

3.14 Transportation

This section describes the regulatory and environmental settings for transportation resources in the vicinity of the proposed Larkspur Ferry Service Expansion and Parking Project (Project). It also describes the impacts on transportation resources that would result from implementing the proposed Project alternatives, along with the mitigation measures that would reduce significant impacts, where feasible and appropriate. Impacts associated with the No-Project Alternative are discussed in Chapter 5, Alternatives to the Project.

3.14.1 Existing Conditions

3.14.1.1 Regulatory Setting

The Golden Gate Bridge, Highway and Transportation District (District), as the owner of the Larkspur Ferry Terminal (LFT), is the California Environmental Quality Act (CEQA) Lead Agency for the Project and has prepared this Draft Environmental Impact Report to evaluate potential impacts and identify required mitigation to avoid or reduce potentially significant impacts. The federal, state, and regional and local regulations applicable to the Project are provided in this section.

Federal

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 (revised 2010) is a landmark civil rights law that prohibits discrimination based on disability. Titles I, II, III, and V of the act have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix 3.3-A to Part 36 (Standards for Accessible Design; DOJ 2010), which establishes minimum standards for ensuring accessibility for the disabled when designing and constructing a new facility or altering an existing facility, including roadways, parking lots, and sidewalks.

State

Senate Bill 743

Senate Bill (SB) 743 changed the way public agencies evaluate the transportation impacts of projects under CEQA, recognizing that road congestion or delays to vehicles, while potentially inconvenient to drivers, do not constitute an environmental impact. Under SB 743, the Office of Land Use and Climate Innovation (LCI), formerly known as the Governor’s Office of Planning and Research, established vehicle miles traveled (VMT) as the preferred metric for measuring transportation impacts under CEQA, replacing vehicle level of service (LOS) and similar congestion-based measures as the primary metric. However, the legislation does not preclude local jurisdictions from continuing to use LOS or other locally appropriate operational metrics for planning, engineering, or policy purposes outside of the CEQA process.

While SB 743 primarily focuses on residential, office, and retail development projects because they have the greatest influence on VMT, the legislation also provides guidance for the review of transportation projects under CEQA. Transportation projects that may induce additional vehicle travel are required to evaluate and document the increase in VMT. However, transportation projects that increase roadway

capacity while substantially improving conditions for pedestrians, bicyclists, and where applicable, transit users are not likely to result in a substantial or measurable increase in vehicle travel. In particular, transit and active transportation projects are generally presumed to reduce VMT and therefore are typically considered to have a less-than-significant transportation impact under CEQA. LCI guidance also identifies improving or increasing access to public transit as a potential mitigation strategy for reducing VMT impacts.

California Department of Transportation (Caltrans) has developed the *Transportation Analysis under CEQA* (2024b) and *Transportation Analysis Framework* (2024c) to address VMT impacts on the State Highway System consistent with the requirements of SB 743 and the LCI Technical Advisory. Under SB 743, Caltrans no longer considers that automobile delay or roadway congestion constitute a significant impact under CEQA. The *Transportation Analysis under CEQA* provides guidance for evaluating transportation impacts and making CEQA significance determinations for projects affecting the State Highway System, while the *Transportation Analysis Framework* outlines Caltrans' preferred methodologies for analyzing the VMT impacts in various contexts, with particular emphasis on roadway capacity expansion projects (Caltrans 2024b, 2024c).

Caltrans Local Development Review Safety Review

Caltrans adopted the Local Development Review Safety Review Practitioner's Guidance in 2024 to provide a framework for evaluating potential safety impacts of land use and transportation projects affecting the State Highway System. The guidance supports Caltrans' goal of eliminating traffic-related fatalities and serious injuries by 2050 and complements the transportation impact analysis process under CEQA.

The guidance identifies circumstances under which a safety review may be required for projects that generate additional trips on the State Highway System and includes specific procedures for evaluating freeway exit-ramp queue spillback conditions. A safety review may be warranted when project-generated traffic adds two or more vehicle lengths to an off-ramp queue that extends beyond the available ramp storage and onto the freeway mainline, particularly where no such queue exists under baseline conditions. Caltrans recommends evaluating the speed differential between queued vehicles and freeway traffic during the period of queue overflow. The guidance identifies a potential safety concern when the speed differential is 30 miles per hour or greater because larger speed differentials may increase the severity of rear-end collisions. Where potential safety impacts are identified, Caltrans may recommend operational improvements, transportation demand management measures, transit improvements, or other strategies intended to reduce Project-related safety risks and minimize queue spillback onto the freeway mainline.

Regional and Local

Plan Bay Area 2050+

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area, including Marin County and the City of Larkspur. MTC, in partnership with the Association of Bay Area Governments (ABAG), prepares and periodically updates the Bay Area's regional transportation plan and sustainable communities strategy.

Plan Bay Area 2050+ (MTC and ABAG 2026) was adopted in March 2026 and establishes the region's long-range transportation and land use vision through 2050. The plan identifies strategies and policies to improve access to opportunity, reduce greenhouse gas emissions, support more frequent and reliable transit service, and enhance safety for people walking and bicycling. Transportation strategies relevant to the proposed Project include enhancing transit frequency, capacity, and reliability (Strategy T11) and expanding transit services throughout the region (Strategy T12).

Plan Bay Area 2050+ (MTC and ABAG 2026) identifies ferry-related investments serving LFT, including new ferry service between Larkspur and San Francisco's Mission Bay, and improvements to existing Larkspur-San Francisco ferry service, such as potential frequency upgrades. These improvements are included among the region's prioritized long-range transportation investments anticipated through 2050 and provide a framework for future funding, project development, and regulatory review.

Plan Bay Area 2050+ serves as a regional policy and investment roadmap; it does not, by itself, fund specific projects or alter local land use authority (MTC and ABAG 2026). Local jurisdictions retain responsibility for land use decisions, while individual transportation projects identified in the plan would require separate funding decisions, project-level planning, design, environmental review, and approvals before implementation.

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) coordinates and funds transportation projects and programs throughout Marin County to improve mobility for all users, including roadway, highway, transit, bicycle, pedestrian, Safe Routes to Schools, and transportation demand management (TDM) improvements.

Congestion Management Plan 2021

As the Congestion Management Agency for Marin County, TAM maintains the countywide Congestion Management Program (CMP), which establishes minimum LOS standards for designated facilities in the CMP network. This policy pre-dates VMT analysis and continues to apply to transportation facilities in counties that have not chosen to opt out. Level of service is reported in grades from A to F, with A being the least amount of congestion and F representing heavy congestion. The 2021 CMP identifies minimum of LOS D for urban and suburban arterials and LOS E for freeways, including United States Highway 101 (US 101) and Interstate 580 (I-580).

