Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted changes from draft #2 for items discussed).



MOBILITY DRAFT GOALS AND POLICIES

Related Community Values

Mill Valley Values...

- <u>Safe and convenient personal mobility</u> by foot, bicycle, assistive device, private vehicle and public transportation reduces congestion, advances public health and promotes environmental sustainability.
- Prudent municipal fiscal policies and practices, and operational excellence by city officials and employees.
- The free flow of information, leveraging technology.
- Planning and preparing for the impact of natural and man-made disasters by anticipating and adapting to potential threats to community facilities, systems and resources—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.**

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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 <u>leadership</u> 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 <u>Highway and Transportation</u> District, Golden Gate National Recreation Area, State and National Parks and the Transportation Authority of Marin.
 - <u>Collaborate with the County and Caltrans on Highway 101 interchange</u> improvements, including US 101/East Blithedale – Tiburon Boulevard
 - Work with Transportation Authority of Marin on transportation planning efforts that provide direct benefit to Mill Valley, including the Regional Transportation Plan for the Highway 101 corridor; Street Smarts Marin; Safe Routes to School Program; Congestion Management Plan; and other regional transportationplans and programs.

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- **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.
 - Regularly invite TAM, Metropolitan Transportation Commission, Golden Gate Transit, Street Smarts,
 Marin County Bicycle Coalition 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 Commission.

• Provide budget support for City staff and decision-makers to attend periodic trainings and conferences on transportation related topics pertinent to Mill Valley.

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SUSTAINABLE TRANSPORTATION

GOAL: Reduce transportation-related emissions (thereby reducing traffic congestion, vehicle-miles traveled, and promote the use of non-automotive modes of travel and fuels).

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Policies

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

Program Suggestions

- 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.
- Coordinate with nearby counties, cities and regional transportation leaders to identify, develop and/or fund alternative transportation and transit opportunities within Marin County.
- Encourage <u>public and private schools, the school district</u>, Marin Transit and the Transportation Authority of Marin to secure stable funding for school bus programs.

Establish and track community progress in reducing emissions by developing an effective methodology for documenting and reporting periodic changes in the vehicle-miles traveled of local residents.

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• 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

- Support safe and efficient transportation links for cars, transit, bicycles and pedestrians from Mill Valley to
 identified regional transportation services and facilities.
- O Support feasibility assessments for bicycle and pedestrian facilities, such as Alto Tunnel, that provide safe and convenient connections between Mill Valley and the rest of Marin County.
- Implement local bicycle, transit, and pedestrian connections that increase the safety, demand and ease of use of those alternatives.

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<u>Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted</u> changes from draft #2 for items discussed).

- Indentify and improve local pedestrian and bicycle routes that link neighborhoods to Mill Valley activity
 centers: including schools, parks, the Community Center, City Hall, the public library, and local business
 centers.
- O Prepare a comprehensive study to determine the location, dimensions and legal status of City street rights-ofway for the purpose of developing appropriate standards for maintenance and improvements and to more effectively use or vacate areas where there may be excess right-of-way for the benefit of the overall transportation network and the community.
- City Operations. Reduce emissions from City_vehicles.

Program Suggestions

- o <u>Make</u> high MPG, low carbon fuel, hybrid, or electric vehicles <u>a purchasing priority</u> for the City fleet.
- 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
- Low and Zero Emission Vehicles. Encourage ownership of low and zero emission vehicles, such as hybrid and electric vehicles (EV), by providing incentives and promoting infrastructure.

Program Suggestions

- o Work with property owners to expand the number and convenience of EV charging stations in the City.
- O <u>Use the City's building and zoning codes and applicable development standards as an incentive to promote greater use of electric vehicles and other alternative fuel vehicles.</u>
- Amend the City's parking regulations to ensure that low and zero emission vehicles, and carpool vehicles at public facilities and private development are accommodated.
- 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

- "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space).
- Establish design guidelines and development standards that will allow more efficient utilization of a project site for vehicle access and parking.

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<u>Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted</u> changes from draft #2 for items discussed).

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

Program Suggestions

- 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.
- <u>Use the most cost-effective and environmentally sensitive landscaping and pavement treatments when making</u> modifications or improvements to the roadway system.
- Create behavioral shifts in driving habits by promoting greater community participation in and commitment to programs such as Street Smart Marin, Safe Routes to School and the Neighborhood Traffic Calming program.
- Funding. Seek funding from all <u>possible</u> sources for continued improvements and on-going maintenance of roadways and bicycle, transit and pedestrian facilities.

