

Mobility Goals, Policies, and Programs

MOB.1 Regional Transportation: Provide leadership within the region by influencing decisions to advance mobility, safety, and sustainability for all travel modes.

P.1 Leadership and Coordination. Take a leadership role in countywide and regional transportation planning and funding issues that supports local needs and control while actively engaging with federal, state, regional and county transportation agencies;; neighboring cities and towns; transit districts; and local bicycle/pedestrian groups and organizations.

- 1) Collaborate with the County and Caltrans, and work with Transportation Authority of Marin, on transportation planning efforts that provide direct benefit to Mill Valley, including the Regional Transportation Plan and Highway 101 interchange improvements (e.g., Highway 101/East Blithedale-Tiburon Boulevard).
- 2) Consider amending the scope of work and responsibilities of the Bicycle and Pedestrian Advisory Committee to become a more broadly-based “Transportation Commission”.

P.2 Education and Training. Ensure that staff, key decision-makers, and the community are well-informed of and trained in new and innovative mobility policies and programs.

- 3) Regularly invite the Transportation Authority of Marin, Metropolitan Transportation Commission, Golden Gate Transit, Street Smarts Marin, local bicycle/pedestrian groups and organizations, and other transportation agency-related staff and/or board members to present information on new initiatives to the City Council and Bicycle and Pedestrian Advisory Committee.
- 4) Provide budget support for City staff and decision-makers to attend periodic trainings and conferences on transportation-related topics pertinent to Mill Valley.

MOB.2 Sustainable Transportation: Reduce transportation-related emissions by reducing traffic congestion and vehicle miles traveled while promoting the use of lower emission vehicles and non-automotive modes of travel.

P.3 Leadership and Coordination. Coordinate with cities and regional transportation leaders to identify, develop, and fund alternative fuels and forms of transportation.

- 5) Coordinate with the Transportation Authority of Marin, the County of Marin, cities and regional transportation leaders, and local bicycle/pedestrian groups and organizations to advance alternative fuel and non-motorized forms of transportation

within the city and to identify, develop, and/or fund alternative transportation and transit opportunities within Marin County. 🍃

- 6) Work with public and private schools, Marin County Transit and the Transportation Authority of Marin to offer better options for transporting students to and from school, such as carpooling, shuttle or school buses, Safe Routes to School and staggered start times at local schools. 🍃
- 7) Establish methodologies that are practical and acceptable to the community to track community progress in reducing emissions by documenting and reporting periodic changes in the vehicle miles traveled by local residents.

P.4 Interconnected Transportation Network. Foster an interconnected transportation system that allows for the safe and efficient transport of goods and people, as well as easy and effective transitions between modes of travel.

- 8) Improve the efficiency and safety of the transportation network for all travel modes by using best available practices, design, and technology, such as transit and emergency signal priority, synchronized signal timing, improved signage, pedestrian crossings, bicycle detection at signalized intersections, and real-time transit data. 🍃
- 9) Foster safe and efficient transportation links for cars, transit, bicycles, and pedestrians from Mill Valley to regional transportation services and facilities. 🍃
- 10) Support feasibility assessments for bicycle and pedestrian facilities, such as Alto Tunnel, that can provide safe and convenient connections between Mill Valley and the rest of Marin County. 🍃
- 11) Implement bicycle, transit, and pedestrian connections that increase the use, safety, and convenience of these transportation modes. .
- 12) Identify and improve local pedestrian and bicycle routes that link Mill Valley neighborhoods to high-activity centers such as schools, parks, the Community Center, City Hall, the public library, and local business centers. 🍃
- 13) Determine the location, dimensions, and legal status of public rights-of-way, including streets and Steps, Lanes and Paths to develop appropriate standards for maintenance and improvements and to clarify right-of-way status, where necessary, for the benefit of the overall transportation network and the community. 🍃

P.5 Education and Outreach. Encourage sustainable transportation and educate the community on ways to reduce vehicle miles traveled.

