

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

Golden Gate Bridge, Highway and Transportation District



October 5, 2026

Contents

Acronyms and Abbreviations.....	v
1. Introduction	1-1
1.1 Project Description.....	1-1
1.2 Alternatives.....	1-1
1.2.1 No-Project Alternative	1-3
1.2.2 Alternative 1 – Expand Ferry Service with Future Parking Garages Built in Phases According to Demand	1-3
1.2.3 Alternative 2 – Expand Ferry Service with Improved Bicycle, Pedestrian, Transit Access and Parking Garages Built in Phases According to Demand.....	1-3
1.2.4 Alternative 3 – Expand Ferry Service with Only Bicycle, Pedestrian, and Transit Access Improvements.....	1-4
Parking Construction.....	1-6
1.3 Significance Criteria	1-6
2. Environmental Setting	2-1
2.1 Street System.....	2-1
2.1.1 Regional Access.....	2-1
2.1.2 Local Access.....	2-1
2.2 Transit Network and Service	2-3
2.2.1 Golden Gate Transit and Golden Gate Ferry.....	2-3
2.2.2 Marin Transit.....	5
2.2.3 Sonoma Marin Area Rail Transit	5
2.2.4 Private Shuttles.....	5
2.3 Pedestrian Facilities	6
2.4 Bicycle Facilities	7
2.5 Passenger Loading	2-10
2.6 Parking	2-10
3. Regulatory Setting	3-1
3.1 Federal Regulations.....	3-1
3.1.1 Americans with Disabilities Act	3-1
3.2 State Regulations.....	3-1
3.2.1 Senate Bill 743	3-1
3.2.2 Caltrans Local Development Review Safety Review	3-2
3.3 Regional Regulations	3-2
3.3.1 Metropolitan Transportation Commission Plan Bay Area 2050+	3-2
3.3.2 Transportation Authority of Marin	3-3

3.4	Local Regulations	3-4
3.4.1	City of Larkspur 2040 General Plan	3-4
3.4.2	City of Larkspur Bicycle and Pedestrian Master Plan.....	3-5
3.4.3	City of Larkspur Municipal Code	3-6
4.	Project Travel Demand	4-1
4.1	Ridership Demand Forecast.....	4-1
4.2	Mode of Arrival.....	4-1
4.2.1	Existing Mode of Arrival.....	4-1
4.2.2	2035 Mode of Arrival and Vehicle Trips	4-2
4.2.3	2050 Mode of Arrival and Vehicle Trips	4-3
4.3	Trip Distribution and Assignment	4-5
5.	CEQA Transportation Analysis.....	5-1
5.1	Operational Impacts	5-1
5.1.1	Consistency with Plans and Policies	5-1
5.1.2	Vehicle Miles Traveled	5-2
5.1.3	Design Hazards.....	5-5
5.1.4	Emergency Access	5-7
5.2	Construction Impacts	5-8
5.2.1	Consistency with Plans and Policies	5-8
5.2.2	Vehicle Miles Traveled	5-8
5.2.3	Design Hazards.....	5-9
5.2.4	Emergency Access	5-9
6.	Traffic Operations Analysis	6-1
6.1	Approach and Methodology	6-1
6.2	Analysis Scenario	6-2
6.3	Existing Intersection Operations.....	6-3
6.4	Year 2035 Intersection Operations	6-8
6.5	Year 2050 Intersection Operations	6-11
7.	References	7-14

Tables

Table 2-1. Summary of Existing Larkspur Ferry Terminal Transit Service	6
Table 4-1. Existing Mode of Arrival.....	4-2
Table 4-2. 2035 Mode of Arrival and Daily Riders by Alternative	4-3
Table 4-3. 2035 Project Vehicle Trips during AM and PM Peak Hours by Alternative	4-3
Table 4-4. 2050 Mode of Arrival and Daily Riders by Alternative	4-4
Table 4-5. 2050 Project Vehicle Trips during AM and PM Peak Hours by Alternative	4-5

Table 5-1. 2035 Daily Vehicle Miles Traveled by Alternative	5-4
Table 5-2. 2050 Daily Vehicle Miles Traveled by Alternative	5-4
Table 5-3. 95 th Percentile Queue Length (feet) at US 101 Southbound Off-Ramp During AM Peak	5-6
Table 6-1. Intersection Levels of Service and Delay Thresholds.....	6-2
Table 6-2. Peak Hour Intersections Levels of Service Results – Existing Conditions.....	6-3
Table 6-3. Peak Hour Intersections Levels of Service Results – Year 2035 Conditions.....	6-9
Table 6-4. Peak Hour Intersections Level of Service Results – Year 2050 Conditions.....	6-12

Figures

Figure 1-1. Project Site Location.....	1-2
Figure 1-2. Site Plan – No-Project Alternative.....	1-2
Figure 1-3. Site Plan – Alternative 1	1-3
Figure 1-4. Site Plan – Alternative 2	1-4
Figure 1-5. Site Plan – Alternative 3	1-5
Figure 2-1. Roadway Classifications	2-2
Figure 2-2. Transit Network	2-4
Figure 2-3. Bicycle Facility.....	2-9
Figure 4-1. Project Trip Distribution	4-6
Figure 4-2. Project Vehicle Trips – No Project (2035).....	4-7
Figure 4-3. Project Vehicle Trips – Alternative 1 (2035).....	4-8
Figure 4-4. Project Vehicle Trips – Alternative 2 (2035).....	4-9
Figure 4-5. Project Vehicle Trips – Alternative 3 (2035).....	4-10
Figure 4-6. Project Vehicle Trips – No Project (2050).....	4-11
Figure 4-7. Project Vehicle Trips – Alternative 1 (2050).....	4-12
Figure 4-8. Project Vehicle Trips – Alternative 2 (2050).....	4-13
Figure 4-9. Project Vehicle Trips – Alternative 3 (2050).....	4-14
Figure 6-1. Lane Configuration.....	6-5
Figure 6-2. Existing Traffic Volumes.....	6-6
Figure 6-3. 2035 Baseline Traffic Volumes	6-7
Figure 6-4. 2050 Baseline Traffic Volumes	6-8
Figure 6-5. 2035 Level of Service Results – AM Peak	6-10
Figure 6-6. 2035 Level of Service Results – PM Peak.....	6-11
Figure 6-7. 2050 Level of Service Results – AM Peak	6-13
Figure 6-8. 2050 Level of Service Results – PM Peak.....	6-14

Acronyms and Abbreviations

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CTP 2050	<i>Marin Countywide Transportation Plan 2050</i>
District	Golden Gate Bridge, Highway and Transportation District
HCM	Highway Capacity Manual
I-580	Interstate 580
LCI	Office of Land Use and Climate Innovation
LFT	Larkspur Ferry Terminal
LOS	Level of Service
MTC	Metropolitan Transportation Commission
Project	Larkspur Ferry Service Expansion and Parking Project
SMART	Sonoma–Marin Area Rail Transit
TAM	Transportation Authority of Marin
TDM	transportation demand management
TCP	Traffic Control Plan
TMP	Transportation Management Plant
SB 743	Senate Bill 743
SFO	San Francisco International Airport
US 101	United States Highway 101
VMT	vehicle miles traveled

1. Introduction

1.1 Project Description

This transportation impact analysis evaluates potential transportation impacts associated with the Larkspur Ferry Service Expansion and Parking Project (Project) in Larkspur, California.

The Project site includes the Larkspur Ferry Terminal (LFT) and associated landside facilities, including the internal access roadway, bicycle and pedestrian facilities, passenger loading areas, and two surface parking lots: the Main Lot and the North Lot. Figure 1-1 illustrates the Project location.

The LFT and the Main Lot are south of East Sir Francis Drake Boulevard, approximately 1,000 feet east of United States Highway 101 (US 101). The site is generally bounded by East Sir Francis Drake Boulevard to the north, Corte Madera Creek to the south, a channel for ferry boats to the east, and an office property to the west.

The North Lot is approximately 250 feet north of the East Sir Francis Drake Boulevard/Larkspur Landing Circle West intersection. It is generally bounded by Victoria Way to the south, the CinemaWest theater to the north, Larkspur Landing Circle West to the east, and Cal Park Hill Pathway and the Sonoma–Marin Area Rail Transit (SMART) station to the west. The North Lot has vehicular access from Larkspur Landing Circle West and Victoria Way.

The Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Ferry service from the LFT, providing regular ferry service to San Francisco and special event service to Oracle Park and Chase Center. The District proposes to expand ferry service capacity and associated landside facilities to meet increasing demand for ferry travel between Marin County and existing and planned ferry terminals in the Bay Area. The Project also includes parking and access improvements to accommodate additional passengers accessing expanded ferry service.

1.2 Alternatives

Alternatives 1, 2, and 3, along with No-Project Alternative, were developed to accommodate projected ferry ridership demand while recognizing uncertainty around future travel behaviors and commute patterns. The No-Project Alternative would maintain existing ferry service and landside access conditions. Alternatives 1, 2, and 3 would increase ferry service while differing mainly in the extent of parking expansion, multimodal access improvements, and transportation demand management (TDM) strategies.



SITE LOCATION

LARKSPUR FERRY
SERVICE EXPANSION
AND PARKING STUDY

alta

LEGEND

-  Ferry Terminal
-  Train Station
-  Train Track
-  Roadway
-  Parking Lot

Figure 1-1. Project Site Location

1.2.1 No-Project Alternative

The No-Project Alternative assumes that ferry service would continue at current operating levels, with no increase in ferry revenue trips beyond the existing 42 daily revenue trips. On the landside, the No-Project Alternative would not add parking spaces or implement new TDM improvements. Parking fees for the Main Lot and North Lot would continue to be adjusted only for inflation, such that the fee would remain equivalent to the current \$2 weekday parking rate.

In addition, a new District-provided peak-period feeder shuttle service along Sir Francis Drake Boulevard is assumed to be implemented as a background improvement. Accordingly, the service is assumed to be in operation under both the No-Project Alternative and the three Project alternatives.

1.2.2 Alternative 1 – Expand Ferry Service with Future Parking Garages Built in Phases According to Demand

Alternative 1 would incrementally expand ferry service up to 76 daily revenue trips. To support the anticipated ridership, Alternative 1 would include phased construction of parking garages on the North Lot and Main Lot. Phase I would include construction of an 850-space parking garage on the North Lot. Construction is anticipated to last up to 18 months and be completed by 2035. Phase II would include construction of a 3,998-space parking garage on the Main Lot. Construction of the Main Lot garage is anticipated to last up to 24 months.

Alternative 1 would also include the following TDM measures to improve access to the ferry terminal and encourage the use of alternative travel modes:

- A bike room with capacity for approximately 350 bicycles
- Additional carpool parking spaces located on the ground floor in the Main Lot parking garage
- Increased parking fees, adjusted beyond inflation to help recover a portion of the capital costs associated with parking garage construction

These measures are intended to accommodate increased ferry ridership while supporting multimodal access to the terminal. The phased implementation approach provides flexibility to respond to future travel demand and evolving passenger preferences.

1.2.3 Alternative 2 – Expand Ferry Service with Improved Bicycle, Pedestrian, Transit Access and Parking Garages Built in Phases According to Demand

Alternative 2 would be similar to Alternative 1 in that it would incrementally expand ferry service up to 76 daily revenue trips. Alternative 2 would also include phased parking development. Phase I would consist of constructing a 850-space parking garage on the North Lot. Phase II would consist of constructing a 3,258-space parking garage on the Main Lot (reduced from 3,998 parking stalls under Alternative 1). The design of the Main Lot garage would be re-evaluated before Phase 2 to confirm whether the proposed capacity remains appropriate or whether design adjustments are needed. Alternative 2 would also place greater emphasis on improving bicycle, pedestrian, and transit access to the ferry terminal and include the following TDM measures:

- A bike hub with capacity for approximately 350 bicycle parking spaces, including bicycle repair services

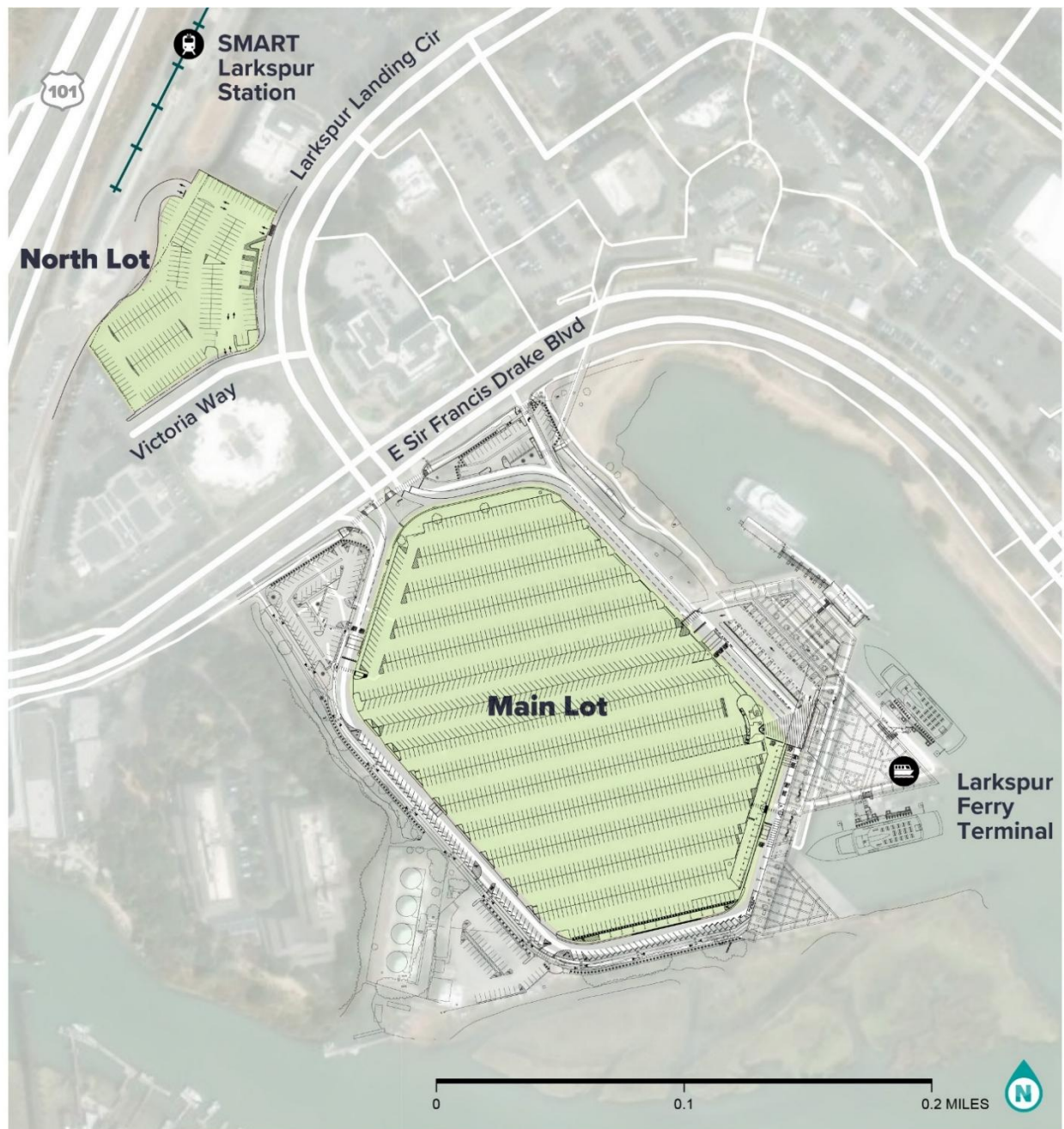
- Two additional all-day feeder shuttle services (in addition to peak-period feeder shuttle service assumed under No-Project Alternative)
- Additional carpool parking spaces on the ground floor of the Main Lot parking garage, providing more carpool spaces than Alternative 1
- Increased parking fees, adjusted beyond inflation to help recover a portion of the capital costs associated with parking garage construction and contribution to shuttle operating costs

1.2.4 Alternative 3 – Expand Ferry Service with Only Bicycle, Pedestrian, and Transit Access Improvements

Alternative 3 would incrementally expand ferry service up to 66 daily revenue trips. Unlike Alternatives 1 and 2, Alternative 3 would not construct parking garages on either the North Lot or Main Lot and would not increase parking capacity. Instead, Alternative 3 would rely on the following multimodal access improvements and TDM strategies to support expanded ferry service and encourage passengers to access the terminal by modes other than driving and parking:

- Improved pedestrian connections between the North Lot and the ferry terminal
- A bike hub with capacity for approximately 400 bicycles, including bicycle repair services
- Two additional all-day feeder shuttle services (in addition to peak-period feeder shuttle service assumed under No-Project Alternative)
- Additional carpool parking spaces located on the ground floor in the Main Lot parking garage, providing more carpool spaces than Alternative 1
- Peak-period District-operated microtransit service
- Demand-based parking fees with revenues contributing to shuttle operating costs

Figure 1-2 through Figure 1-5 present the Project site plan under each alternative.



Site Plan
- No Project (2050)

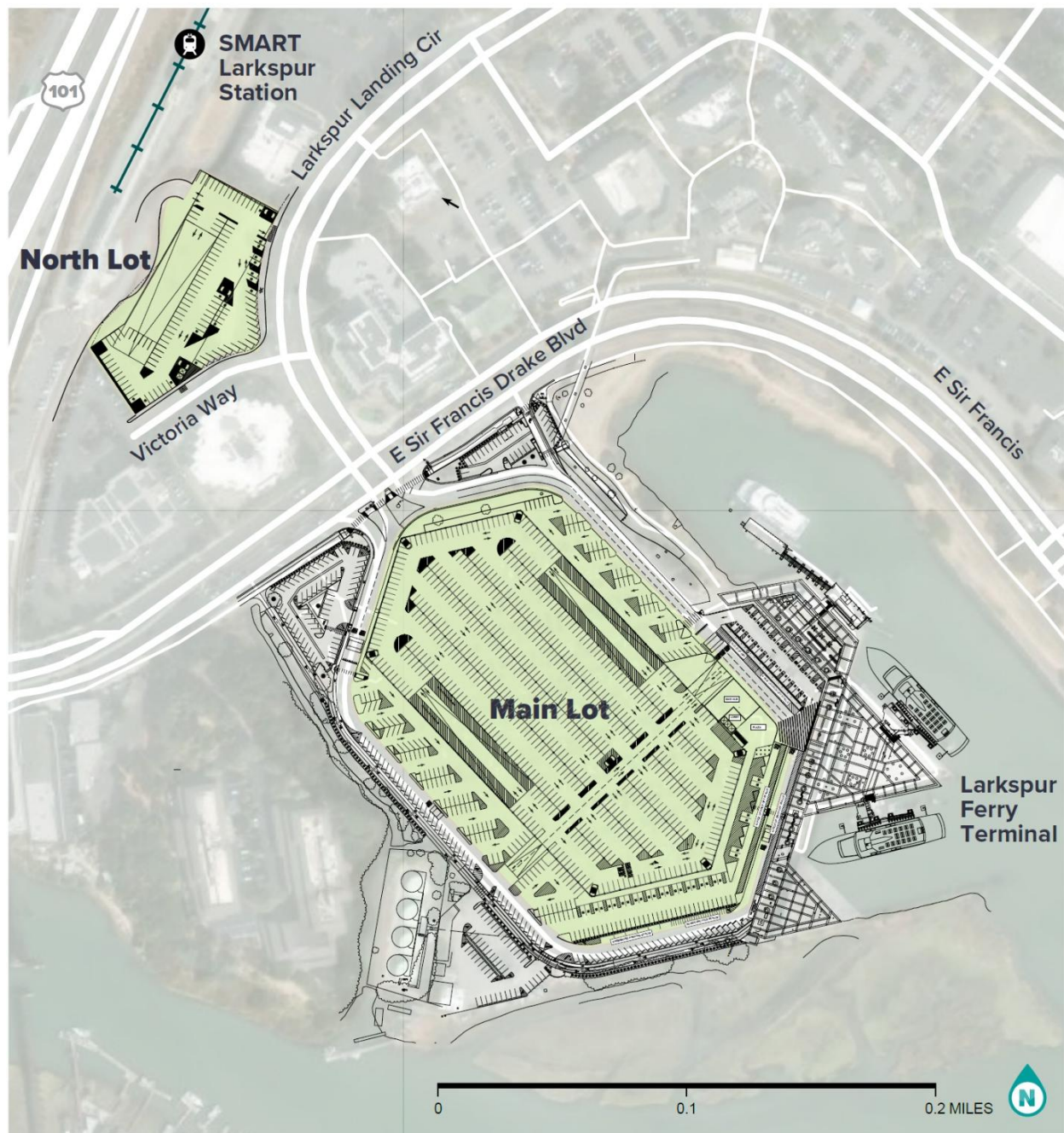
LARKSPUR FERRY
SERVICE EXPANSION
AND PARKING STUDY

alta

LEGEND

-  Ferry Terminal
-  Train Station
-  Train Track
-  Roadway
-  Parking Lot

Figure 1-2. Site Plan – No-Project Alternative



Site Plan - Alternative 1 (2050)

