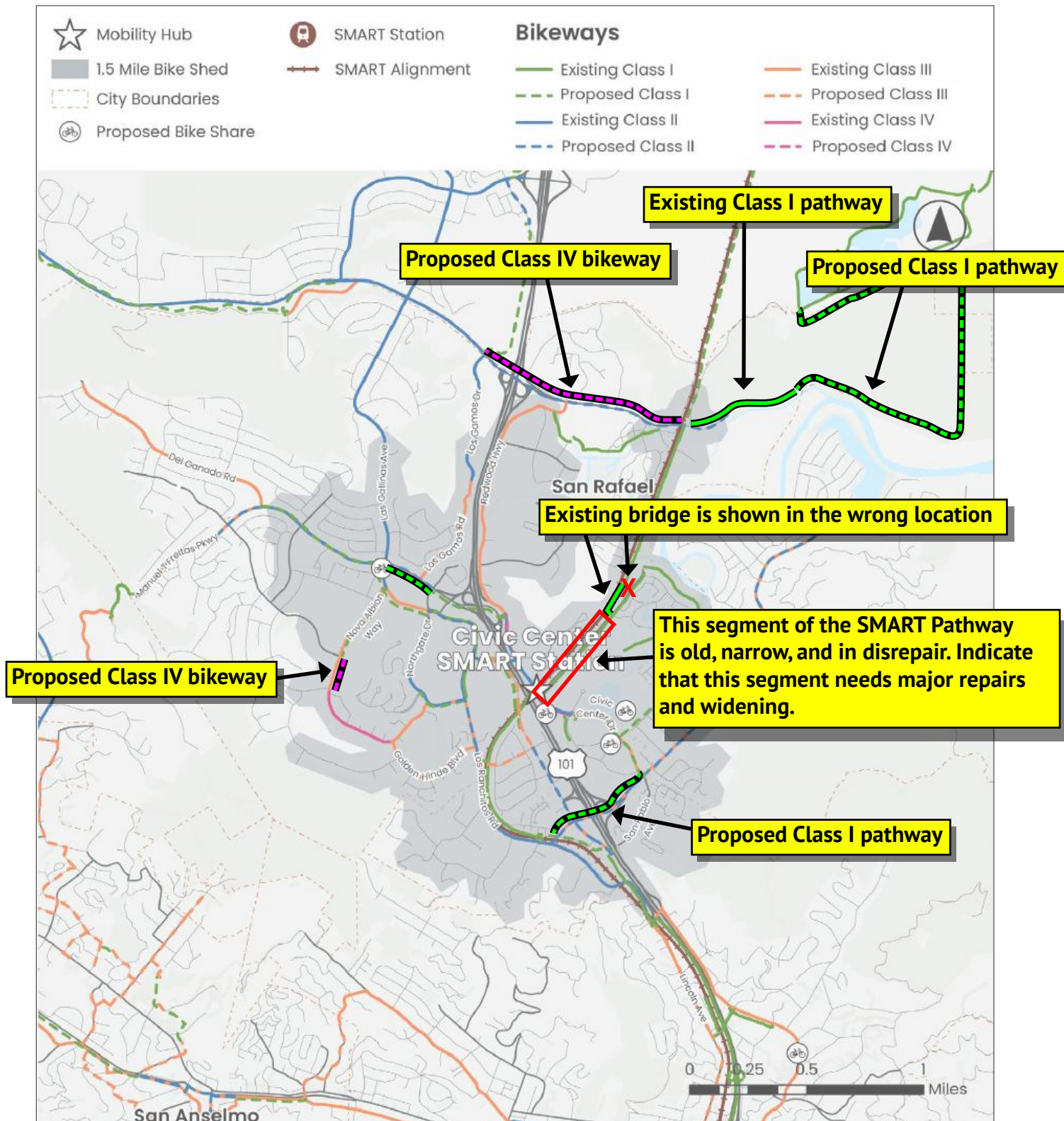


Figure 15: Marin Civic Center SMART Station Bike Shed



Marin County Mobility Hub Plan

Existing Conditions - June 2025

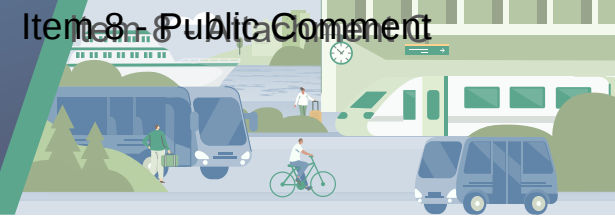
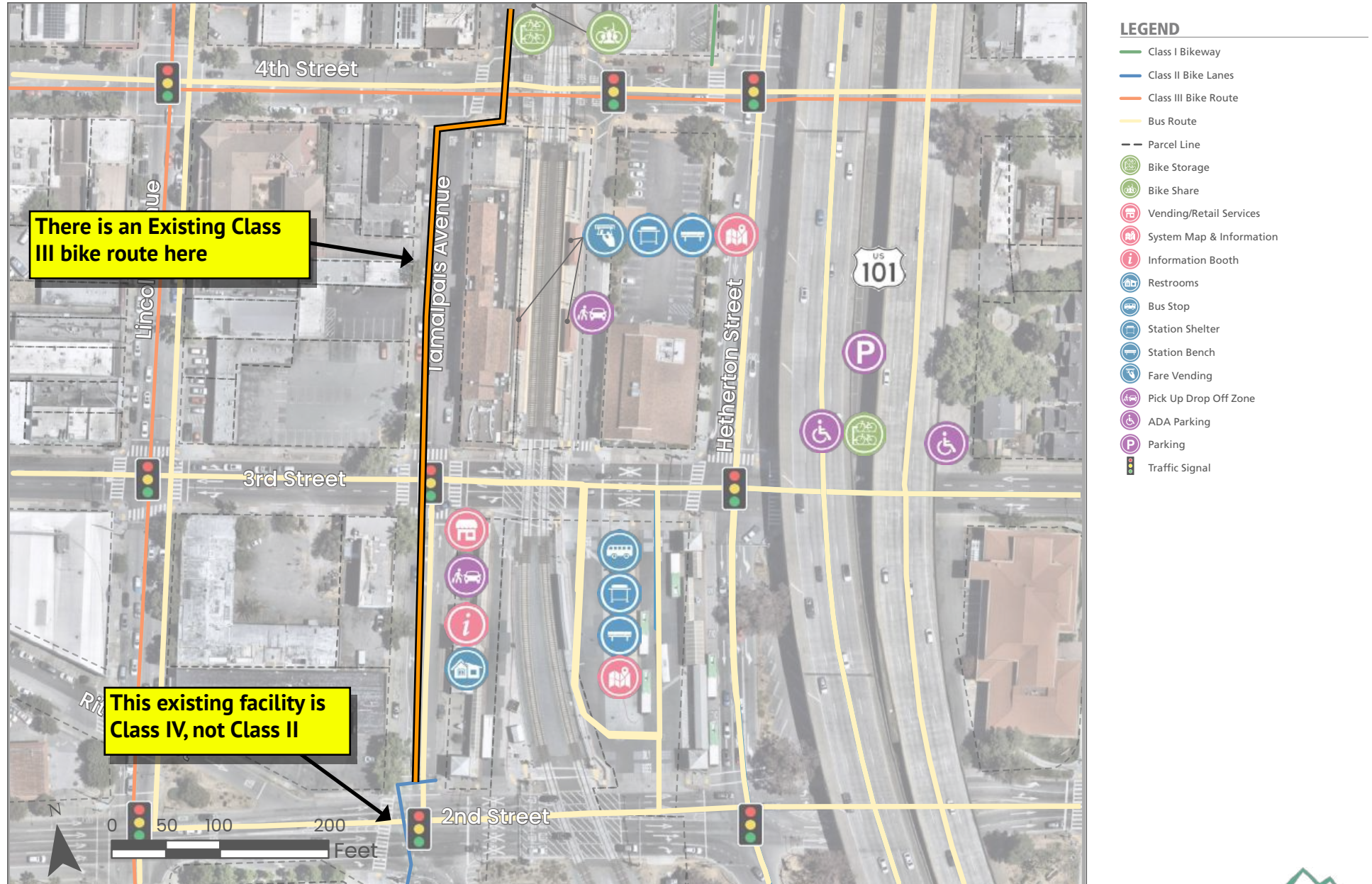


