MV 2040

MOBILITY
DRAFT GOALS AND POLICIES

Related Community Values

Mill Valley Values…

- Personal mobility by foot, bicycle, assistive 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.

Deleted: :

Deleted: ed

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 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 are steep and 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 create more efficient use of all transportation resources and modes within the City.

REGIONAL TRANSPORTATION

GOAL: Provide leadership within the region by 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 issues by actively engaging with Caltrans, the County of Marin, neighboring cities and towns, transit agencies, the Metropolitan Transportation Commission Golden Gate Bridge District, Golden Gate National Recreation Area, State and National Parks and the Transportation Authority of Marin.

  - *Interchange improvements, including US 101/East Blithedale –Tiburon Boulevard*

  - *Work with Transportation Authority of Marin on Transportation planning efforts, including the regional transportation plan for the Highway 101 corridor; Street Smarts Marin; Safe Routes to School Program; Congestion Management Plan; and other regional transportation-related studies.*

- **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 (thereby reducing traffic congestion and vehicle-miles traveled, and encouraging the use of non-automotive modes of travel and fuels).

Policies

- **Leadership and Coordination.** Coordinate with cities and regional transportation leaders to identify, develop and fund alternative fuel and forms of transportation.

  Program Suggestions

  o *Coordinate with the Transportation Authority of Marin, Marin County, cities and regional transportation leaders to advance alternative fuel and non-motorized forms of transportation within the City.*

  o *Coordinate with nearby counties, cities and regional transportation leaders to identify, develop and/ or fund alternative transportation and transit opportunities within Marin County.*

  o *Encourage the school districts, Marin Transit and the Transportation Authority of Marin to secure stable funding for school bus programs.*

- **Interconnected Transportation Network.** Create 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.

  Program Suggestions

  o *Support safe and efficient links from Mill Valley to identified regional transportation services and facilities.*

  o *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

  Program Suggestions

  o *Purchase or lease high MPG, low carbon fuel, hybrid, or electric vehicles for the City fleet.*

  o *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.*

  o *Encourage carpooling to meetings, events and site visits*

- **Electric Vehicles.** Encourage ownership of plug-in electric vehicles (EV) by providing incentives and infrastructure, as practical.

Program Suggestions

o *EV charging stations*

o *EV friendly building codes and standards and*

o *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 encourage alternative modes of transportation and/or discourage reliance on single-occupancy vehicle use.

Program Suggestions

o *"Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space).*

o *Parking reductions for projects within walking distance to transit*

- **Education and Technology.** Use technology that encourages sustainable transportation and educate the community on ways to reduce vehicle-miles traveled.

Program Suggestions

o *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, 511 Rideshare Program, and related vanpool incentive programs.*

o *Consider a bike share or informal carpool program for downtown, and/or other location(s) in town.*

o *Provide sustainable landscaping and pavement treatments (from a cost and environmental standpoint) when making modifications or improvements to the roadway system, such as rubberized asphalt.*

o *Participate in educational programs that are intended to create behavioral shifts in driving habits, such as the Street Smart and Safe Routes to School Programs.*

- **Funding.** Seek funding from all available sources for continued improvements and on-going maintenance of roadways and bicycle, transit and pedestrian facilities.

Program Suggestions

o *Prepare and review the annual Capital Improvement Program (CIP) which funds necessary roadway improvements and maintenance.*

o *Prioritize funding in a manner that provides safe and efficient travel for all users (vehicles, pedestrians, transit riders and bicyclists), and the regular maintenance of the City's transportation network.*

o *State and federal funding and other possible grant opportunities*

o *Traffic mitigation fees and development fees*

Formatted: Tabs: 6", Right + Not at 5.88"

Formatted: Justified, Indent: Before: 0.25", Tabs: 0.5", Left

Formatted: Font: Italic

Formatted: Justified, Tabs: 0.5", Left

Formatted: Bullets and Numbering

Deleted:

Deleted: *p*

Formatted: Font: Italic

Formatted: Font: Not Bold, Italic, Complex Script Font: Not Bold, Italic

Formatted: Font: Not Bold, Italic, Complex Script Font: Not Bold, Italic

Formatted: Justified, Indent: Before: 0.25", No bullets or numbering, Tabs: 0.5", Left

Deleted: provide alternatives to

Formatted: Font: Italic

Formatted: Justified, Indent: Before: 0.25", No bullets or numbering, Tabs: 2", Left + Not at 2.13"

Formatted: Bullets and Numbering

Deleted: vehicle

Formatted: Bullets and Numbering

Deleted: *near the Depot Plaza*

Deleted: *S*

Formatted: Bulleted + Level: 5 + Aligned at: 0.25" + Tab after: 0.5" + Indent at: 0.5", Tabs: 0.5", Left

Formatted: Condensed by 0.1 pt

Formatted: Font: Not Bold, Italic, Complex Script Font: Not Bold, Italic, Condensed by 0.1 pt

Formatted: Bullets and Numbering

Formatted: Font: Italic, Complex Script Font: Italic, Condensed by 0.1 pt

Formatted: Not Expanded by / Condensed by

Formatted: Indent: Before: 0.25"

Formatted: Bullets and Numbering

Formatted: Justified

▪ **Monitoring.** Monitor and inventory green house gas emissions from all sectors within the City on a regular on-going basis to identify and monitor sources and seek measures to reduce emissions.