Program Suggestions

- Use a long-term Capital Improvement Program (CIP) to prioritize and program funds for roadway improvements and maintenance.
- Use a "Complete Streets" approach to roadway improvements and maintenance that results in safe and
 efficient travel for all users (vehicles, pedestrians, transit riders and bicyclists), and regular consistent standard
 of maintenance for the City's transportation network.
- o <u>Pursue state</u> and federal funding and other possible grant opportunities
- Regularly evaluate the "Road Impact Fee" to insure 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 contributes
 to identified transportation network improvements either through a "fair share" contribution or by actual
 construction of the applicable improvement.
- Monitoring. Monitor and inventory greenhouse gas (GHG) 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

- Support the City Council's adopted GHG emission reduction target of 20% below 200 levels by 2020 for internal government operations, and 15% below 2000 levels communitywide by 2020. (November 2007)
- Monitor, collaborate with stakeholders from the community and identify emission reduction measures tosuccessfully meet emission reduction targets.

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<u>Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted changes from draft #2 for items discussed).</u>

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

Policies

- Traffic Management. Implement traffic management strategies to improve safety, mobility and efficiency.
 - O <u>Use available best practices and technology, such as transit and emergency signal priority, synchronized signal timing, improved signage, pedestrian crossings, bicycle triggers at signalized intersections and real-time transit data, to improve the efficiency of the transportation network.</u>
 - o <u>Maintain and enforce commercial truck routes.</u>
 - Replace traditional motor vehicle focused level of service standards with multi-modal level of service standards to ensure that roadway capacity is not overbuilt and all modes of transportation are considered when assessing potential traffic impacts and planning improvements.
 - Relieve traffic congestion on East Blithedale and make East Blithedale safer for bicycles and pedestrians by coordinating signal timing from Park Avenue through the Highway 101 interchange; modify the roadway configuration of East Blithedale to lower average vehicle speed and shift some in-and outbound trips to Miller Avenue and Camino Alto by reconfiguring certain streets and intersections and appropriate signage.
 - Open Hamilton Drive to two-way traffic from the Public Safety Building to the Redwood Highway frontage road.
- Bicycle and Pedestrian Access, Provide a consistent standard of pedestrian and bicycle access within the roadway network, except where topographic or natural resource constraints exist.

Program Suggestions

- Update encroachment policies and regulations to increase safe and convenient access for pedestrians and bicyclists.
- Prohibit walls, fences, utility boxes and other structures that impede views, safety or access for pedestrians and bicyclists.
- Establish a sidewalk and public right-of-way maintenance and repair program that includes a requirement for sidewalk repair or replacement upon property resale, upon a designated threshold of development or redevelopment, or upon notice from the City.
- O Underground utilities or, where possible, relocate utility poles to improve sidewalk accessibility.
- Enforce and maintain a 3-foot buffer zone for City maintained streets to allow for pedestrian recovery area.
- 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 on public rights-of-way throughout the City.
- Prioritize the implementation of and continue to renovate, repair and maintain Steps, Lanes and Paths, that provide pedestrian connections to residential and commercial areas and complete emergency evacuation routes.

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/	transportation facilities in order to increase access and efficiency of the roadway. ¶		
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	through such methods as signal coordination		
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	coordination of the City's signalized intersections as		
N N	traffic patterns change, and coordinate with adjoining jurisdictions as needed.		
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À	Alto and Miller Avenue as the primary access		
Li.	route between the Camino Alto/East Blithedale intersection and downtown through the use of		
ii	advanced traffic signal controls and signage.¶		
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Improved 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.

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.
- 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.
- 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.
- Designate certain streets as "bicycle boulevards" to facilitate better bicycle connections through the City.
- 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 information through programs including Street Smarts and Safe Routes to School.
 - Evaluate street lighting needs in areas of high pedestrian traffic and at high crash sites.
 - Coordinate with and establish three-way collaboration among Safe Routes to School, the Bicycle and Pedestrian Advisory Committee, and Mill Valley Police Department to educate and promote pedestrian and bicycle safety among the community and local schools.
 - Utilize the City's website to promote, educate and provide information on bicycle and pedestrian safety and best practices in order to 1) to foster common understanding among cyclists, non-cycling drivers, and the police about the California Motor Vehicle Code and safe traffic practices; 2) provide consistent information for parents and educators about bicycle pedestrian safety and access and; 3) enable police to handle misinformed complaints about cyclists and pedestrians by routinely referring individuals to the website.
 - Improve bicycle and pedestrian safety through traffic calming devices and through design standards for multimodal mobility and access.