Figure 17: Amenities at San Rafael SMART Station



Marin County Mobility Hub Plan

Existing Conditions - June 2025



Figure 19: San Rafael SMART Station Bike Shed

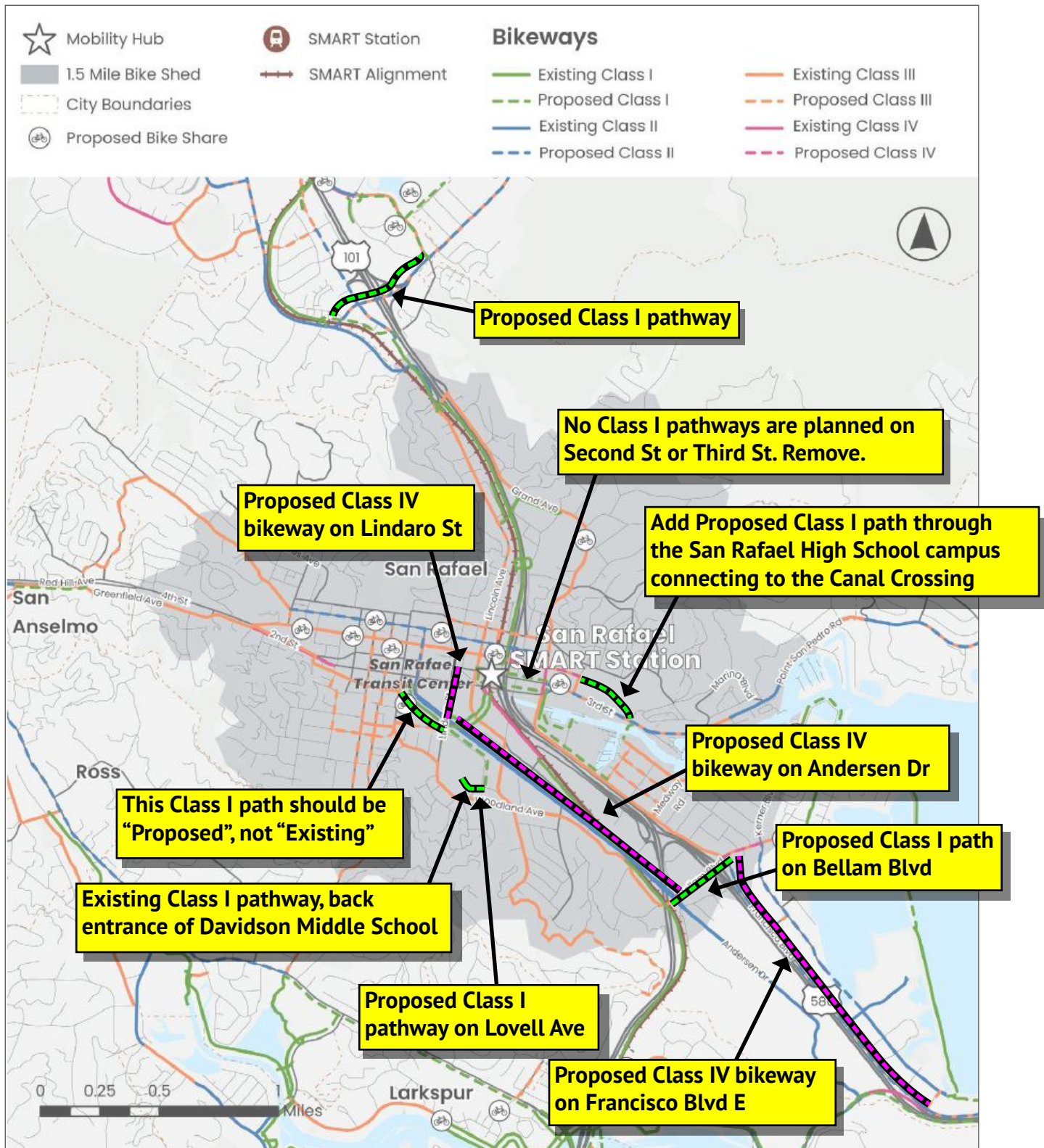




Figure 21: Amenities at Larkspur SMART Station



LEGEND

- Class I Bikeway
- Class III Bike Route
- Bus Route
- - - Parcel Line
- 🚲 Bike Storage
- 🚲 Bike Share
- 📄 System Map & Information
- 🚰 Fare Vending
- 🏠 Station Shelter
- 🚶 Station Bench
- P Parking
- ♿ ADA Parking
- 🚗 Pick Up Drop Off Zone
- 🚦 Traffic Signal



Marin County
Mobility Hub Plan

Existing Conditions - June 2025

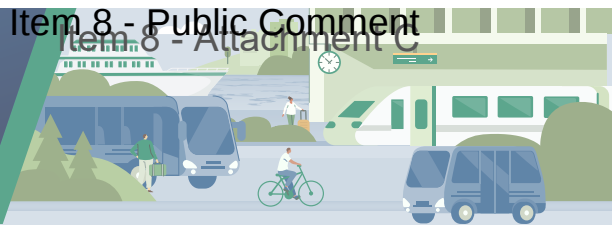
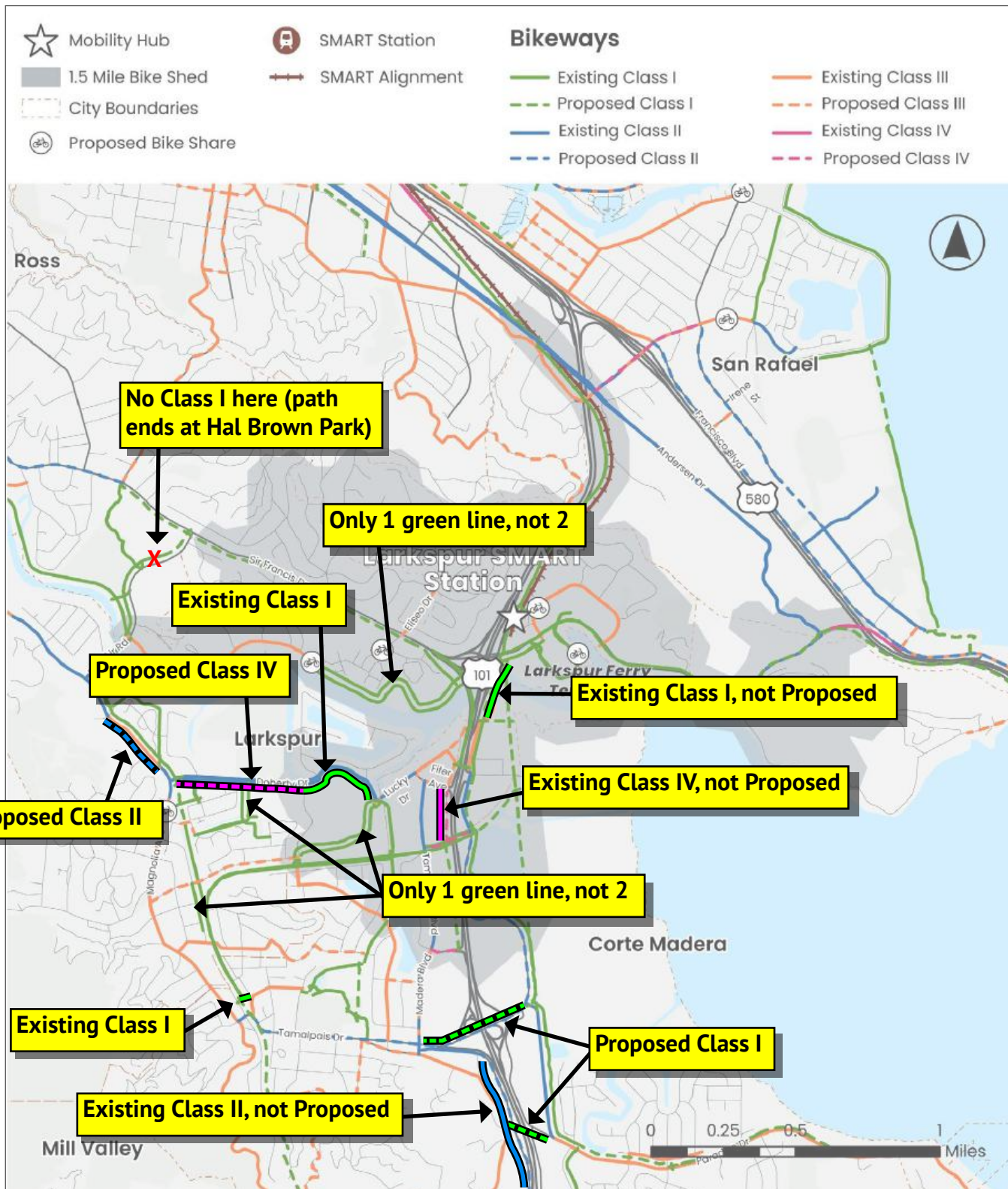