Program Suggestions

o *In November 2007, the City Council adopted a GHG emission reduction target of 20% below 2000 levels by 2020 for internal government operations, and 15% below 2000 levels communitywide by 2020. Monitor, collaborate with stakeholders from the community and identify emission reduction measures to successfully meet emission these emission reduction targets.*

ROADWAY SYSTEM

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

Policies

▪ **Technology and Traffic Management.** Implement traffic and roadway management strategies to improve safety, mobility and efficiency.

o *Monitor traffic and congestion to determine when and where the City needs new transportation facilities in order to increase access and efficiency of the roadway.*

o *Maximize the efficiency of primary arterials through such methods as signal coordination transit and emergency signal priority, and timing, and improved signage, pedestrian crossings, bicycle lanes and transit stops.*

o *Adjust timing and coordination of the City's signalized intersections as traffic patterns change, and coordinate with adjoining jurisdictions as needed.*

o *Prioritize the use of Camino Alto and Miller Avenue as the primary access route between the Camino Alto/East Blithedale intersection and downtown through the use of advanced traffic signal controls and signage.*

o *Incorporate traffic calming design improvements such as landscaped or pavement / surface marked buffers*

o *Consider adjusted school schedules and staggered commute schedules.*

▪ **Safety and Efficiency.** Maximize the safety and efficiency of all potential users when planning and designing improvements to the street network.

o *Conduct an annual review of citywide collision trends for pedestrians, bicyclists, and motorists.*

o *Promote local school-related transportation safety efforts by providing support to the Safe Routes to School program and implementing safety improvements, as appropriate.*

o *Promote neighborhood education program, such as the Street Smarts and Safe Routes to School Programs, to promote safe and slow driving habits in neighborhoods, and encourage carpooling, biking and walking to school.*

Formatted: Tabs: 6", Right + Not at 5.88"

Formatted: Justified, Bulleted + Level: 1 + Aligned at: 0" + Tab after: 0.25" + Indent at: 0.25"

Formatted: Font: Not Bold, Complex Script Font: Not Bold

Formatted: Font: Bold, Complex Script Font: Bold

Formatted: Font: Not Bold, Italic, Complex Script Font: Not Bold, Italic

Formatted: Justified, Indent: Before: 0.25"

Formatted: Justified, Bulleted + Level: 5 + Aligned at: 0.25" + Tab after: 0.5" + Indent at: 0.5", Tabs: 0.5", Left

Formatted: Font: Italic, Complex Script Font: Italic

Formatted: Bullets and Numbering

Deleted: **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.¶

Formatted: Bullets and Numbering

Formatted: Font: Bold, Complex Script Font: Bold

Formatted: Justified, Space After: 6 pt, Bulleted + Level: 5 + Aligned at: 0.25" + Tab after: 0.5" + Indent at: 0.5", Adjust space between Latin and Asian text, Adjust space between Asian text and numbers, Tabs: 0.5", Left + 2", Left

Formatted: Font: (Default) Garamond, 12 pt, Complex Script Font: Times New Roman, 12 pt, Condensed by 0.1 pt

Formatted ... [1]

Formatted ... [2]

Formatted ... [3]

Formatted ... [4]

Formatted ... [5]

Formatted ... [6]

Formatted: Font: Not Bold, Complex Script Font: Not Bold

Formatted: Bullets and Numbering

Formatted: Font: Not Bold, Complex Script Font: Not Bold

- **Multi-Modal Level of Service.** Identify and maintain multi-modal level of service guidelines to ensure that roadways are designed and maintained within the scale of the City's character and support the use of automotive and non-automotive modes, where appropriate.

  Program Suggestions

  o *The City shall collect arterial traffic, pedestrian, transit and bicycle counts biennially and shall evaluate prevailing level of service, as funding allows.*

  o *Identify and establish multimodal level of service guidelines for signalized intersections; major unsignalized intersections, and arterial roadway segments.*

  < Note: David will discuss level of service guidelines in his presentation so that the working group can consider establishing these standards as part of the general plan update.>

- **Vehicle-Miles Traveled.** Establish and track community progress in reducing demand/use of vehicles and vehicle-miles travelled.