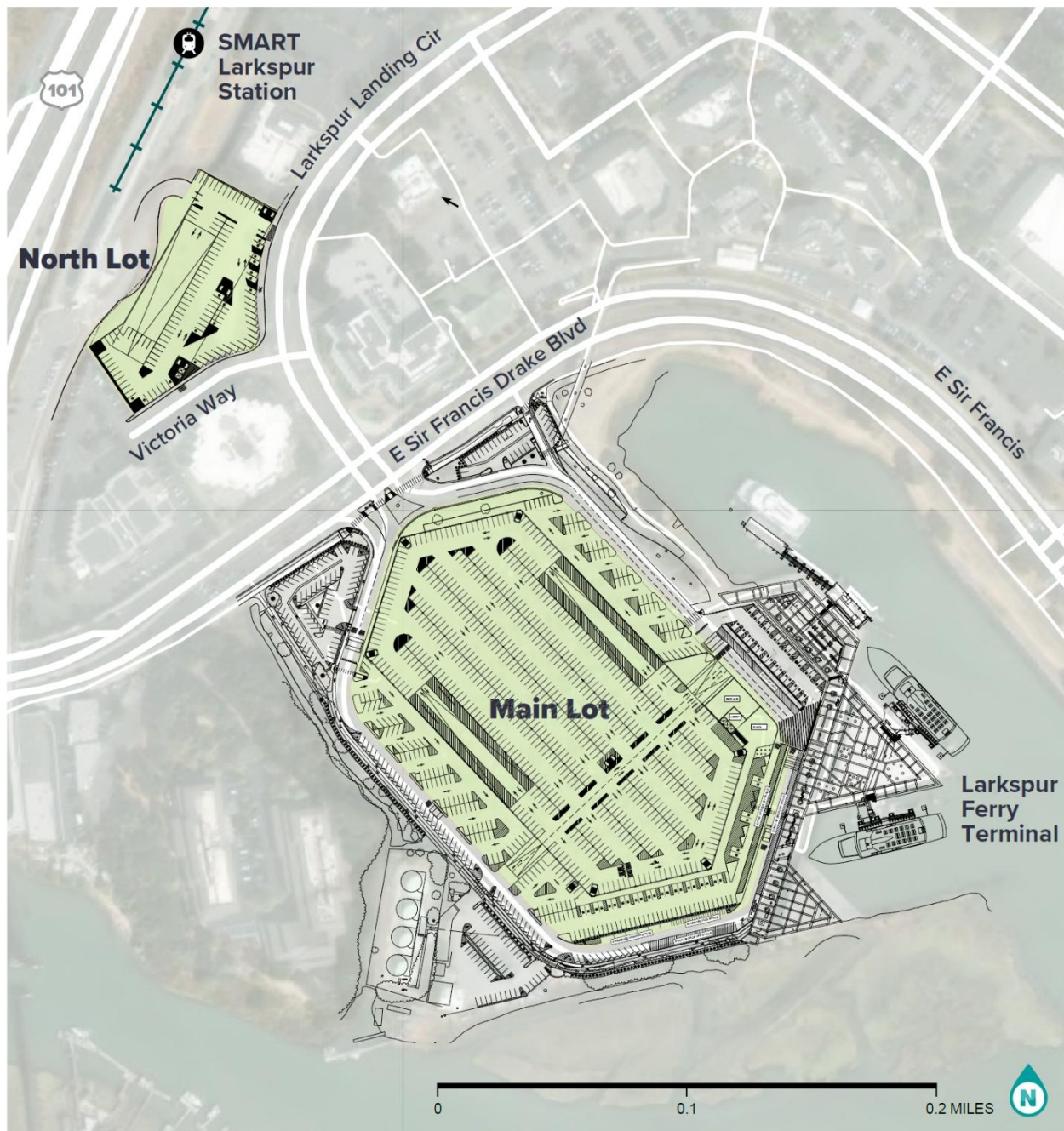
LARKSPUR FERRY
SERVICE EXPANSION
AND PARKING STUDY

alta

Figure 1-3. Site Plan – Alternative 1

LEGEND

-  Ferry Terminal
-  Train Station
-  Train Track
-  Roadway
-  Parking Lot



Site Plan - Alternative 2 (2050)

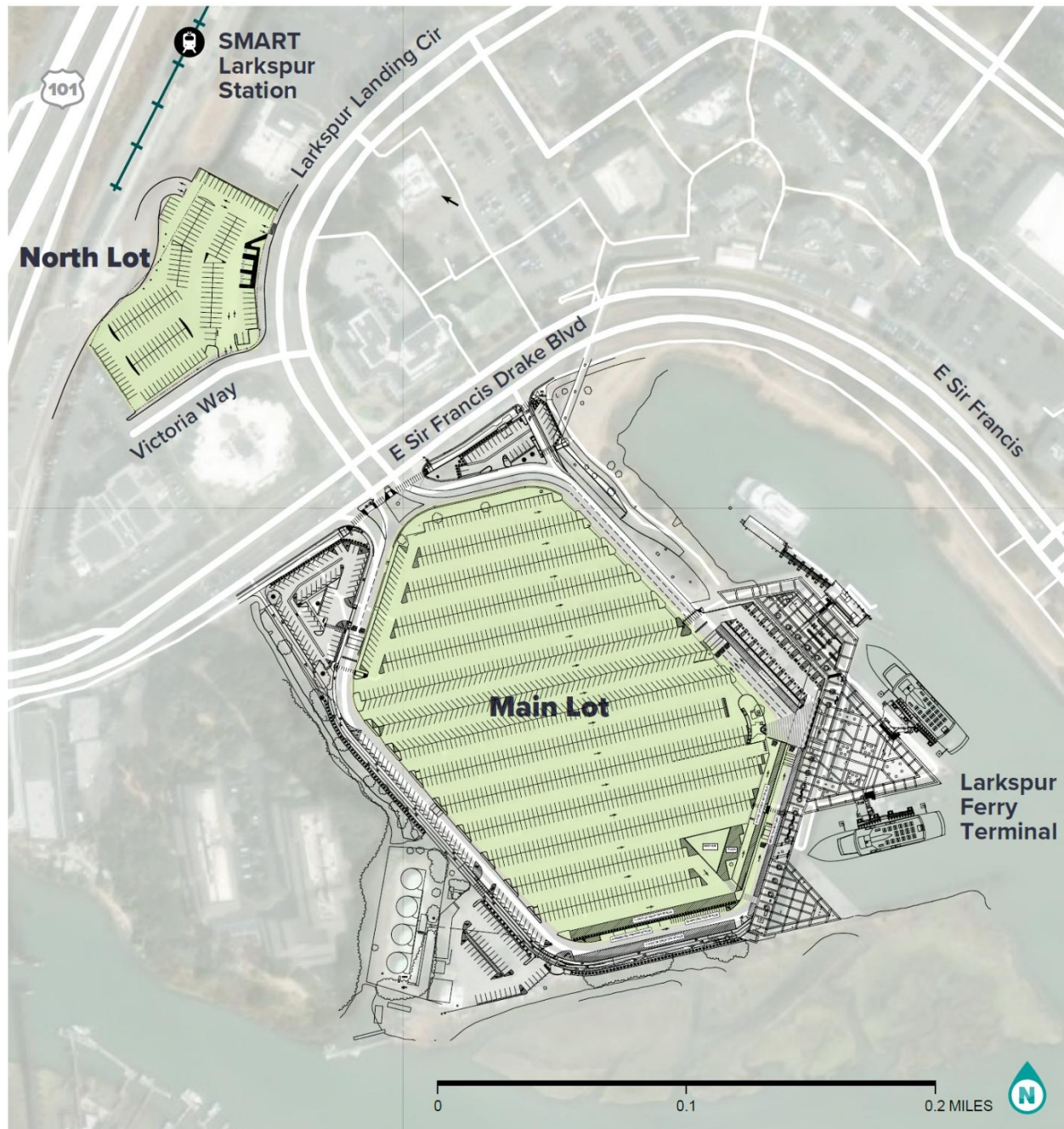
LARKSPUR FERRY
SERVICE EXPANSION
AND PARKING STUDY

alta

Figure 1-4. Site Plan – Alternative 2

LEGEND

-  Ferry Terminal
-  Train Station
-  Train Track
-  Roadway
-  Parking Lot



Site Plan - Alternative 3 (2050)

LARKSPUR FERRY
SERVICE EXPANSION
AND PARKING STUDY

alta

Figure 1-5. Site Plan – Alternative 3

LEGEND

-  Ferry Terminal
-  Train Station
-  Train Track
-  Roadway
-  Parking Lot

Parking Construction

Construction of parking garages in Alternatives 1 and 2 (called the Build Alternatives) require additional Board approval, final design, and securing of Project funding before commencement; if federal funds are used, then National Environmental Policy Act clearance will also be necessary. The Build Alternatives would involve construction of parking garages in both the North Lot and Main Lot, while Alternative 3 would not construct parking garages in either lot and would be limited to the proposed multimodal access improvements.

The Build Alternatives would have similar construction phases, activities, and construction footprints. The primary difference would be the construction duration for Alternative 2, which would be slightly shorter during Main Lot construction because it would require less concrete due to one fewer parking level. Construction activities for the Build Alternatives would generally include mobilization, demolition and site preparation, utility work, excavation and hauling, foundation and structural construction, parking lot improvements, and mechanical, electrical, plumbing, architectural, and site finishes.

Construction of the North Lot and Main Lot under the Build Alternatives would occur in the following two phases:

- Phase I – North Lot: Construction is anticipated to begin in 2033 and require up to 18 months. Activities would include demolition of approximately 37,000 square feet of asphalt, excavation of approximately 3,700 cubic yards of material, import and compaction of approximately 7,400 cubic yards of base material, and construction of a six-level, approximately 260,000-square-foot parking garage with 850 stalls.
- Phase II – Main Lot: Construction could begin as early as 2037 and require up to 36 months. Activities would include demolition of approximately 240,000 square feet of asphalt, offsite hauling of approximately 67,000 cubic yards of excavated material, and import and compaction of approximately 67,000 cubic yards of engineered backfill. An additional approximately 19,000 cubic yards of engineered base would be imported and compacted to prepare the site for the foundation. The Main Lot would include construction of up to a five-level, approximately 1.2-million-square-foot concrete parking garage with approximately 3,597 parking stalls.

Construction would temporarily affect parking and circulation at the LFT. Phased closure of the North and Main Lots would result in estimated parking shortfalls of up to 290 spaces during North Lot construction (Phase I) and up to 1,700 spaces during Main Lot construction (Phase II). A Traffic Management Plan (TMP) and Traffic Control Plans (TCPs) would be implemented throughout construction to maintain safe and efficient access for transit, pedestrians, bicyclists, emergency vehicles, and private vehicles, while managing temporary closures, detours, construction traffic, and traveler delays.

1.3 Significance Criteria

Transportation impacts of the three alternatives are considered significant under California Environmental Quality Act (CEQA) if any of the following thresholds of significance are exceeded, per Appendix G of the CEQA Guidelines:

- 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 section 15064.3, subdivision (b) – Transportation projects that reduce, or have no impact on, vehicle miles traveled (VMT) should be presumed to cause a less than significant transportation impact

- Substantially increase hazards due to a geometric design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)
- Result in inadequate emergency access

The City of Larkspur considers VMT to be the primary measure of transportation impacts under CEQA. However, the City maintains level of service (LOS) standards in its General Plan Policy CIR-3.2 for evaluating local circulation and roadway operations. Accordingly, a traffic operational analysis is provided in Section 6 for informational purposes and to assess consistency with applicable General Plan policies (City of Larkspur 2024).

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.

2.1 Street System

The LFT is along the western shoreline of the San Francisco Bay, east of US 101 and south of the US 101/Interstate 580 (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. Figure 2-1 presents the key roadways providing access to the terminal.

2.1.1 Regional Access

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. The nearest ramps serving the terminal are at Sir Francis Drake Boulevard, approximately 1,000 feet west of the ferry terminal. Average daily traffic on US 101 is approximately 102,000 vehicles (data collected from California Department of Transportation [Caltrans] Performance Measurement System from May 2024 to May 2025) (Caltrans 2026).

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. The nearest ramps serving the terminal via Sir Francis Drake Boulevard are approximately 1 mile east of the ferry terminal. Average daily traffic on I-580 is approximately 53,000 vehicles (Caltrans 2026).

2.1.2 Local Access

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 (Class I facility) on the south side adjacent to the ferry terminal. East Sir Francis Drake Boulevard is designated as an Arterial Roadway in *The City of Larkspur 2040 General Plan* (City of Larkspur 2024). AM and PM peak-hour volumes are approximately 2,860 and 3,580 vehicles, respectively.¹

Larkspur Landing Circle is a 1/2-mile-long circular roadway serving the Larkspur Landing commercial area. It provides one travel lane in each direction and provides a bicycle route (Class III bikeway) identified by pavement markings and supported by a designation in the *City of Larkspur Bicycle and Pedestrian Master Plan* (City of Larkspur 2017). AM and PM peak-hour volumes are approximately 380 and 590 vehicles, respectively.¹

¹ Counts collected on Tuesday October 28, 2025, and Wednesday, October 29, 2025 and 2026.

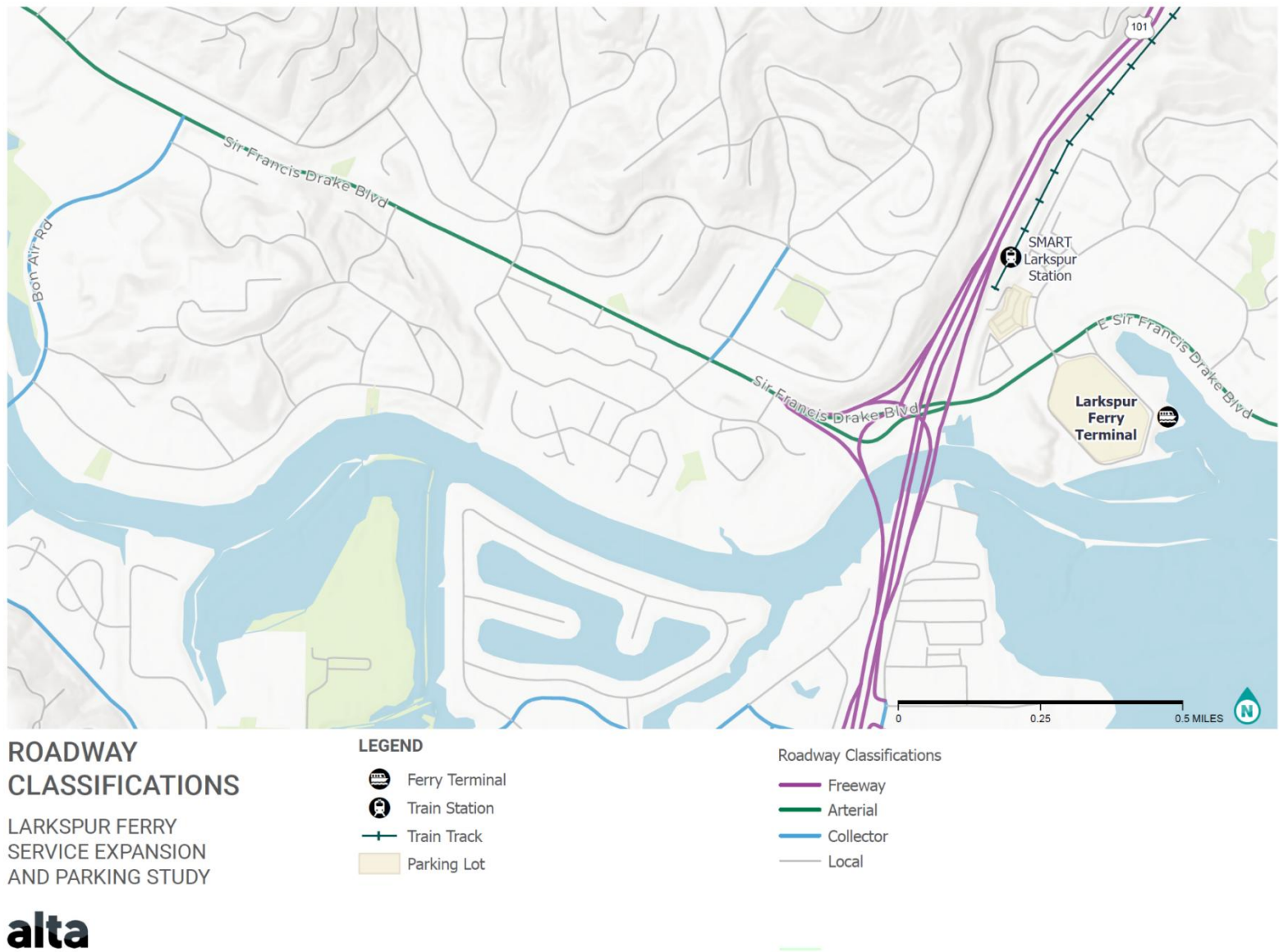


Figure 2-1. Roadway Classifications

Victoria Way is a 300-foot-long east–west access roadway connecting Larkspur Landing Circle to two office buildings. It provides one travel lane in each direction. AM and PM peak-hour volumes are approximately 60 and 40 vehicles, respectively.¹

Eliseo Drive is a north–south street that crosses Sir Francis Drake Boulevard west of US 101, connecting to the Greenbrae and Southern Heights neighborhoods in Kentfield, an unincorporated community in Marin County. Eliseo Drive generally provides one travel lane in each direction and bike lanes on both sides. AM and PM peak-hour volumes are approximately 430 and 530 vehicles, respectively.¹

Bon Air Road is a north–south street extending between Magnolia Avenue in Larkspur to Sir Francis Drake Boulevard in Kentfield. Near Sir Francis Drake Boulevard, Bon Air Road provides two travel lanes in each direction, and bike lanes are provided on the west side (southbound direction) only. Bon Air Road is designated as a Collector Roadway in *The City of Larkspur 2040 General Plan* (City of Larkspur 2024). AM and PM peak-hour volumes are approximately 1,340 and 1,320 vehicles, respectively.¹

2.2 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.

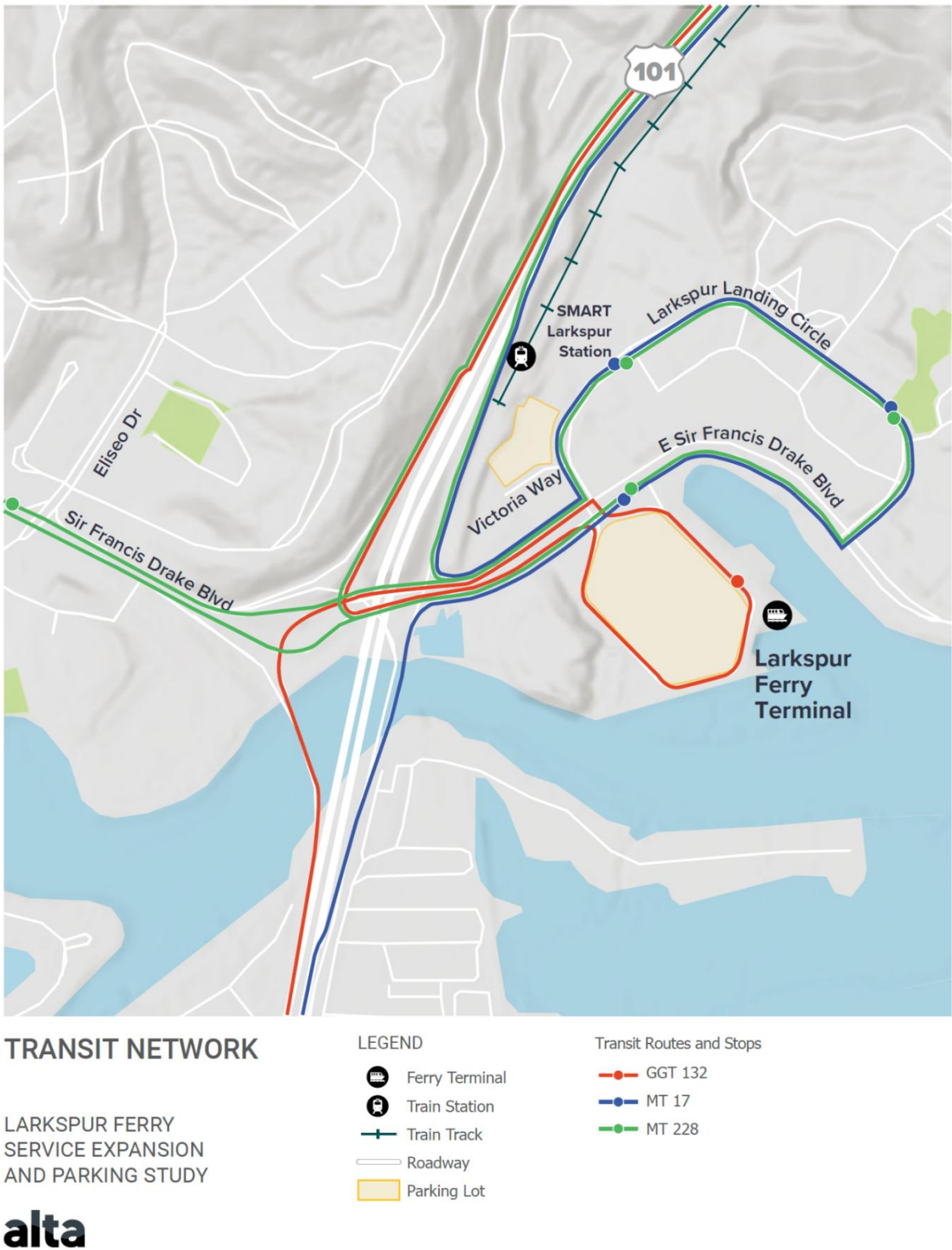
There are two bus stop locations for passengers transferring between ferries and ground transportation. A bus boarding island north of the ferry terminal primarily serves paratransit vehicles, Muir Woods Shuttle, and other intermittent shuttle activity. A bus stop on East Sir Francis Drake Boulevard, 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 2-1 and shown on Figure 2-2.

