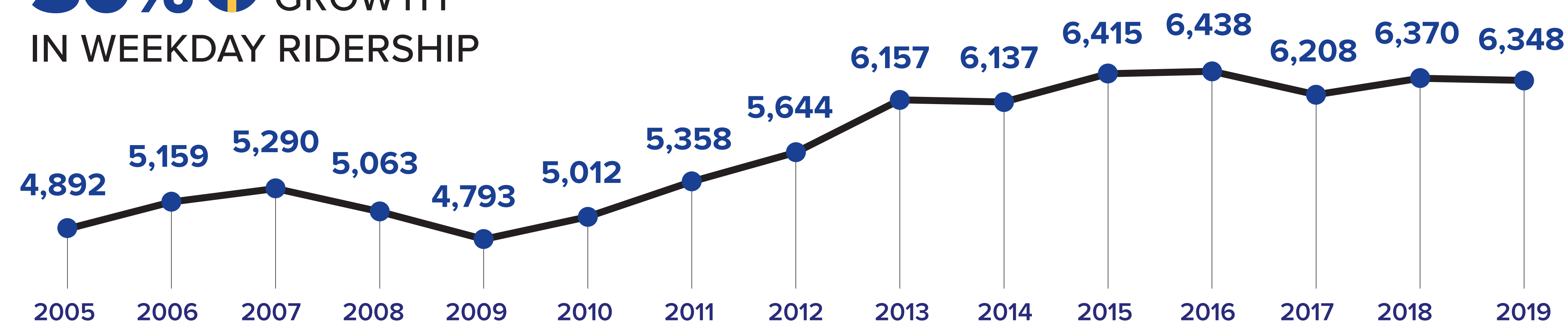


## PROJECT OVERVIEW

# HISTORY & BACKGROUND (PRE-COVID)

### 2005 TO 2019 RIDERSHIP

**30%**  GROWTH  
IN WEEKDAY RIDERSHIP



### MAXIMUM DAILY TRIPS



### TERMINAL ACCESS



**MAIN PARKING LOT – AT CAPACITY**  
9:30 TO 10:00A.M. WEEKDAYS



**NORTH PARKING LOT –**  
OFTEN ALSO AT CAPACITY

**79%**  
OF FERRY  
RIDERS DRIVE  
AND PARK AT  
THE TERMINAL



# PROJECT AREA MAP



# FERRY SERVICE EXPANSION AND PARKING STUDY

**The Purpose** of the Larkspur Ferry Service Expansion and Parking Study is to:

- 1. Relieve congestion** within the US 101 highway corridor
- 2. Meet increasing demand** for ferry service from Larkspur and Marin County to existing and planned ferry terminals in San Francisco and the greater Bay Area
- 3. Develop access solutions** that will accommodate additional passengers utilizing ferry service to San Francisco and the greater Bay Area



## FOUNDATIONS OF THE PROJECT ARE BUILT ON THREE WORK ELEMENTS:

1. Robust **ferry service demand analysis** and innovative **parking structure alternatives** development
2. Efficient and effective **environmental analyses and clearance**
3. A **stakeholder outreach and community engagement** strategy for Larkspur Ferry service patrons and the Marin County community