- 14) Promote alternate travel modes (walking, cycling, public transit, ride sharing) through education and outreach, including provision of accessible information about bus schedules, pedestrian pathways, trails, the 511 Rideshare Program, and related vanpool incentive programs. 🍃
- 15) Promote a sponsored bike share or informal carpool program for downtown and/or other location(s) in town. 🍃

- 16) Promote greater community participation in Street Smarts Marin, Safe Routes to School, the Neighborhood Traffic Calming program, and similar safe driving and driver courtesy programs. 🍃

P.6 City Operations. Reduce emissions of City vehicles.

- 17) Make the purchase of high-efficiency vehicles a priority for the City fleet. 🍃
- 18) Provide City employees with incentives to use alternatives to single-occupant vehicles, including flexible schedules, transit incentives, bicycle facilities, ridesharing services and subsidies, and telecommuting when practical, and encourage carpooling to meetings, events, and site visits. 🍃

P.7 Low and Zero Emission Vehicles. Encourage ownership of low and zero emission vehicles.

- 19) Work with property owners to expand the number and convenience of low and zero emission fueling stations in the city. 🍃
- 20) Use the City's building and zoning codes and applicable development standards as an incentive for greater use of low and zero emission vehicles. 🍃
- 21) Amend the City's parking regulations to accommodate low and zero emission vehicles and carpool vehicles at public facilities and in private development. 🍃

P.8 Compact Development. Support new development and redevelopment of existing buildings through regulations and design guidelines that encourage alternative modes of transportation and/or discourage reliance on single-occupancy vehicle use.

- 22) Modify the City's parking regulations to allow the use of the latest parking "best practices" in concert with other City development standards and guidelines. 🍃
- 23) Establish design guidelines and development standards that result in more efficient utilization of a project site for vehicle access and parking. 🍃

MOB.3 Sustainable Transportation: Create a safe and sustainable transportation network that balances the needs of pedestrians, bicyclists, motorists, and transit users.

P.9 Traffic Management. Maintain a well-functioning roadway network that provides for the safe and efficient flow of vehicular traffic.

- 24) Review and update commercial truck routes identified in the Municipal Code to provide for the safety and convenience of all users.
- 25) Collaborate with the County and Caltrans on Highway 101 interchange improvements, including Highway 101/East Blithedale-Tiburon Boulevard.
- 26) Study ways to improve the flow of traffic and reduce congestion on major routes such as Miller Avenue and East Blithedale Avenue.

- 27) Enhance East Blithedale Avenue, between downtown and Camino Alto, to be a more livable, comfortable, and safe environment for pedestrians, bicyclists, and those who reside adjacent to the roadway, while maintaining the vehicle mobility and access needs of this arterial roadway. Enhancements to be considered would maintain the traffic capacity of the roadway, but could include improved pavement, narrower striped traffic lanes (to balance travel speeds), marked parking lane (on north side), improved sidewalk and driveway approaches, curb extensions, undergrounding of utilities, and other measures.
- 28) On East Blithedale between Camino Alto and the Highway 101 interchange, improve mobility for vehicles through traffic signal coordination and timing, and provide separated facilities for bicyclists and pedestrians, where feasible.
- 29) Use the most cost-effective and environmentally sensitive landscaping and pavement treatments when making modifications or improvements to the roadway system.
- 30) Replace traditional motor vehicle-focused level of service standards with multi-modal considerations to ensure that roadway capacity is not overbuilt and all modes of transportation are considered when assessing traffic impacts and planning improvements. 🍃

P.10 Bicycle and Pedestrian Access. Provide a consistent standard of pedestrian and bicycle access within the roadway network.