2.2.1 Golden Gate Transit and Golden Gate Ferry

Golden Gate Ferry operates ferry service between the LFT and the San Francisco Ferry Building. Ferry service generally operates between 5:45 AM and 8:30 PM on weekdays, with approximately 40-minute headways during the AM and PM peak periods. As of October 2025, the Larkspur ferry route carries approximately 3,600 passengers on a typical weekday.

Golden Gate Transit operates Route 132 serving the ferry terminal. Route 132 provides a weekday commuter connection between the ferry terminal, San Anselmo, and San Francisco, with an early morning southbound trip serving the terminal at approximately 5:00 AM.

Historically, Golden Gate Transit operated feeder bus routes serving the ferry terminal, including Routes 25 and 31, connecting nearby communities such as Fairfax and San Rafael, as well as commuter-oriented service between the ferry terminal and San Francisco’s Financial District. These services were discontinued during and following the COVID-19 pandemic because of changes in regional transit demand and commuting patterns.



2.2.2 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. Services are as follows:

- Route 17 (Downtown San Rafael – Sausalito) provides service between downtown San Rafael, Mill Valley, Marin City, and Sausalito. Service generally operates between 5:30 AM and 11:30 PM. However, service to Larkspur Landing is provided between 9:16 PM and 11:16 PM with 60-minute headways.
- Route 228 (Downtown San Rafael – Fairfax Manor) provides service between downtown San Rafael, Mill Valley, Marin City, and Fairfax Manor. Service generally operates between 6:30 AM and 7:30 PM, with approximately 60-minute headways throughout the day.
- The Muir Woods Shuttle, operated by Marin Transit in partnership with the National Park Service, provides seasonal service between the ferry terminal and Muir Woods National Monument from early spring through October. The shuttle generally operates Fridays through Sundays and on federal holidays between 8:00 AM and 6:30 PM with service frequencies ranging from 20 to 30 minutes.
- Marin Access Paratransit provides pre-scheduled transportation for people with disabilities and occasionally picks up or drops off riders at the LFT bus boarding island.

2.2.3 Sonoma Marin Area Rail Transit

SMART operates commuter rail service between Larkspur and Windsor, with planned future extensions to Healdsburg and Cloverdale. The Healdsburg extension is currently under development and is anticipated to begin service in late 2028 (MTC 2026).

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 rail service generally operates between 4:00 AM and 11:00 PM with approximately 40-minute headways during the AM and PM peak periods (SMART 2026). 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.

2.2.4 Private Shuttles

Several private and specialized transportation providers also serve the ferry terminal area, described as follows:

- Marin Airporter operates airport shuttle service between Marin County and San Francisco International Airport (SFO). Marin Airporter serves the East Sir Francis Drake Boulevard/Larkspur Landing Circle stop and generally operates at 30- to 60-minute headways throughout the day.

- Tour buses, charter buses, and other occasional shuttles may use the bus boarding island north of the terminal. These activities are generally infrequent, and no permit is currently required.

Table 2-1. Summary of Existing Larkspur Ferry Terminal Transit Service

Route	Hours of Operation	Headway	Service Area
Golden Gate Larkspur Ferry	5:45 AM and 8:30 PM	40 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 to 11:16 PM)
MT 228	6:30 AM to 7:30 PM	60 minutes	San Rafael, Greenbrae, Marin General, College, San Anselmo, Manor
MT 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	40 minutes	Larkspur, Windsor, Santa Rosa, Rohnert Park, Cotati, Petaluma
Marin Airporter	4:00 AM to 11:00 PM	30 to 60 minutes	Marin County and SFO

GGT = Golden Gate Transit

MT = Marin Transit

2.3 Pedestrian Facilities

Pedestrian facilities in the vicinity of the LFT include sidewalks, crosswalks, multi-use 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: (1) the Cal Park Hill Pathway overcrossing connecting the Larkspur SMART Station to the south side of East Sir Francis Drake Boulevard, (2) the at-grade signalized crossing at the Sir Francis Drake Boulevard/Larkspur Landing Circle intersection, and (3) 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. Pedestrian crossing volumes are approximately 20 and 40 pedestrians during AM and PM peak hours, respectively.

2.4 Bicycle Facilities

Bicycle facilities in the vicinity of the LFT include shared-use paths, bicycle lanes, bicycle routes, and bicycle parking. Existing and planned bicycle facilities near the ferry terminal are shown on Figure 2-3. The *City of Larkspur Bicycle and Pedestrian Master Plan* (City of Larkspur 2017) recognizes the following bicycle facility classifications:

- 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 protected bicycle lanes or bicycle tracks, are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer 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 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 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 and Larkspur Landing commercial area to the ferry terminal also allow bicycle access.

The ferry terminal currently provides approximately 140 bicycle parking spaces, including the following:

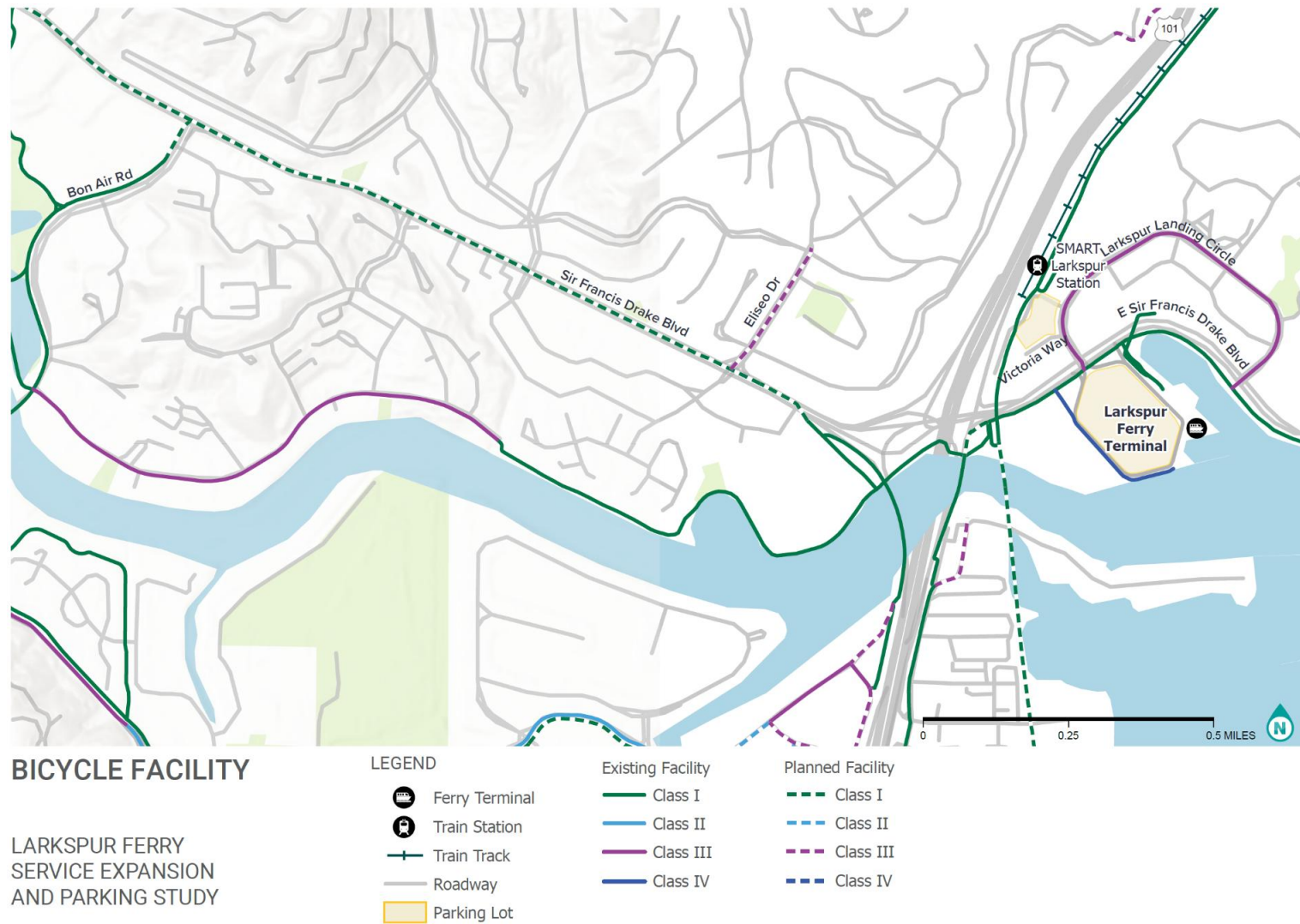
- 20 spaces (10 U-racks) near the terminal entrance
- 40 spaces (20 U-racks) within the Americans with Disabilities Act (ADA) parking lot
- 80 spaces (continuous wave bicycle racks) located inside the terminal paid boarding area

Based on field observations conducted in March 2025, the bicycle parking spaces outside the terminal were typically less than 20% occupied. Bicycle parking inside the terminal is considered more secure because the terminal gates are locked between ferry departures or arrivals. Occupancy of the interior bicycle parking area was observed to reach approximately 50%.

In addition, each ferry vessel provides approximately 30 onboard bicycle parking spaces. During peak commute periods, onboard bicycle parking utilization was observed to exceed approximately 80% occupancy.

Redwood Bikeshare, a regional bikeshare program serving North Bay communities, launched in November 2024. A bikeshare station is within the terminal ADA parking lot and includes approximately 10 bicycles. The service area currently includes Greenbrae, Larkspur, and San Rafael. Redwood Bikeshare charges

non-members \$0.25 per minute, while members pay a monthly fee of \$20 for unlimited rides under 60 minutes. Based on observations conducted in February 2025, bikeshare usage at the terminal was relatively low.



2.5 Passenger Loading

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.

A curbside loading survey conducted in February 2025 showed that up to five vehicles during the AM peak hour and up to 12 vehicles during the PM peak hour were simultaneously engaged in passenger loading and unloading activities.

2.6 Parking

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.

A drone-based parking survey conducted in February 2025 showed that the Main Lot operated at approximately 64% occupancy during the survey period. The North Lot has not been actively used since 2020.

3. Regulatory Setting

This section describes federal, state, regional, and local regulations that may apply to the Project relative to transportation.

3.1 Federal Regulations

3.1.1 Americans with Disabilities Act

The 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 on the basis of 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; U.S. Department of Justice 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.

3.2 State Regulations

3.2.1 Senate Bill 743

Senate Bill 743 (SB 743) changed the way public agencies evaluate the transportation impacts of projects under CEQA, recognizing that road congestion or delay to vehicles, while potentially inconvenient to drivers, do not themselves 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 VMT as the preferred metric for measuring transportation impacts under CEQA, replacing vehicle 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.

Caltrans has developed the *Transportation Analysis under CEQA* and *Transportation Analysis Framework* 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 automobile delay or roadway congestion to 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.

3.2.2 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 provides 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, TDM measures, transit improvements, or other strategies intended to reduce Project-related safety risks and/or minimize queue spillback onto the freeway mainline.

3.3 Regional Regulations

3.3.1 Metropolitan Transportation Commission 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, prepares and periodically updates the Bay Area's regional transportation plan and sustainable communities strategy.

Plan Bay Area 2050+ 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). (MTC and ABAG 2026)

Plan Bay Area 2050+ 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 (MTC and ABAG 2026).

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. 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.

3.3.2 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 TDM improvements.

3.3.2.1 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. The 2021 CMP identifies minimum of LOS D for urban and suburban arterials and LOS E for freeways, including US 101 and 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.

3.3.2.2 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 supporting 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 SMART and ferry service; and protecting transportation assets from sea level rise.

3.3.2.3 Marin Countywide Transportation Plan 2050

The Marin Countywide Transportation Plan 2050 (CTP 2050), adopted December 2024 by TAM, combines two previously separate planning efforts: the Marin Countywide Transportation Plan and the Countywide Community-Based Transportation Plan. The plan is based on MTC's CTP 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 proposed Project is identified as an exemplary project supporting this regional connectivity strategy.

3.3.2.4 Marin County Mobility Hub Plan

The Marin County Mobility Hub Plan (MHP), adopted September 2026 by TAM, supports Marin County's implementation of the Transit-Oriented Communities Policy adopted by MTC in 2022. The

Transit-Oriented Communities policy identified nine Tier 4 transit service areas, applying a 1/2-mile radius around regional rail and ferry terminals or stations, including the LFT 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 LFT and the Larkspur SMART Station. These include improving connectivity between the LFT 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.

3.4 Local Regulations

3.4.1 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.

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 the following (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 Levels of Service 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 Level of Service (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 which 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 off-site 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; and other alternative transportation (see additional discussion of transportation alternatives under Goal 6).

- **Policy CIR-4.2:** Require a traffic impact analysis for any project generating significant additional peak hour PM 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 (e.g., 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.
- **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 multi-use path to Larkspur Landing and ensure impacts on Larkspur are appropriately studied and mitigated.
- **Policy CIR-6.7:** Encourage continuation of the Larkspur Ferry Terminal 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.

3.4.2 City of Larkspur Bicycle and Pedestrian Master Plan

The City of Larkspur updated its *City of Larkspur Bicycle and Pedestrian Master Plan* in 2017. 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 multi-use 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.

3.4.3 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 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:

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

4. Project Travel Demand

This section describes the methodology and results used to estimate future ferry ridership, passenger mode of arrival, and Project-generated vehicle trips for each alternative.

Project travel demand was estimated using the following four-step process:

- 1) Ridership forecast estimates future ferry passenger demand in person-trips in 2035 and 2050
- 2) Mode of arrival analysis estimates how passengers are expected to travel to and from the terminal
- 3) Trip distribution estimates the general direction of travel to and from the terminal
- 4) Trip assignment allocates Project vehicle trips to specific roadway segments and study intersection turning movements

4.1 Ridership Demand Forecast

The TAM travel demand model was used to develop ferry ridership forecast and to inform assumptions regarding travel behavior, including trip distribution and VMT. The model incorporates regional population and employment forecasts, travel patterns, and transportation network conditions. Key forecast assumptions include projected regional growth and work-from-home trends reflected in the *Plan Bay Area 2050+* (MTC and ABAG 2026), as well as future congestion conditions in the Golden Gate Bridge corridor.

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. Special event ridership was estimated separately based on historical trends and is not included in the daily ridership forecast for regular commute service.

The TAM model indicates that, among 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 (for example, Sausalito Ferry and Tiburon Ferry). Based on these projections, daily Larkspur ferry ridership is forecast to reach approximately 7,500 passengers in 2035 and 17,600 passengers in 2050. These totals include approximately 3,750 southbound trips in 2035 and 8,800 southbound trips in 2050.

It is noted that before the COVID-19 pandemic, the 85th percentile daily ferry ridership at the LFT was approximately 6,348 passengers in 2019, including 3,120 southbound trips. During the pandemic, Larkspur ferry ridership decreased substantially in 2020 and 2021, then gradually recovered in subsequent years. By October 2025, average daily ridership had recovered to approximately 3,600 passengers.

4.2 Mode of Arrival

4.2.1 Existing Mode of Arrival

A ferry passenger survey was conducted in September 2024 to collect information on how passengers currently access the LFT. Passengers were invited to complete the survey through QR codes displayed at

the terminal, social media outreach, and District email distribution lists. A total of 615 responses were collected.

The survey results were adjusted using the following observed data to better reflect existing conditions:

- Larkspur ferry ridership data from 2024 and 2025
- Parking accumulation based on drone imagery collected on February 11, 2025
- Drop-off and pickup counts collected on February 11, 2025
- SMART Clipper transfer data and combo ticket activation data from July 2024 to October 2025
- Bicycle onboard counts and terminal parking counts collected in March 2025

As shown in Table 4-1, approximately 73% of ferry passengers currently drive and park at the terminal; 9% arrive by bicycle or scooter; 8% arrive by SMART; 6.5% are dropped off or picked up by a family, friend, or transportation network company; 1% arrive by bus; and 2.5% walk.

Table 4-1. Existing Mode of Arrival

Mode	Percent
Park	73.0%
Drop-Off	6.50%
Bike/Scooter	9.00%
SMART	8.00%
Bus	1.00%
Walk	2.50%
Total	100%

4.2.2 2035 Mode of Arrival and Vehicle Trips

Future mode-of-arrival assumptions for 2035 were developed based on the existing mode-of-arrival data, planned transportation improvements, and anticipated changes in land use and travel behavior. Background improvements considered in the analysis include planned bicycle and pedestrian network enhancements in Marin County and local jurisdictions, the SMART rail extension to Healdsburg, regional transit fare integration through Clipper 2.0, Marin Transit service improvements, additional housing development near the terminal, restoration of a peak-period ferry feeder shuttle route, and deployment of higher-capacity Liwa-class ferry vessels. Consistent with regional transportation and mobility trends, the 2035 analysis assumes a gradual shift from drive-alone access toward alternative modes, including bicycle, transit, walking, and carpool.

Daily Larkspur ferry ridership in 2035 is projected to reach approximately 7,500 passengers, including approximately 3,750 southbound passengers. Under the No-Project Alternative, existing ferry access conditions would continue with no Project-specific bicycle, pedestrian, transit, or parking improvements beyond planned background projects. Parking supply would remain constrained, and parking fees would increase in line with inflation. As a result, ferry ridership under the No-Project Alternative is expected to be constrained at approximately 7,130 daily passengers because of limited terminal access capacity.

Alternatives 1, 2, and 3 are expected to accommodate the full ridership demand of 7,500 passengers through different combinations of expanded ferry parking capacity and multimodal access improvements. The Build Alternatives would provide a parking garage in the North Lot with approximately 850 parking spaces, along with improved pedestrian connections between the North Lot and the ferry terminal.

Alternative 3 would place a greater emphasis on bicycle, pedestrian, transit, and first-/last-mile access improvements.

Table 4-2 summarizes the estimated 2035 daily mode of arrival for each alternative. The mode shares shown are daily averages; mode shares by hour may vary depending on parking availability, transit operating hours, ferry schedules, and traffic conditions.

Table 4-2. 2035 Mode of Arrival and Daily Riders by Alternative

Mode	No Project		Alternative 1		Alternative 2		Alternative 3	
	Daily Riders	Percent	Daily Riders	Percent	Daily Riders	Percent	Daily Riders	Percent
Park	4,840	67.9%	5,210	69.5%	5,100	68.0%	4,910	65.5%
Pickup/ Drop-Off	490	6.9%	490	6.5%	490	6.5%	490	6.5%
Bike/Scooter	740	10.4%	740	9.8%	810	10.8%	810	10.8%
SMART	640	9.0%	640	8.5%	640	8.5%	640	8.5%
Bus	230	3.2%	230	3.0%	260	3.5%	450	6.0%
Walk	200	2.8%	200	2.7%	200	2.7%	200	2.7%
Total	7,130	100.0%	7,500	100.0%	7,500	100.0%	7,500	100.0%

Hourly ridership was assumed to follow the existing hourly distribution pattern. These person-trips were then allocated to access modes based on the estimated mode-of-arrival shares for each hour. Project vehicle trips include drive-and-park trips, passenger pickup/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.

Table 4-3 summarizes 2035 Project vehicle trips during AM and PM peak hours.

Table 4-3. 2035 Project Vehicle Trips during AM and PM Peak Hours by Alternative

	No Project	Alternative 1	Alternative 2	Alternative 3
AM Peak Hour				
Inbound Vehicle Trips	826	896	862	819
Outbound Vehicle Trips	110	125	125	125
PM Peak Hour				
Inbound Vehicle Trips	91	91	91	90
Outbound Vehicle Trips	605	693	663	620

4.2.3 2050 Mode of Arrival and Vehicle Trips

Daily Larkspur ferry ridership in 2050 is projected to reach approximately 17,600 passengers, including 8,800 southbound passengers. Future mode-of-arrival assumptions for 2050 were developed based on the 2035 mode-of-arrival estimates and additional parking, bicycle, pedestrian, and transit access improvements associated with each Project alternative.