Figure 23: Larkspur SMART Station Bike Shed



Marin County Mobility Hub Plan

Existing Conditions - June 2025

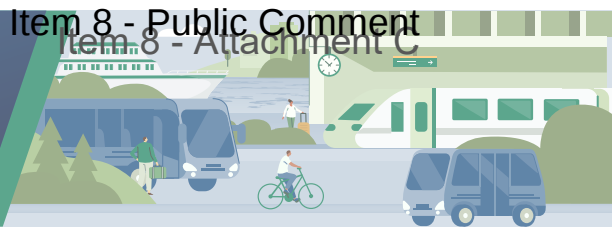
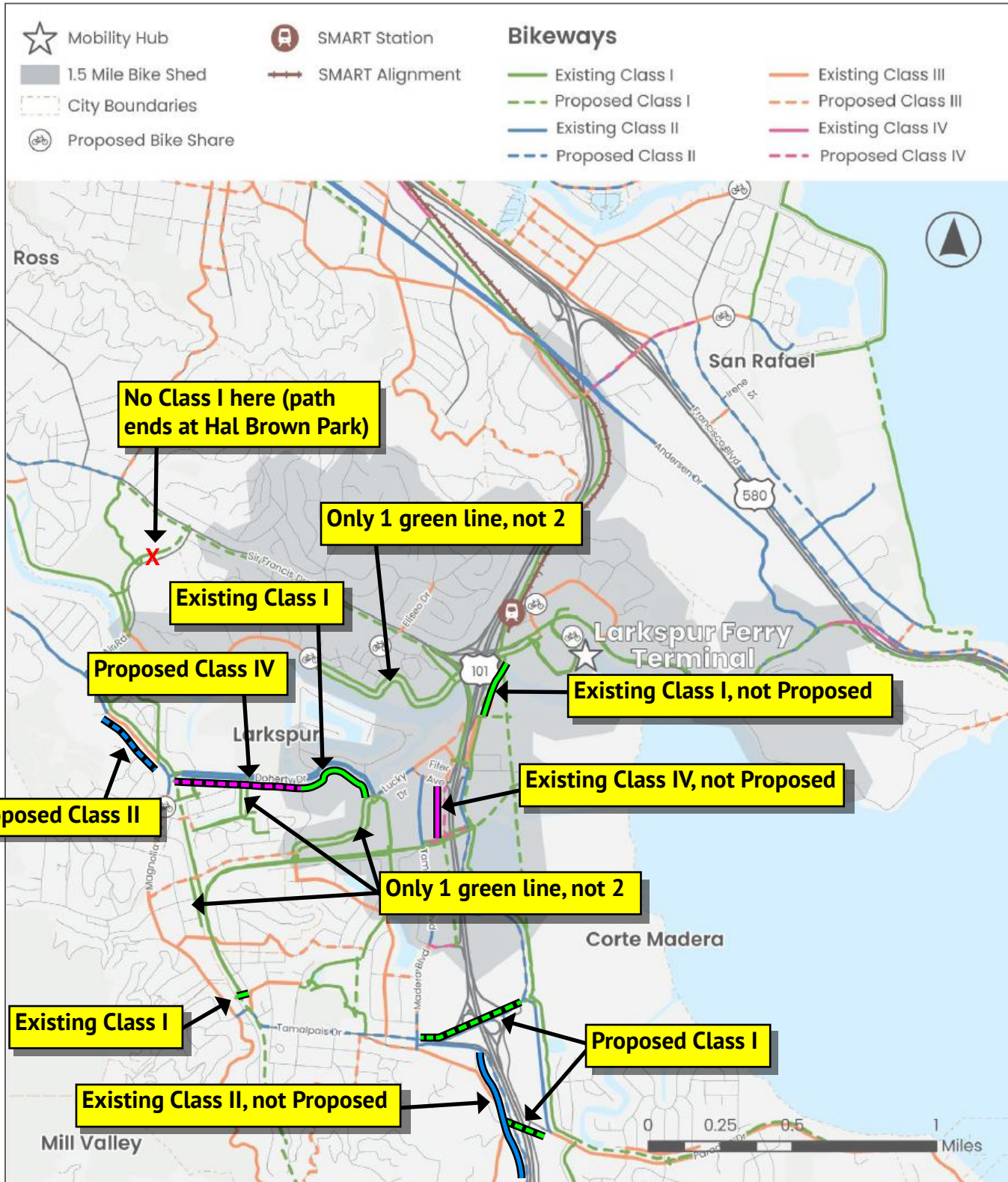