  Program Suggestions

  o *Collect and document vehicle-miles travel biennially with traffic counts and surveys, as funding allows, to establish and track community progress in reducing demand/use of vehicles and/or emissions.*

- **Bicycle and Pedestrian Access.** Provide pedestrian and bicycle access within the roadway network, except where topographic or natural resource constraints exist.

  Program Suggestions

  o *Establish updated encroachment policies and regulations to ensure the safety of and convenient access for pedestrians and bicyclists.*

  o *Prohibit walls and fences that impede views, safety or access for pedestrians and bicyclists.*

  o *Enforce and maintain a 3-foot buffer zone for City maintained streets to allow for pedestrian recovery area.*

  o *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 Americas with Disabilities Act of 1991.*

  o *Facilitate access for the physically disabled to sidewalks throughout the City, as funding allows.*

  o *Clearly identify and continue to renovate, repair and maintain Steps, Lanes and Paths, which provide pedestrian connections to residential and commercial areas.*

Formatted: Tabs: 6", Right + Not at 5.88"

Deleted: a

Deleted: not overbuilt, out of

Deleted: with

Deleted: or

Deleted: detrimental to non

Formatted: Bullets and Numbering

Formatted: Not Highlight

Deleted: *standards*

Formatted: Highlight

Formatted: Indent: Before: 0.25"

Formatted: Not Highlight

Formatted: Font: Not Bold, Complex Script Font: Not Bold, Italic, Condensed by 0.1 pt

Deleted: Vehicle

Deleted: vehicle

Formatted: Bullets and Numbering

Deleted:

Formatted: Indent: Before: 0.25"

Formatted: Left

Formatted: Bullets and Numbering

Deleted: Encroachments to Right of Way

Formatted: Font: Not Bold, Complex Script Font: Not Bold

Formatted: Font: Not Italic, Complex Script Font: Not Italic

Formatted: Font: Not Italic, Complex Script Font: Not Italic

Formatted: Font: Italic, Complex Script Font: Italic

Formatted: Bullets and Numbering

Deleted: *i*

Formatted: Font: Italic

Formatted: Font: Italic, Not Expanded by / Condensed by

Formatted: Complex Script Font: Not Italic, Not Expanded by / Condensed by

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.

  Program Suggestions
  - *Maintain an up-to-date Bicycle and Pedestrian Master Plan to ensure eligibility for regional funding.*
  - *Use the Bicycle and Pedestrian Master Plan as a guide in prioritizing bicycle and pedestrian improvements, and implement those priorities, as funding allows.*
  - *Develop a toolbox of crosswalk treatments such as paving and striping, and a set of guidelines governing their use for both controlled and uncontrolled crossing locations.*
  - *Encourage bicyclists and drivers to share the road through education and signage provided in the Streetsmarts program.*
  - *Maintain a well-connected bikeway system that serves recreational and commuter bicyclists at all levels.*
  - *Collect pedestrian and bicycle counts biennially, as funding allows.*
  - *Implement Miller Avenue Streetscape Plan to connect pedestrians and bicyclists from downtown to the County Multi-Use Path.*
  - *Improve bicycle and pedestrian infrastructure and support programs that encourage biking and walking such as Safe Routes to School.*

- **Pedestrian and Bicycle Safety,** Education and Outreach. Promote education, safety, and enforcement programs that increase awareness and encourage more walking and cycling.
  - *Promote bicycle education, safety, and enforcement programs to keep both the rider and driver better informed through programs such as Streetsmarts.*
  - *Evaluate street lighting needs in areas of high pedestrian traffic and at high crash sites.*
  - *Coordinate with the School District and the Safe Routes to School Program to educate and promote pedestrian and bicycle safety.*
  - *Improve bicycle and pedestrian safety through traffic calming devices and through design standards for multi-modal mobility and access.*

- **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.

  Program Suggestions

  o *Determine the ownership of Steps, Lanes and Paths; prepare an inventory of conditions; itemize costs for maintenance and repair; prioritize improvements; and implement improvements, as resources and funding allow.*

  o *Require new projects, as appropriate, to dedicate access easements for use of steps, lanes and pathways.*

- **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.

  Program Suggestions

  o *The City's next undergrounding project shall be on East Blithdale between Elm and Camino Alto to facilitate pedestrian safety and disabled access.*

  o *Consider funding and mitigation opportunities to incorporate undergrounding into roadway improvements along Miller Avenue.*

Formatted: Tabs: 6", Right + Not at 5.88"

Deleted: **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.¶

Formatted: Bullets and Numbering

Formatted: Bullets and Numbering

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 and improvement to safe, efficient and reliable transit service.