Consistent with the 2035 analysis, the No-Project Alternative assumes continuation of existing ferry access conditions with no substantial Project-specific bicycle, pedestrian, transit, or parking improvements beyond planned background projects. Parking supply would remain constrained, and parking fees would continue to increase only in line with inflation. As a result, 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.

The Build Alternatives are expected to accommodate the full projected 2050 ridership demand of approximately 17,600 daily passengers through expanded ferry service, phased parking expansion, and multimodal access improvements. Both Build Alternatives assume incrementally expanded ferry service of up to 76 daily revenue trips and phased construction of parking garages. In addition to the North Lot parking garage completed by 2035, Alternative 1 would include a Main Lot parking garage with approximately 3,998 spaces, while Alternative 2 would include a smaller Main Lot parking garage with approximately 3,258 spaces. Alternative 1 primarily focuses on accommodating future ridership growth through expanded parking capacity. Alternative 2 would include more multimodal access improvements, including expanded bicycle amenities and additional feeder shuttle service.

Alternative 3 would not include parking expansion. Instead, this alternative would rely on TDM measures, including enhanced bicycle facilities, expanded feeder shuttle service, and peak-period microtransit service. These TDM measures are expected to accommodate more ridership than the No-Project Alternative, but ridership under Alternative 3 is still projected to be constrained at approximately 14,000 daily passengers because of limited parking capacity. Alternative 3 would accommodate these passengers through expanded ferry service levels of 66 daily revenue trips.

Table 4-4 summarizes the estimated 2050 daily mode of arrival for each alternative.

Table 4-4. 2050 Mode of Arrival and Daily Riders by Alternative

Mode	No Project		Alternative 1		Alternative 2		Alternative 3	
	Daily Riders	Percent	Daily Riders	Percent	Daily Riders	Percent	Daily Riders	Percent
Park	4,970	56.5%	11,440	65.0%	9,860	56.0%	5,600	40.0%
Pickup/ Drop-Off	660	7.5%	1,140	6.5%	1,230	7.0%	1,320	9.4%
Bike/Scooter	1,280	14.5%	1,940	11.0%	2,290	13.0%	2,460	17.6%
SMART	1,010	11.5%	1,670	9.5%	1,760	10.0%	1,850	13.2%
Bus	530	6.0%	880	5.0%	1,940	11.0%	2,240	16.0%
Walk	350	4.0%	530	3.0%	530	3.0%	530	3.8%
Total	8,800	100.0%	17,600	100.0%	17,600	100.0%	14,000	100.0%

Hourly ridership was assumed to follow the existing hourly distribution pattern, with adjustments to account for the assumed maximum hourly ferry capacity of 2,000 passengers in each direction, based on 500 passengers per vessel and four trips per hour. These person-trips were then allocated to access modes based on the estimated mode-of-arrival shares for each hour. Vehicle trips include drive-and-park trips, passenger pickup/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.

Table 4-5 summarizes 2050 Project vehicle trips during AM and PM peak hours.

Table 4-5. 2050 Project Vehicle Trips during AM and PM Peak Hours by Alternative

	No Project	Alternative 1	Alternative 2	Alternative 3
AM Peak Hour				
Inbound Vehicle Trips	851	1,229	1,163	738
Outbound Vehicle Trips	134	205	225	242
PM Peak Hour				
Inbound Vehicle Trips	116	217	248	227
Outbound Vehicle Trips	540	1,356	1,118	634

4.3 Trip Distribution and Assignment

Ferry passenger trip distribution was estimated using origin-destination data from the TAM travel demand model and cross-checked against the 2024 ferry passenger survey, which included questions regarding passengers’ trip origins. Both data sources indicate that approximately one-third of ferry passengers originate from communities located more than 6 miles from the terminal, including Novato, Petaluma, Santa Rosa, Rohnert Park, and beyond. The remaining two-thirds originate within approximately 6 miles of the terminal, including San Rafael (approximately 30%); nearby communities (approximately 20%), such as Larkspur, Corte Madera, and Greenbrae; communities along the Sir Francis Drake Boulevard corridor (approximately 15%), such as Fairfax, San Anselmo, and Kentfield; and communities to the south such as Mill Valley (less than 5%).

The initial trip distribution was refined to account for available transit and bicycle networks serving each origin area. As shown on Figure 4-1, approximately 72% of Project vehicle trips are projected to approach 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 and Larkspur Landing. The relative attractiveness of the Main Lot and North Lot to ferry riders was also considered. Based on parking supply under each alternative, approximately 10% to 15% of drivers are assumed to use the North Lot during the peak hours.

Using the projected vehicle trips and trip distribution assumptions described above, Project vehicle trips were assigned to the nearby intersections for each alternative under 2035 and 2050 conditions. These project vehicle trips are over and above the existing level of ferry-related vehicle trips.

Figure 4-2 through

Figure 4-9 illustrate the Project vehicle trips.

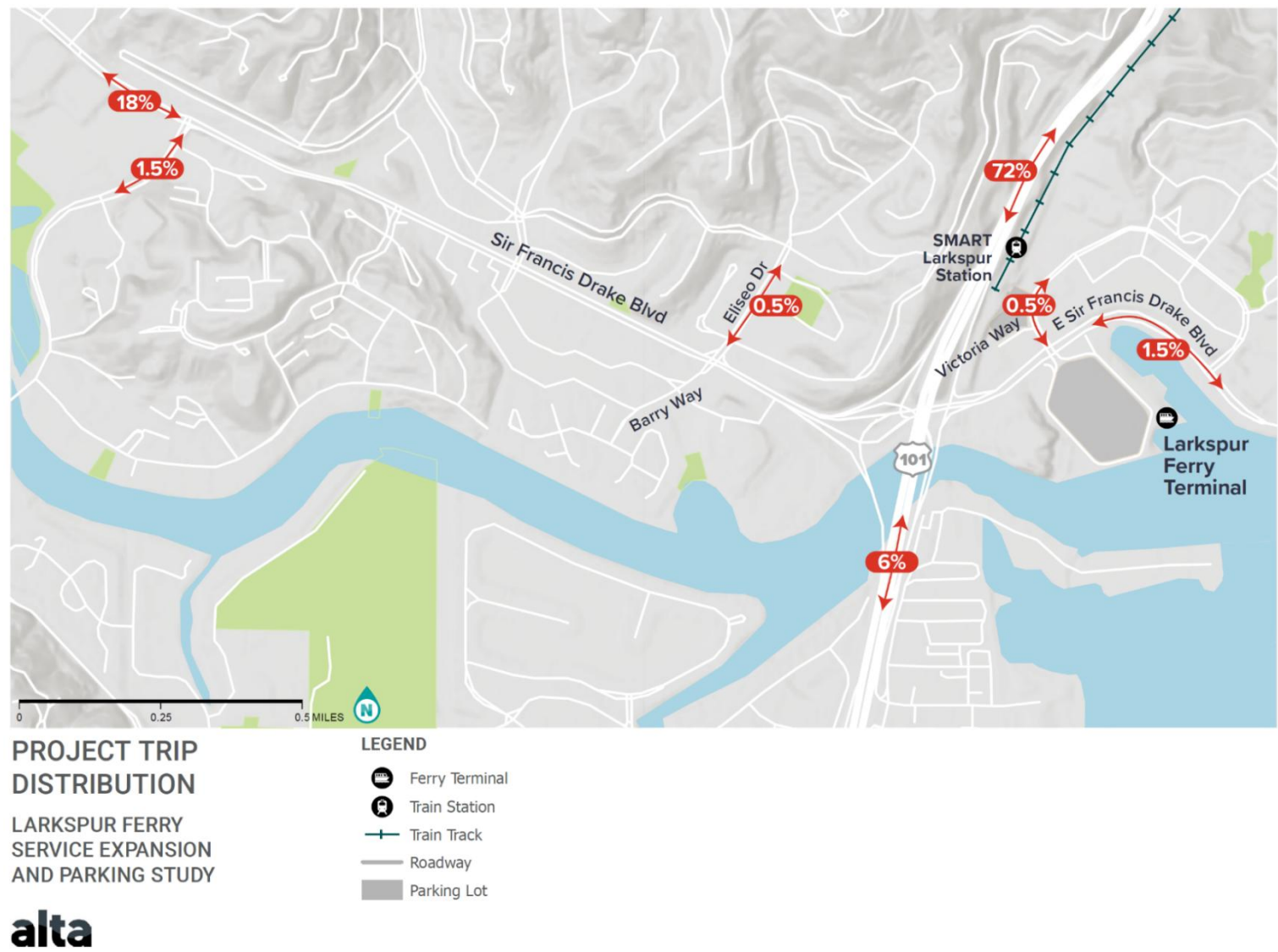


Figure 4-1. Project Trip Distribution

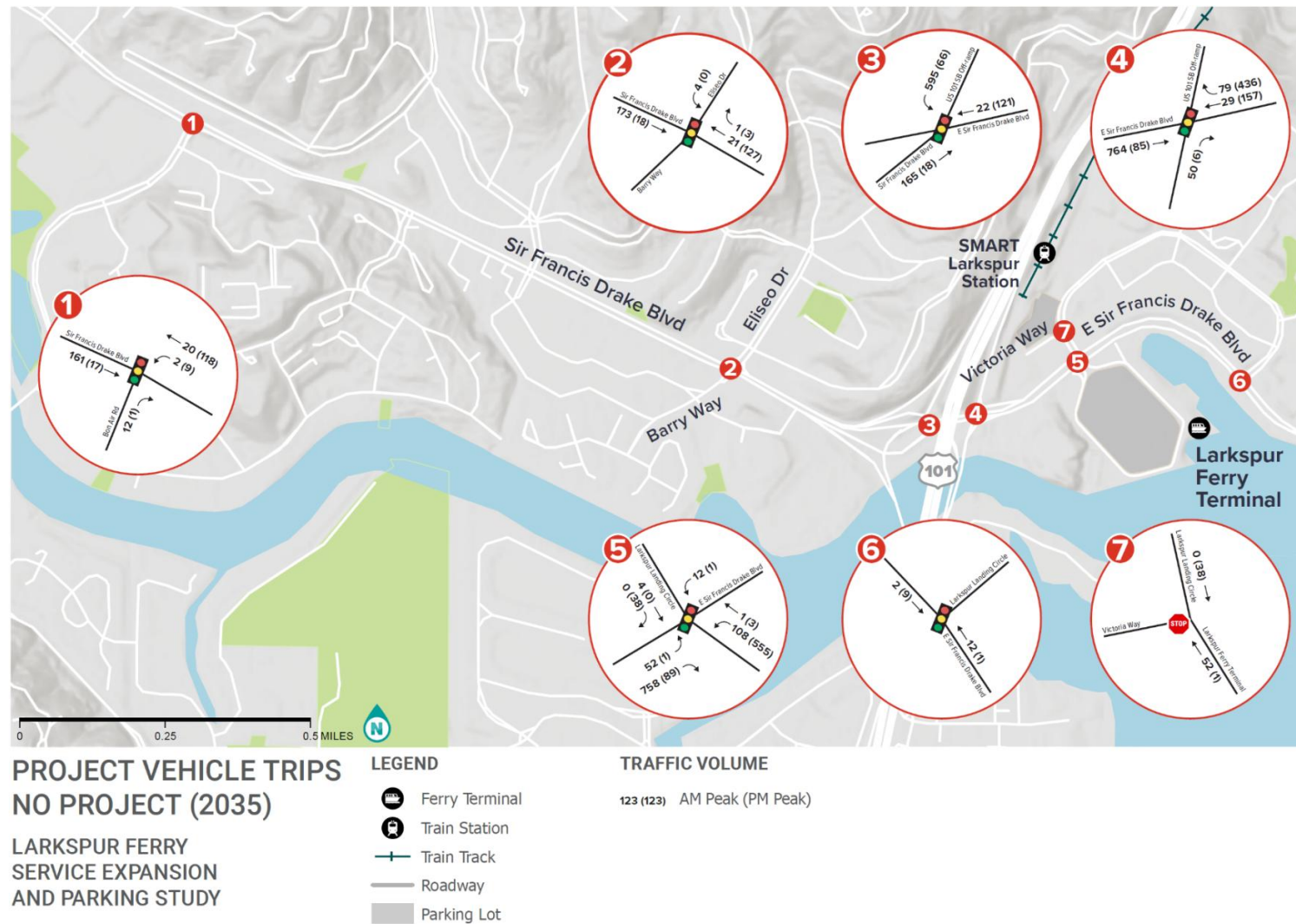


Figure 4-2. Project Vehicle Trips – No Project (2035)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

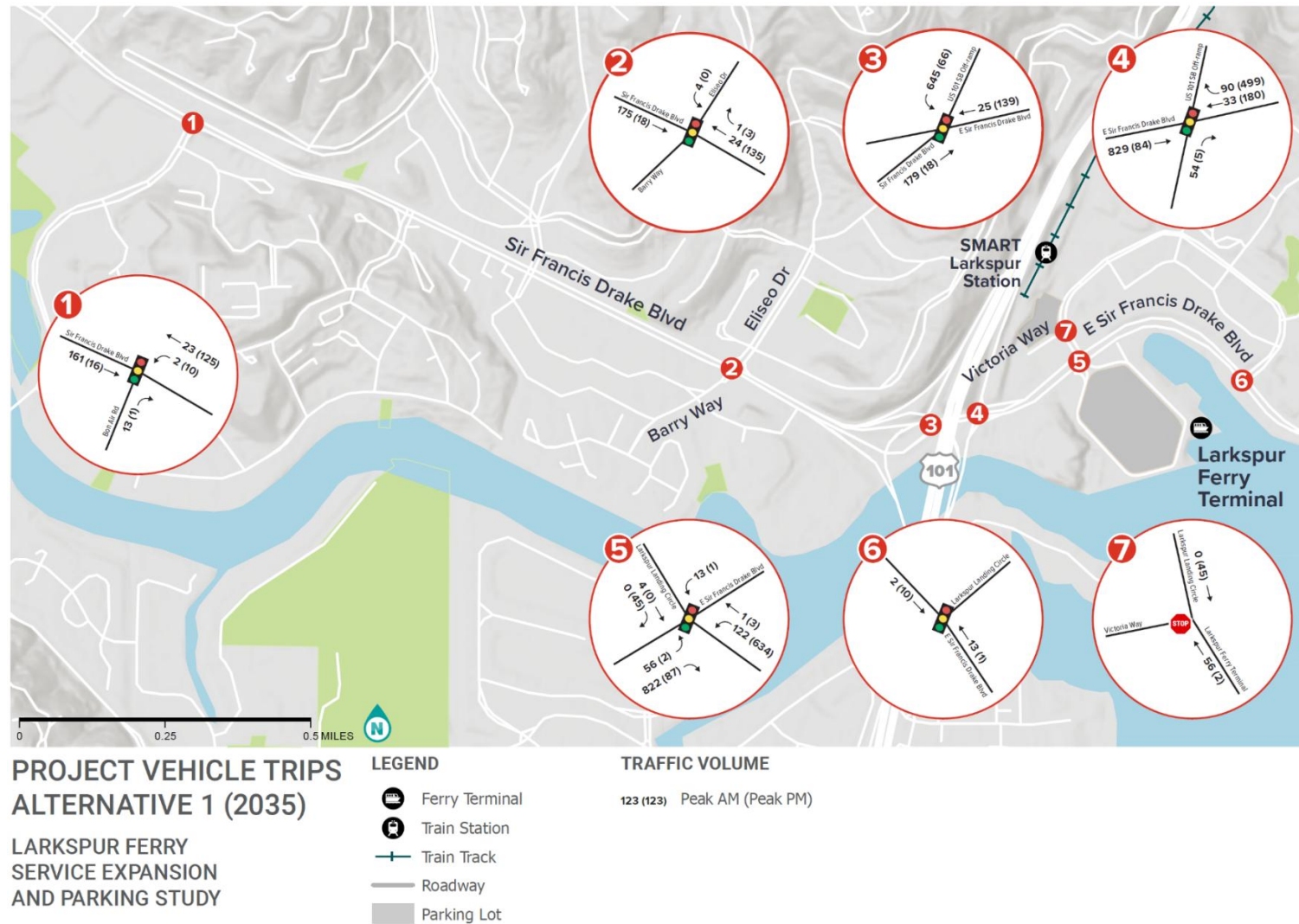
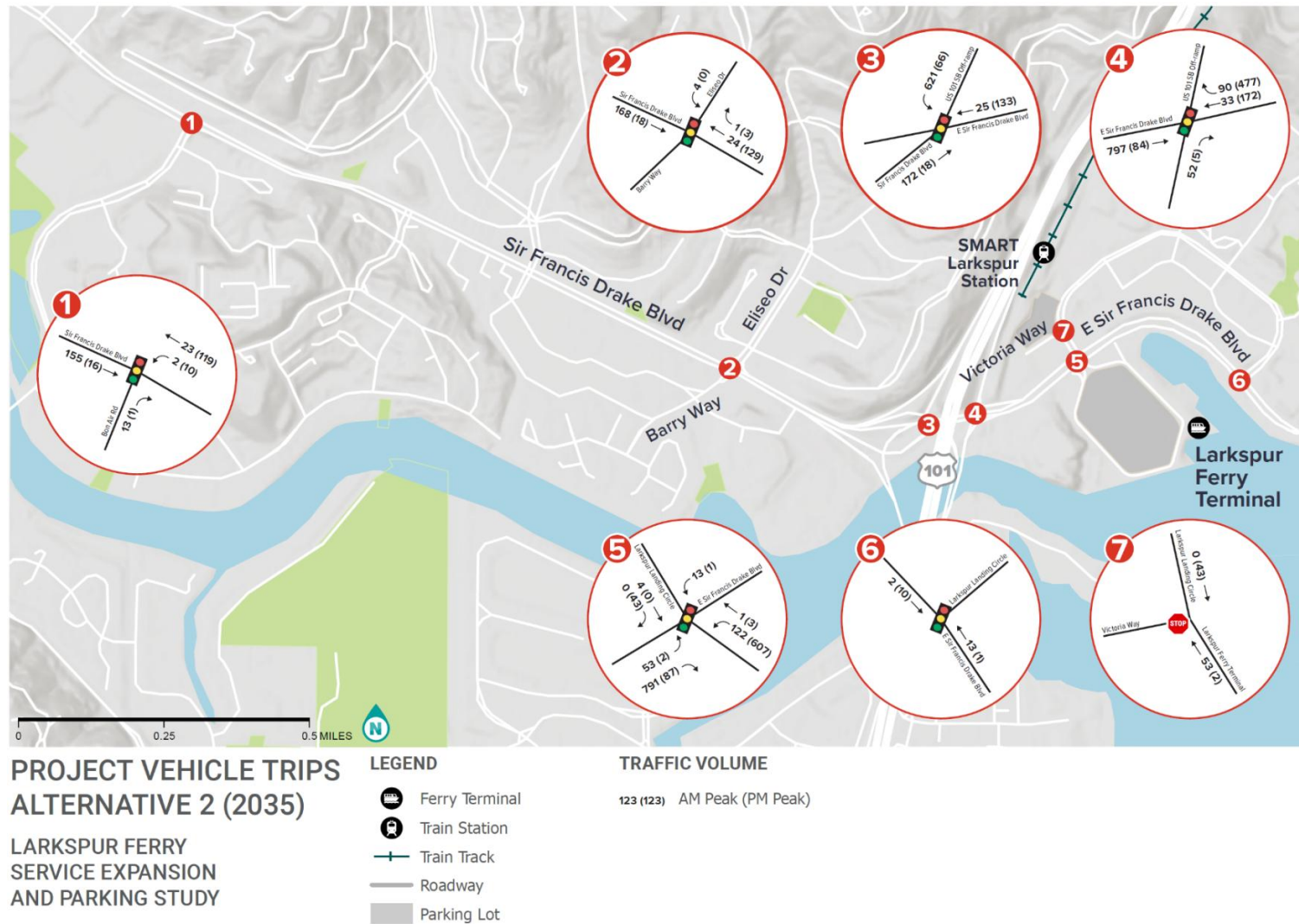