Figure 27: Larkspur Ferry Terminal Bike Shed



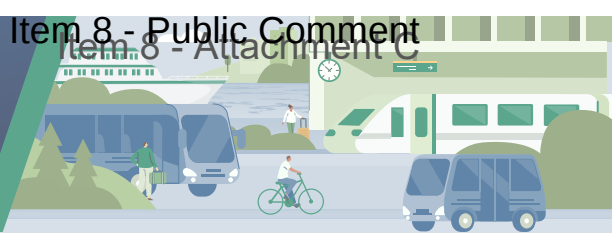


Figure 31: Tiburon Ferry Terminal Bike Shed

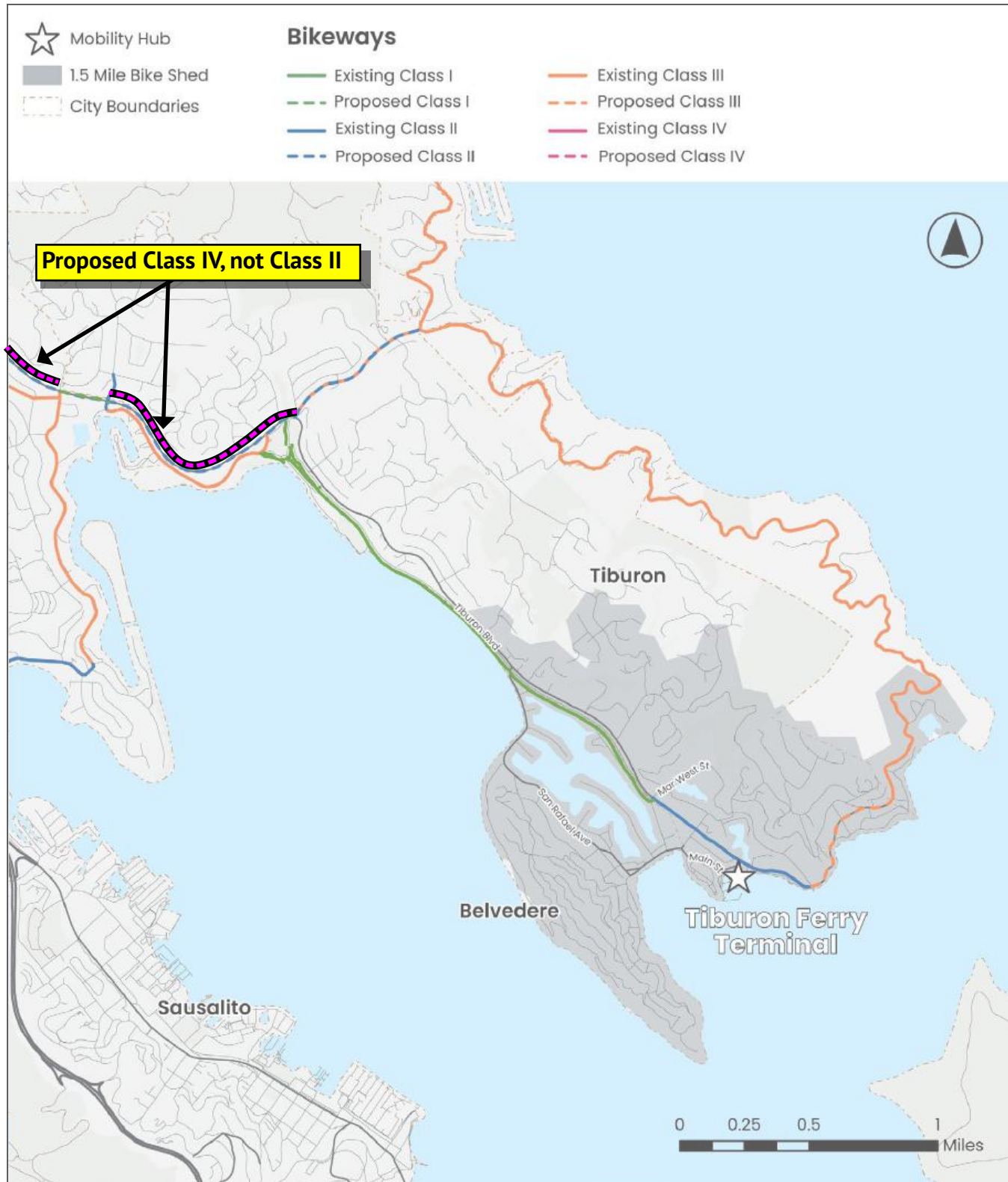




Figure 33: Amenities at Sausalito Ferry Terminal



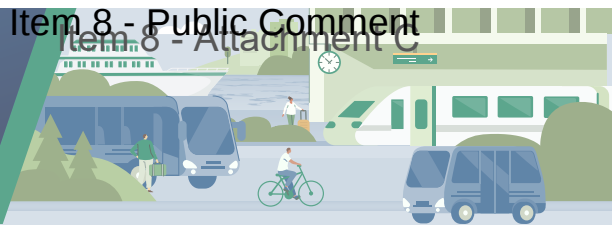
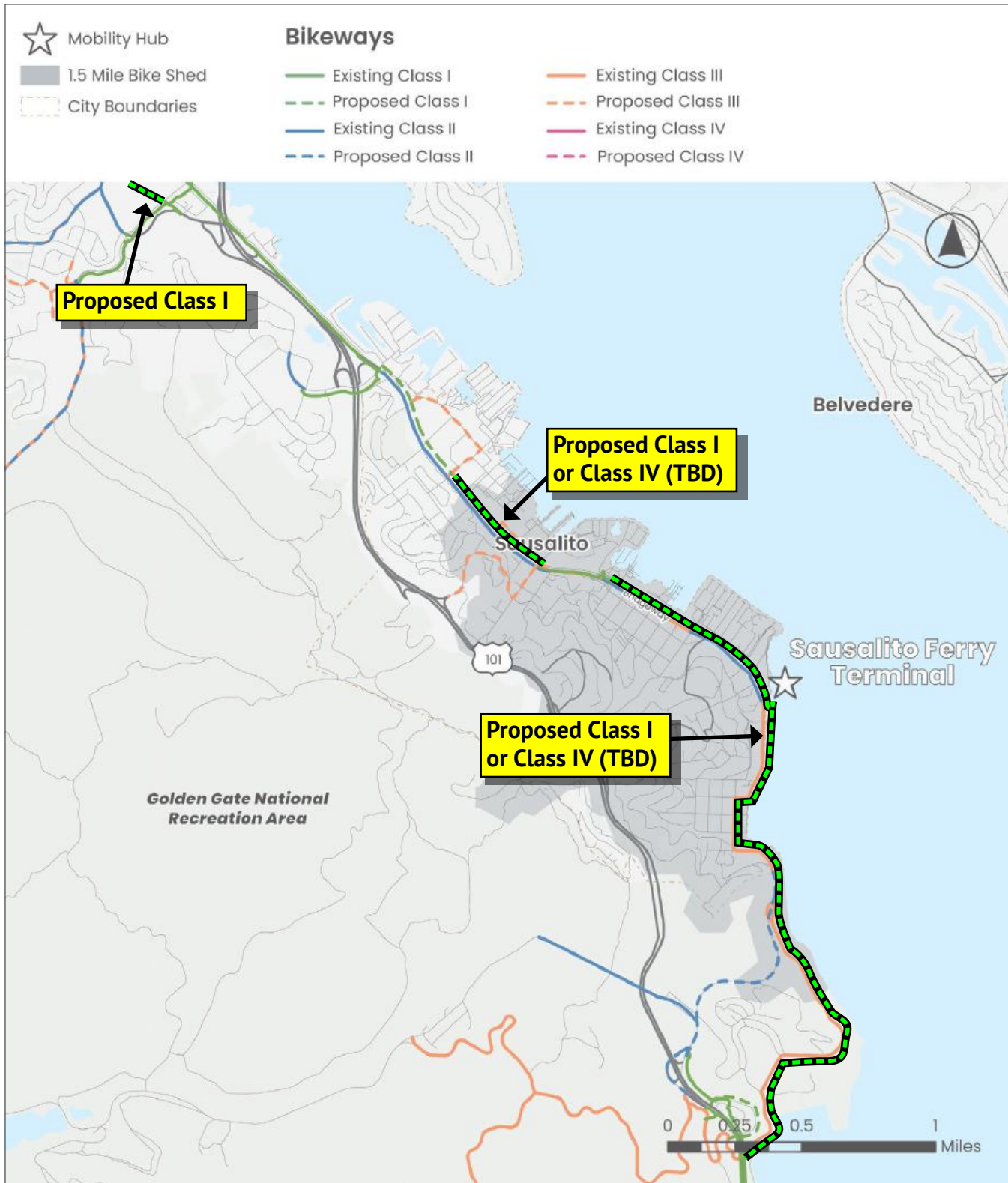


Figure 35: Sausalito Ferry Terminal Bike Shed





Sustainable Access and Mobility

Mobility Hub Amenities Toolkit



Long- and Short-Term Secure Bike Parking

Description

Offering people safe, secure, and convenient places to park and lock up their bikes helps encourage bicycling as a transportation choice for short trips. This is especially true for people biking to and from transit stops. Mobility hubs can offer bicyclists a variety of bike parking options near transit, which provide transit riders with an alternative to bringing their bikes onto transit, which is particularly challenging for crowded transit systems. Convenient bicycle parking at mobility hubs integrated with transit helps support bicycling as a mode of transit.

connection, which can lead to higher transit ridership and an increasing shift from driving alone.

Cost Per Unit: \$ \$ \$ \$ \$

Features

- ✓ Bike lockers or secure racks
- ✓ Real-time information on available bike parking integrated into a universal transportation account/mobility as a service account

Add recommendations for “covered bike parking” (i.e. secure racks under a canopy or overhang so that parked bikes are protected from rain). Note that this is separate from “bike lockers” which have a high barrier to entry (fee-based, subscription-based).

for electric bikes

Implementation

- Bicycle parking demand at transit stations
- Bike parking pricing. Bike parking fees can be charged on a daily basis or on a long-term subscription.
- Options for low-income users
- Integrate into other station amenities such as supportive retail or parking to increase visibility and reduce stigma.
- Fee integration with universal transportation/fare account
- Consider bike parking/locker design to accommodate a variety of bike sizes

Select SMART stations offer U rack bike parking as well as high security storage lockers for bikes. Bike lockers and require an account to use. Users can use a Clipper card, which can be used to pay for locker access.

Add recommendations to simplify and improve the usability of the BikeLink lockers. Many users have complained that the app is buggy and difficult to use.