- 31) Update encroachment policies and regulations to prohibit walls, fences, landscaping, utility boxes, and other structures that impede roadway views, safety, or access for pedestrians and bicyclists.
- 32) Establish a sidewalk and public right-of-way inspection, maintenance, and repair program that includes a requirement for sidewalk installation, repair or replacement.
- 33) Coordinate with PG &E to underground utilities or, where possible, relocate utility poles to improve sidewalk accessibility. Explore assessment bonds or other financing options to fund undergrounding costs.
- 34) Facilitate access for the physically disabled on public rights-of-way throughout the city. Continue to review all projects for access for the physically disabled and require the installation of ramps and curb cuts in accordance with Title 24 of the California Administrative Code and the Americans with Disabilities Act of 1991.
- 35) Continue to renovate, repair, and maintain Steps, Lanes and Paths that provide pedestrian connections to residential and commercial areas and complete emergency evacuation routes. 🍃

P.11 Improved Pedestrian and Bicycle Network. Establish and maintain a well-connected pedestrian and bicycle system that is accessible, easy to navigate, and comfortable for all types of users.

- 36) Maintain an up-to-date Bicycle and Pedestrian Master Plan to ensure eligibility for regional funding.

- 37) Use the Bicycle and Pedestrian Master Plan as a guide in setting priorities for bicycle and pedestrian improvements.,
- 38) Develop guidelines for crosswalk treatments such as paving and striping, along with guidelines for using these treatments in both controlled and uncontrolled crossing locations.
- 39) Develop a pedestrian and bicycle count program and collect counts every two years.
- 40) Implement the Miller Avenue Streetscape Plan to provide pedestrian and bicycle connections between downtown and the County bike lane and multi-use path. 🍃
- 41) Designate certain non-arterial streets as “bicycle boulevards” by providing treatments and signage to facilitate shared roadway use and increase both driver and cyclist awareness. 🍃

P.12 Pedestrian and Bicycle Safety, Education, and Outreach. Foster a common understanding among cyclists, non-cycling drivers, pedestrians, and the police about the California Motor Vehicle Code and the rights and duties of all road users.

- 42) Evaluate and improve street lighting in areas of high pedestrian or bicycle traffic.
- 43) Promote three-way collaboration among Safe Routes to School, the Bicycle and Pedestrian Advisory Committee (BPAC), and the Mill Valley Police Department to advance education, safety, and enforcement programs that encourage more walking and cycling. 🍃
- 44) Establish a page at the City website, linked to the BPAC page, that provides evidence-based information for parents, educators, and the general public about bicycle and pedestrian safety and access. Ensure that this page is exclusive and is not duplicated or contradicted elsewhere on the website.
- 45) Ensure that educational content is updated regularly and is consistent both with current law and with current research and best-practice recommendations from professional fields including transportation and injury prevention.
- 46) Encourage bicyclists and drivers to share the road by providing education, public service announcements through various media and through connections with local bike clubs and bike shops.

P.13 Improved Transit Network. Work with Marin County Transit to support the continued development and improvements to safe, efficient, and reliable transit service.

- 47) Improve public transit infrastructure (e.g., benches, shelters, trash cans, safe and convenient bike racks and lockers, park-and-ride lots, news racks, real-time transit arrival information, etc.). 🍃
- 48) Incorporate local art, heritage, and education into the design of transit stops.
- 49) Coordinate with the regional transit providers and the Transportation Authority of Marin to pursue funding opportunities to expand local and regional bus routes and frequency. 🍃

- 50) Meet regularly with Marin County Transit to provide efficient and adequate commuter service for Mill Valley residents and employees. 🍃
- 51) Support the creation of a “Safe Routes to Transit” program that is modeled on the same principles and practices of Safe Routes to School.
- 52) Work with the Mill Valley Library, Community Center, and local businesses and hotels to provide information pamphlets and maps on transit alternatives available within the city.

P.14 Local Shuttle Service. Plan and implement a shuttle system that connects local neighborhoods, facilities, services, and adjacent communities.