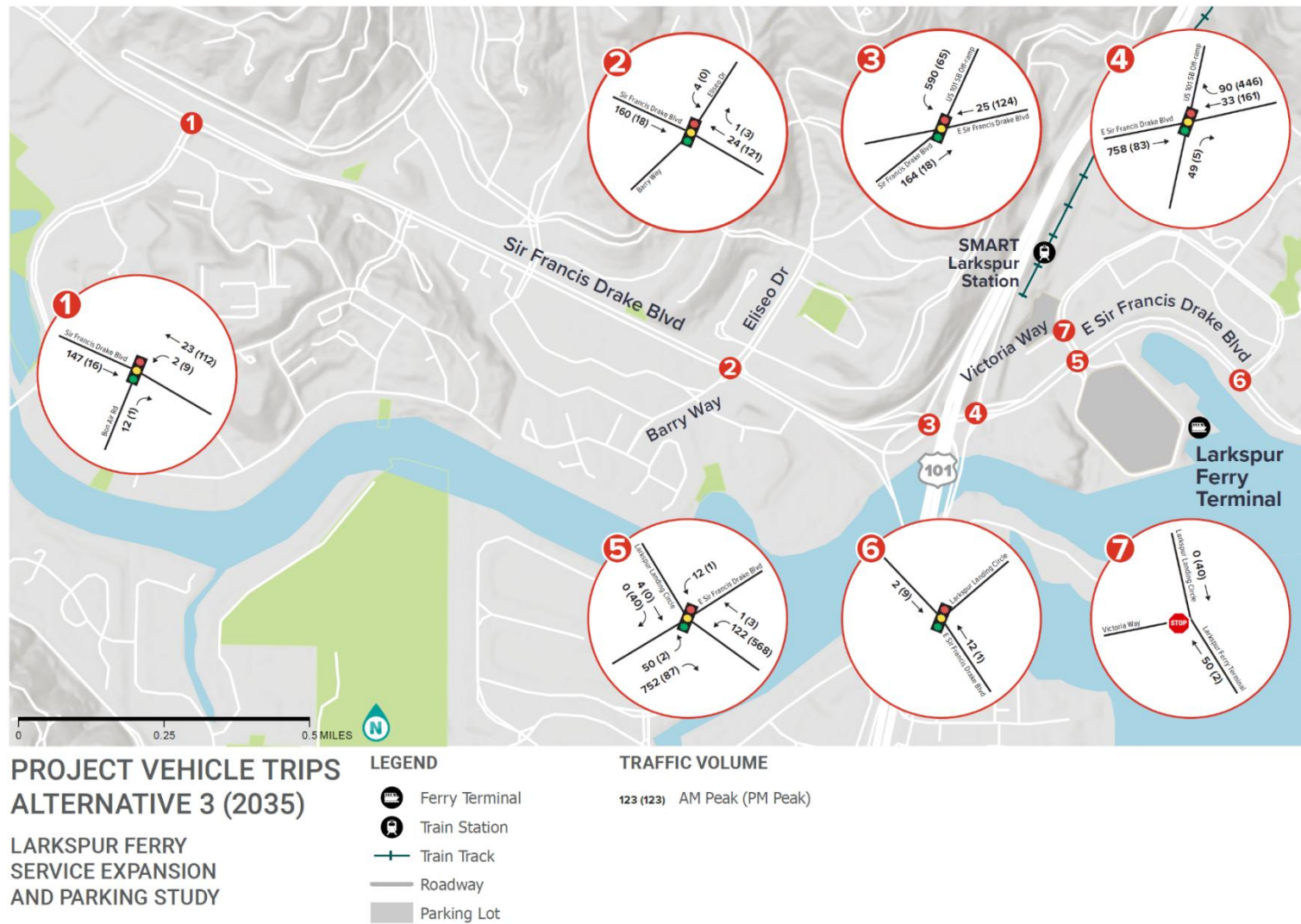
Figure 4-3. Project Vehicle Trips – Alternative 1 (2035)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis



alta

Figure 4-4. Project Vehicle Trips – Alternative 2 (2035)



alta

Figure 4-5. Project Vehicle Trips – Alternative 3 (2035)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

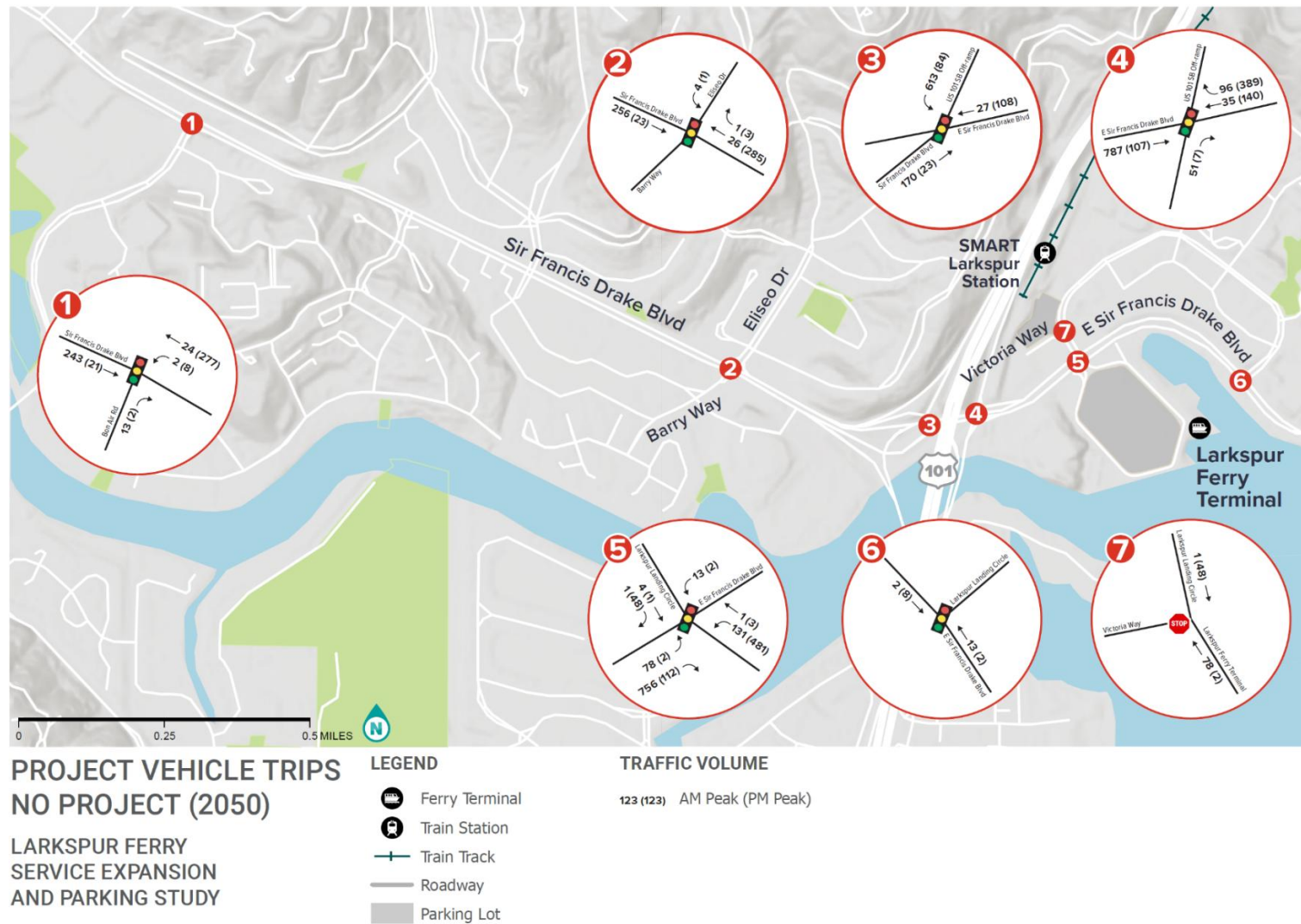


Figure 4-6. Project Vehicle Trips – No Project (2050)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

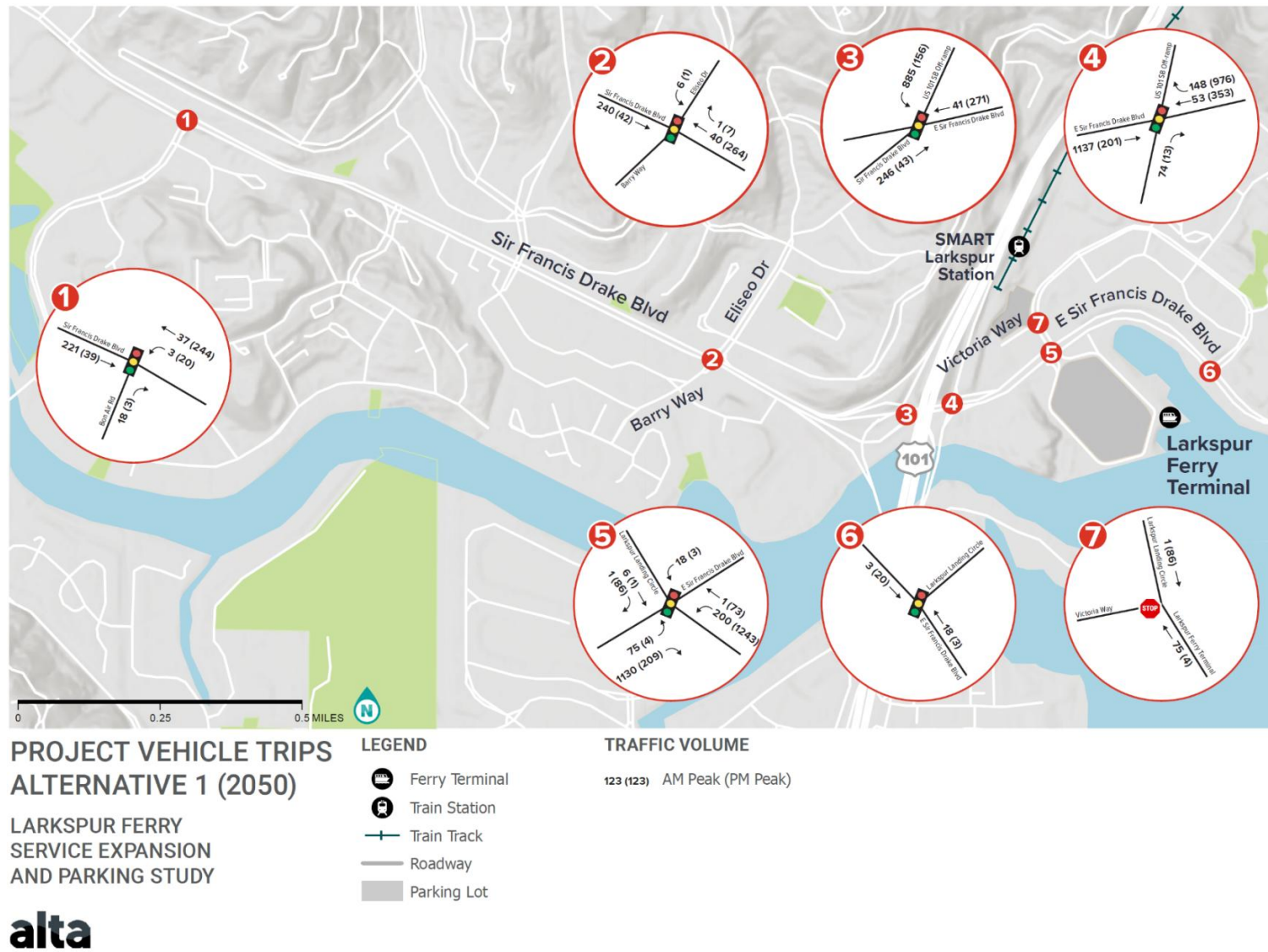


Figure 4-7. Project Vehicle Trips – Alternative 1 (2050)

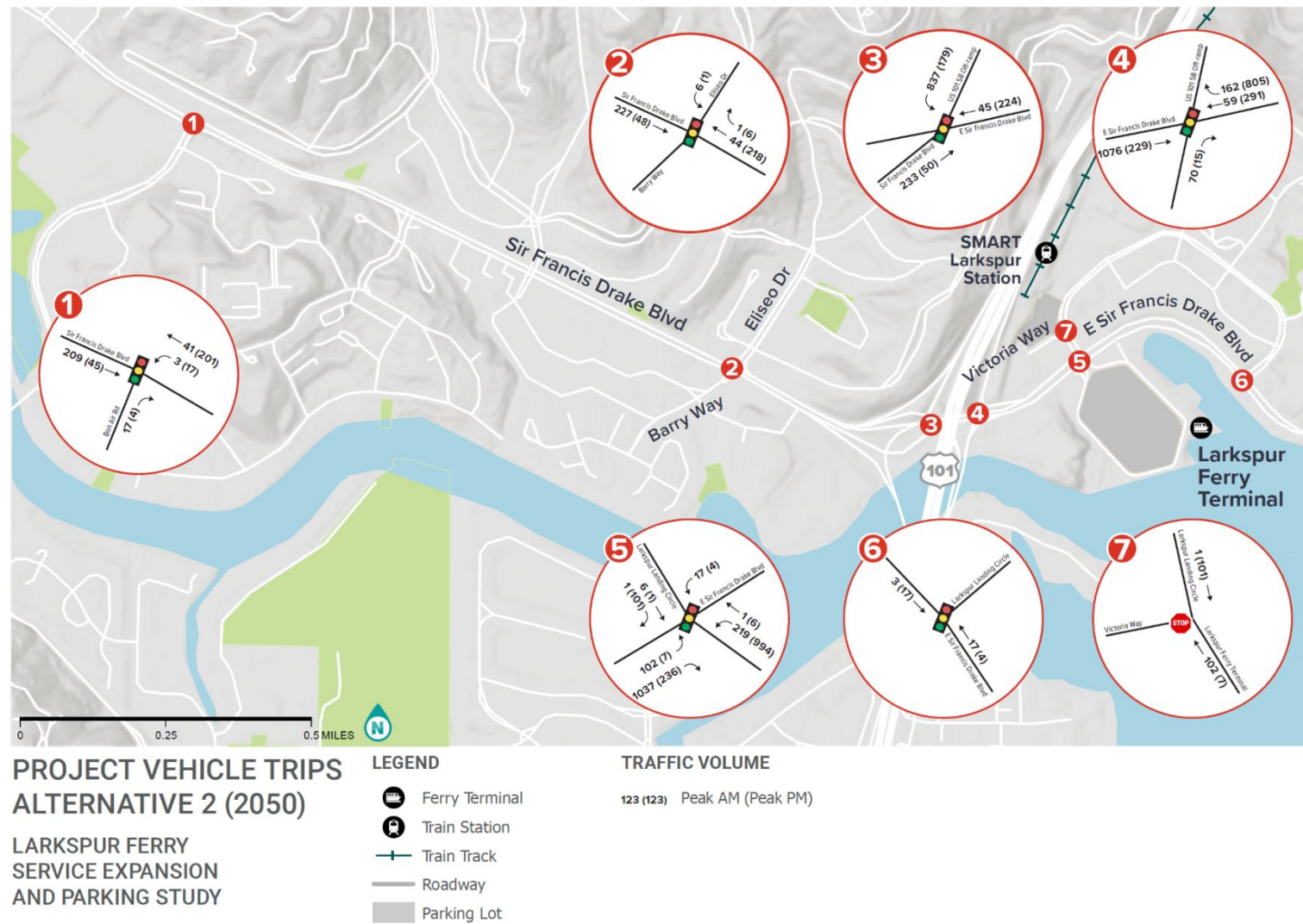


Figure 4-8. Project Vehicle Trips – Alternative 2 (2050)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

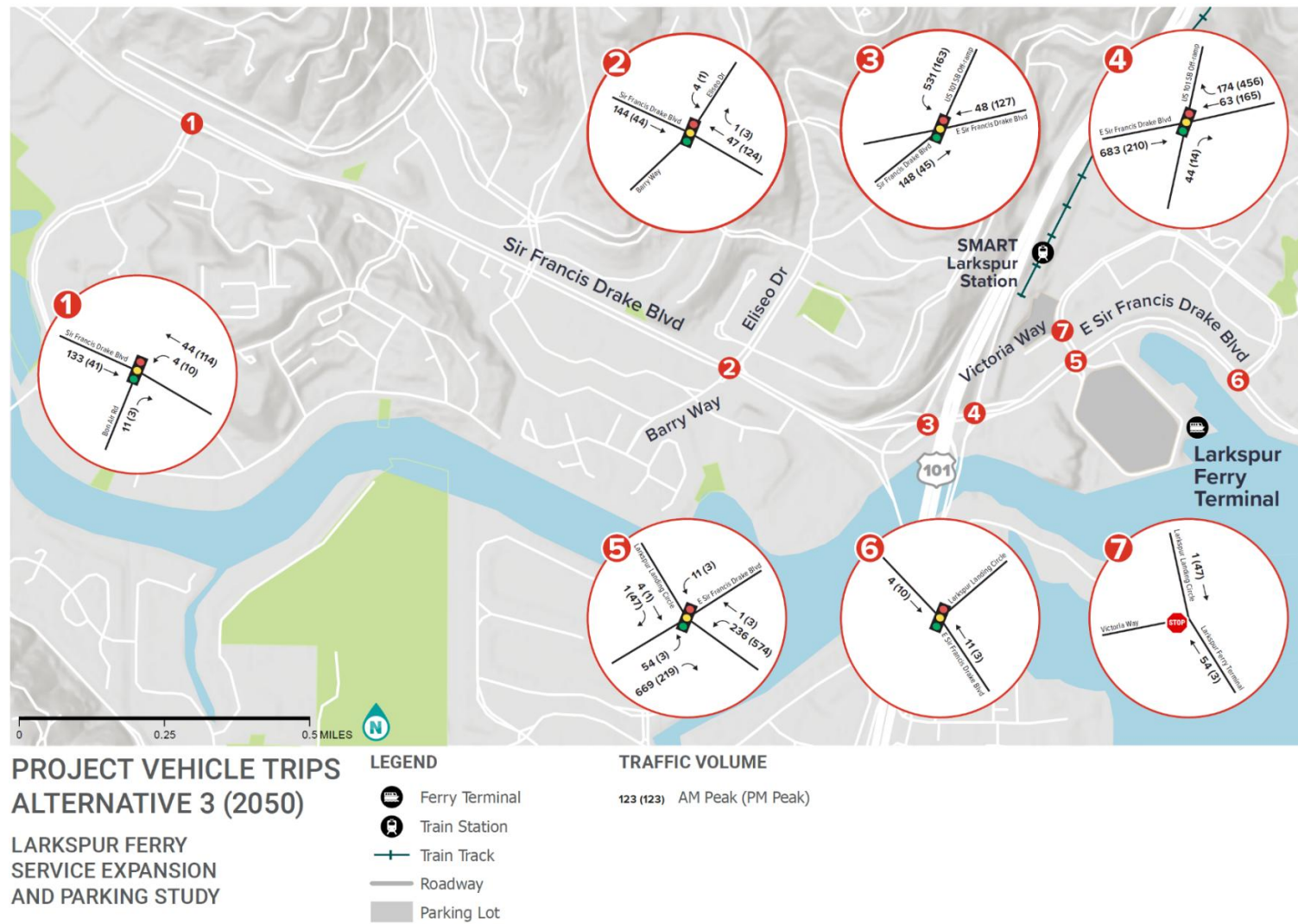


Figure 4-9. Project Vehicle Trips – Alternative 3 (2050)

5. CEQA Transportation Analysis

This section evaluates the Project's potential transportation impacts under CEQA, including both operational and construction impacts. These impacts are evaluated based on the applicable significance criteria, including the consistency with plans and policies, VMT, design hazards, and emergency access.

5.1 Operational Impacts

5.1.1 Consistency with Plans and Policies

Section 3 summarizes the applicable regional, countywide, and local transportation plans, ordinances, and policies that guide performance of the circulation system. This section evaluates whether the Project would conflict with those transportation plans and policies.

Consistency with Regional Plans and Policies

Plan Bay Area 2050+ 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 Larkspur and San Francisco, improving access to regional transit, and enhancing multimodal access to the terminal. *Plan Bay Area 2050+* also identifies improved ferry connections between Larkspur and San Francisco; therefore, the Project would advance identified regional transit investment priorities (MTC and ABAG 2026).

TAM's 2017 *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. 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 2024 *Marin Countywide Transportation Plan 2050* 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 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 101/580 interchange in San Rafael, and implementation of other planned projects are the proper means to alleviate this congestion.

Consistency with Local Plans and Policies

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 Section 1, all three alternatives would expand ferry service, increase bicycle parking, and provide multimodal access improvements to support expanded ferry ridership. All three alternatives are also expected to reduce VMT compared with the No-Project Alternative by shifting regional trips from automobile travel to ferry transit.

The Build Alternatives would provide additional parking capacity to accommodate anticipated ferry passenger demand while also incorporating multimodal access improvements. Alternatives 2 and 3 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. Alternative 3 would not increase parking capacity but would include substantial multimodal access improvements and TDM measures. Therefore, the Project would be consistent with Policies CIR-2.2, 4.5, 4.6, 6.4, 6.5, and 6.7 (City of Larkspur 2024).

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 (City of Larkspur 2024).

All three 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 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 (City of Larkspur 2024).

Impact Determination

The Project would be consistent with the regional transportation goals and strategies identified in *Plan Bay Area 2050+*, TAM's *Marin Countywide Transportation Plan 2050*, as well as local circulation and transportation policies in *The City of Larkspur 2040 General Plan* (MTC and ABAG 2026; TAM 2024; 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***.

5.1.2 Vehicle Miles Traveled

The City of Larkspur has adopted VMT as the primary metric for evaluating transportation impacts under CEQA. The City relies on guidance from the LCI, formerly the Governor's Office of Planning and Research, including the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (LCI 2018), for evaluating VMT impacts on transportation projects.