In the vicinity of the LFT, East Sir Francis Drake Boulevard is part of the CMP network. According to the 2021 CMP, East Sir Francis Drake Boulevard between US 101 and Larkspur Landing Circle currently operates at LOS B eastbound and LOS C westbound during the PM peak period. This segment is considered to satisfy the applicable minimum LOS standard, and no deficiency actions are identified for this location.

Getting Around Marin – Strategic Vision Plan

TAM's *Getting Around Marin – Strategic Vision Plan*, updated in 2017, presents a long-term vision for Marin County's transportation system based on input from transportation users, service providers, and local jurisdictions. The plan is organized around three guiding principles that support a strong economy by improving access for residents, visitors, and workers; promoting equity by ensuring transportation is accessible, affordable, and convenient; and advancing sustainability by providing travel choices that reduce reliance on driving alone.

Strategies and programs relevant to the LFT include increasing ferry service; expanding park-and-ride opportunities to support carpooling and transit trips to San Francisco; providing safe and accessible pathways to transit; improving first- and last-mile connections to regional transit services, such as Sonoma-Marín Area Rail Transit (SMART) and ferry service; and protecting transportation assets from sea-level rise.

Marin Countywide Transportation Plan 2050

The Marin Countywide Transportation Plan 2050 (CTP 2050), adopted December 2024, combines two previously separate planning efforts: the Marin Countywide Transportation Plan and the Countywide Community-Based Transportation Plan; TAM previously prepared Community-Based Transportation Plans (CBTPs) for equity priority communities in Marin City, San Rafael, and Novato, and the Countywide CBTP builds on that and establishes a holistic approach towards transportation equity on a countywide scale that's fully integrated into the CTP 2050. The plan is based on MTC's County Transportation Plan guidelines for countywide transportation plans and is intended to align local, regional, and state transportation policies and priorities.

CTP 2050 identifies strategies to advance a safe, equitable, and sustainable transportation system in Marin County. One relevant regional strategy supports coordinated regional connectivity through freeway, bridge, rail, and ferry connections serving multiple travel modes and linking Marin County with surrounding counties. The Project is identified as an exemplary project supporting this regional connectivity strategy.

Marin County Mobility Hub Plan

The Marin County Mobility Hub Plan (MHP), adopted September 2026, supports Marin County's implementation of the Transit-Oriented Communities (TOC) Policy adopted by MTC in 2022. The TOC policy identified nine Tier 4 transit service areas, applying a 1/2-mile radius around regional rail and ferry terminals or stations, including the Larkspur Ferry Terminal and Larkspur SMART Station. The MHP aligns with the Accessible and Walkable Communities strategy in the CTP and is an implementation activity of the CTP.

The MHP identifies strategies to improve access to the Larkspur Ferry Terminal and the Larkspur SMART Station. These include improving connectivity between the Larkspur Ferry Terminal and Larkspur SMART Station, including improving pedestrian and bicycle connectivity, wayfinding and improving transit reliability for bus connections. The MHP references the Project and examines expansion of landside access and forecast future traffic circulation from increased ferry demand.

City of Larkspur 2040 General Plan

The City of Larkspur 2040 General Plan was adopted in September 2024 by the City of Larkspur and establishes the City's long-term vision for future growth. The Circulation Chapter reaffirms the City's commitment to a balanced, multimodal transportation system that serves the needs of all users through an integrated network of roadways, bicycle facilities, pedestrian paths, public transit, and TDM programs (City of Larkspur 2024).

The Circulation Chapter considers local travel patterns, roadway constraints, and multimodal access needs for future conditions analysis. While regional and state transportation planning increasingly focuses on VMT as the primary measure of transportation impact under CEQA, LOS analysis remains relevant in Larkspur for evaluating local circulation, roadway operations, and the potential effects of significant development projects. Relevant policies and principles identified in the *City of Larkspur 2040 General Plan* include (City of Larkspur 2024):

Policy CIR-2.2: Sir Francis Drake Boulevard and East Sir Francis Drake Boulevard shall not be widened to allow additional through traffic lanes.

- Action Program CIR-2.2.a: Actively cooperate with the County of Marin to seek workable capacity improvements to the portion of Sir Francis Drake Boulevard in the County's jurisdiction that are not disruptive to the community.

Policy CIR-3.2: Where feasible, given the needs of all users listed in Policy CIR-3.1, maintain standards for acceptable traffic LOS during peak periods. Where these standards cannot be feasibly maintained due to new traffic generated by a proposed project, require other measures to reduce peak traffic and/or reduce the VMT generated by the new development.

- Action Program CIR-3.2.a: Strive to maintain no less than LOS at the D level for signalized and unsignalized intersections by using planning procedures defined in up-to-date releases from the Transportation Research Board. The City acknowledges that in 2020, LOS E or lower exists during the PM peak hour at the East Sir Francis Drake Boulevard/Larkspur Landing West intersection and that most measures that would alleviate traffic congestion there would not be desirable.
- Action Program CIR-3.2.b: When maintaining an acceptable LOS at an intersection is not feasible, the City will consider requiring new projects to provide offsite mitigations, such as a TDM program; ridesharing programs; SMART, ferry, and bus vouchers for employees; jitney/van connections to mass transit stops; yellow school bus programs; bicycle and pedestrian facilities listed in the City's BPMP [Bicycle and Pedestrian Master Plan]; and other alternative transportation (refer to additional discussion of transportation alternatives under Goal 6).

Policy CIR-4.2: Require a traffic impact analysis for any project generating significant additional PM peak hour trips to prevent a significant increase in peak-hour traffic on City arterials.

Policy CIR-4.5: Establish parking requirements for vehicles and bicycles and for parking programs that enhance local economic vitality and manage parking demand and capacity and avoid, where possible, impacts on surrounding residential neighborhoods.

- Action Program CIR-4.5.b: Update regulations that incorporate effective parking management strategies and best practices (for example, allow shared and reciprocal use of public and private parking spaces that serve more than a single location or use).
- Action Program CIR-4.5.e: Per the *City of Larkspur Bicycle and Pedestrian Master Plan*, ensure provision of secure bicycle parking downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational areas (City of Larkspur 2017).

Policy CIR-4.6: Strive to reduce the amount of land and infrastructure devoted to parking through such measures as development of consolidated parking facilities, the application of shared parking for mixed-use developments, car share programs, alternative investment in bike and pedestrian facilities, and the implementation of transportation demand management programs to reduce parking demand.

