



MOBILITY DRAFT GOALS AND POLICIES

Related Community Values:

- Personal mobility by foot, bicycle, assisted device, private vehicle and public transportation that is safe and convenient, reduces congestion, advances public health and promotes environmental sustainability.
- Prudent municipal fiscal policies and practices, and operational excellence.
- The free flow of information, leveraging technology.
- Protecting our community by planning and preparing for the impact of natural and man-made disasters, anticipating and adapting to potential threats to community facilities, systems and resources and promoting a community-wide level of readiness that will insure a timely and effective response.
- Community participation and volunteerism based on open communication, mutual respect, civil discourse, civic responsibility and building local and regional leadership.

Keep these questions in mind as you evaluate the following proposals:

GOAL: Does this create an appropriate and consistent vision of the future of Mill Valley? How does it align with community values?

POLICY: Is it clear? Does it accomplish the desired outcome looking toward 2040?

PROGRAM: Is it realistic and achievable? Is it action-oriented? **Note: program language has not been provided at this point. See 1989 General Plan for examples of typical “program” language.**

In order to sustain a well functioning transportation network with increasing multi-modal demands, it is critical that that safe and appealing routes for transit, walking, cycling are provided, and that arterial roadways are well maintained and designed so that through traffic is not pushed onto local residential streets. Major transportation issues facing Mill Valley are the same as those identified in the 1989 General Plan, including traffic congestion, potential safety problems, parking concerns, and the lack of a more complete non-automobile travel network. Similarly, the City continues to face many constraints due to the configuration and topographic nature of Mill Valley that limit changes and/or improvements. For instance, the main arterial roadways of East Blithedale Avenue and Shoreline Highway/State Route 1 have severe constraints to widening, which make it difficult to add roadway capacity to potentially alleviate traffic congestion. Likewise, many neighborhood streets within the City are narrow and/or steep roadways that cannot be widened, which can pose vehicular, pedestrian, bicycle and public safety problems. Due to these constraints, roadway width and capacity will remain--for the most part--consistent and unchanged. In order to adequately address the community's concerns about traffic, transit, walking, bicycling, travel for mobility-impaired persons, safety and parking, any goals, policies and programs should be designed to *modify demand* and create more efficient use of all transportation modes within the City.

REGIONAL TRANSPORTATION

GOAL: Provide leadership within the region by actively engaging and influencing decisions to advance mobility, safety , and sustainability for all travel modes .

Policies

- **Leadership and Coordination.** Take a leading role in countywide and regional transportation planning and funding by actively engaging with Caltrans, the County of Marin, neighboring cities and towns, transit agencies, the Metropolitan Transportation Commission and the Transportation Authority of Marin.
- **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.

SUSTAINABLE TRANSPORTATION

GOAL: Reduce transportation-related emissions from single occupancy vehicles

Policies

- **Leadership and Coordination.** Coordinate with cities and regional transportation leaders to identify, develop and fund alternative fuel and forms of transportation.
- **Regional Mobility Links.** Support safe and efficient links from Mill Valley to identified regional transportation services and facilities such as bike routes, SMART and ferry services.
- **Local Mobility Links.** Prioritize the funding for and implementation of local bicycle, transit, and pedestrian connections that increase the safety, demand and ease of use of those alternatives.
- **City Operations.** Reduce transportation-related emissions from City operations
- **Electric Vehicles.** Encourage ownership of plug-in electric vehicles (EV) by providing EV charging stations , EV friendly building codes and standards and prioritized parking for hybrid, electric, and carpool vehicles at public facilities and through private development.
- **Compact Development.** Support new development and redevelopment of existing buildings through regulations and design guidelines that provide alternatives to single-occupancy vehicle use.
- **Education and Technology.** Use technology that encourages sustainable transportation and educate the community on ways to reduce vehicle miles traveled.
- **Funding.** Seek funding from all available sources for continued improvements and on-going maintenance of roadways and bicycle, transit and pedestrian facilities.

ROADWAY SYSTEM

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

Policies

- **Technology.** Utilize technology, such as synchronized signals, transit and emergency signal priority, and other traffic flow management techniques to promote more efficient use of the existing transportation network, increase safety and mobility, and decrease environmental impacts due to idling and congestion.
- **Safety and Efficiency.** Maximize the safety and efficiency of all potential users when planning and designing improvements to the street network.

- **Level of Service.** Identify and maintain a multi-modal level of service guideline to ensure that roadways are not overbuilt, out of scale with the City's character or detrimental to non-automotive modes.
- **Vehicle Miles Traveled.** Establish and track community progress in reducing demand/use of vehicles and vehicle miles travelled.
- **Encroachments to Right of Way.** Establish updated encroachment policies and regulations to insure the safety of and convenient access for pedestrians and bicyclists.

PEDESTRIAN & BICYCLE

GOAL: Create a safe, efficient and continuous pedestrian and bikeway network that encourages walking and bicycling.

Policies

- **Sustainable Pedestrian and Bicycle Network.** Establish and maintain a well-connected pedestrian and bicycle system that is universally accessible, easy to navigate, and comfortable for all types of users, including mobility-impaired persons.
- **Education and Outreach.** Support programs that encourage cycling and walking such as Safe Routes to School
- **Pedestrian and Bicycle Safety.** Promote education, safety, and enforcement programs that increase awareness and encourage more walking and cycling.
- **Level of Service.** Consider pedestrian and bicycle level of service when planning and designing transportation enhancements.
- **Steps, Lanes and Paths Network.** Prioritize improvements and complete the system of Steps, Lanes and Paths that serves as a pedestrian connection, recreational trail and emergency evacuation network.
- **Undergrounding Program.** Use all available programs and regulations to put above-ground utilities underground and remove utility poles and other barriers to walking and cycling.

PUBLIC TRANSIT

GOAL: Support public transit as an indicator of a healthy transportation system, as a tool to reduce congestion, and as a service to residents and visitors who do not drive or wish to drive.

Policies

- **Sustainable Transit Network.** Support the continued development of safe and reliable bus service .
- **Transit Safety.** Provide a safe and comfortable environment that encourages the use of public transit.
- **Shuttle Service.** Consider provision of a shuttle bus system that connects local facilities and services and adjacent communities.
- **Bus Stop Enhancements.** Provide improvements such as benches, shelters, trash cans, real-time transit arrival information, etc., to enhance transit experience.
- **Level of Service.** Consider public transit level of service when planning and designing transportation enhancements.

PARKING

GOAL: Provide adequate parking for vehicles and bicycles and manage parking demand for all uses.

Policies

- **Sustainable Parking Demand Management.** Identify and evaluate parking needs and formulate short-term and long-range strategies to address these needs.
- **Shared Parking.** Allow reciprocal parking arrangements for those businesses and residences located near one another with different peak hour operating demands.
- **Parking Standards.** Establish parking standards for vehicles and bicycles that will enhance economic vitality while better controlling and managing parking demand and capacity.