LCI guidance identifies certain transportation projects that are generally presumed to reduce VMT and therefore are typically considered to have a less-than-significant transportation impact under CEQA. These include transit and active transportation projects, such as passenger rail, bus and bus rapid transit, bicycle,

and pedestrian infrastructure projects. The LCI further identifies improving or increasing access to public transit as a potential mitigation strategy for reducing VMT impacts.

As described in Section 1, the Project would expand ferry service and improve multimodal access to the LFT through a combination of ferry service increases, parking improvements, pedestrian and bicycle access enhancements, transit connections, and TDM measures. Because the Project would improve access to public transit and support travel by ferry, transit, walking, and bicycling, it is consistent with the types of transportation projects that LCI guidance identifies as generally VMT-reducing. Therefore, the Project may be presumed to have a less-than-significant VMT impact and may be screened from further VMT analysis.

However, the City of Larkspur's guidance also states that transportation projects may be evaluated on a case-by-case basis. For transportation projects, the appropriate metric is the change in total VMT, which compares VMT under conditions without the project to VMT under conditions with the project. The difference between the two represents the VMT attributable to the Project.

Vehicle Miles Traveled Analysis Methodology

Although the Project is intended to reduce regional automobile travel by expanding ferry service between Marin County and San Francisco, the Project would also generate vehicle trips to and from the terminal, including drive-and-park trips and passenger pickup/drop-off trips. Therefore, to provide a conservative assessment of potential VMT effects, this analysis estimates the net change in VMT under each alternative.

VMT associated with ferry access trips was estimated by multiplying the projected daily private vehicle trips and first-/last-mile transit trips such as feeder shuttle or microtransit trips to and from the LFT by the average trip distance between ferry riders' origins and the terminal. Daily private vehicle trips and transit trips were based on the mode-of-arrival assumptions for each alternative, as described in Section 4. Average trip distances were obtained from the TAM travel demand model. For transit trips, average trip distances were estimated based on the anticipated transit catchment area.

Based on the 2022 model, the average vehicle trip distance under existing conditions is approximately 9.6 miles. The average trip distance is projected to increase to approximately 11.6 miles based on the 2050 model, likely reflecting a greater share of ferry riders traveling from areas farther north such as Santa Rosa and Rohnert Park. The average trip distance for 2035 was interpolated at approximately 10.2 miles.

For the No-Project Alternative, projected ferry demand would not be fully accommodated because ferry service and landside access capacity would remain constrained. Forecast trips that could not be accommodated by ferry were reassigned to drive directly to San Francisco. Under this assumption, the additional driving distance from the terminal area to San Francisco is estimated at approximately 15.5 miles. Therefore, the total vehicle trip distance for unmet ferry riders is estimated at approximately 25.7 miles in 2035 and approximately 27.1 miles in 2050.

Year 2035 Vehicle Miles Traveled

Table 5-1 summarizes projected daily ridership, private vehicle trips, and VMT for each alternative in 2035. Under the No-Project Alternative, ferry ridership would be constrained to approximately 7,130 daily riders, leaving approximately 370 potential ferry riders unmet. These unmet riders were assumed to drive to San Francisco, resulting in additional regional VMT.

Compared with the No-Project Alternative, the three alternatives would reduce total VMT by accommodating additional ferry trips that would otherwise occur as longer automobile trips to San

Francisco. Alternative 1 would reduce VMT by approximately 2,165 daily miles, Alternative 2 by approximately 4,930 daily miles, and Alternative 3 by approximately 10,061 daily miles. Alternative 3 would result in the greatest VMT reduction in 2035 due to its lower drive-and-park mode share and greater reliance on TDM, transit, bicycle, and pedestrian access.

Table 5-1. 2035 Daily Vehicle Miles Traveled by Alternative

Measure	No Project	Alternative 1	Alternative 2	Alternative 3
Ferry Ridership	7,130	7,500	7,500	7,500
Private Vehicle Trips to/from LFT	10,060	10,780	10,500	9,980
Private Vehicle Trip VMT to/from LFT	102,612	109,956	107,100	101,796
Transit Trip VMT to/from LFT	195	195	286	459
Unmet Ferry Ridership	370	-	-	-
VMT by Unmet Ferry Riders Driving to San Francisco	9,509	-	-	-
Total VMT	112,316	110,151	107,386	102,255
VMT Reduction compared with No Project	-	2,165	4,930	10,061

Year 2050 Vehicle Miles Traveled

By 2050, ferry demand is projected to increase substantially, in part because of regional growth and anticipated congestion in the Golden Gate Bridge corridor. Under the No-Project Alternative, ferry ridership would be constrained to approximately 8,800 daily riders, which is substantially below the projected unconstrained demand of approximately 17,600 daily riders. Riders who could not be accommodated by ferry were assumed to drive directly to San Francisco, resulting in substantial additional regional VMT.

As shown in Table 5-2, the three alternatives would reduce total VMT compared with the No-Project Alternative. Alternative 1 would reduce VMT by approximately 85,887 daily miles and Alternative 2 by approximately 124,749 daily miles. Ferry ridership under Alternative 3 would be constrained to approximately 119,507 daily riders because of limited parking capacity at the terminal despite stronger emphasis on TDM and multimodal connections and results in the least VMT reductions.

Table 5-2. 2050 Daily Vehicle Miles Traveled by Alternative

Measure	No Project	Alternative 1	Alternative 2	Alternative 3
Ferry Ridership	8,800	17,600	17,600	14,000
Private Vehicle Trips to/from LFT	10,520	23,660	20,220	12,300
Private Vehicle Trip VMT to/from LFT	122,032	274,456	234,552	142,680
Transit Trip VMT to/from LFT	195	364	1,406	960
Unmet Ferry Ridership	8,800	0	0	3,600
VMT by Unmet Ferry Riders Driving to San Francisco	238,480	-	-	97,560
Total VMT	360,707	274,820	235,958	241,200
VMT Reduction compared with No Project	-	85,887	124,749	119,507

Impact Determination

The Project would expand ferry service and improve multimodal access to the LFT, thereby shifting trips from longer automobile travel to public transit. Although the Project would increase localized vehicle activity to and from the terminal, including drive-and-park and pickup/drop-off trips, the regional VMT reduction associated with accommodating additional ferry riders would more than offset the VMT generated by terminal access trips.

Therefore, compared with the No-Project Alternative, the three alternatives would result in a net reduction in total VMT in both 2035 and 2050. Consistent with State CEQA Guidelines Section 15064.3, subdivision (b), the Project would not increase VMT. The Project's VMT impact would be *less than significant*.

5.1.3 Design Hazards

This section evaluates whether the Project would substantially increase transportation hazards because of geometric design features, multimodal circulation conflicts, or incompatible uses. The evaluation considers pedestrian and bicycle circulation, transit and passenger loading, parking and vehicle circulation, and vehicle queuing.

Pedestrian and Bicycle Facilities

All three alternatives would improve pedestrian connections between the North Lot and the ferry terminal, including high-visibility mid-block crosswalks along Larkspur Landing Circle West. Under the two Build Alternatives, pedestrian connections between the terminal and the Main Lot garage would also be improved to reduce conflicts and enhance pedestrian visibility and safety.

All three alternatives would include upgraded bicycle parking facilities, including a bicycle room in the Main Lot parking garage or a stand-alone bicycle hub. The proposed bicycle facilities would require bicyclists and pedestrians to cross the terminal loop driveway in front of the terminal entrance. To minimize potential conflicts among vehicles, bicyclists, and pedestrians, the Project would include high-visibility bicycle and pedestrian crossings and other safety treatments, as appropriate.

Pedestrian and bicycle improvements would be designed to be consistent with applicable local and District standards and would not introduce hazardous geometric conditions and would support safer multimodal access to the ferry terminal.

Passenger Loading Zones

All three alternatives would provide designated bus boarding space along the curb fronting the terminal, based on proposed bus service needs. Alternative 3 would also accommodate microtransit loading activity in front of the terminal.

Passenger pickup/drop-off curb space would be expanded under all three alternatives to improve circulation and reduce vehicle queuing and conflicts within the terminal area. Passenger loading areas would be designed to be consistent with applicable local and District standards for curbside loading, transit vehicle access, and ADA accessibility, and would not introduce hazardous conditions.

Parking and Vehicle Circulation

The two Build Alternatives would include construction of new parking garages in the Main Lot and North Lot. The parking garages would be designed in accordance with applicable local and District standards.

Surface parking areas outside the Main Lot parking garage would generally maintain existing circulation patterns.

The alternatives would not substantially change overall vehicular circulation patterns within the terminal area. Access to the Main Lot and ferry terminal would continue to operate generally 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 parking garages in the Main Lot and North Lot would not be gated. Users would pay after parking rather than at the entry, which would minimize the potential for vehicle queues at the garage entrances. The existing service lanes are expected to provide sufficient vehicle storage for entering traffic and would avoid queue spillback into through travel lanes.

Freeway Exit-Ramp Queuing

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.

More than 70% of Project-related vehicle trips are projected to originate from areas north of the LFT. These trips would generally use the US 101 southbound off-ramp to reach Sir Francisco Drake Boulevard during the AM peak hour. As a result, all three alternatives would increase demand at the Sir Francis Drake Boulevard/US 101 southbound on- and off-ramp intersection.

A queuing analysis was conducted using Synchro Version 12 to evaluate future queue lengths at this intersection. The available storage length on the US 101 southbound off-ramp is approximately 1,150 feet. Although a free-flow right-turn lane is provided from the off-ramp to westbound Sir Francis Drake Boulevard, this movement is not controlled by the traffic signal and therefore does not contribute to queue lengths associated with signal operations at the intersection.

Table 5-3 includes the 95th percentile queue length at the US 101 southbound off-ramp during the AM peak hour. Under all 2035 scenarios, as well as the 2050 No-Project Alternative and Alternative 3, projected queues would remain within the available ramp storage and would not extend onto the freeway mainline. However, under the 2050 Build Alternatives scenarios, projected 95th percentile queue lengths are expected to exceed the available ramp storage and extend onto the US 101 mainline. Detailed Synchro queuing reports are included in Appendix B.

Table 5-3. 95th Percentile Queue Length (feet) at US 101 Southbound Off-Ramp During AM Peak

Year	Storage	No Project	Alternative 1	Alternative 2	Alternative 3
2035	1,150	715	783	762	718
2050		1,122	1,521	1,416	1,010

Note: **Bold** indicates exceeding the storage length.

The analysis indicates that 2050 Build Alternatives scenario could result in queue spillback from the US 101 off-ramp onto the US 101 mainline during the AM peak hour. While the reported queue results focus on the 95th percentile condition, the analysis indicates that spillback could also occur under the 50th-percentile queue condition, suggesting that mainline spillback could occur with some regularity during the peak period. The alternatives would contribute up to approximately 26% of the total queue (for example, 399 feet of the 1,521 feet queue under Alternative 1), spillback onto the freeway mainline could create a potential safety concern and therefore represents a significant impact.

The Project's contribution to the queue would be relatively small but could contribute to conditions in which the off-ramp queue extends onto the US 101 mainline. Improvements to address the queue are outside the District's jurisdiction and have not been defined. Potential improvements could include signal timing adjustments at the ramp terminal intersection, increased ramp storage, striping or geometric modifications, access management, active warning, or other operational strategies, subject to Caltrans approval. TAM's 2022 *Highway 101 Interchange & Approaching Roadway Study* evaluated improvements at this location; however, the improvement was not advanced to the Project Initiation Phase for future funding consideration. Therefore, the timing and feasibility of implementing any future improvements remain uncertain.

Because the Project would contribute to a condition in which queues could extend onto the US 101 mainline during the AM peak period, the potential safety effects cannot be fully avoided through improvement within the District's control. Therefore, the impact would be considered significant and unavoidable. Continued coordination with Caltrans and other applicable agencies is recommended to monitor operating conditions and identify feasible improvements through future regional or corridor planning efforts. No impact would occur until both phases of the Project are complete.

Impact Determination

The Project does not include sharp curves, unsafe intersection geometry, incompatible uses, or circulation changes that would create unusual transportation hazards. The proposed multimodal access and passenger loading improvements are intended to improve access to the terminal, reduce conflicts among travel modes, and enhance circulation within the Project site. In addition, final design would be required to comply with applicable local District standards, including standards related to access, internal circulation, pedestrian and bicycle facilities, passenger loading, parking layout, emergency access, and accessibility. Compliance with these standards would help ensure that Project design elements operate safely for motorists, pedestrians, bicyclists, transit riders, and ferry passengers. The US 101 southbound off-ramp queues at Sir Francis Drake Boulevard are expected to spill over to the freeway mainline during the AM peak hour under the two Build Alternatives. This impact is considered **significant and unavoidable** because no feasible improvement within the District's control has been identified to avoid this potential safety hazard.

5.1.4 Emergency Access

This section evaluates whether the Project would result in inadequate emergency access or otherwise interfere with emergency response to the Project site or surrounding roadway network.

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 two 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***.

5.2 Construction Impacts

5.2.1 Consistency with Plans and Policies

Construction of the three alternatives would be subject to City of Larkspur requirements governing construction management, traffic control, and work within the public right-of-way. Before construction activities, the Project would be required to obtain an encroachment permit and applicable City approval of TCPs. The TCPs would comply with the latest California *Manual on Uniform Traffic Controls* and address traffic control devices, lane closures and tapers, work near intersections, pedestrian access, flagging, and other measures necessary to maintain safe and efficient circulation during construction. The City may also require a TMP to reduce traveler delays, address construction-related circulation, and maintain the safety of motorists, pedestrians, and bicyclists.

The Project's TMP/TCPs would be developed and implemented in accordance with applicable City requirements and guidance. With implementation of these requirements, construction of the Build Alternatives would not conflict with applicable local transportation plans, ordinances, or policies, and the impact would be ***less than significant***.

5.2.2 Vehicle Miles Traveled

Construction of the alternatives would generate temporary vehicle trips associated with construction workers, material deliveries, construction equipment, and haul activities. The amount of construction-related VMT would vary by construction phase and would be greatest during excavation, hauling, and delivery of construction materials. These trips would increase vehicle travel in the Project vicinity during construction but would cease once construction is complete.

Construction would also temporarily displace existing parking at the LFT, particularly during Main Lot construction. The resulting parking shortfall could affect how ferry passengers travel to the terminal. Potential responses could include arriving earlier to secure available parking, driving farther to find alternative parking, using nearby parking where permitted, using SMART or bus service, arranging

alternative parking or rides, or shifting some trips to telework. While some of these responses could increase vehicle travel, others could reduce vehicle travel by encouraging transit, carpooling, or telework.

Overall, the increase in VMT associated with construction activities and temporary parking displacement is expected to be limited in magnitude and temporary. These changes would not substantially affect the Project's long-term VMT. Therefore, the construction-related VMT impact would be *less than significant*.

5.2.3 Design Hazards

Construction of the alternatives would temporarily alter vehicle, pedestrian, and bicycle circulation within and around the LFT, which could result in temporary conflicts between construction activities and other roadway users.

A qualified traffic engineer would develop a TMP and TCPs during final design to establish measures to safely guide vehicles, pedestrians, and bicyclists through or around work areas, protect construction workers, maintain circulation, and minimize construction-related conflicts and delays. The TMP would include public and motorist information strategies, incident management, construction strategies, demand management, and alternate-route strategies. Depending on the final construction plans and schedule, the TMP could also establish restrictions on construction truck hauling and material deliveries during peak travel periods or identify alternative construction methods that reduce the need for hauling or deliveries. The TCPs would identify specific traffic control measures, such as temporary closures, detours, signage, and channelization, to safely manage circulation during construction. The TMP/TCPs would be subject to review and approval by applicable agencies and incorporated into the Project's construction plans and specifications.

With implementation of the approved TMP/TCPs, construction activities would be managed to minimize potential conflicts and maintain safe circulation for vehicles, pedestrians, bicyclists, transit users, and emergency responders. Therefore, construction of the alternatives would not substantially increase transportation hazards, and the impact would be *less than significant*.

5.2.4 Emergency Access

Emergency responders, including police, fire, and ambulance services, would be notified in advance of any construction activities requiring full or partial roadway closures. Emergency access routes and any necessary detours would be coordinated with emergency responders as part of the construction planning process. Temporary barricades, cones, and other traffic control devices that can be readily removed would be used to maintain emergency access during temporary roadway closures. With these measures, construction activities would not result in inadequate emergency access, and the impact would be *less than significant*.

6. Traffic Operations Analysis

This section evaluates the Project's effects on the roadway operations, consistent with the City of Larkspur's General Plan Policy CIR-3.2 (City of Larkspur 2024).

6.1 Approach and Methodology

The City of Larkspur maintains a LOS standard of LOS D for signalized and unsignalized intersections. The City also recognizes that certain intersections currently operate at LOS E or F and that physical alterations to improve operations at those intersections may not be feasible or desirable due to potential community impacts. These intersections include the following:

- East Sir Francis Drake Boulevard/Larkspur Landing West
- Sir Francis Drake Boulevard/Eliseo Drive
- Sir Francis Drake Boulevard/Bon Air Road

The study intersections were selected in coordination with the City of Larkspur and the District based on the understanding of the Project's anticipated trip distribution and assignment. The following seven study intersections were analyzed, including three intersections under the City of Larkspur jurisdiction, two US 101 ramp intersections under Caltrans jurisdiction, and two intersections managed by County of Marin. All seven intersections are signalized except for the Larkspur Landing Circle/Victoria Way, which is sidestreet stop controlled on Victoria Way.

- Sir Francis Drake Boulevard/Bon Air Road (County)
- Sir Francis Drake Boulevard/Eliseo Drive / Barry Way (County)
- Sir Francis Drake Boulevard/US 101 Southbound On/Off-ramps (Caltrans)
- East Sir Francis Drake Boulevard/US 101 Northbound On/Off-ramps (Caltrans)
- East Sir Francis Drake Boulevard/Larkspur Landing Circle West (City)
- East Sir Francis Drake Boulevard/Larkspur Landing Circle East (City)
- Larkspur Landing Circle/Victoria Way (City)

Traffic operations were evaluated using the Highway Capacity Manual (HCM), implemented through Synchro Version 12 traffic analysis software. The analysis applies HCM 7th Edition methodology where available and HCM 2000 methodology where required based on intersection configurations or signal control (TRB 2022).

The HCM methodology evaluates the capacity and delay characteristics of each directional approach and calculates LOS based on average control delay per vehicle. For signalized intersections, LOS is reported for the overall intersection. For the sidestreet stop-controlled intersection, LOS is reported for the stop-controlled approach, consistent with HCM guidance because delay is primarily experienced by vehicles on the minor street while major-street through traffic generally operates without control.

While Synchro provides a standard methodology for evaluating intersection operations, it generally evaluates isolated intersection performance and may not fully capture the effects of congestion, queue spillback, or constrained freeway ramp operations. To better reflect observed congestion along US 101 and potential queue spillback from freeway ramps onto the local roadway network, reduced ideal saturation flow rates were applied at the US 101 ramp intersections and the Eliseo Drive intersection, as appropriate.

LOS ranges from A, which indicates free flow or excellent conditions with minimal delay, to LOS F, which indicates congested or oversaturated conditions with substantial delay. Table 6-1 summarizes the LOS thresholds used in the analysis.

Table 6-1. Intersection Levels of Service and Delay Thresholds

LOS	Seconds of Delay per Vehicle	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	10 to 20	10 to 15
C	20 to 35	15 to 25
D	35 to 55	25 to 35
E	55 to 80	35 to 50
F	>80	>50

6.2 Analysis Scenario

The Project's effects on roadway operations were evaluated under the following scenarios:

- Existing Conditions
- Year 2035 Baseline Conditions (No Project)
- Year 2035 Baseline plus Project alternatives
- Year 2050 Baseline Conditions (No Project)
- Year 2050 Baseline plus Project alternatives

Existing Conditions are based on the counts collected on Tuesday October 28, 2025, and Wednesday, October 29, 2025, during the AM peak period from 7 AM to 9 AM and the PM peak period from 4 PM to 6 PM. Future traffic volumes were developed using the TAM travel demand model. Year 2050 conditions were based on traffic volume changes between the 2022 and 2050 TAM models. Year 2035 conditions were interpolated between existing conditions and Year 2050 conditions.

The 2050 TAM model incorporates anticipated regional housing, population, and employment growth, as well as reasonably foreseeable transportation network improvements. The following assumptions are directly related to the Project and traffic conditions in the Project vicinity:

- Population growth in North Bay between 2022 and 2050, including more than 8,000 new residents in the Larkspur, Corte Madera, and Greenbrae areas; more than 2,500 new residents in the Kentfield, San Anselmo, and Fairfax areas; more than 7,000 new residents in Downtown San Rafael and the North San Rafael Town Center area; and more than 23,000 new residents in cities farther north, including Novato, Petaluma, Rohnert Park, and Santa Rosa
- Employment growth of over 315,000 jobs in San Francisco between 2022 and 2050
- Transportation infrastructure improvements, including the US 101/I-580 Multimodal and Local Access Improvement Project, which is expected to reduce traffic congestion along westbound East Sir Francis Drake Boulevard approaching southbound US 101
- Increased Larkspur ferry service, with 15-minute peak-period headways; the TAM model assumes no parking constraint at the LFT

Traffic volume differences between the 2022 and 2050 TAM model scenarios were applied to the Existing Conditions turning movement counts to develop Year 2050 traffic volumes. Because the 2050 TAM model assumes unconstrained ferry parking supply and increased ferry service levels consistent with Alternative 1, the resulting traffic volumes are considered to represent the Year 2050 Baseline plus Alternative 1 scenario, rather than Year 2050 Baseline (No-Project) Condition.