Policy CIR-6.4: Encourage increased transit service and ridership and other innovative programs and alternative transportation solutions to reduce single occupancy vehicle use.

- Action Program CIR-6.4.f: Cooperate with the transit agencies to provide amenities at transit stops, such as benches, shelters, lights, maps, and bicycle parking.
- Action Program CIR-6.5-g: Encourage shared-ride and jitney services to and from transportation terminals.

Policy CIR-6.5: Cooperate with TAM, SMART, the County of Marin, and any other agencies to support the development of a rail transit corridor and associated multiuse path to Larkspur Landing and ensure impacts on Larkspur are appropriately studied and mitigated.

Policy CIR-6.7: Encourage continuation of the LFT at its present site.

- Action Program CIR-6.7.a: Support improvement of bicycle and pedestrian connectivity between the planned Larkspur SMART Station and the ferry terminal.

Policy CIR-6.8: Support the development of park-and-ride facilities in Larkspur along transit routes.

Action Program CIR-6.8.a: Coordinate with Caltrans, Marin County, and the transit agencies to expand opportunities for park-and-ride, shared-ride, and bicycle parking areas in or around Larkspur, particularly in conjunction with any reconfiguration of interchanges and on- and off-ramps.

- Action Program CIR-6.8.b: Work with transit operators to resolve parking difficulties through designation of parking facilities controls as needed.

City of Larkspur Bicycle and Pedestrian Master Plan

The *City of Larkspur Bicycle and Pedestrian Master Plan* was updated in 2017 by the City of Larkspur. The plan identifies bicycle and pedestrian improvements intended to enhance safety, close gaps in the active transportation network, and improve access to key local and regional destinations, including the LFT, SMART station, surrounding commercial areas, and nearby residential neighborhoods.

In the vicinity of the LFT, the plan recommends the following projects:

- **3A North Segment (off-ramp):** Corte Madera Creek bridge widening between US 101 overcrossing (Lucky Drive bicycle and pedestrian bridge) and the Central Marin Ferry Connection (bridge over East Sir Francis Drake Boulevard connecting to SMART station). This project created a new multiuse path between the Lucky Drive bridge and the US 101 northbound off-ramp and widened the existing path on the northbound off-ramp to current standards. The project was completed in 2022.
- **3B South Segment:** This project will connect Redwood Highway at Wornum Drive to the north-south path on top of the levee and the new Corte Madera Creek Crossing (project 3C). There is an existing informal path. The project is funded and is in preliminary design.
- **3C North Segment (new Corte Madera Creek Crossing):** A new bridge is proposed on the site of a disused railway bridge. It would connect between the levee path south segment (project 3B) and the Central Marin Ferry Connection (bridge over East Sir Francis Drake Boulevard connecting to the SMART station). The project is currently unfunded and subject to feasibility analysis.

City of Larkspur Municipal Code

Section 18.14 of the *City of Larkspur Municipal Code* includes provisions intended to support the goals and objectives of the General Plan (City of Larkspur 2024), including preserving the historic character of the community by avoiding disruption to neighborhoods from through traffic.

The Municipal Code defines “acceptable level of service” for most signalized intersections on the primary circulation system as LOS D during peak-hour conditions, as measured using the planning procedures in Transportation Research Circular 212 or its successor. The Municipal Code also recognizes that the following intersections currently operate at LOS E or F and should not be improved if the improvements would cause undesirable community impacts on the following:

- Sir Francis Drake Boulevard at Eliseo Drive
- Sir Francis Drake Boulevard at La Cuesta Drive
- Sir Francis Drake Boulevard at Bon Air Road

3.14.2 Environmental Setting

This section describes the existing transportation setting near the LFT. The discussion summarizes the roadway network, transit service, and pedestrian and bicycle facilities that provide access to and from the terminal. It also describes passenger loading areas and parking conditions in the terminal.

Street System

The LFT is along the western shoreline of the San Francisco Bay, east of US 101 and south of the US 101/I-580 interchange in San Rafael. East Sir Francis Drake Boulevard provides direct access to the ferry terminal and to both US 101 and I-580 freeway ramps.

US 101 is a north–south freeway extending from Los Angeles through the San Francisco Bay Area and continuing north to the Pacific Northwest. In the vicinity of the LFT, US 101 generally provides four lanes in each direction.

I-580 is an east–west highway extending from the US 101/I-580 interchange in San Rafael through the East Bay toward the Central Valley. In the vicinity of the LFT, I-580 has four lanes in each direction.

East Sir Francis Drake Boulevard is an east–west road extending between US 101 and I-580 in Larkspur. East Sir Francis Drake Boulevard becomes Sir Francis Drake Boulevard west of US 101 extending to West Marin. East Sir Francis Drake Boulevard has two travel lanes in each direction and provides direct access to the LFT. There are sidewalks on the north side of the street and a shared pedestrian/bicycle path on the south side adjacent to the ferry terminal.

Larkspur Landing Circle is a half-mile-long circular roadway serving the Larkspur Landing commercial area. It provides one travel lane in each direction and a bicycle route identified by pavement markings and supported by a designation in the City's 2017 *Bicycle and Pedestrian Master Plan*.

Transit Network and Service

The LFT is a regional multimodal hub served by ferry, bus, rail, shuttle, paratransit, and private transportation providers. Golden Gate Ferry provides ferry service between Larkspur and San Francisco. Golden Gate Transit and Marin Transit provide bus service in the vicinity of the terminal. SMART provides rail service to the Larkspur SMART Station, located north of Sir East Francis Drake Boulevard. Additional services include the Muir Woods Shuttle, Marin Airporter, Marin Access Paratransit, and occasional charter or tour buses.

Bus stops are provided at two locations for passengers transferring between ferries and ground transportation. A bus boarding island north of the ferry terminal primarily serves paratransit vehicles, Muir Woods Shuttle, and other intermittent shuttle activity. A bus stop on East Sir Francis Drake Boulevard, approximately 850 feet from the ferry terminal, serves fixed-route transit provided by Golden Gate Transit, Marin Transit, and Marin Airporter. Existing transit service is summarized in Table 3.14-1.

Golden Gate Transit and Golden Gate Ferry

Golden Gate Ferry operates ferry service between the LFT and the San Francisco Ferry Building. As of October 2025 (during which month the ferry transported a normal patron load), the Larkspur Ferry route carries approximately 3,600 passengers on a typical weekday. In addition, Golden Gate Transit operates Route 132, providing an early morning southbound trip from the terminal to San Francisco.