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Policies

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Level of Service. Consider pedestrian and bicycle level of service when planning and designing transportation enhancements. \P

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conditions; itemize costs for maintenance and repair; prioritize improvements; and implement improvements, as resources and funding allow. \P Require new projects, as appropriate, to

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<u>Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted changes from draft #2 for items discussed).</u>

Improved Transit Network. Support the continued development and improvement to safe, efficient and reliable transit service.

Program Suggestions

- o <u>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 make transit more attractive as an alternative.</u>
- O Consider incorporating local art, heritage and education into the design of transit stops
- Coordinate with the regional transit providers and the Transportation Authority of Marin (TAM) to pursue funding opportunities to expand local and regional bus routes and frequency.
- Work with Marin County Transit to provide efficient and adequate commuter service for Mill Valley residents and employees.
- o Meet annually with Marin County Transit to discuss means of maintaining adequate levels of service and ridership for buses in Mill Valley.
- Work with the library, community center and other local businesses and hotels to provide information pamphlets
 on transit alternatives available within the City.
- Establish a consistent standard for transit stop improvements that includes covered shelters, path of travel improvements, secure bicycle parking, lighting and other applicable measures and amenities.
- Support the creation of a "Safe Routes to Transit" program that is modeled on the same principles and practices
 of "Safe Routes to School".

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

Program Suggestions

- Continue to explore the shuttle opportunities, including pilot projects, and will seek possible funding for the implementation such programs.
- Oconsider partnerships with transit providers and/or existing shuttle service providers (e.g. the Redwoods) to coordinate possible shuttle services or shared use of vehicles.
- O Consider school schedules changes for students to best utilize shuttles between peak commutter usage.
- o Provide 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 Larkspur / Sausalito ferries.

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Program Suggestions¶

<#>Develop a program to prioritize Safe Routes to Transit routes, i.e., walking and bicycling paths of travel.¶

<#>Identify path of travel constraints to bus stops for improvements, as funding allows.¶

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<u>Draft #3 – 9-13-12 (incorporates proposed modifications from 9/6/12 Meeting. Accepted</u> changes from draft #2 for items discussed).

PARKING

GOAL: <u>Recognize on- and off-street parking as a finite resource and effectively</u> manage parking demand for all uses.

Policies

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

Program Suggestions

- Establish maximum parking, requirements, rather than traditional minimum requirements, to prevent overbuilding parking.
- Evaluate and 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, credits for on-site car sharing, and variable pricing of on- and off-street parking to insure adequate parking during peak demand periods.
- Prevent spillover parking from commercial into residential areas and from special events. Work with local businesses in establishing incentives to reduce employee parking impacts on neighboring residential and commercial areas.
- o Reevaluate the residential parking permit programs and fees for residential neighborhoods.
- Require new development and redevelopment projects to include secure bicycle_parking and facilities.

Bus Stop Enhancements.: Deleted 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.

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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 (vebicular 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 ¶

<#>meter revenues public amenities¶

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. Allow reciprocal parking arrangements for those businesses and residences located near one another with different peak hour operating demands.¶

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ROADWAY SYSTEM

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Safety and Efficiency. When planning and designing street improvements, Mmaximize the safety and efficiency of all potential users when planning and designing improvements to the street network.

Program Suggestions

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

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

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.

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Multi-Modal Level of Service. Identify and maintain a multi-modal level of service guidelines to ensure that roadways are designed and maintained within the not overbuilt, out of scale of with the City's character or and support the use of automotive and nondetrimental to non-automotive modes, where appropriate

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

Program Suggestions

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.

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PEDESTRIAN & BICYCLE				

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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

Identify process for determining 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.

Require new projects, as appropriate, to dedicate access easements for use of steps, lanes and pathwaUndergrounding Program. Use all available programs and regulations to put aboveground utilities underground and remove utility poles and other barriers to walking and cycling.

Program Suggestions

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

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

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PUBLIC TRANSIT

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

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