For access points serving the ferry terminal (including Main Lot), Project-specific vehicle trips developed in Section 4 were used for associated turning movements at the East Sir Francis Drake Boulevard/Larkspur Landing Circle West intersection. North Lot-related vehicle trips were also added to the East Sir Francis Drake Boulevard/Larkspur Landing Circle West intersection and the Larkspur Landing Circle West/Victoria Way intersection.

For the Year 2050 Baseline Conditions and Year 2050 Baseline plus Project scenarios under Alternatives 2 and 3, differences in Project vehicle trips relative to Alternative 1 were applied to the corresponding Year 2050 traffic volumes. A similar methodology was used for Year 2035 conditions, with 2035 traffic volumes interpolated between Existing Conditions and Year 2050 traffic volumes.

No geometric changes are assumed at the study intersections for the traffic operations analysis. Signal timing splits were optimized for future-year conditions.

Figure 6-1 illustrates the existing lane configurations at the study intersections.

Figure 6-2,

Figure 6-3, and

Figure 6-4 show AM and PM peak-hour vehicle turning movement volumes for existing conditions, 2035 baseline conditions, and 2050 baseline conditions, respectively. Intersection turning movement counts are provided in Appendix A.

6.3 Existing Intersection Operations

Intersection LOS was evaluated for the highest-volume 60-minute period observed during each count period. Table 6-2 summarizes the existing LOS and average delay results for the study intersections during the AM and PM peak hours. It shows that all study intersections currently operate at LOS D or better during both the AM and PM peak hours. Some individual movements may experience longer delays and LOS E or F, but overall intersection operations remain at LOS D or better at all study intersections under Existing Conditions. Detailed LOS calculation worksheets are provided in Appendix C.

Table 6-2. Peak Hour Intersections Levels of Service Results – Existing Conditions

No	Intersection	Control Type	LOS (Delay) ^[a]	
			AM Peak	PM Peak
1	Sir Francis Drake Boulevard/Bon Air Road	Signal	C (29.2)	C (32.5)
2	Sir Francis Drake Boulevard/Eliseo Drive	Signal	D (45.5)	D (39.1)
3	Sir Francis Drake Boulevard/US 101 Southbound Ramps	Signal	D (50.3)	B (18.3)
4	East Sir Francis Drake Boulevard/US 101 Northbound Ramps	Signal	D (41.6)	C (29.8)
5	East Sir Francis Drake Boulevard/Larkspur Landing Circle West	Signal	C (33.4)	D (52.6)
6	East Sir Francis Drake Boulevard/Larkspur Landing Circle East	Signal	A (7.1)	A (4.9)

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

No	Intersection	Control Type	LOS (Delay) ^[a]	
			AM Peak	PM Peak
7	Larkspur Landing Circle/Victoria Way	SSSC	A (9.9)	A (9.6)

^[a] Delay = Average control delay in seconds per vehicle

SSSC = Side Street Stop Controlled

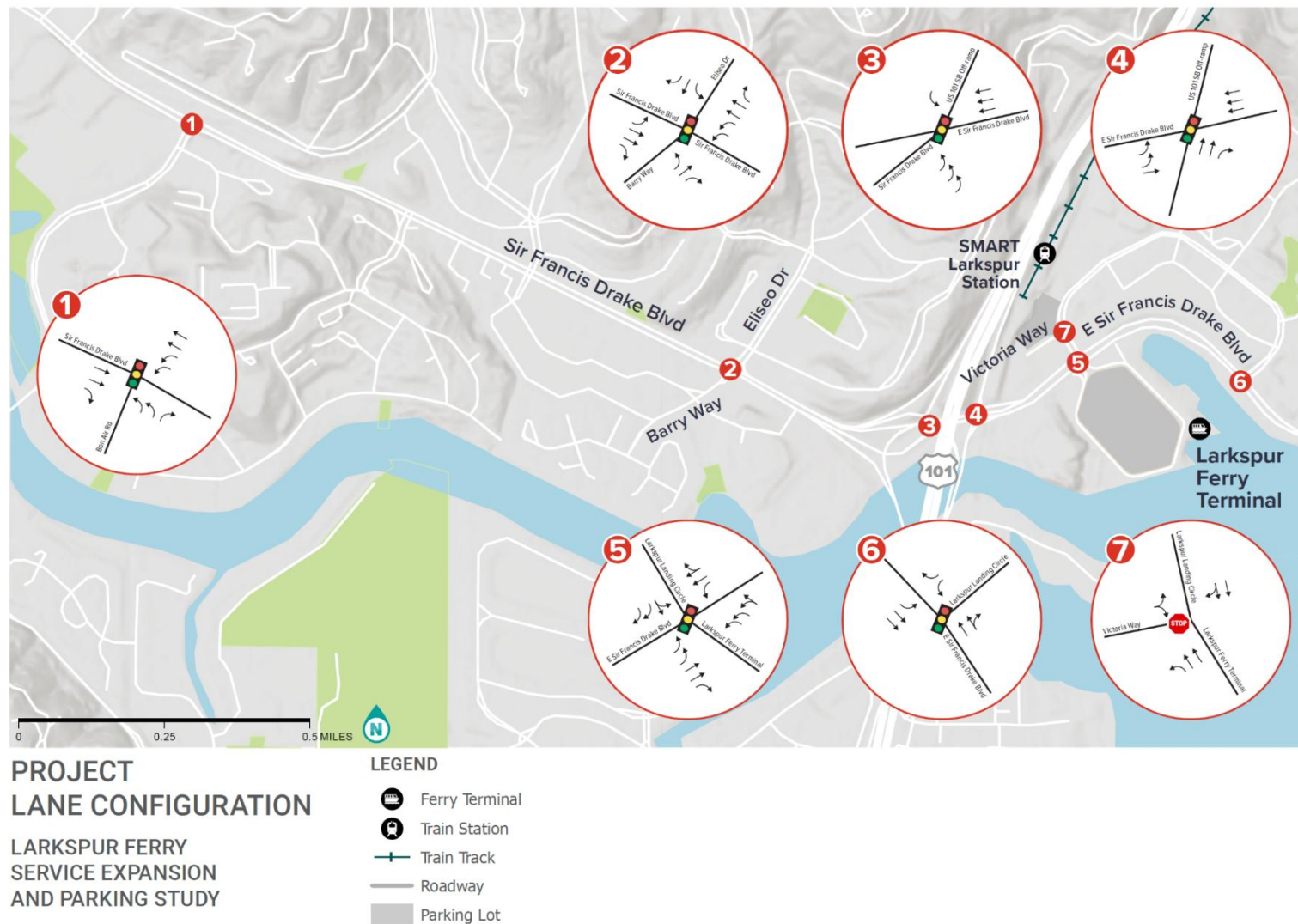


Figure 6-1. Lane Configuration

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

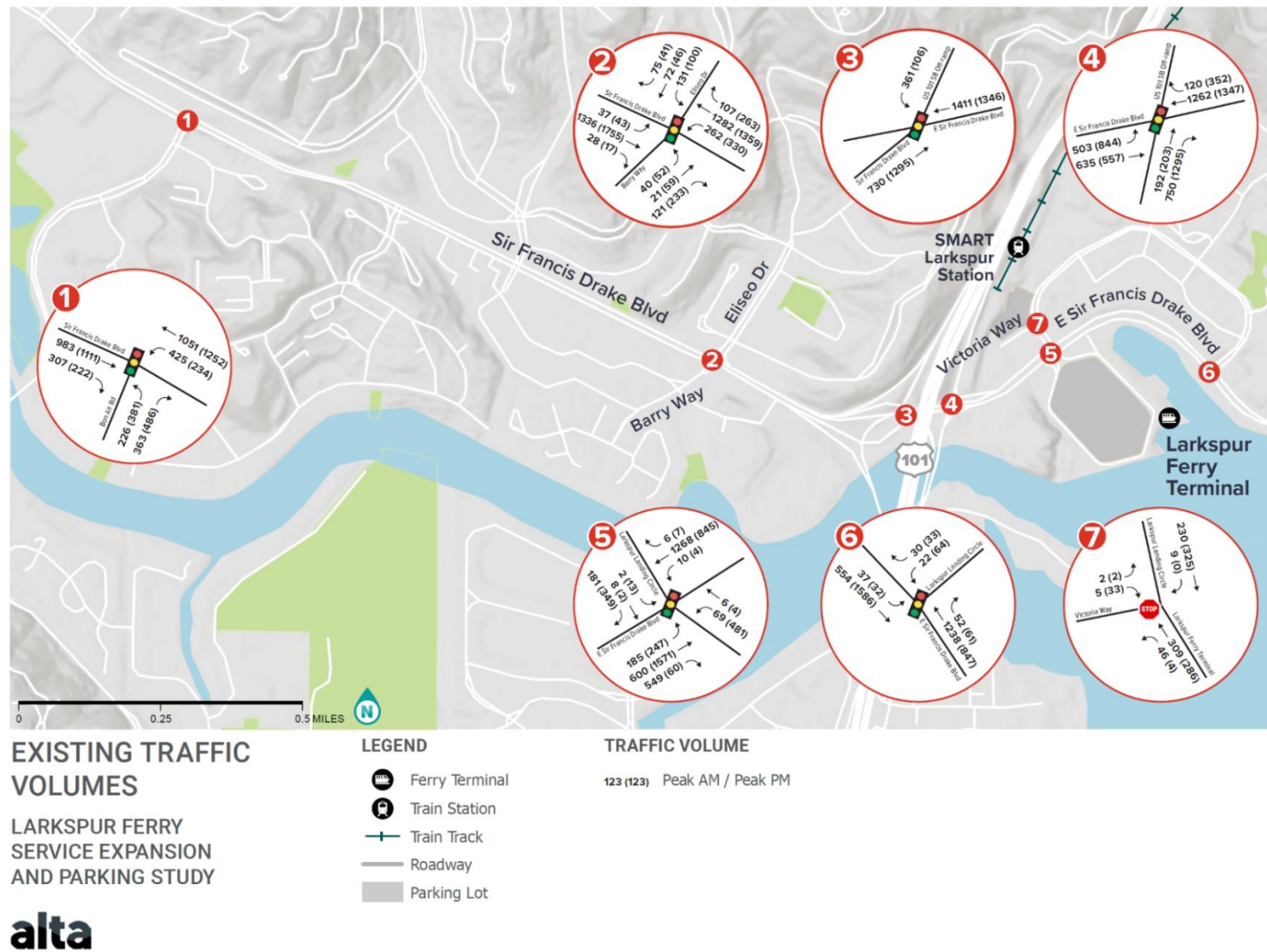


Figure 6-2. Existing Traffic Volumes

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

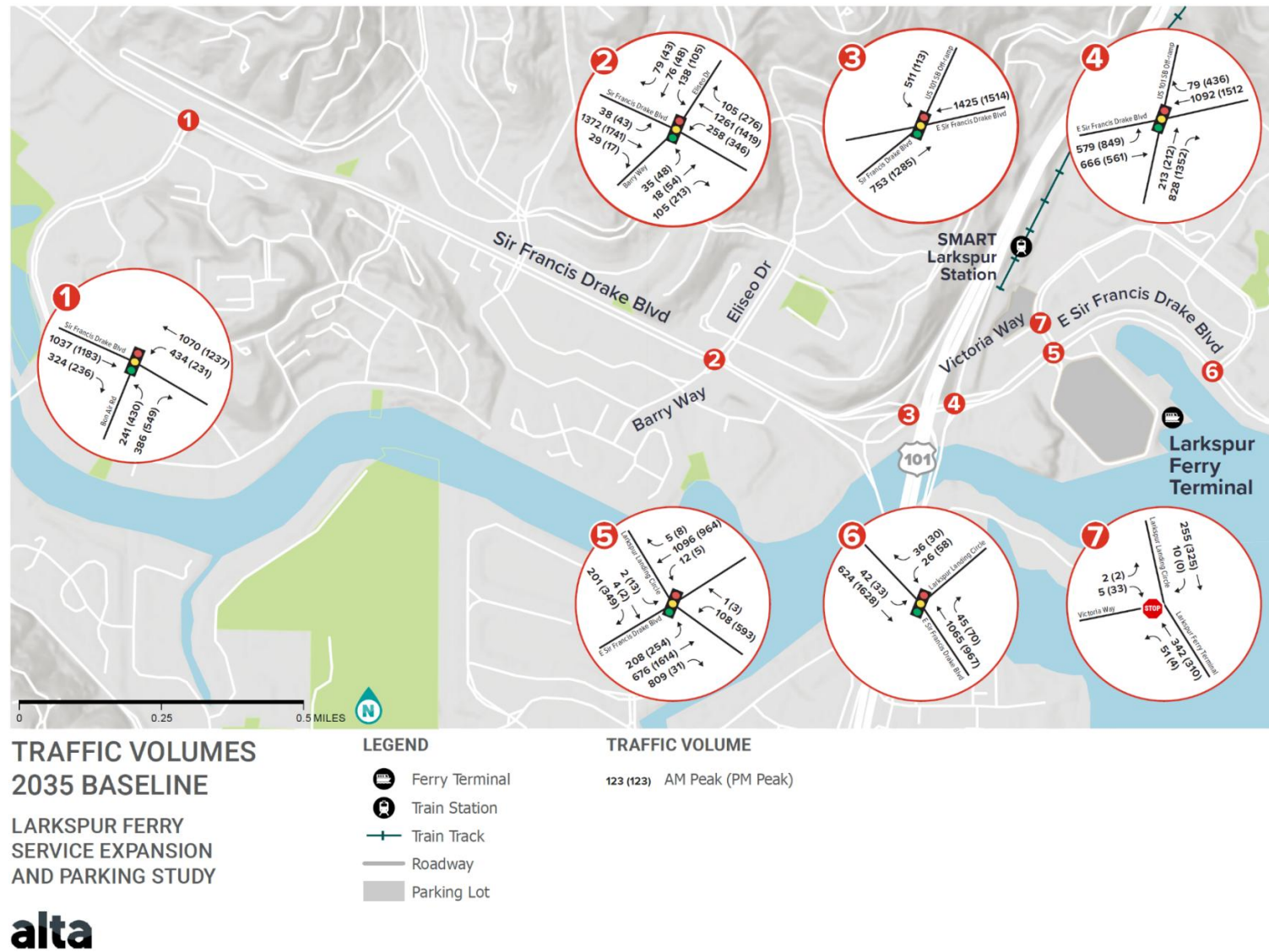


Figure 6-3. 2035 Baseline Traffic Volumes

Larkspur Ferry Service Expansion and Parking Project Transportation Impact Analysis

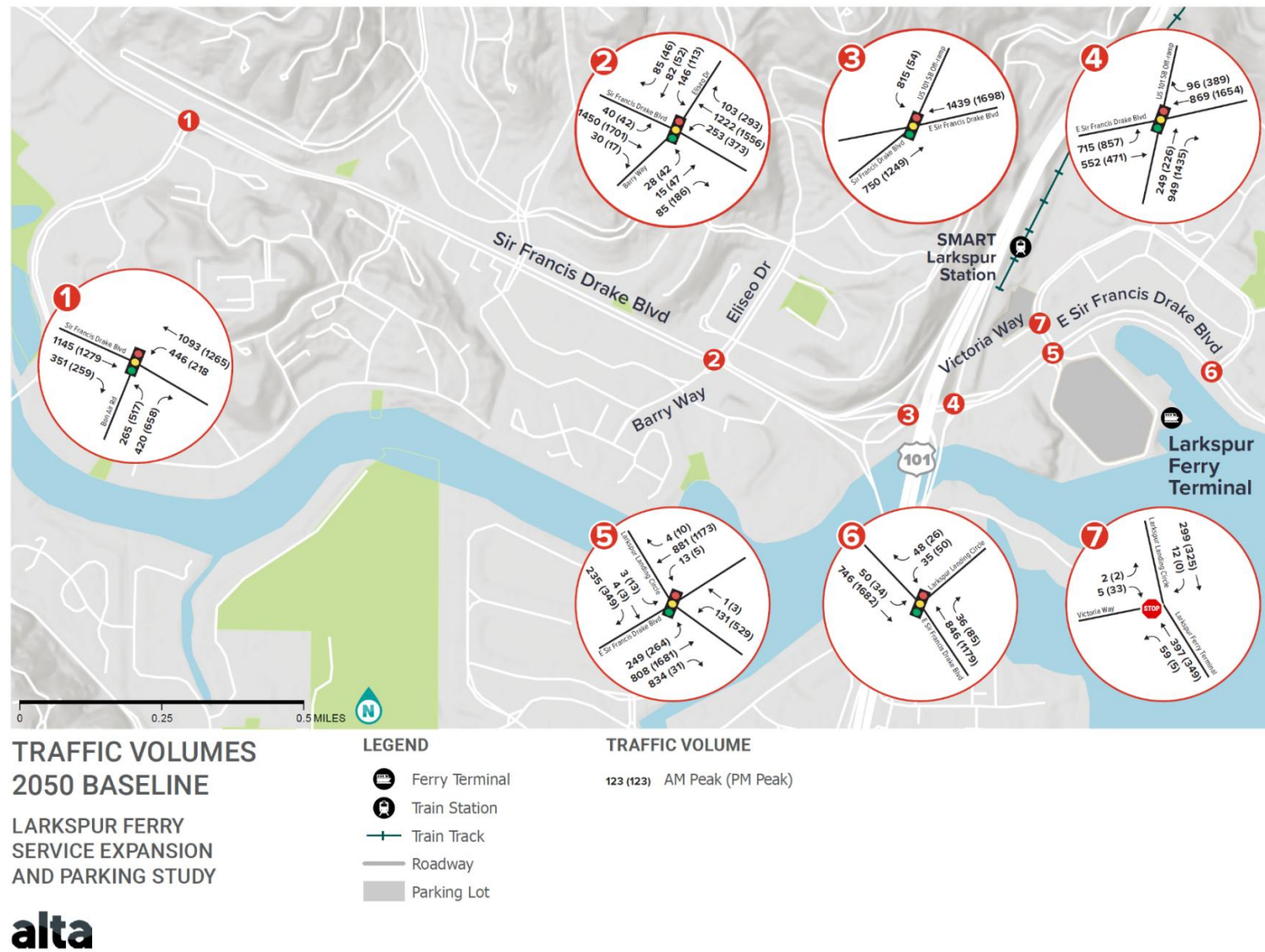


Figure 6-4. 2050 Baseline Traffic Volumes

6.4 Year 2035 Intersection Operations

Table 6-3 and Figure 6-5 and

Figure 6-6 summarize the LOS and delay results for 2035 Baseline Conditions and 2035 plus Project alternatives. It shows that most of the study intersections would operate at LOS D or better during both the AM and PM peak hours, except for the following:

- The Sir Francis Drake Boulevard/US 101 Southbound On/Off-ramps intersection would operate at LOS E under the No-Project Alternative and Alternative 3, and at LOS F under Alternatives 1 and 2 during the AM peak hour. It would also operate at LOS E under Alternatives 1 and 2 during the PM peak hour.

Detailed LOS calculation worksheets are provided in Appendix C.