Marin Transit

Marin Transit operates fixed-route bus and paratransit services in the vicinity of the ferry terminal. Fixed-route bus services stop at the East Sir Francis Drake Boulevard/Larkspur Landing Circle intersection, approximately 850 feet from the ferry terminal. Paratransit service uses the bus boarding island north of the terminal.

SMART

SMART operates commuter rail service between Larkspur and Windsor, with planned future extensions to Healdsburg and Cloverdale. The Larkspur SMART Station is north of East Sir Francis Drake Boulevard, approximately 2,500 feet from the ferry terminal, and is connected to the terminal via a dedicated pedestrian pathway. SMART schedules are generally coordinated with Golden Gate Ferry arrival and departure times to facilitate timed transfers between rail and ferry services.

SMART also operates a service called "SMART Connect" that shuttles customers between the SMART Train terminus and the ferry terminal. The fare is \$1.50 each way for adults, 75 cents for disabled adults, and free for youth (0 to 18 years old) and seniors (65 years and older). The service reduces the barrier to transferring between the two transit systems by bridging the 0.4-mile walk.

Private Shuttles

Several specialized transportation providers also serve the terminal area. Marin Airporter provides scheduled airport shuttle service between Marin County and San Francisco International Airport and serves the East Sir Francis Drake Boulevard/Larkspur Landing Circle stop. The seasonal Muir Woods Shuttle also operates from the terminal area. In addition, tour buses, charter buses, and other occasional shuttle services may use the terminal's bus boarding facilities.

Table 3.14-1. Summary of Existing Larkspur Ferry Terminal Transit Service

Route	Hours of Operation	Headway	Service Area
Larkspur Ferry	5:45 AM and 8:30 PM	40 to 100 minutes	Larkspur and San Francisco
GGT 132	5:16 AM	Once a day	San Anselmo, San Rafael, Larkspur, Tiburon, San Francisco
MT 17	6:30 AM to 10:30 PM	60 minutes	San Rafael, Mill Valley, Marin City, Sausalito (only stops at LFT between 9:16 PM and 11:16 PM)
MT 228	6:30 AM to 7:30 PM	60 minutes	San Rafael, Greenbrae, Marin General, College, San Anselmo, Manor
Marin Access Paratransit	5:00 AM to 11:00 PM	On demand	Local and Regional
Muir Woods	8:00 AM to 6:30 PM	20 to 30 minutes (seasonal)	Larkspur and Muir Woods National Monument
SMART	4:00 AM to 11:00 PM	32 to 64 minutes	Larkspur, Windsor, Santa Rosa, Rohnert Park, Cotati, Petaluma

Route	Hours of Operation	Headway	Service Area
SMART Connect	Monday to Friday: 7:15 AM to 12:45 PM and 1:45 PM – 6:15 PM Saturday to Sunday: 8:30 AM – 1:00 PM and 2:00 PM – 7:30 PM	On-demand	SMART Larkspur station, Larkspur Ferry Terminal, and the surrounding Larkspur Landing area Weekends include The Village and Town Center shopping malls in Corte Madera
Marin Airporter	4:00 AM to 11:00 PM	30 to 60 minutes	Marin County and San Francisco International Airport

Source: *Transportation Impact Analysis Report* (Appendix G)

GGT = Golden Gate Transit

MT = Marin Transit

Pedestrian Facilities

Pedestrian facilities in the vicinity of the LFT include sidewalks, crosswalks, multiuse paths, and pedestrian overcrossings. These facilities support walking trips between the ferry terminal, nearby bus stops, the SMART station, Larkspur Landing commercial area, and parking facilities.

East Sir Francis Drake Boulevard has continuous sidewalks on the north side and a shared pedestrian/bicycle path along the south side adjacent to the ferry terminal site. Pedestrians traveling from the north side of East Sir Francis Drake Boulevard to the ferry terminal can use three primary crossings: the Cal Park Hill Pathway overcrossing connecting the Larkspur SMART Station to the south side of East Sir Francis Drake Boulevard, the at-grade signalized crossing at the Sir Francis Drake Boulevard/Larkspur Landing Circle intersection, and the pedestrian overcrossing connecting the Larkspur Landing commercial area to the ferry terminal.

At the East Sir Francis Drake Boulevard/Larkspur Landing Circle intersection, high-visibility crosswalks are provided on the north, east, and south legs of the intersection, with pedestrian signal heads and push buttons and curb ramps.

Bicycle Facilities

Bicycle facilities serving the terminal include regional shared-use paths, local bicycle routes, bicycle parking facilities, and onboard ferry bicycle accommodations. The *City of Larkspur Bicycle and Pedestrian Master Plan* recognizes the following bicycle facility classifications (City of Larkspur 2017):

- Class I Bikeway, typically called a shared-use path, provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.
- Class II Bikeway, often referred to as a bicycle lane, provides a striped and stenciled lane for one-way bicycle travel on a street or highway.
- Class III Bikeway, generally referred to as a bicycle route, provides shared-use with motor vehicle traffic and is identified only by signing or pavement markings.
- Class IV Bikeway, often referred to as a protected bicycle lane or bicycle track, is within a street or highway right-of-way, provides a designated area for one-way or two-way bicycle travel, and offers

physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical elements.

East Sir Francis Drake Boulevard provides shared pedestrian and bicycle access (Class I) along the south side adjacent to the ferry terminal, where two-way bicycle travel is allowed. From East Sir Francis Drake Boulevard, two-way bicycle facilities (Class IV) along the west and south perimeter of the ferry terminal parking lot provide direct access to the ferry terminal. The pedestrian overcrossings connecting the SMART station (Cal Park Hill Parkway, Class I) and Larkspur Landing commercial area (Class I) to the ferry terminal also allow bicycle access. A bicycle route (Class III) is provided along Larkspur Landing Circle.

The terminal currently provides approximately 140 bicycle parking spaces, including both bicycle racks on the sidewalk outside the terminal and more secure bicycle parking within the terminal boarding area. Each catamaran ferry vessel also provides approximately 30 onboard bicycle parking spaces. In addition, Redwood Bikeshare, a regional bikeshare system serving North Bay communities, maintains a bikeshare station at the terminal.

Passenger Loading and Parking

Passenger loading activities are accommodated along the curb south of the terminal. The existing loading area includes approximately 145 feet of white curb, consisting of one 95-foot segment and one 50-foot segment separated by a crosswalk. The curb is designated for passenger pickup and drop-off activities, with a posted 10-minute time limit, and is used by private vehicles, taxis, and transportation network companies such as Uber and Lyft.