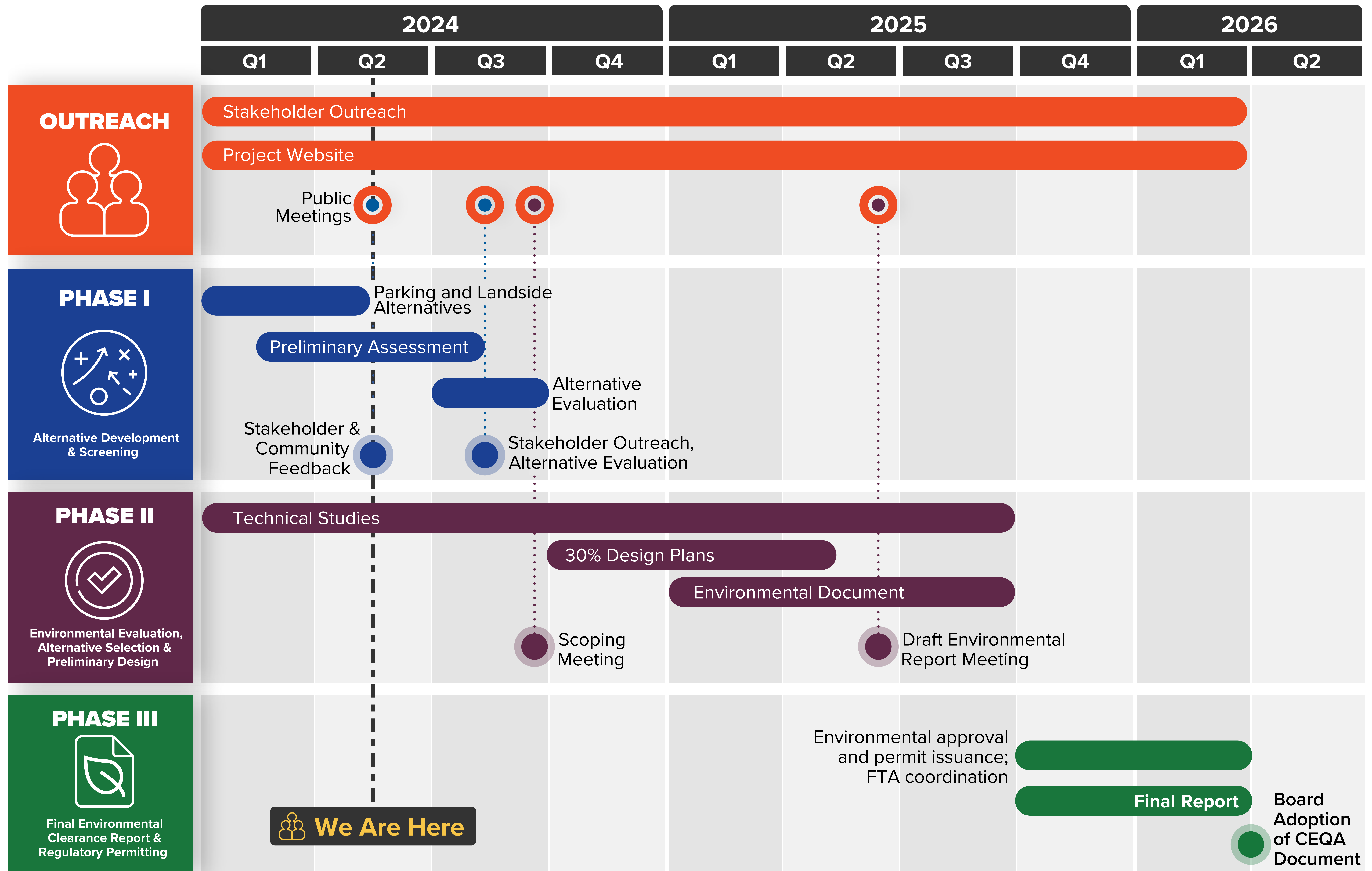
## FORECASTS OF INCREASED FERRY RIDERSHIP INFORM THE PROJECT:

Demand for ferry service originating out of Larkspur is anticipated to increase beyond pre-COVID-19 pandemic levels (refer to the table at right). Ferry service may also be an important component of the transportation network in the context of post-COVID-19 travel. This Project is needed to address future demand by potential ferry passengers.

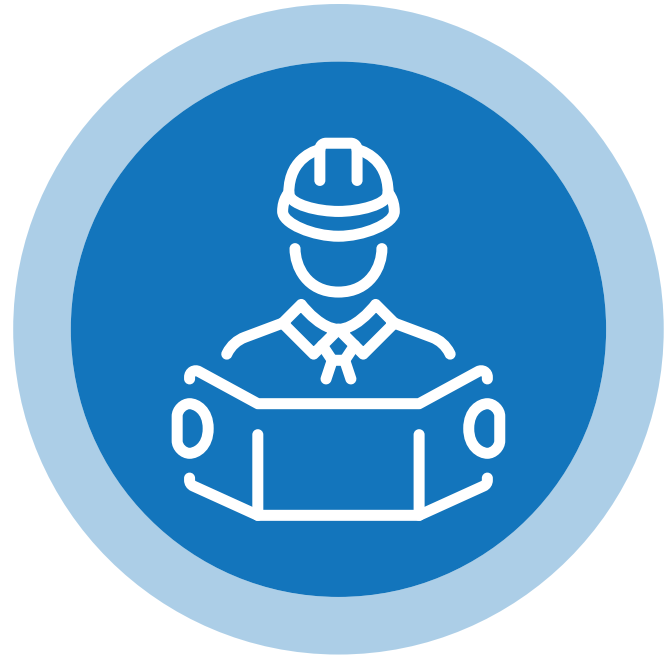
## RIDERSHIP FORECAST OVERVIEW:

