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Neal Toft, Director of Planning and Building
City of Larkspur
400 Magnolia Avenue
Larkspur, California 94939

Re: Larkspur SMART Station Area Plan Draft Environmental impact Report

Dear Mr. Toft:

As one of the contributing partners in the Station Area Plan project, the Transportation Authority of Marin (TAM) is pleased to see the completion of the Draft *Larkspur SMART Station Area Plan* and the *Draft Environmental Impact Report (DEIR)*. The planning area is at one of Marin's essential transportation junctures, and the effort by the city along with the community to develop a sustainable and visionary plan that will address pressing issues of housing, traffic and livability is commendable.

The draft plan was prepared with a thoughtful and inclusive community process, and the result is based on some of Larkspur's best qualities: quality multimodal transit services – current and future, desirable neighborhoods, and a treasured bayfront. The vision reflects what is possible when residents work together to create a better future. TAM specifically endorses three key Vision elements: an Integrated Land Use/Transportation Strategy, a Unique Larkspur Village and Multi-modal Transportation Options.

TAM serves as the Marin County Congestion Management Agency (CMA), which has a responsibility to monitor existing and future traffic patterns throughout the County. In addition, TAM is required by state law to oversee the Congestion Management Program (CMP) for Marin. The requirements of the Marin CMP are explained in TAM documentation which is available on TAMs website www.tam.ca.gov under Programs and Projects. In 1991, Principal Arterials with high traffic volumes were designated to be monitored for decreases in Levels of Service¹. The DEIR study area includes four key roadway segments that have been monitored for performance. Simultaneously, these segments have remained as

¹ Level of Service or LOS is defined as level of free flow conditions, measured as reduction in speed and travel time and increases in traffic volume over capacity.

“grandfathered”, meaning that regardless of performance changes, they are exempt from required mitigations. Nonetheless, TAM continues to monitor traffic on these segments, and encourages multi-modal solutions to congestion. Note the following LOS in 2013:

LOS D Northbound (NB) US 101, between Sir Francis Drake Blvd and I-580
LOS D NB US 101 HOV, between Sir Francis Drake Blvd and I-580
LOS C EB Sir Francis Drake Blvd, between US 101 and Larkspur Landing Circle
LOS C SB US 101, between Sir Francis Drake Blvd and I-580
LOS D WB Sir Francis Drake Blvd, between US 101 and Larkspur Landing Circle

TAM finds that the DEIR analysis is sufficient to adequately identify traffic impacts. TAM specifically endorses the technique of a 10% cap, used in other jurisdictions in California, in order to phase in, monitor and mitigate traffic impacts as new development is added to the area.

In addition, TAM is working cooperatively with the Metropolitan Transportation Commission and the Bay Area Toll Authority on opening a third lane on the Richmond/San Rafael Bridge that will help address the congestion on Sir Francis Drake.

The suite of Transportation Management (TDM) Strategies is comprehensive and we encourage these be pursued regardless of the outcome of planned development in the area. We note that TAM is also exploring the possibility of a Marin Bike Share Program, and the ferry and rail stations as well as the village center are potential locations for bike docks.

We ask that the parking policies address the need for adequate electric vehicle infrastructure, in order to facilitate the expanded use of electric vehicles in Marin.

In conclusion, TAM appreciates Larkspur’s effort to prepare for the new SMART rail transit service, to identify how best to meet its housing and commercial needs in the future, and to create a plan that is a Marin model for sustainable development.

Sincerely,



Linda M. Jackson
Planning Manager

cc: Dianne Steinhauser
TAM Board of Commissioners