The Main Lot adjacent to the ferry terminal provides approximately 1,808 parking spaces, including 28 ADA-accessible spaces and 30 carpool-designated spaces. An overflow parking lot (the North Lot) near the Larkspur SMART Station provides approximately 215 additional spaces.

3.14.3 Environmental Impacts

This section describes the transportation impacts of the project alternatives. It describes the thresholds used to determine whether an impact would be significant and the methods used to evaluate the impacts. Measures to mitigate significant impacts are provided, where appropriate.

3.14.3.1 Thresholds of Significance

The following State CEQA Guidelines Appendix G thresholds identify significance criteria to be considered for determining whether a project could have significant impacts related to transportation and traffic.

Would the proposed Project do the following:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)
- Substantially increase hazards because of a geometric design feature (such as sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?
- Result in inadequate emergency access?

State CEQA Guidelines Section 15064.3, Subdivision (b), refers to guidelines relating to analyzing potential impacts using VMT as a threshold of significance. These guidelines went into effect in the City of

Larkspur on January 24, 2024. Therefore, a detailed discussion of LOS and traffic congestion is not included in this analysis but is provided in the *Transportation Summary Report* prepared for the proposed Project (Appendix C). LOS and traffic congestion are only discussed in this analysis when changes associated with the proposed Project may conflict with any applicable transportation plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating congestion impacts.

3.14.3.2 Methodology and Approach

Transportation impacts were evaluated using forecasts of future travel demand for each access mode, VMT, and freeway exit-ramp queuing analysis. These analyses were conducted for 2035 and 2050 conditions for the No-Project Alternative and the Build Alternatives, detailed information can be found in the *Transportation Impact Analysis Report* completed for the proposed Project (Appendix G).

Travel Demand

Future travel demand was estimated using a combination of regional travel demand modeling, ferry passenger survey data, observed terminal operations, and Project-specific assumptions regarding ferry service levels, parking supply, and multimodal access improvements. A detailed description of travel demand assumptions and results can be found in the *Transportation Impact Analysis Report* completed for the proposed Project (Appendix G).

Ridership Demand Forecast

Future ferry ridership was estimated using the TAM travel demand model, which incorporates projected population and employment growth; travel behavior assumptions, including future work-from-home trends; and transportation network conditions.

The ferry ridership forecast was developed for Year 2050 and then prorated for Year 2035 based on anticipated growth patterns and future congestion levels in the Golden Gate Bridge corridor. The 2050 TAM model indicates that, among all person trips between Marin and Sonoma Counties and San Francisco, approximately 82% are projected to travel by private vehicle across the Golden Gate Bridge, 12% are expected to use the Larkspur Ferry, and the remaining 6% are projected to use Golden Gate Transit bus service or other ferry routes. Based on these forecasts, unconstrained daily Larkspur Ferry ridership is projected to reach approximately 7,500 passengers in 2035 and 17,600 passengers in 2050.

Mode of Arrival

Future passenger access to the terminal was estimated using existing mode of arrival data and anticipated travel behavior changes for each alternative. Existing mode of arrival conditions were established using a ferry passenger survey conducted in September 2024. The survey collected information on how passengers traveled to and from the terminal and was supplemented with observed parking use, passenger loading activity, SMART transfer data, bicycle parking counts, onboard bicycle counts, and ferry ridership data. The resulting mode shares were used as the baseline for forecasting future access patterns.

Future mode shares were developed by considering both planned background improvements and alternative-specific improvements. Background assumptions included regional bicycle and pedestrian network enhancements, expansion of SMART rail service, regional transit fare integration, Marin Transit service improvements, and planned housing growth in the North Bay from the Metropolitan Transportation Commission and Association of Bay Area Governments (including 29,000 new homes in Marin and Sonoma Counties by 2031).

Build Alternative-specific improvements will affect future mode of arrival estimates because access to the terminal is expected to vary depending on the availability of parking, transit connections, bicycle facilities, and TDM measures. The No-Project Alternative, which is considered baseline for the traffic analysis, assumes no substantial Project-specific improvements beyond planned background transportation projects and that the existing parking constraints are retained. Alternative 1 emphasizes expanded parking capacity through construction of parking garages and includes limited multimodal and TDM improvements. Alternative 2 combines expanded parking capacity with additional bicycle, pedestrian, transit, and shuttle improvements intended to increase the use of alternative modes..

Daily ridership is also expected to vary by alternative. In 2035, all Project Build Alternatives are anticipated to meet the full ridership demand, while daily ridership for the No-Project Alternative would be constrained at approximately 7,130 daily passengers because of limited terminal access capacity. In 2050, similarly, ferry ridership under the No-Project Alternative is expected to be constrained at approximately 8,800 daily passengers, which is approximately half of the projected unconstrained ridership demand in 2050.

Tables 3.14-2 and 3.14-3 summarize the existing mode of arrival and estimated mode of arrival for 2035 and 2050 conditions, respectively. Table 3.14-4 includes the resulting project vehicle trips during the AM and PM peak hours for each Build Alternative.

Table 3.14-2. 2035 Mode of Arrival and Daily Ridership

Mode	Existing	No-Project Alternative	Alternative 1	Alternative 2
Park	73.0%	67.9%	69.5%	68.0%
Drop-Off	6.5%	6.9%	6.5%	6.5%
Bike/Scooter	9.0%	10.4%	9.8%	10.8%
SMART	8.0%	9.0%	8.5%	8.5%
Bus	1.0%	3.2%	3.0%	3.5%
Walk	2.5%	2.8%	2.7%	2.7%
Total	100.0%	100.0%	100.0%	100.0%
Daily Ridership	3,600	7,130	7,500	7,500

Source: *Transportation Impact Analysis Report* (Appendix G)

Table 3.14-3. 2050 Mode of Arrival and Daily Ridership

Mode	Existing	No-Project Alternative	Alternative 1	Alternative 2
Park	73.0%	56.5%	65.0%	56.0%
Drop-Off	6.5%	7.5%	6.5%	7.0%
Bike/Scooter	9.0%	14.5%	11.0%	13.0%
SMART	8.0%	11.5%	9.5%	10.0%
Bus	1.0%	6.0%	5.0%	11.0%
Walk	2.5%	4.0%	3.0%	3.0%
Total	100.0%	100.0%	100.0%	100.0%
Daily Ridership	3,600	8,800	17,600	17,600

Source: *Transportation Impact Analysis Report* (Appendix G)

Table 3.14-4. Peak-Hour Vehicle Trips

Peak Hour	Direction ^[a]	No-Project Alternative	Alternative 1	Alternative 2
AM Peak Hour	Inbound	826	896	862
	Outbound	110	125	125
PM Peak Hour	Inbound	91	91	91
	Outbound	605	693	663
AM Peak Hour	Inbound	851	1,229	1,163
	Outbound	134	205	225
PM Peak Hour	Inbound	116	217	248
	Outbound	540	1,356	1,118

^[a] Vehicle trips include drive-and-park trips, passenger pick-up/drop-off trips, and Golden Gate Transit bus trips. Drive-and-park trips were counted in one direction only, while pickup/drop-off and transit vehicle trips were counted in both directions.