	2019	10-YEAR (2030)	20-YEAR (2040)
<b>Daily Ridership</b>	6,348	LOW: 4,610 HIGH: 5,310	LOW: 10,270 HIGH: 11,030
<b>Daily Ferry Service</b>	40 to 42	40 to 42	54 to 56
<b>Parking Demand</b>	2,023	LOW: 1,600 HIGH: 1,800	LOW: 3,700 HIGH: 3,900

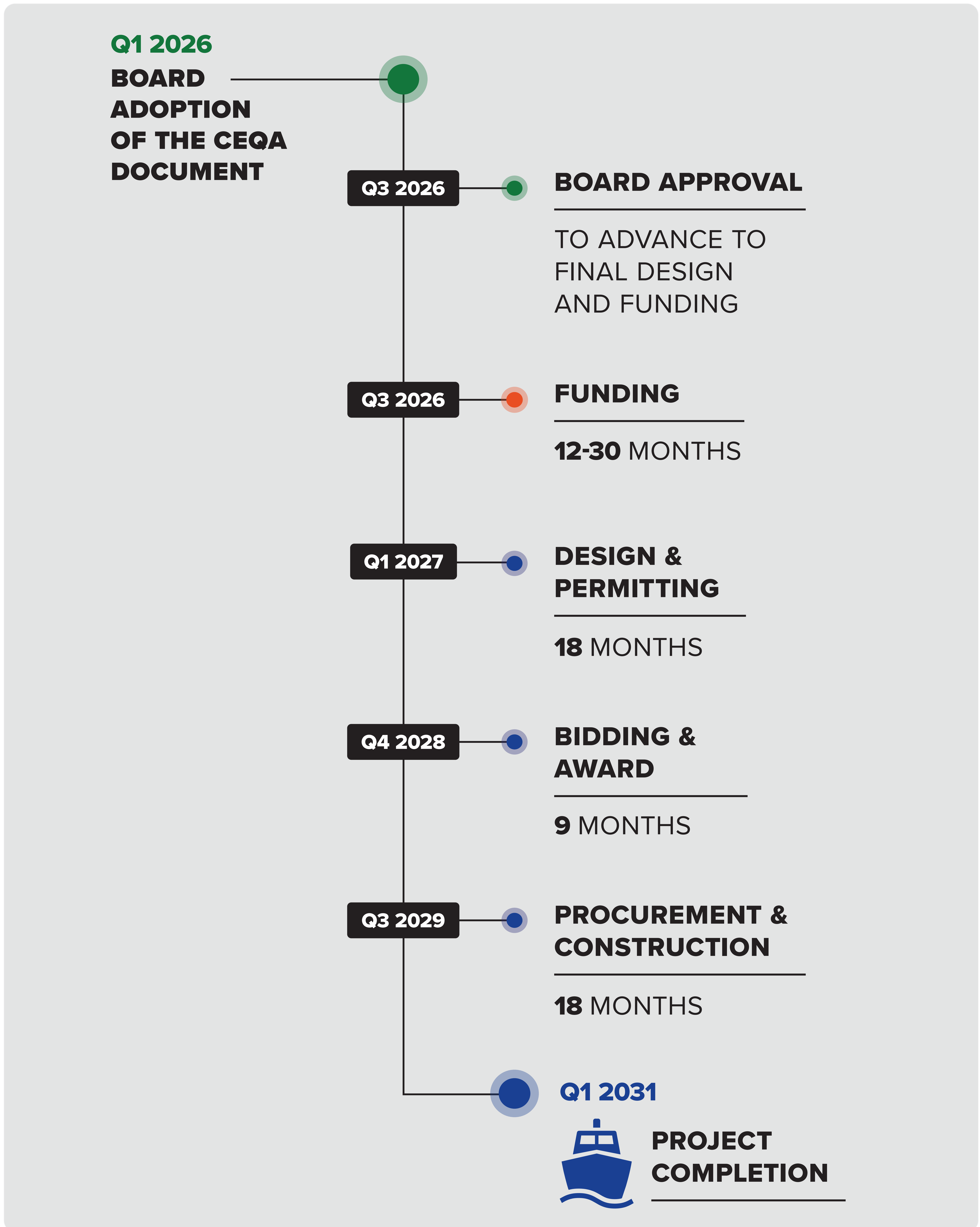
# FERRY SERVICE EXPANSION AND PARKING STUDY SCHEDULE



Last updated: 4/24/2024



# SAMPLE CONSTRUCTION TIMELINE



## PROJECT OVERVIEW

# COMMUNITY OUTREACH



## OUR GOAL

Understand the needs, issues, drivers, key questions, and areas of concerns of the Study