Program Suggestions

o *Improve inbound and outbound public transit infrastructure (e.g., benches, shelters, trash cans, park and ride, news racks, real-time transit arrival information, etc.), to enhance transit experience.*

o *Consider incorporating local art, heritage and education into the design of transit stops*

o *Coordinate with the regional transit providers and the Transportation Authority of Marin (TAM) to pursue funding opportunities to expand local and regional bus service in range and/or frequency.*

o *Work with Marin County Transit District to provide efficient and adequate commuter service for Mill Valley residents and employees.*

o *Meet annually with Marin County Transit District to discuss means of maintaining adequate levels of service and ridership for buses in Mill Valley.*

o *As funding permits or new development occurs along transit routes, appropriate provisions for bus stops, including attractive covered waiting areas and bike parking/shelters.*

o *Work with the library, community center and other local businesses and hotels to provide information pamphlets on transit alternatives available within the City.*

▪ **Transit Safety.** Provide a safe and comfortable environment that encourages the use of public transit.

Program Suggestions

o *Develop a program to prioritize Safe Routes to Transit routes, i.e., walking and bicycling paths of travel.*

o *Identify path of travel constraints to bus stops for improvements, as funding allows.*

▪ **Shuttle Service.** Consider provision of a shuttle system that connects local facilities, services and adjacent neighborhoods and communities.

Program Suggestions

o *Continue to explore the shuttle opportunities, including pilot projects, and will seek possible funding for the implementation such programs.*

- *Consider partnerships with transit providers and/or existing shuttle service providers (e.g. the Redwoods) to coordinate possible shuttle services or shared use of vehicles.*

- *Consider school schedules changes for students to best utilize shuttles between peak commuter usage.*

- *Consider on-call shuttle service from neighborhoods to arterial transit stops or other local destinations.*

- *Coordinate user levels with bus to provide a direct service alternatives to SMART, BART and ferry system.*

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.

  Program Suggestions

  - *Review and implement parking management strategies (vehicular and bicycle) recommended in the Downtown and Miller Avenue Parking Studies.*

  - *Continue to review and evaluate best practices to manage and balance parking demand and supply in commercial areas*

  - *Adequate, convenient and secure bike parking at public and private commercial facilities and destinations*

  - *Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities*

- **Shared Parking.** Promote reciprocal parking arrangements for those businesses and residences located near one another with different peak hour operating demands.

  Program Suggestions

  - *In connection with the Housing Element, consider parking provisions associated with mixed use residential infill development and identify possible parking alternatives, such as shared parking or credits for proximity to transit, to support infill housing projects.*

  - *Investigate shared parking opportunities in business districts.*

- **Parking Standards.** Establish parking standards for vehicles and bicycles that will enhance economic vitality while better controlling and managing parking demand and capacity.

  Program Suggestions

  - *Develop new parking standards, including application of shared parking.*

  - *Explore the use of on-street parking to satisfy parking requirements.*

o *Provide for additional on-street parking as a condition of approval of new development when the right-of-way exists, and the additional parking can be provided without serious environmental degradation.*

o *Explore bicycle parking requirements for new multi-family and mixed use residential development as well as new commercial development.*

o *Follow state disability requirements for commercial parking areas, and require disable parking be provided as improvement are made to commercial properties.*

o *Investigate policies that could be used to strongly encourage that residential parking garages are used for their intended purposes of parking vehicles.*

o *Work with local businesses in establishing incentives and ways to reduce employee parking and impacts on neighboring residential and commercial areas.*

o *Reevaluate the residential parking permit programs and fees for residential neighborhoods as necessary.*

o *Require new commercial, mixed use and multi-family development and redevelopment projects to include bicycle facilities as part of site design.*

| Page 5: [1] Formatted | user | 8/27/2012 10:59:00 AM |

Font: (Default) Garamond, 12 pt, Italic, Complex Script Font: Times New Roman, 12 pt, Italic, Condensed by 0.1 pt

| Page 5: [2] Formatted | user | 8/27/2012 10:59:00 AM |

Font: (Default) Garamond, 12 pt, Italic, Complex Script Font: Times New Roman, 12 pt, Italic, Condensed by 0.1 pt

| Page 5: [3] Formatted | user | 8/15/2012 6:24:00 PM |

Justified, Bulleted + Level: 5 + Aligned at: 0.25" + Tab after: 0.5" + Indent at: 0.5", Tabs: 0.5", Left

| Page 5: [4] Formatted | user | 8/27/2012 10:59:00 AM |

Font: (Default) Garamond, 12 pt, Italic, Complex Script Font: Times New Roman, 12 pt, Italic, Condensed by 0.1 pt

| Page 5: [5] Formatted | user | 8/27/2012 10:59:00 AM |

Font: (Default) Garamond, 12 pt, Italic, Complex Script Font: Times New Roman, 12 pt, Italic, Condensed by 0.1 pt

| Page 5: [6] Formatted | user | 8/15/2012 6:25:00 PM |

Font: Not Bold, Italic, Complex Script Font: Not Bold, Italic, Condensed by 0.1 pt