Source: *Transportation Impact Analysis Report* (Appendix G)

Trip Distribution and Assignment

Project vehicle trips were distributed using origin-destination data from the TAM travel demand model and cross-checked using results from the 2024 ferry passenger survey. Both data sources indicate that approximately one-third of ferry passengers originate from communities more than 6 miles from the terminal, including Novato, Petaluma, Santa Rosa, Rohnert Park, and other Sonoma County communities. The remaining two-thirds originate from communities closer to the terminal, including San Rafael, Larkspur, Corte Madera, Greenbrae, Fairfax, San Anselmo, Kentfield, and Mill Valley.

Based on the travel demand model and observed travel patterns, approximately 72% of ferry-related vehicle trips are projected to access the terminal via US 101 from the north, 6% via US 101 from the south, 20% via Sir Francis Drake Boulevard west of US 101, and the remaining 2% from areas east of the terminal. The distribution of parking demand between the Main Lot and North Lot was also considered, with approximately 10% to 15% of drivers assumed to use the North Lot, depending on the parking supply available under each alternative.

Project vehicle trips were assigned to the Project roadway network and Project intersections based on the distribution assumptions described previously. These project vehicle trips for each alternative are provided in the *Transportation Impact Analysis Report* (Appendix G).

Vehicle Miles Traveled Analysis

VMT was estimated using projected ferry ridership, mode of arrival assumptions, and trip distribution patterns developed as part of the travel demand analysis. Ferry access VMT was calculated by multiplying projected daily vehicle trips associated with ferry access by the average trip distance between ferry riders' origins and the terminal. Average trip distances were obtained from the TAM travel demand model.

For alternatives where forecast ferry demand could not be fully accommodated, riders unable to access the ferry system were assumed to drive directly to San Francisco. The additional automobile travel associated with these unmet ferry trips was included in the VMT calculation to estimate the net regional transportation effect of each alternative. Total daily VMT was calculated as the sum of VMT associated with terminal access trips and VMT associated with unmet ferry demand.

The average vehicle trip distance under existing conditions is approximately 9.6 miles, and it is projected to increase to approximately 11.6 miles in 2050. For 2035, the average trip distance was interpolated at approximately 10.2 miles. The additional driving distance from the terminal area to San Francisco is estimated at approximately 15.5 miles. Based on these assumptions, Tables 3.14-5 and 3.14-6 summarize projected daily ferry ridership, vehicle trips, and VMT for each alternative under 2035 and 2050 conditions, respectively.

In 2035, under the No-Project Alternative, limited terminal access capacity combined with today's limit on revenue ferry trips would constrain ferry ridership below forecast demand, resulting in a portion of potential ferry riders driving directly to San Francisco. Alternatives 1 and 2 would accommodate the full forecast ferry demand and reduce total regional VMT relative to the No-Project Alternative.

In 2050, under the No-Project Alternative, limited terminal access capacity and capped ferry trips would constrain ferry ridership at approximately half of the full ferry passenger demand, resulting in a substantial number of potential ferry riders instead driving directly to San Francisco. Alternatives 1 and 2 would accommodate the full ferry demand and substantially reduce regional VMT relative to the No-Project Alternative.

Table 3.14-5. 2035 Daily Vehicle Miles Traveled

Measure	No-Project Alternative	Alternative 1	Alternative 2
Ferry Ridership	7,130	7,500	7,500
Private Vehicle Trips to/from LFT	10,060	10,780	10,500
VMT to/from LFT	102,612	109,956	107,100
Transit Trip VMT	195	195	286
Unmet Ferry Ridership	370	N/A	N/A
VMT by Unmet Ferry Riders Driving Directly to San Francisco	9,509	N/A	N/A
Total VMT	112,316	110,151	107,386
VMT Reduction compared with No Project	N/A	2,165	4,930

Source: *Transportation Impact Analysis Report* (Appendix G)

N/A = not applicable

Table 3.14-6. 2050 Daily Vehicle Miles Traveled

Measure	No-Project Alternative	Alternative 1	Alternative 2
Ferry Ridership	8,800	17,600	17,600
Private Vehicle Trips to/from LFT	10,520	23,660	20,220
VMT to/from LFT	122,032	274,456	234,552
Unmet Ferry Ridership	8,800	0	0
Transit Trip VMT	195	364	1,406
VMT by Unmet Ferry Riders Driving Directly to San Francisco	238,480	N/A	N/A
Total VMT	360,707	274,820	235,958
VMT Reduction compared with No Project	N/A	85,887	124,749

Source: *Transportation Impact Analysis Report* (Appendix G)

3.14.3.2.1 Freeway Exit-Ramp Queuing Analysis

A focused queuing analysis was conducted for the US 101 southbound off-ramp at Sir Francis Drake Boulevard to evaluate whether Project-related traffic could cause queues to exceed the available off-ramp storage and extend onto the US 101 mainline.

More than 70% of Project-related vehicle trips are projected to originate from areas north of the LFT and would generally use US 101 to access the site. During the AM peak hour, these trips would exit the US 101 southbound off-ramp at access Sir Francis Drake Boulevard and proceed east to the ferry terminal. As a result, the Build Alternatives would increase volumes, thus potentially extending queues for the US 101 southbound off-ramp at the Sir Francis Drake Boulevard/US 101 southbound on- and off-ramp intersection. The queuing analysis was conducted using Synchro Version 12. The available storage length on the US 101 southbound off-ramp is approximately 1,150 feet. Although the off-ramp includes a free-flow right-turn lane to westbound Sir Francis Drake Boulevard, this movement is not controlled by the traffic signal at the ramp terminal and therefore was not considered part of the signal-controlled queue at the intersection because it does not materially add to the queue length.