Examples

Marin County, CA

Technology Integration Requirements

- Power source for electronic bike parking/lockers

Typical Implementation Setting

- All transit hubs



Source: Kimley-Horn



Figure 12: Novato Hamilton SMART Station Bike Shed

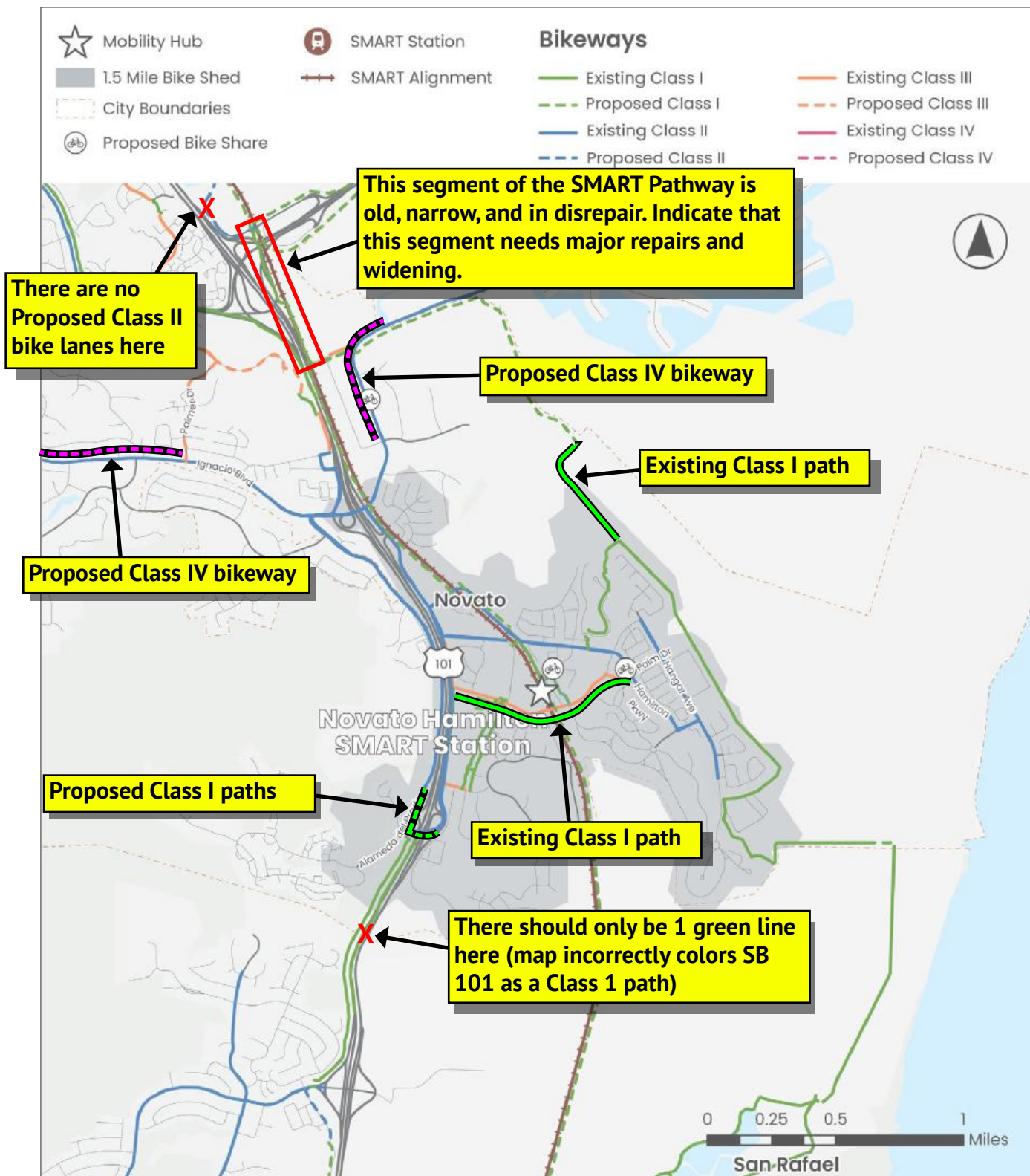




Figure 13: Amenities at Marin Civic Center SMART Station



LEGEND

- Class I Bikeway
- Class II Bike Lanes
- Bus Route
- Parcel Line
- Bike Storage
- Bike Share
- ADA Pedestrian Ramp
- System Map & Information
- Bus Stop
- Station Shelter
- Station Bench
- Fare Vending
- Traffic Signal

Marin County Mobility Hub Plan

Existing Conditions - June 2025

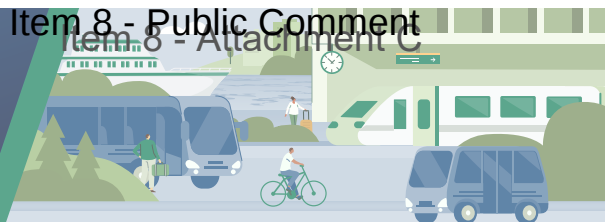
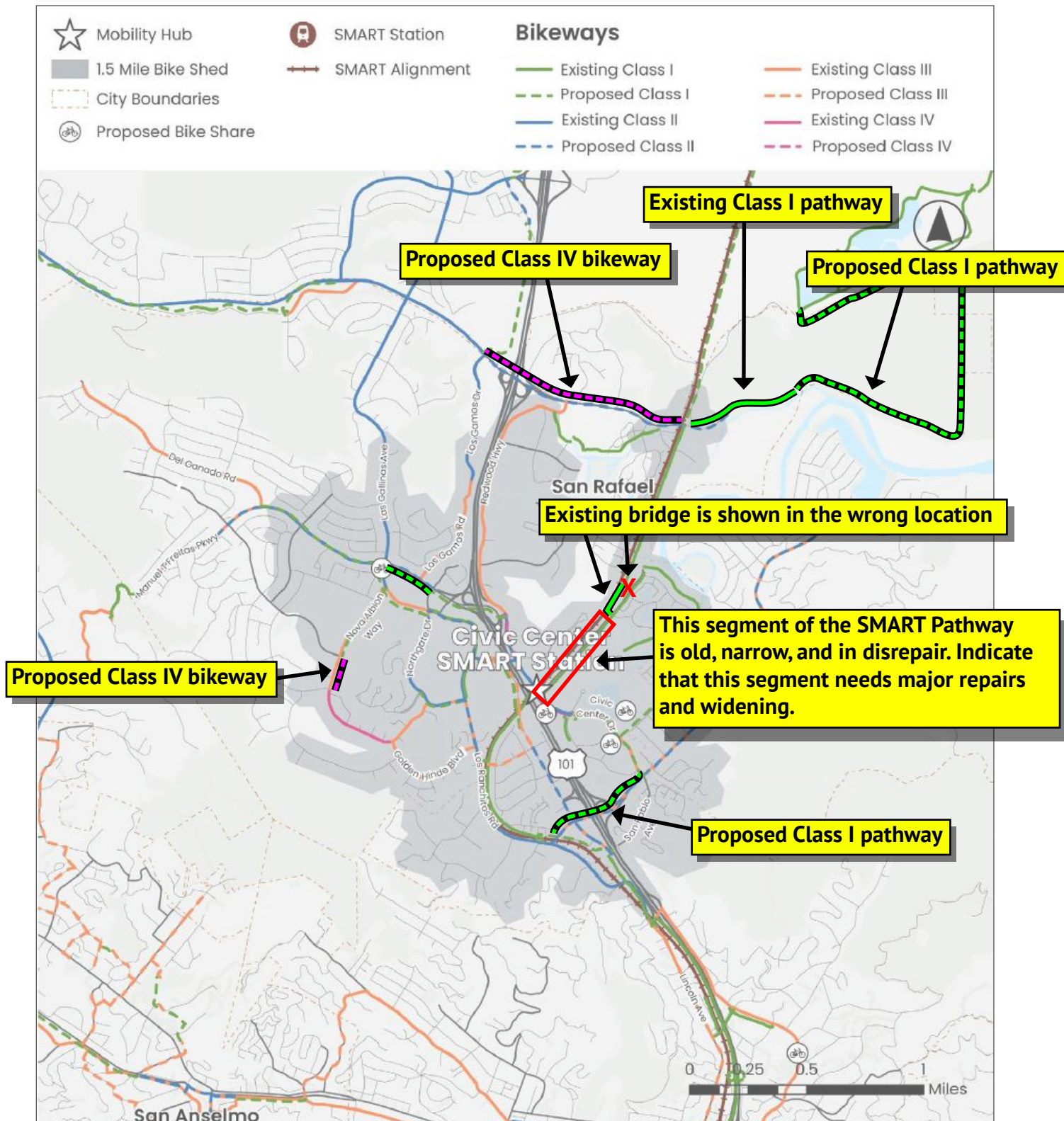
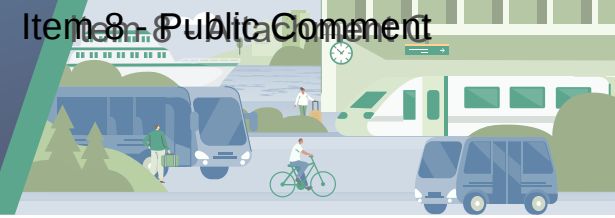
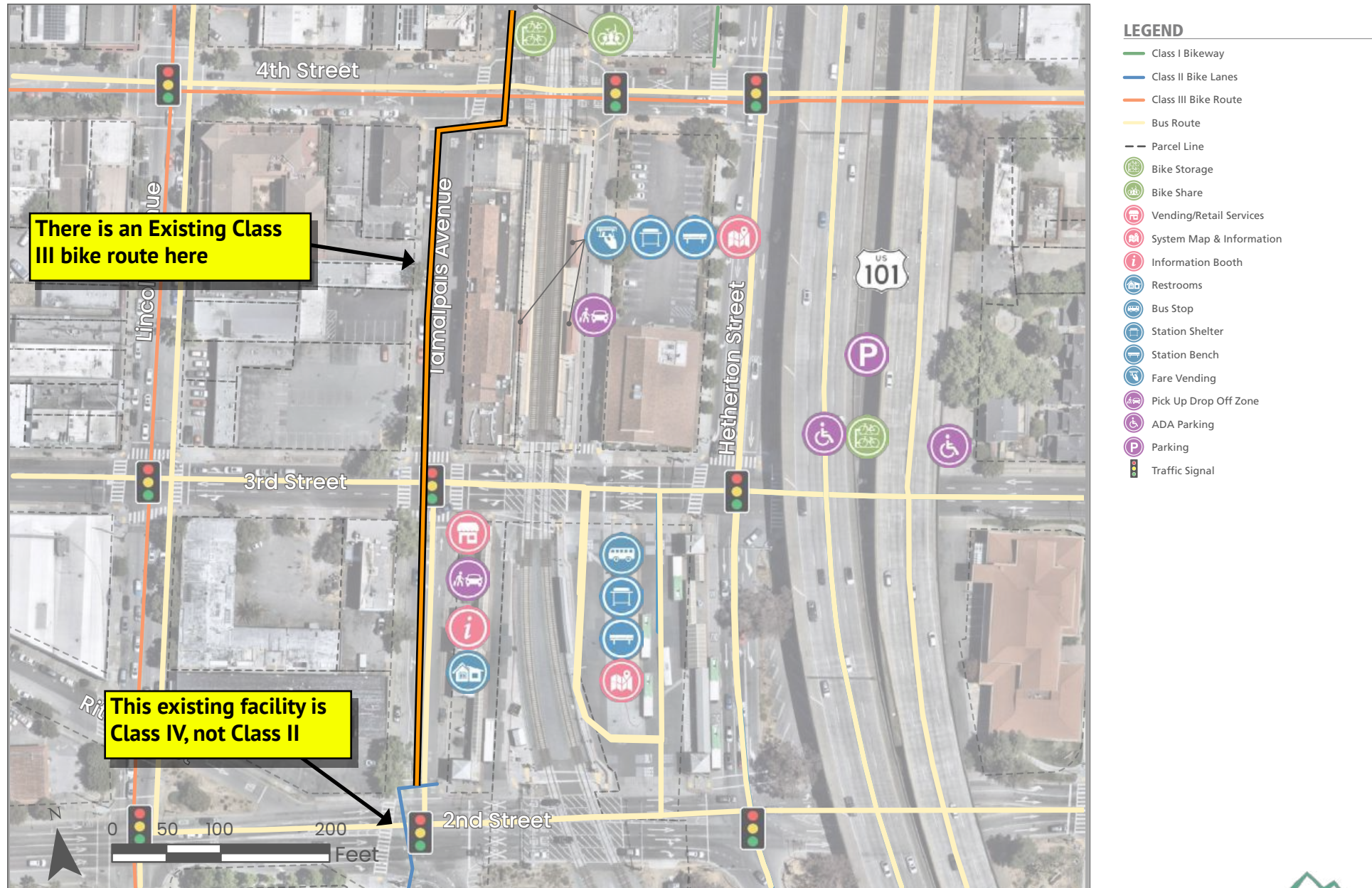