### Stakeholder Groups Engaged:



- Government and elected officials
- Environmental organizations
- Commercial and residential property owners
- Community-based organizations
- San Francisco and regional leaders
- Transportation agencies and transit groups
- Business leaders

OUTREACH  
COMPLETED  
TO DATE:

**25** stakeholder  
interviews

## What We Heard

- **Congestion on Sir Francis Drake Boulevard**
  - » Limited parking
  - » Smart nexus and US 101/I-580 connector
- **Decrease of Ridership**
  - » Ridership impacted as fewer people commuted to in-person work during COVID
- **Environmental Impacts**
  - » Request for access to subject matter experts on environmental topics related to the Study
- **Transit Connectivity**
  - » Make ferry trips and services synchronous with other forms of public transit
- **Local Impacts**
  - » Ferry wake
  - » Impact on surrounding wetlands and habitats
  - » Visual impacts of expanded parking

## What's Next

### LATE SUMMER 2024












- Community Update on Alternative Review

### FALL 2024

- Environmental Review

# PERFORMANCE INDICATORS

A set of evaluation criteria has been developed for use in reviewing the project alternatives for the Larkspur Ferry Service and Parking Expansion Study. The performance indicators provide detailed screening to advance alternatives.

 <p><b>SUSTAINABILITY &amp; CLIMATE RESILIENCY</b></p> <p><b>FOCUS AREA</b></p>  <p>Evaluates the parking structure’s ability to meet long-term needs of ferry customers and the landside facilities’ climate resiliency for forecasted sea level rise.</p>	 <p><b>MOBILITY &amp; ACCESSIBILITY</b></p> <p><b>FOCUS AREA</b></p>  <p>Verifies whether the parking stalls/area is sufficient to meet increases in ferry trips per day. Also considers if the alternative increases connectivity to public transit and nonmotorized facilities and whether the parking structure is intuitive to use for end users.</p>	 <p><b>COMMUNITY &amp; ENVIRONMENT</b></p> <p><b>FOCUS AREA</b></p>  <p>Includes community impacts, changes to the visual/aesthetic environment and Bay viewsheds, increased ferry traffic, and noise levels. Considers regional growth and development, regional and local traffic, and economic use.</p>
<p><b>STAKEHOLDER CONCERNS</b></p>  <p><b>Long-Term Ferry Customer Needs:</b> Traffic and congestion problems caused by parking lot limitations</p>	<p><b>STAKEHOLDER CONCERNS</b></p>  <p><b>Transit Connectivity:</b> Make ferry trips and services synchronous with other forms of public transit</p>	<p><b>STAKEHOLDER CONCERNS</b></p>  <p><b>Community Impact &amp; Environmental Concerns:</b> Affects surrounding wetlands and habitats, visual impacts of expanded parking, and impact from ferry wake</p>
<p><b>CRITERIA ALIGNMENT EXAMPLES</b></p> <ul style="list-style-type: none"> <li>▪ Parking area sufficiency for increased ridership growth at the ferry terminal</li> </ul>	<p><b>CRITERIA ALIGNMENT EXAMPLES</b></p> <ul style="list-style-type: none"> <li>▪ Increase transit usage and improve connectivity to public transit (bus and SMART trains) and nonmotorized facilities.</li> <li>▪ Onsite customer/patron access</li> <li>▪ Offsite customer/patron access</li> </ul>	<p><b>CRITERIA ALIGNMENT EXAMPLES</b></p> <ul style="list-style-type: none"> <li>▪ Operational noise and light pollution (local)</li> <li>▪ <b>Visual/Aesthetics:</b> Bay Shoreline and viewshed or view corridors</li> </ul>
 <p><b>COST:</b> Considers the cost efficiency of the design, including operations and maintenance costs, return on investment, and construction cost</p>		 <p><b>SAFETY</b> is an additional component of project design that will be incorporated into all alternatives under consideration. Because safety is considered a baseline requirement to qualify for consideration, it is not a part of the evaluation criteria.</p>