Table 3.14-7 summarizes the 95th percentile queue length at the US 101 southbound off-ramp during the AM peak hour. Under all 2035 scenarios, and under the 2050 No-Project Alternative, projected queues would remain within the available off-ramp storage. Under the 2050 Alternative 1 and Alternative 2 scenarios, projected queues would exceed the available off-ramp storage.

Table 3.14-7. 95th Queue Length (feet) at US 101 Southbound Off-Ramp during AM Peak Period

Year	Storage	No-Project Alternative	Alternative 1	Alternative 2
2035	1,150	715	783	762
2050		1,122	1,521	1,416

Source: *Transportation Impact Analysis Report* (Appendix G)

3.14.3.3 Impacts

Project transportation impacts are substantively the same for both Build Alternatives. Within this section, impacts for Alternative 1 and Alternative 2 are discussed together as the Build Alternatives.

Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

Operation

Build Alternatives

Plan Bay Area 2050+ (MTC and ABAG 2026) supports reduced greenhouse gas emissions, increased transit frequency and capacity, and expanded transit service throughout the region. The Project would directly support these regional objectives by expanding ferry service between the City of Larkspur and San Francisco, improving access to regional transit, and enhancing multimodal access to the terminal. *Plan Bay Area 2050+* (MTC and ABAG 2026) also identifies improved ferry connections between the City of Larkspur and San Francisco; therefore, the Project would advance identified regional transit investment priorities.

TAM's *Getting Around Marin Strategic Vision Plan* supports increased ferry service, expanded park-and-ride opportunities, improved first- and last-mile connections to regional transit services, and safe and accessible pathways to transit (TAM 2017). The Project would support these objectives by expanding ferry capacity, providing parking capacity to accommodate ferry demand, and improving multimodal access to the terminal.

TAM's *CTP 2050*, adopted in 2024, supports coordinated regional connectivity through freeway, bridge, rail, and ferry connections serving multiple travel modes and linking Marin County with surrounding counties. The Project is specifically identified as an exemplary project supporting this regional connectivity strategy.

With respect to TAM's 2021 CMP, Sir Francis Drake Boulevard is part of the CMP network near the Project site. The CMP identifies LOS D as the minimum standard for arterials. It is anticipated that the traffic operations on Sir Francis Drake Boulevard would likely fall below the CMP LOS standard in the future with or without the Project depending on the horizon year and the project alternatives considered. As a result, the City may be subject to CMP monitoring requirements and development of deficiency plans, as applicable. However, the Project would not directly conflict with the objectives of the CMP because it is intended to improve regional transit access and support multimodal transportation connections to the LFT. In addition, while LOS continues to be used within the CMP framework for evaluating roadway operating conditions, transportation impacts under CEQA are now evaluated primarily using VMT pursuant to SB 743. Further, the source of congestion on East Sir Francis Drake Boulevard is not local traffic; it is regional traffic bypassing the US 101/I-580 interchange in San Rafael, and implementation of other planned projects are the proper means to alleviate this congestion.

The Project would generally be consistent with the circulation and transportation policies of the *City of Larkspur 2040 General Plan* (City of Larkspur 2024). As described in Chapter 2, Project Description, the Build Alternatives would both expand ferry service, increase bicycle parking, and provide multimodal access improvements to support expanded ferry ridership.

The Build Alternatives would provide additional parking capacity to accommodate anticipated ferry passenger demand while also incorporating multimodal access improvements. Alternative 2 would

provide additional feeder shuttle service, along with TDM measures intended to encourage ferry passengers to access the terminal by transit, bicycle, walking, shared-ride, or other non-drive-alone modes. Therefore, the Project would be consistent with Policies CIR-2.2, 4.5, 4.6, 6.4, 6.5, and 6.7.

The Build Alternatives would include construction of parking garages in the North Lot and Main Lot. These improvements would be consistent with Policy CIR-6.8, which supports development of park-and-ride facilities along transit routes and encourages coordination with transit agencies to expand opportunities for shared-ride facilities, bicycle parking, and parking management.

The Build Alternatives would increase localized vehicle traffic on Sir Francis Drake Boulevard (focused on the segment between the ferry terminal and the US 101 interchange), and intersections along the corridor may operate below the City's LOS standard under future conditions. However, the City acknowledges that certain constrained intersections already operate deficiently or may not be feasible to improve through traditional roadway capacity measures. In such cases, the General Plan (City of Larkspur 2024) identifies TDM programs, ridesharing, transit incentives, shuttle or van connections to transit, and bicycle and pedestrian improvements as appropriate measures. The Project's emphasis on ferry service expansion, multimodal access improvements, feeder shuttle service, bicycle and pedestrian improvements, parking management, and TDM would be consistent with this policy direction. Therefore, the Project would be consistent with Policy CIR-3.2.

The Project would be consistent with the regional transportation goals and strategies identified in *Plan Bay Area 2050+* (MTC and ABAG 2026), TAM's *CTP 2050* (TAM 2024), as well as local circulation and transportation policies in the *City of Larkspur 2040 General Plan* (City of Larkspur 2024). Therefore, the Project would not conflict with applicable local transportation plans and policies addressing transit, roadway, bicycle, or pedestrian circulation. The impact would be ***less than significant***. No mitigation required.

Construction

Build Alternatives

Construction of the Build Alternatives would be subject to applicable City of Larkspur requirements including encroachment permits and approval of Traffic Control Plans (TCPs). The TCPs would comply with the latest California Manual on Uniform Traffic Control Devices and include measures to maintain safe and efficient circulation for vehicles, pedestrians, and bicyclists during construction. The City may also require a Transportation Management Plan (TMP) to minimize construction-related delays and manage circulation. With implementation of these requirements, construction of the Build Alternatives would not conflict with applicable transportation plans, ordinances, or policies, and the impact would be ***less than significant***. No mitigation required.

Mitigation Measures

No mitigation is required.

Conflict or Be Inconsistent with CEQA Guidelines §15064.3, Subdivision (b)

Construction

Build Alternatives

Construction of the Build Alternatives would result in temporary increases in VMT associated with construction workers, material deliveries, equipment, and hauling activities. Construction would also temporarily displace parking at the LFT, particularly during Main Lot construction, which could affect travel patterns for ferry passengers. Although some passengers may travel farther to find alternative parking, others may shift to transit, carpooling, telework, or other travel options, potentially reducing VMT. Because these construction-related changes in travel and parking availability would be temporary and would cease upon completion of construction, they would not substantially affect long-term VMT. Therefore, the construction-related VMT impact would be *less than significant*. No mitigation required.