Figure 15: Marin Civic Center SMART Station Bike Shed



**Figure 17: Amenities at San Rafael SMART Station**

Marin County Mobility Hub Plan

Existing Conditions - June 2025



Figure 19: San Rafael SMART Station Bike Shed

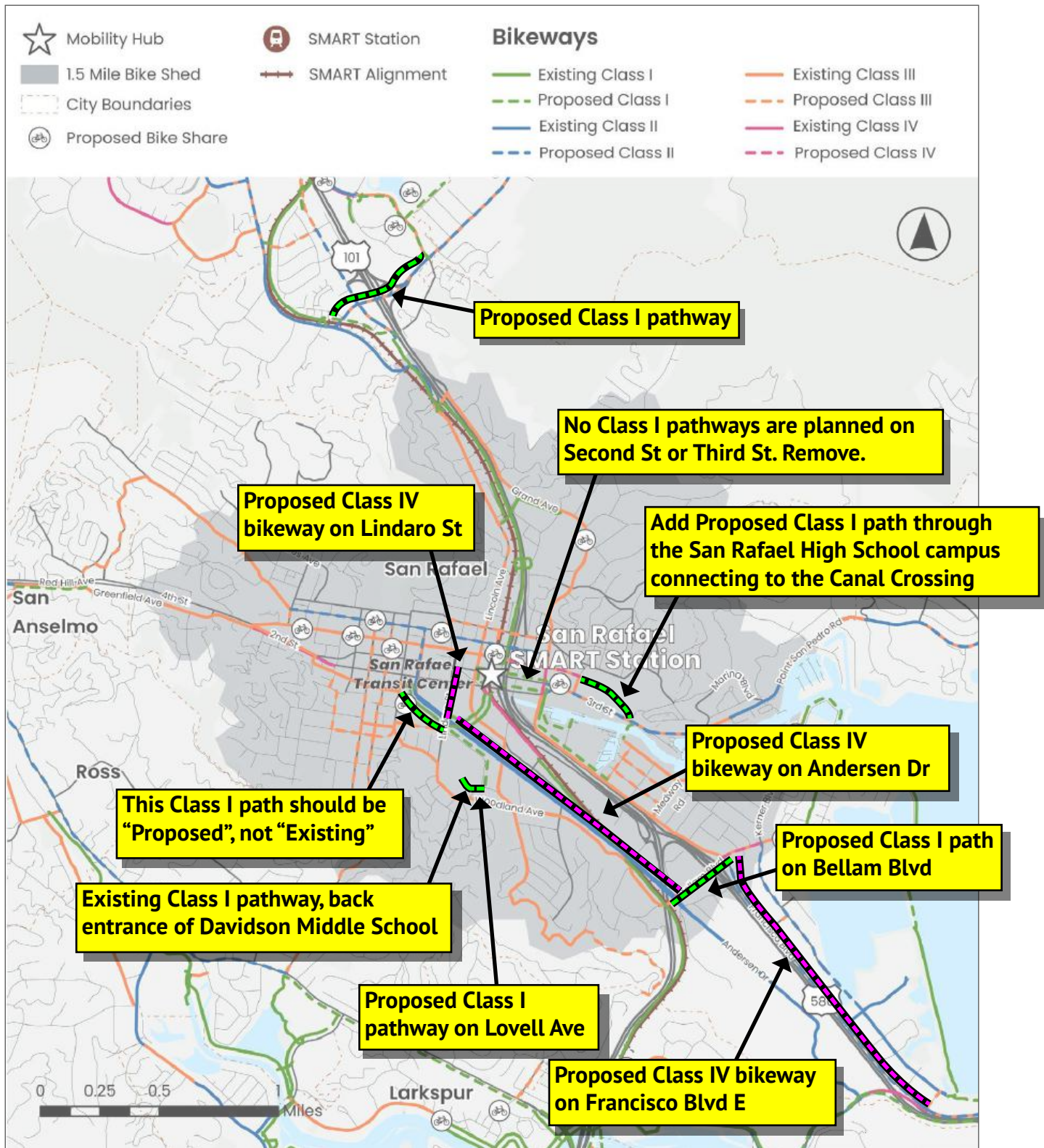




Figure 21: Amenities at Larkspur SMART Station



LEGEND

- Class I Bikeway
- Class III Bike Route
- Bus Route
- - - Parcel Line
- 🚲 Bike Storage
- 🚲 Bike Share
- 📱 System Map & Information
- 🏠 Fare Vending
- 🏠 Station Shelter
- 🏠 Station Bench
- P Parking
- ♿ ADA Parking
- 🚗 Pick Up Drop Off Zone
- 🚦 Traffic Signal