Table 6-3. Peak Hour Intersections Levels of Service Results – Year 2035 Conditions

N o	Intersection	Peak Hour	No Project	Alternative 1	Alternative 2	Alternative 3
1	Sir Francis Drake Boulevard/Bon Air Road	AM	C (31.2)	C (31.3)	C (31.2)	C (32.9)
		PM	D (38.4)	D (37.6)	D (37.6)	D (45)
2	Sir Francis Drake Boulevard/Eliseo Drive/Barry Way	AM	D (46.4)	D (46.5)	D (45.9)	D (39.9)
		PM	D (39.2)	D (39.3)	D (39.2)	D (45.8)
3	Sir Francis Drake Boulevard/US 101 Southbound On/Off-ramps	AM	E (74.8)	F (85.2)	F (78.3)	E (73.1)
		PM	D (47.4)	E (62.4)	E (62.4)	E (63.2)
4	East Sir Francis Drake Boulevard/US 101 Northbound On/Off-ramps	AM	D (37.8)	D (37.5)	C (30.5)	C (34.5)
		PM	C (25.7)	C (25.4)	C (25.3)	C (25.1)
5	East Sir Francis Drake Boulevard/Larkspur Landing Circle West	AM	C (26.2)	C (33.8)	C (29.7)	C (26.1)
		PM	C (34)	D (49.9)	D (47.9)	D (45.6)
6	East Sir Francis Drake Boulevard/Larkspur Landing Circle East	AM	A (7)	A (7)	A (7)	A (7)
		PM	A (4.9)	A (4.8)	A (4.9)	A (4.9)
7	Larkspur Landing Circle Victoria Way	AM	B (10.2)	B (10.3)	B (10.3)	B (10.2)
		PM	A (9.6)	A (9.8)	A (9.8)	A (9.8)

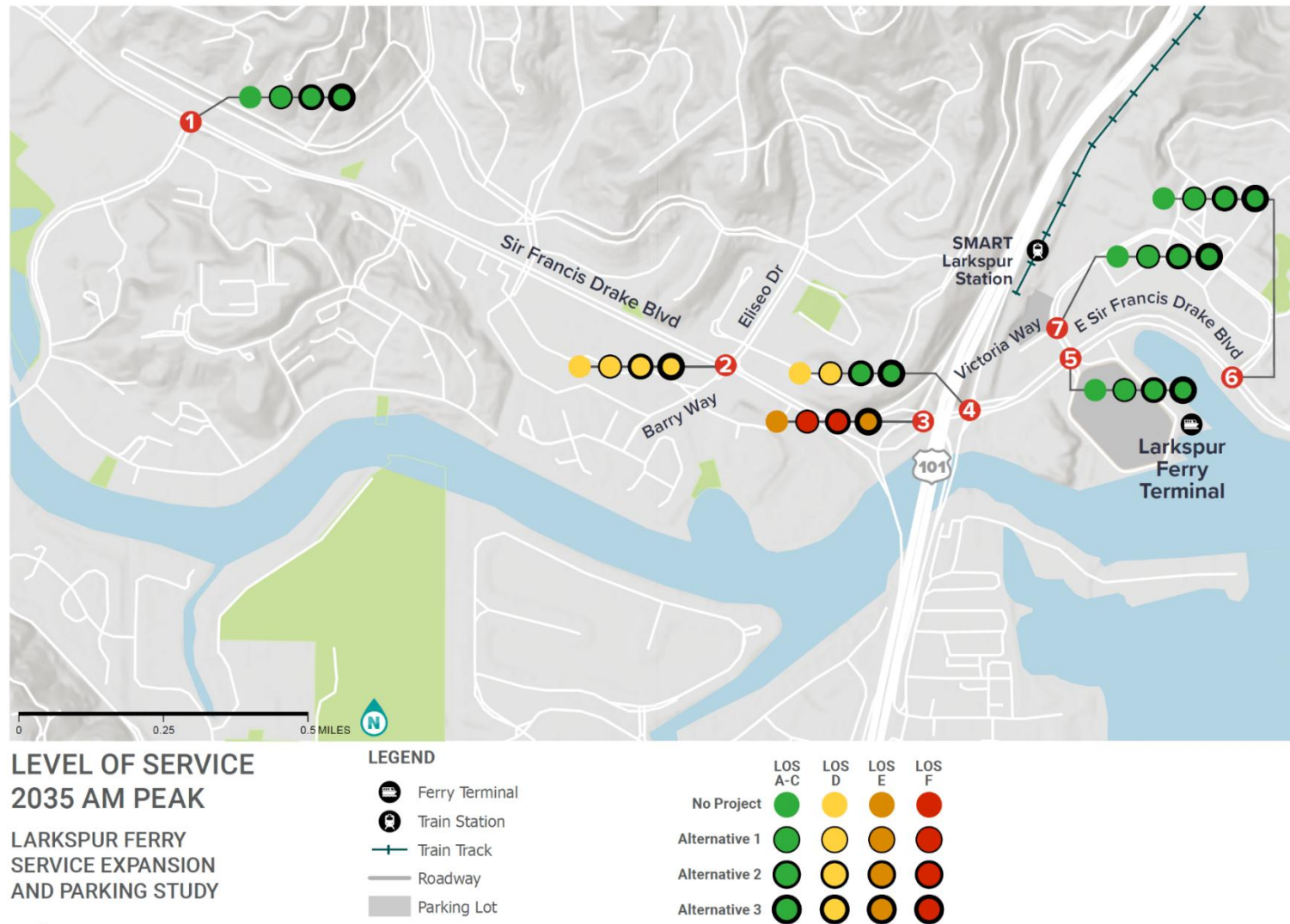


Figure 6-5. 2035 Level of Service Results – AM Peak

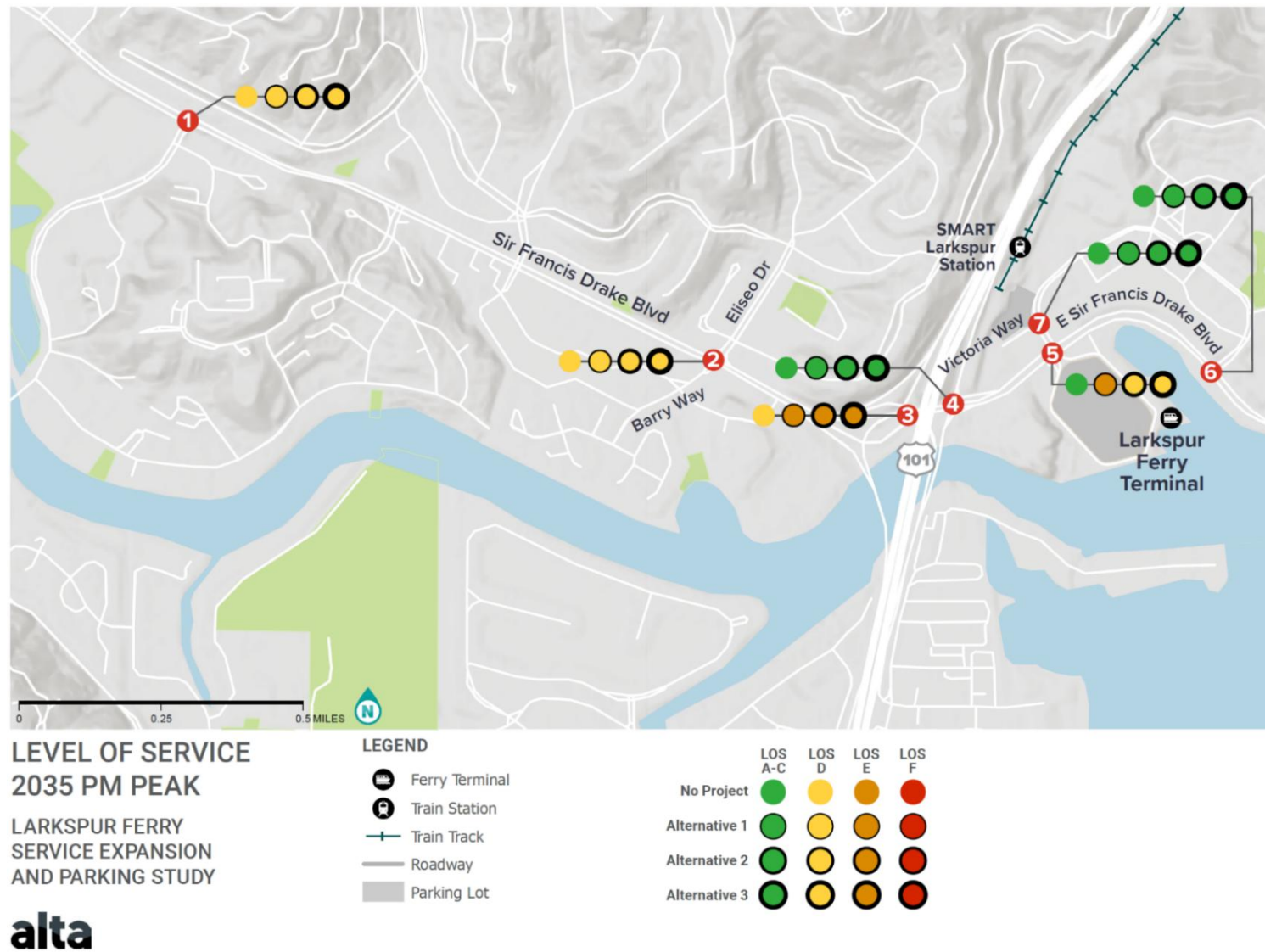


Figure 6-6. 2035 Level of Service Results – PM Peak

6.5 Year 2050 Intersection Operations

Table 6-4 and Figure 6-7 and

Figure 6-8 summarize the LOS and delay results for 2050 Baseline Conditions and 2050 plus Project alternatives. It shows that the majority of the study intersections would operate at LOS D or better during both the AM and PM peak hours, except for the following:

- The Sir Francis Drake Boulevard/US 101 Southbound On/Off-ramps intersection would operate at LOS F under No Project and all Build Alternatives during the AM peak hour
- The East Sir Francis Drake Boulevard/US 101 Northbound On/Off-ramps intersection would operate at LOS E under Alternative 1 during the AM peak hour
- The East Sir Francis Drake Boulevard/Larkspur Landing Circle East intersection would operate at LOS F under Alternative 1 and at LOS E under Alternative 2 during the PM peak hour

Detailed LOS calculation worksheets are provided in Appendix C.

Table 6-4. Peak Hour Intersections Level of Service Results – Year 2050 Conditions

No	Intersection	Peak Hour	No Project	Alternative 1	Alternative 2	Alternative 3
1	Sir Francis Drake Boulevard/Bon Air Road	AM	C (33.1)	C (33.4)	C (33.2)	C (32.9)
		PM	D (44.3)	D (45.2)	D (45)	D (45)
2	Sir Francis Drake Boulevard/Eliseo Drive/Barry Way	AM	D (48.4)	D (47.8)	D (47.2)	D (39.9)
		PM	D (44)	D (52.8)	D (46.2)	D (45.8)
3	Sir Francis Drake Boulevard/US 101 Southbound On/Off-ramps	AM	F (153.8)	F (222.8)	F (210.5)	F (137.5)
		PM	D (35.2)	D (52)	D (47.3)	D (52.6)
4	East Sir Francis Drake Boulevard/US 101 Northbound On/Off-Ramps	AM	D (45.6)	E (57.3)	D (53.3)	D (46.8)
		PM	D (35.5)	D (40.7)	D (37.1)	C (34.1)
5	East Sir Francis Drake Boulevard/Larkspur Landing Circle West	AM	C (30.8)	D (49.5)	D (43.8)	C (33.5)
		PM	D (36.2)	F (81.8)	E (72.4)	D (51.9)
6	East Sir Francis Drake Boulevard/Larkspur Landing Circle East	AM	A (7)	A (7)	A (7)	A (7)
		PM	A (5)	A (4.9)	A (5)	A (5)
7	Larkspur Landing Circle/Victoria Way	AM	B (10.7)	B (10.9)	B (10.9)	B (10.7)
		PM	A (9.6)	B (10.1)	B (10.1)	B (9.6)

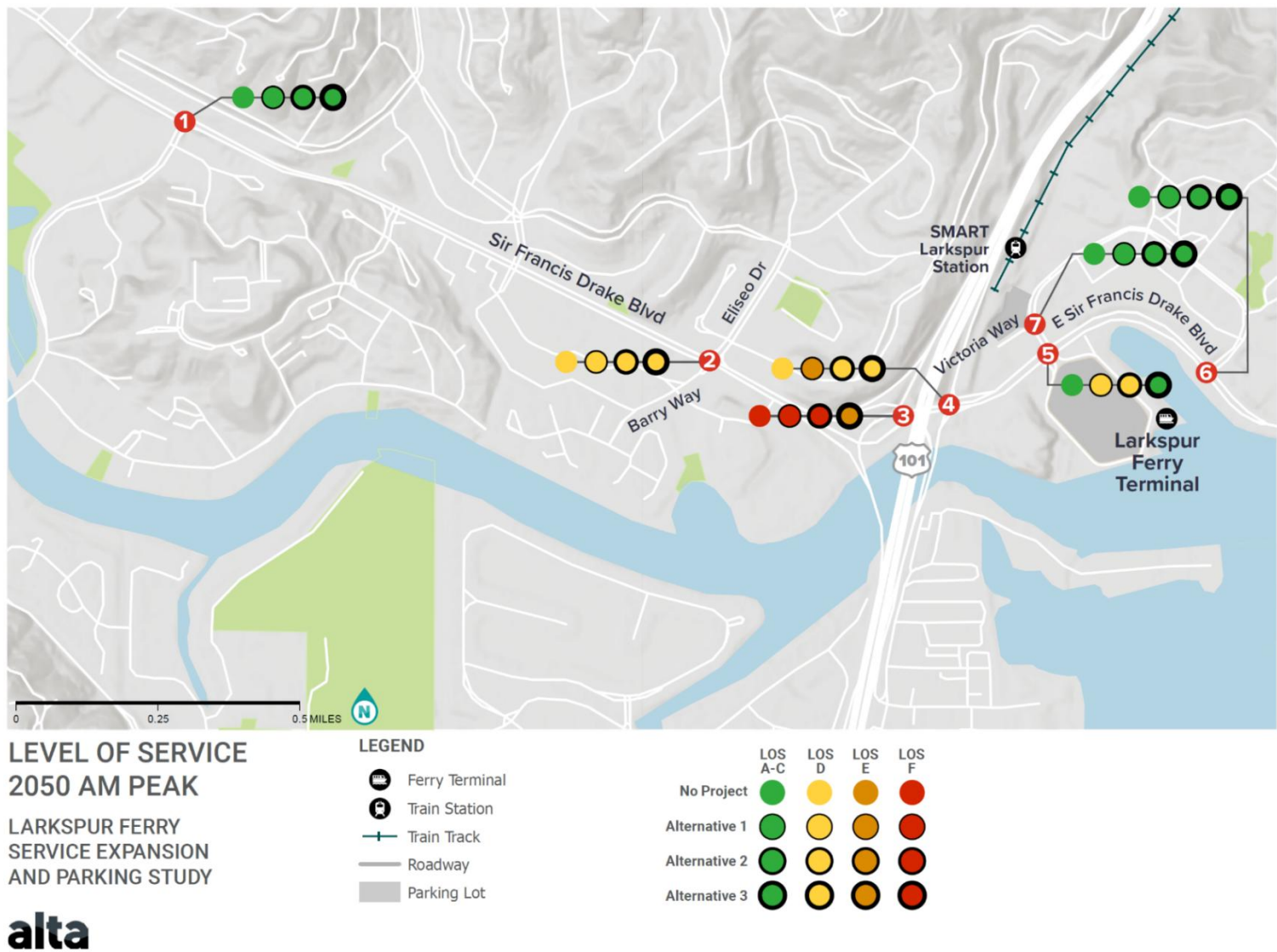


Figure 6-7. 2050 Level of Service Results – AM Peak

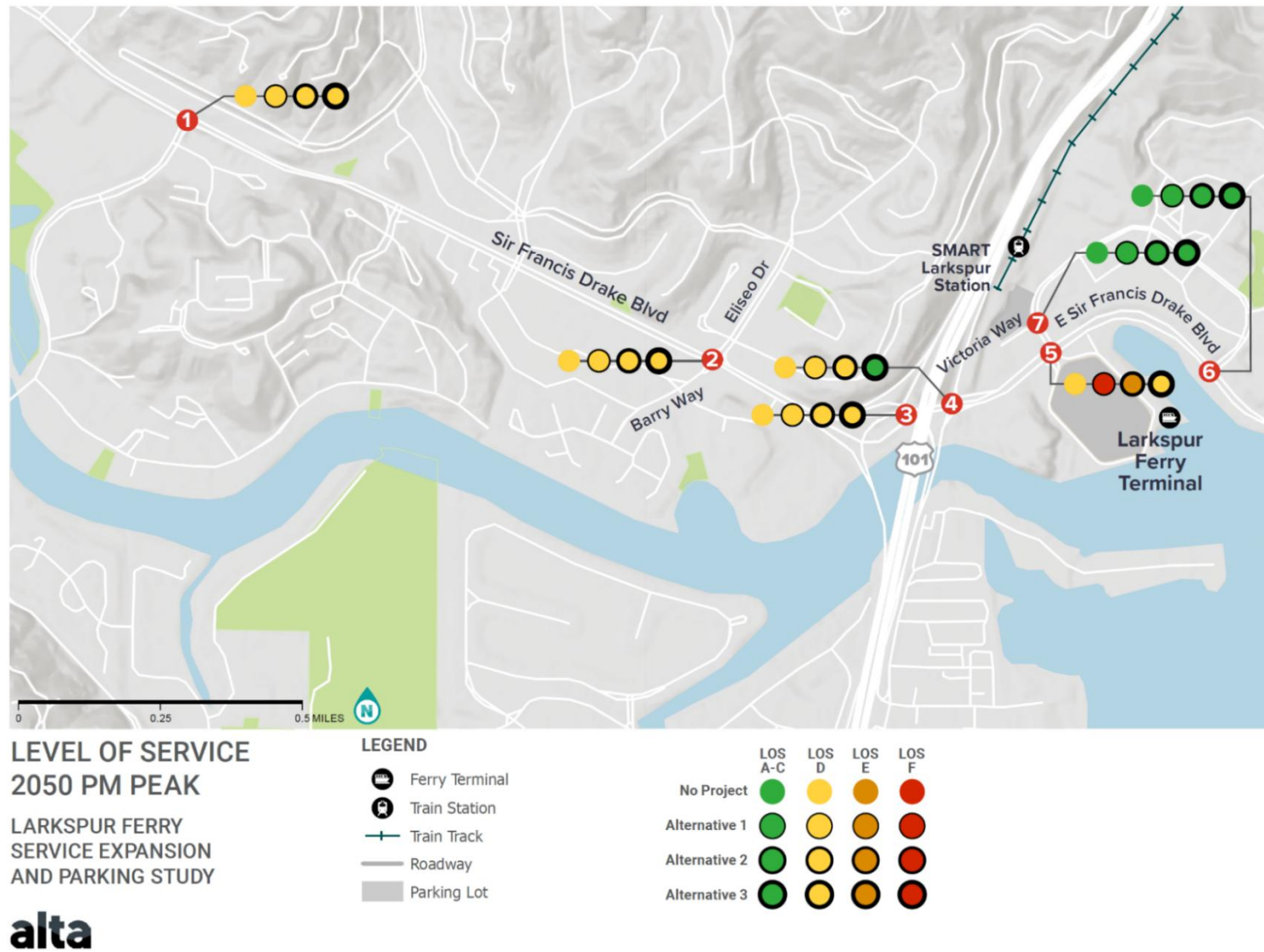


Figure 6-8. 2050 Level of Service Results – PM Peak

7. References

California Department of Transportation (Caltrans). 2024. *Local Development Review (LDR) Safety Review Practitioner's Guide*. February. Available: <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf>.

———. n.d. Caltrans Performance Measurement System. Accessed May 2026. Available: <https://pems.dot.ca.gov/>.

City of Larkspur. 2017. *City of Larkspur Bicycle and Pedestrian Master Plan*. February 23, 2017. Available: <https://www.tam.ca.gov/wp-content/uploads/2017/08/Larkspur-Bike-Ped-Master-Plan-2017.pdf>.

———. 2024. *City of Larkspur 2040 General Plan*. September 4. Available: <https://cityoflarkspur.org/DocumentCenter/View/20545/2040-General-Plan-Adopted>.

Metropolitan Transportation Commission (MTC). 2026. "SMART Celebrates Project Extending Service to Healdsburg." May 8. Available: <https://mtc.ca.gov/news/smart-celebrates-project-extending-service-healdsburg>.

Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). 2026. *Plan Bay Area 2050+*. Available: https://planbayarea.org/sites/default/files/documents/Final_Plan_Bay_Area_2050_Plus_0.pdf?cb=c85e41cb.

———. 2026. Transit-Oriented Communities (TOC) Policy. July 10. Available: <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>.

Office of Land Use and Climate Innovation (LCI). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 1. Available: https://mtc.ca.gov/sites/default/files/20190122-743_Technical_Advisory.pdf?cb=2a6007b7.

Sonoma–Marin Area Rail Transit (SMART). 2026. *Marin–Sonoma Coordinated Transit Service (MASCOTS) Plan*. Accessed May 2026. Available: <https://www.sonomamarintrain.org/mascots>.

Transportation Authority of Marin (TAM). 2017. *Getting Around Marin – Strategic Vision Plan*. Draft. Available: https://www.tam.ca.gov/wp-content/uploads/2017/07/TAM-SVP-GettingAroundMarin_072617.pdf.

———. 2022. *Highway 101 Interchange & Approaching Roadway Study*. Available: https://www.tam.ca.gov/wp-content/uploads/2025/10/TAM_Hwy101_Implementation-Plan_Final_20220804_red_compressed.pdf.

———. 2024. *Marin Countywide Transportation Plan 2050*. December. Available: https://www.tam.ca.gov/wp-content/uploads/2025/03/Final_CTP_Report_20250305.pdf.

———. 2026. *Marin County Mobility Hub Plan*. May. Available: https://www.tam.ca.gov/wp-content/uploads/2026/05/2026-05-01-Marin-County-Mobility-Hub-Plan_Final-Report_With-Appendices-optimized.pdf.

Transportation Research Board (TRB). 2022. *Highway Capacity Manual 7th Edition*.

U.S. Department of Justice. 2010. *2010 ADA Standards for Accessible Design*.