Operation

Build Alternatives

The City of Larkspur evaluates transportation impacts under CEQA using VMT consistent with State CEQA Guidelines Section 15064.3. Guidance from the LCI identifies transit and active transportation projects, as well as projects that improve access to public transit, as transportation improvements that generally reduce VMT and are therefore presumed to have a less-than-significant transportation impact under CEQA.

The Project would expand ferry service and improve access to the LFT through a combination of ferry service enhancements, parking improvements, bicycle and pedestrian access improvements, transit connections, and TDM measures. Accordingly, the Project is generally consistent with transportation projects that are expected to reduce regional VMT. Because the Project would increase localized vehicle activity to and from the terminal, including drive-and-park and pickup/drop-off trips, to provide a Project-specific evaluation, VMT was analyzed by comparing total VMT under each Build Alternative to the corresponding No-Project condition. VMT analysis methodology and results are presented in Section 3.14.2.2.

As summarized in Table 3.14-5, in 2035, compared with the No-Project Alternative, the Build Alternatives would each reduce total VMT by accommodating additional ferry trips that would otherwise occur as longer automobile trips to San Francisco. Similarly, according to Table 3.14-6, the Build Alternatives would each reduce total VMT compared with the No-Project Alternative.

Therefore, consistent with State CEQA Guidelines Section 15064.3, subdivision (b), the Project would not increase VMT, and the impact would be *less than significant*. No mitigation required.

Mitigation Measures

No mitigation is required.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

Construction

Build Alternatives

Construction of the Build Alternatives would temporarily alter vehicle, pedestrian, bicycle, and transit circulation within and around the LFT, potentially resulting in temporary conflicts with construction activities. A qualified traffic engineer would prepare a TMP and TCPs to safely manage circulation, minimize conflicts and delays, and maintain access for all roadway users and emergency responders. The plans would include appropriate traffic control, detours, signage, and construction management measures and would be subject to applicable agency review and approval. With implementation of the approved TMP/TCPs, construction activities would not substantially increase transportation hazards, and the impact would be *less than significant*. No mitigation required.

Operation

Build Alternatives

The Build Alternatives would improve pedestrian, bicycle, transit, and passenger loading access to the terminal. Proposed improvements include enhanced pedestrian connections between the North Lot and the ferry terminal, upgraded bicycle parking facilities, expanded passenger loading areas, designated transit loading space, and other multimodal access improvements intended to support increased ferry ridership. The Build Alternatives would also include parking garages in the Main Lot and North Lot. These facilities would be designed in accordance with applicable local and District standards and are intended to improve multimodal circulation, reduce conflicts among transportation modes, and enhance access to the terminal. In addition, they would not introduce hazardous conditions.

The Project would not substantially alter the overall roadway network or introduce unusual geometric design features. Access to the Main Lot, North Lot, and ferry terminal would continue to operate generally consistent with existing conditions using the existing terminal loop driveway and the Sir Francis Drake Boulevard/Larkspur Landing Circle West intersection. Under the Build Alternatives, parking garages would be ungated, and users would pay after parking, minimizing the potential for vehicle queues at garage entrances. Surface parking areas and circulation routes outside of the proposed parking garages would generally maintain existing circulation patterns.

A focused queuing analysis was conducted for the US 101 southbound off-ramp at Sir Francis Drake Boulevard to determine whether Project-related traffic could cause queues to extend beyond the available ramp storage and spill back onto the US 101 mainline.

The Project is expected to increase vehicle queues on westbound Sir Francisco Drake Boulevard leading to the US 101 northbound on-ramp during the PM peak hour. However, vehicle queuing on local streets is generally an operational condition related to congestion and delay and does not, by itself, create a safety hazard. Therefore, this section focuses on off-ramp queuing where spillback onto the freeway mainline could create potential safety concern.

The freeway ramp analysis methodology and results are presented in Section 3.14.2.2. Table 3.14-7 indicates that projected queues would remain within available off-ramp storage under all 2035 scenarios, and the No-Project Alternative in 2050. Under the Build Alternatives in 2050, projected queue lengths

would exceed the available storage length and could extend onto the US 101 mainline during the AM peak period. Although this queuing would generally coincide with periods of freeway mainline congestion, it is likely that at times the speed differential between the off-ramp and the mainline will exceed 30 miles per hour, thus exceeding the Caltrans safe speed differential threshold. Potential improvements to address queue spillback would be subject to Caltrans approval, and the District itself cannot undertake a project to mitigate the safety impact. No specific improvements have been identified at this time. Therefore, this impact is considered to be ***significant, unavoidable, and under the jurisdiction of others***.

Mitigation Measures

No mitigation required.

Result in Inadequate Emergency Access

Construction

Build Alternatives

Emergency responders would be notified in advance of construction activities that could affect roadway access, and emergency access routes and necessary detours would be coordinated during construction planning. Temporary traffic control measures would be designed to maintain emergency access during roadway closures. With these measures, construction activities would not result in inadequate emergency access, and the impact would be ***less than significant***. No mitigation required.

Operation

Build Alternatives

Access to the Main Lot and ferry terminal area would continue to operate as it does today, using the existing terminal loop driveway and the Sir Francis Drake Boulevard/Larkspur Landing Circle West intersection. Access to the North Lot would continue to be provided from Larkspur Landing Circle West. Under the Build Alternatives, the proposed parking garages would be designed to provide adequate emergency vehicle access in accordance with applicable fire and building code requirements, including appropriate vehicle turning clearance and vertical clearances for emergency response vehicles. Emergency access through the North Lot parking garage to the SMART station and parking lot would also be maintained.

The Project would not result in roadway closures or modifications that would substantially affect emergency access routes serving the project vicinity. Emergency response services are currently provided by Larkspur Fire Department Station 16 at 15 Barry Way in Greenbrae, the Central Marin Police Authority at 250 Doherty Drive in Larkspur, and Marin Health Medical Center at 250 Bon Air Road in Greenbrae. Emergency vehicles would continue to access the Project site from the surrounding roadway network, including US 101 and Sir Francis Drake Boulevard.

Although the Project would generate additional vehicle traffic associated with increased ferry ridership, it would not alter the surrounding roadway network, eliminate existing access points, or restrict emergency vehicle circulation in the project vicinity. Emergency vehicles would continue to have multiple access routes available during emergency response conditions, and the final design would be reviewed for compliance with applicable emergency access requirements.

Therefore, the Project would not affect emergency vehicle access or emergency response times, and impacts related to emergency access would be *less than significant*. No mitigation required.

Mitigation Measures

No mitigation required.