Marin County Mobility Hub Plan

Existing Conditions - June 2025

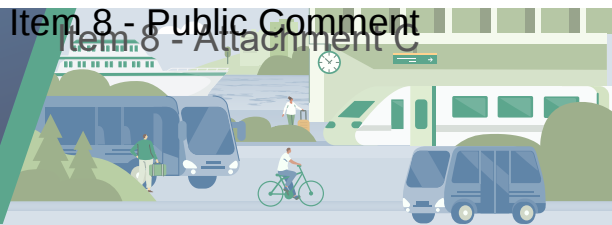
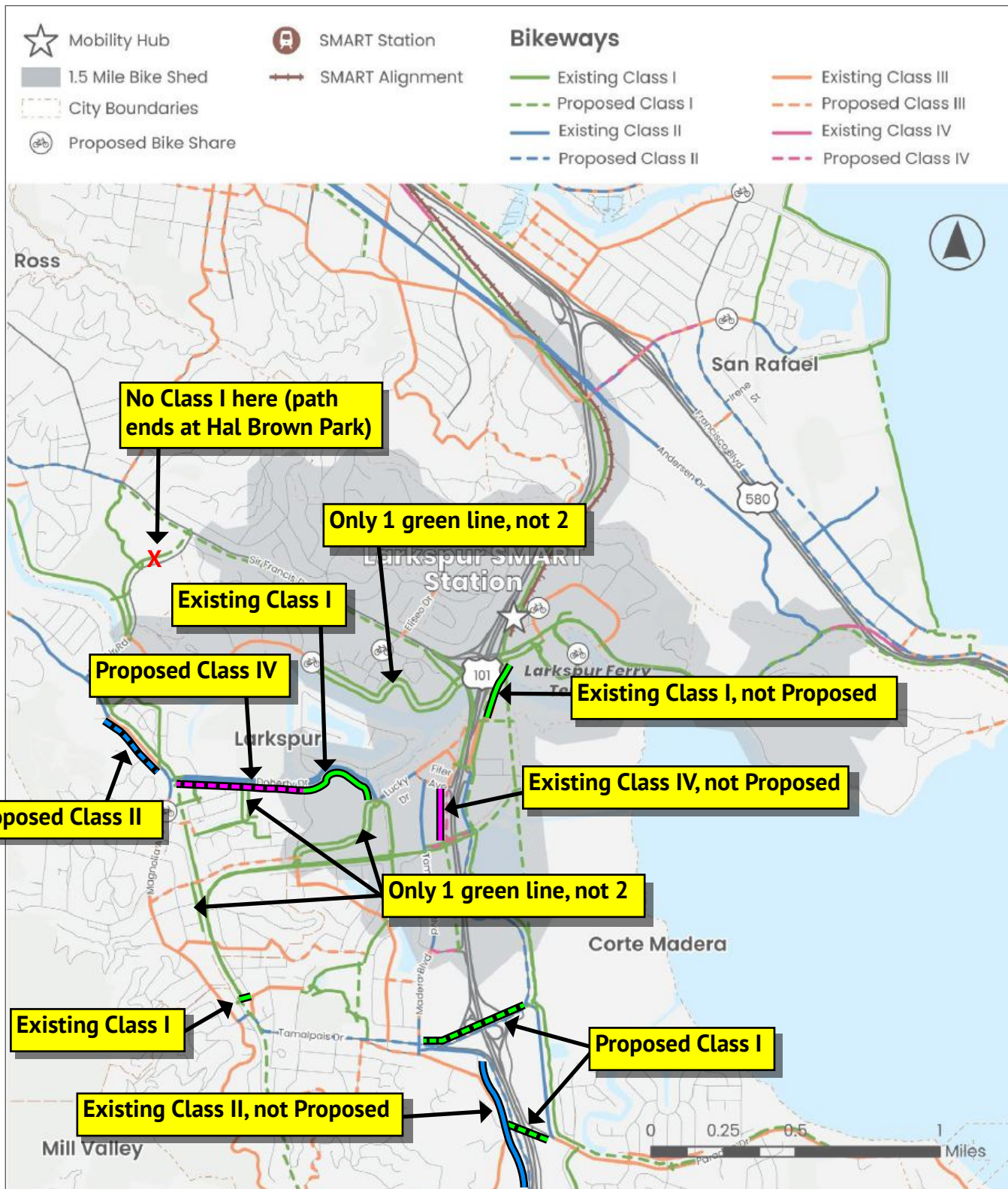


Figure 23: Larkspur SMART Station Bike Shed



Marin County Mobility Hub Plan

Existing Conditions - June 2025

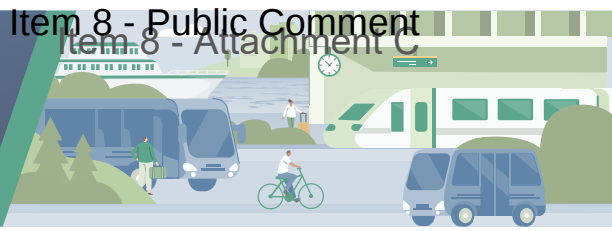
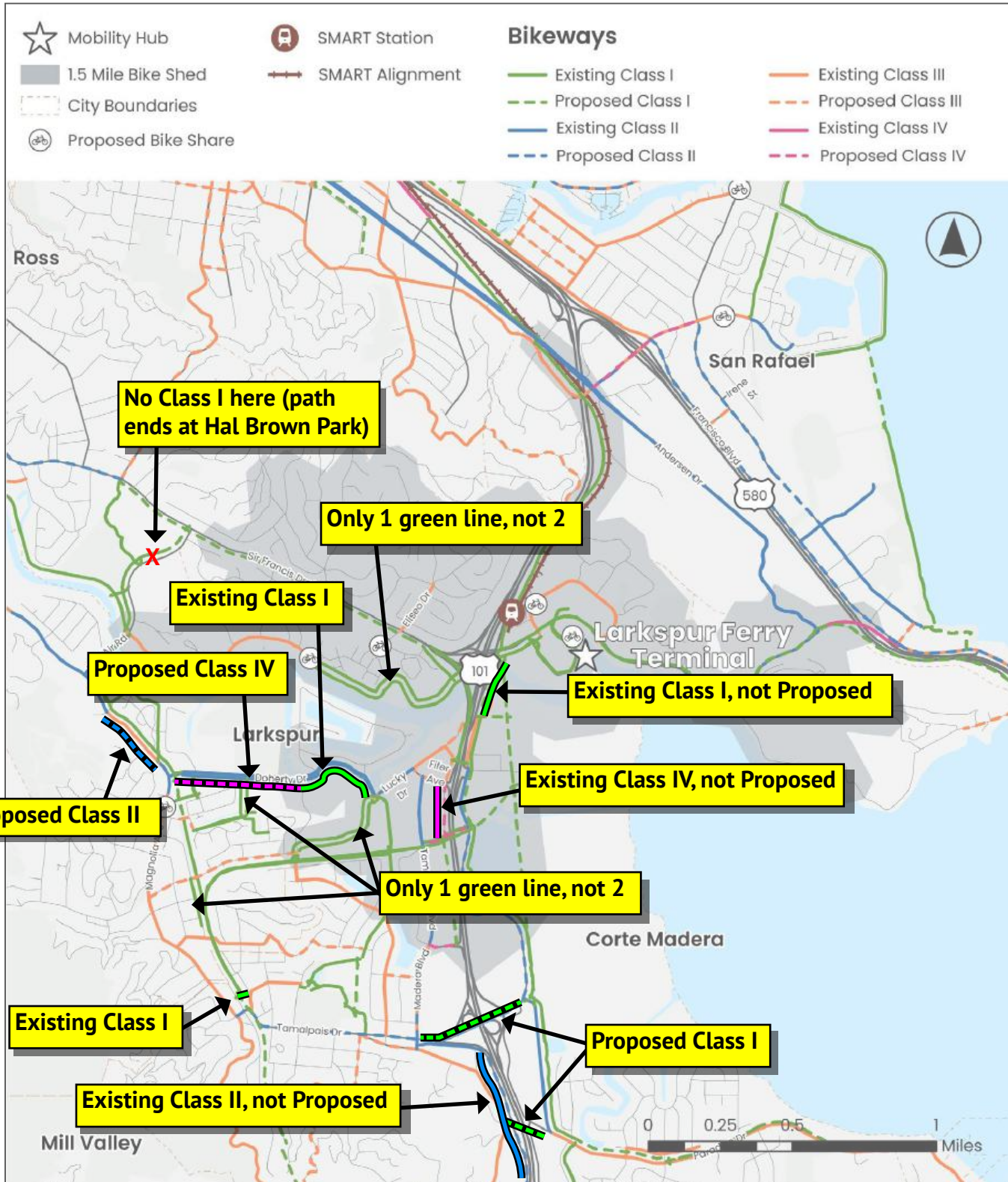