- 53) Continue to explore a local shuttle operation through various program and/or funding opportunities, including but not limited to: 🍃
 - Pilot projects;
 - Dial-a-ride and on-call shuttle service programs (providing service from neighborhoods to arterial streets);
 - Shared use of existing community shuttle services (e.g., Redwoods shuttle);
 - Joint use of shuttles, such as working with schools to use shuttles in between peak times of commuter use; and
 - Public, private, and subscription funding sources.

Any proposed shuttle should coordinate service connections with regional transit systems.

MOB.4 Parking: Recognize on- and off-street parking as a finite resource and effectively manage parking demand and capacity for all uses.

P.15 Parking Standards. Establish new parking requirements for vehicles and bicycles and parking programs that enhance local economic vitality and manage parking demand and capacity.

- 54) Establish maximum parking requirements, rather than traditional minimum requirements, to prevent overbuilding parking.
- 55) Implement parking management strategies, including but not limited to shared parking, “unbundled” parking in commercial and multi-family residential projects, payments in lieu of providing parking, reciprocal or shared parking opportunities, credits for on-site car sharing, and variable pricing of on- and off-street parking to ensure adequate parking during peak demand periods.
- 56) Survey existing striping and curb cuts to locate opportunities for new auto, motorcycle, and bicycle parking spaces.

- 57) Prevent spillover parking into neighboring residential areas from commercial and special event activities by using parking management strategies and working with local businesses and schools.
- 58) Evaluate the residential parking permit programs and fees for residential neighborhoods.
- 59) Investigate policies that could be used to strongly encourage the use of residential parking garages for their intended purpose of vehicle parking, rather than storage, work space or other uses .
- 60) Require new multi-family, mixed-use, and commercial redevelopment projects to include secure bicycle parking and facilities.
- 61) Provide adequate public, on-street disabled/accessible parking spaces and an accessible path of travel to adjacent homes and shops.
- 62) Work with Tamalpais High School to establish incentives to reduce student driving and encourage carpooling to reduce parking demand.
- 63) Provide secure bicycle parking downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational destinations. 🍃

P.16 Parking. Adopt a mix of parking regulations and management strategies that support economic vitality and recognize that public parking is a valuable and limited resource.

- 222) Establish parking enforcement programs and regulations that not only provide sufficient parking meter and citation revenue, but also incorporate effective parking management strategies and best practices. .
- 223) Address community events and activities in parking management strategies.
- 224) Use the latest available parking technology and best management practices to improve customer service and convenience, including strategies to address potential impacts related to special events parking, employee parking, and residential parking adjacent to commercial areas.
- 225) Establish a standard review period for parking-related programs and technology and create a fund to allow regular upgrades to parking technology.
- 226) Create opportunities to allow shared public and private parking spaces that serve more than a single location or use. 🍃
- 227) Establish regulations that will accommodate innovations in alternative transportation, vehicles, and fuels, such as electric vehicle charging facilities and infrastructure, in all new and redeveloped public and private parking lots.

P.17 Funding. Seek funding from all possible sources for continued improvements and ongoing maintenance of roadways and bicycle, transit, and pedestrian facilities.

- 228) Continue to use a long-term Capital Improvement Program (CIP) to set priorities and program funds for roadway improvements and maintenance.
- 229) Continue to support the reauthorization of the Municipal Services Tax and consider other funding options in support of local transportation maintenance and operations.
- 230) Use a “Complete Streets” approach to funding roadway improvements and maintenance that results in safe and efficient travel for all users (vehicles, pedestrians, transit riders, and bicyclists) and a regular and consistent standard of maintenance for the city’s transportation network. 
- 231) Pursue state and federal funding and other possible grant opportunities.
- 232) Regularly update the “Road Impact Fee” to ensure that it adequately addresses funding for identified maintenance and improvements and keeps pace with changes in the cost of construction and materials. Establish development standards that require all new development, redevelopment, or rehabilitation to contribute a “fair share” to identified transportation network improvements through fees or actual construction.