

MEMORANDUM

July 3, 2008

To: Jill Barnes, City of Mill Valley

Bicycle and Pedestrian Advisory Committee Members:

Bob Gordon John Leonard Joan Steidinger

Ken Wachtel (City Council Representative)

Carl Weissensee

From: Eric Anderson

RE: Executive Summary of Mill Valley Bicycle and Pedestrian Plan

Update

As part of the Marin County Bicycle Plan Update process sponsored by the Transportation Authority of Marin (TAM), Alta Planning + Design has been hired to update the bicycle plans of participating local agencies. This memo provides a summary of the proposed changes and updates for the 2003 *Mill Valley Bicycle and Pedestrian Transportation Plan*. Elements of the updated plan are categorized according to Projects and Programs.

Projects

Proposed projects include both bikeways and pedestrian facilities.

Bikeways

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types.

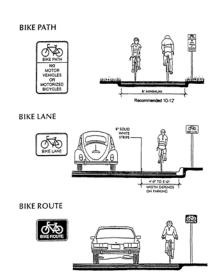
Class I Bikeway Variously called a bike path or

multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street

or highway.

Class II Bikeway Referred to as a bike lane. Provides

a striped and stenciled lane for oneway travel on a street or highway.



Class III Bikeway

Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing and sometimes pavement stencils.

Proposed Bikeways

Class II Facilities - Striped Bicycle Lanes (On-Street)						
Segment Name	Begin	End	Class	Length	Cost	
Camino Alto Ave	Miller Ave	E. Blithedale Ave	II	0.54	\$60,000*	
Miller Ave	Evergreen	Throckmorton Ave	II	0.69	\$73,000*	
Sycamore Ave	Camino Alto Ave	Sausalito-Mill Valley Pathway	II	0.21	\$250,000*	
Total Class II Bicycle Lanes		1.44	\$383,000			

Estimated base cost of Class II Bicycle Lane is \$30,700/mile.

Class III Facilities - Signed Bicycle Routes (On-Street)					
Segment Name	Begin	End	Class	Length	Cost
Camino Alto**	E. Blithedale Ave	Corte Madera Ave	III/Shoulder Widening	1.37	\$856,300***
LaGoma St	Sycamore Ave	Miller Ave	III/Shared Roadway Bicycle Markings	0.10	\$1,300
Sycamore Ave- Locust Ave**	Camino Alto Ave	Miller Ave	III/Shared Roadway Bicycle Markings	0.50	\$6,300
Total Class III Bicycle Routes			1.97	\$863,900	

Estimated base cost of Class III Signed Bicycle Route (signage only) is \$12,600/mile.

^{***}Additional costs are based on \$625,000/mile for periodic shoulder widening and safety signage, as needed and feasible.

Total proposed bikeway mileage	3.40	
Total estimated cost		\$1,246,900

^{*}Cost provided by City; not based on per-mile average estimated cost for typical Class II or III facility.

Note: City staff will not pursue funding for the Camino Alto widening prior to the completion of the County of Marin–Alto Tunnel Feasibility Study endorsed by City Council Resolution No. 00-36 and funded through the Nonmotorized Transportation Pilot Program.

Bicycle Parking

Bicycle Parking is a key "end-of-trip" facility that encourages residents and visitors to ride. Locations such as schools, commercial areas and transit are important destinations that need bicycle parking. Potential locations for improved bicycle parking are below.

- City Hall (Class I lockers and Class II racks)
- Public Safety Building
- All Parks (example: Old Mill Park)
- Bus stop at Kipling and Blithedale
- Rack near depot at "coffee triangle" for customers

Estimated base cost of Class III Signed Bicycle Route with Shared Roadway Bicycle Markings is \$17,500/mile.

^{**}Project does not include Bike Route signs.

- o Permanent rack located in front of depot, in view of customers
- Temporary rack located in place of parking space or underused yellow curb zone adjacent to Litton near depot

Other Bicycle Accommodations

Other improvements to support bicycling detailed in the plan include bicycle detection at traffic signals, lockers/showers/change facilities and bicycle access to transit.

Pedestrian Facilities

The City has pedestrian facilities that consist of sidewalks, steps, lanes and paths. The existing sidewalk network in Mill Valley consists of 18 miles of sidewalks that provide pedestrian travel to the City's public facilities and to the City's five schools. The City also has a network of stairs, lanes, and trails totaling six miles that extend the sidewalk system into the hillside neighborhoods of Miller/Molino, Cascade Canyon, Blithedale Canyon, Warner Canyon/Kite Hill and Scott Valley. Mill Valley's top 25 steps, lanes and paths projects were ranked in order of priority by a team from the City's Fire Department, Parks & Recreation Department, and community representation from Safe Routes to School and the Steps, Lanes and Paths project. The rankings were based upon the criteria of Circulation, Emergency and Health purposes, which are further defined in the full report. The plan recommends improving the City's sidewalks and crosswalks as well as its Steps, Lanes and Paths, as summarized in the table below.

Description	Cost Estimate	Project Status as of August 2002
Improve pedestrian routes and route signage from the Golden Gate Transit bus stops at Highway 101 to downtown Mill Valley.	(Cost to be determined; cost was \$10,000 in 2003 update)	Need further study to define project scope before pursuing project funding
Upgrade and restore Mill Valley's existing steps, lanes and trails to improve pedestrian safety for a variety of users including students to school and commuters to Golden Gate Transit.	\$875,000 or \$150,000/yr.	City of Mill Valley has budgeted \$150,000/yr. for 2002 and 2003 to restore existing steps, lanes and trails, pursuing additional project funding
Improve crosswalks at the following intersections along Miller Avenue, including high visibility crosswalks, signage, street lighting and minor curb extensions, as appropriate. a. Almonte b. Reed c. Valley Circle d. Locust	\$81,600	Pursuing project funding
Total Cost Pedestrian Improvements	\$966,600	

Programs

Programs are the non-physical education, enforcement and encouragement efforts undertaken by the City and various agencies, sometimes in partnership with community groups. The follow list summarizes the proposed programs in Mill Valley:

- Safe Routes to Schools: The plan recommends expanding to other schools, utilizing Measure A Safe Pathways funding, sustaining ex
- isting participation, continuing to remove barriers to walking and biking in school areas and increasing transit availability
- Share the Road: The plan recommends Mill Valley participate in this program's three elements of Safety Checkpoints where law enforcement and volunteers reach out to motorists and cyclists equally; Share the Road presentations that encourage safe driving and biking behavior; and Basic Street Skills classes which are offered free of charge to those seeking to improve their bicycle safety.
- Law Enforcement: The plan recommends the Mill Valley Police Department continue its previous enforcement efforts including pedestrian safety activities and ticketing cyclists who violate traffic laws, as well as expand activities in conjunction with the Share the Road program.
- Street Smarts Program: Mill Valley is one of three pilot cities in Marin County participating in this program which uses media campaigns and community relations to communicate traffic safety messages.