Figure 27: Larkspur Ferry Terminal Bike Shed



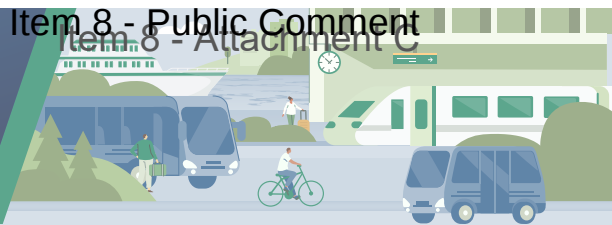


Figure 31: Tiburon Ferry Terminal Bike Shed

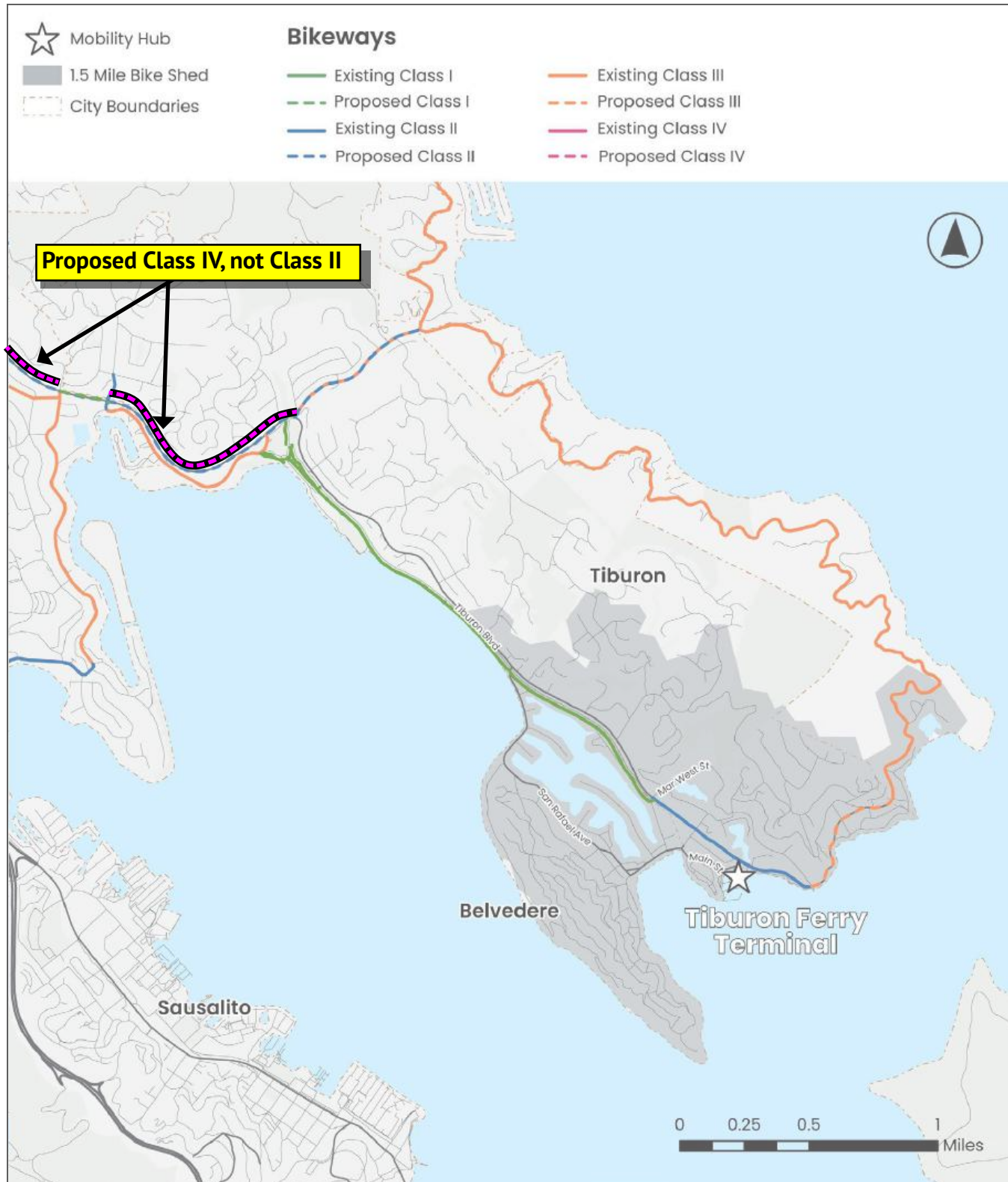




Figure 33: Amenities at Sausalito Ferry Terminal



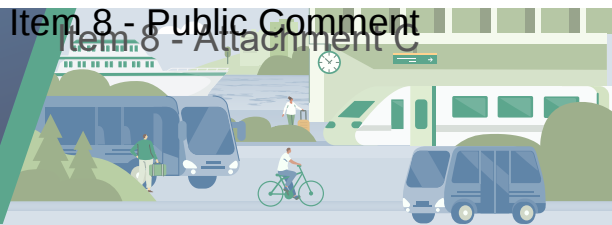
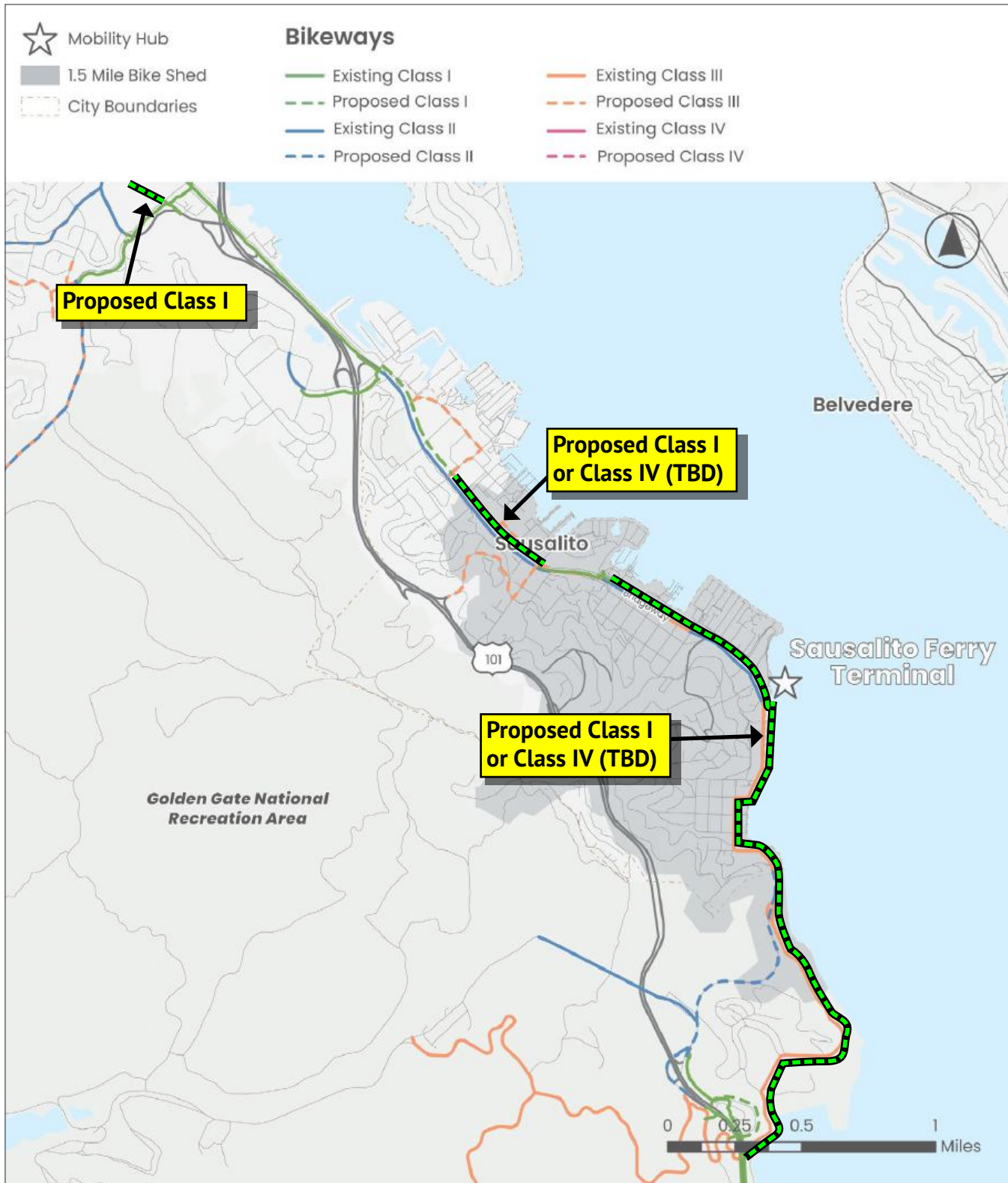


Figure 35: Sausalito Ferry Terminal Bike Shed





Sustainable Access and Mobility

Mobility Hub Amenities Toolkit



Long- and Short-Term Secure Bike Parking

Description

Offering people safe, secure, and convenient places to park and lock up their bikes helps encourage bicycling as a transportation choice for short trips. This is especially true for people biking to and from transit stops. Mobility hubs can offer bicyclists a variety of bike parking options near transit, which provide transit riders with an alternative to bringing their bikes onto transit, which is particularly challenging for crowded transit systems. Convenient bicycle parking at mobility hubs integrated with transit helps support bicycling as a mode of transit.

connection, which can lead to higher transit ridership and an increasing shift from driving alone.

Cost Per Unit: \$ \$ \$ \$ \$

Features

- ✓ Bike lockers or secure racks
- ✓ Real-time information on available bike parking integrated into a universal transportation account/mobility as a service account

Add recommendations for “covered bike parking” (i.e. secure racks under a canopy or overhang so that parked bikes are protected from rain). Note that this is separate from “bike lockers” which have a high barrier to entry (fee-based, subscription-based).

Implementation

- Bicycle parking demand near transit stations
- Bike parking pricing. Bike parking fees can be charged on a daily basis or on a long-term subscription.
- Options for low-income users
- Integrate into other station amenities such as supportive retail or parking to increase visibility and reduce stigma.
- Fee integration with universal transportation/fare account
- Consider bike parking/locker design to accommodate a variety of bike sizes

Add recommendations to simplify and improve the usability of the BikeLink lockers. Many users have complained that the app is buggy and difficult to use.

Examples

Marin County, CA

Select SMART stations offer U rack bike parking as well as high security storage lockers for bikes. Bike lockers and require an account to use. Users can access lockers with a Clipper card, which can be used to pay for locker access.

Technology Integration Requirements

- Power source for electronic bike parking/lockers

Typical Implementation Setting

- All transit hubs



Source: Kimley-Horn