

Goal #	Policy #	Program (#)	MOBILITY IMPLEMENTATION PLAN  Description	Responsibility City Department; City Commission; Committee; Oustide Agency; Community Group	Resources* e.g. funding opportunities and in-kind services/supplies/volunteer time	Priority High, Medium, Low	Time Frame (when started) Short-term (1-4 yrs) Mid-term (5-10 yrs) Long-term (over 10 yrs)
<b>G.1</b> Regional Transportation-Provide leadership within the region by influencing decisions to advance mobility, safety, and sustainability for all travel modes.							
	P.1		<b>Leadership and Coordination.</b> Take a leadership 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 Highway and Transportation District, Golden Gate National Recreation Area, State and National Parks and the Transportation Authority of Marin.				
		1)	<i>Collaborate with the County and Caltrans on Highway 101 interchange improvements, including US 101/East Blithedale –Tiburon Boulevard</i>				
		2)	<i>Wrk 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</i>				
	P.2		<b>Education and Training.</b> Ensure that staff, key decision-makers and the community are well-informed of and trained in new and innovative mobility policies and programs.				
		3)	<i>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.</i>				
		4)	<i>Provide budget support for City staff and decision-makers to attend periodic trainings and conferences on transportation related topics pertinent to Mill Valley.</i>				

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<b>G.2 Sustainable Transportation-Reduce transportation-related emissions (thereby reducing traffic congestion, vehicle-miles traveled, and promote the use of non-automotive modes of travel and fuels).</b>							
	P.3		<b>Leadership and Coordination.</b> Coordinate with cities and regional transportation leaders to identify, develop and fund alternative fuels and forms of transportation.				
		5)	<i>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.</i>				
		6)	<i>Coordinate with nearby counties, cities and regional transportation leaders to identify, develop and/or fund alternative transportation and transit opportunities within Marin County.</i>				
		7)	<i>Encourage public and private schools, the school district, Marin Transit and the Transportation Authority of Marin to secure stable funding for school bus programs.</i>				
		8)	<i>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.</i>				
	P.4		<b>Interconnected Transportation Network.</b> 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.				
		9)	<i>Support safe and efficient transportation links for cars, transit, bicycles and pedestrians from Mill Valley to identified regional transportation services and facilities.</i>				
		10)	<i>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.</i>				
		11)	<i>Implement local bicycle, transit, and pedestrian connections that increase the safety, demand and ease of use of those alternatives.</i>				
		12)	<i>Identify 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.</i>				

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		13)	<i>Prepare a comprehensive study to determine the location, dimensions and legal status of City street rights-of-way 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.</i>				
	P.5		<b>City Operations.</b> Reduce emissions from City vehicles.				
		14)	<i>Make high MPG, low carbon fuel, hybrid, or electric vehicles a purchasing priority for the City fleet.</i>				
		15)	<i>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.</i>				
		16)	<i>Encourage carpooling to meetings, events and site visits</i>				
	P.6		<b>Low and Zero Emission Vehicles.</b> Encourage ownership of low and zero emission vehicles, such as hybrid and electric vehicles (EV), by providing incentives and promoting infrastructure.				
		17)	<i>Work with property owners to expand the number and convenience of EV charging stations in the City.</i>				
		18)	<i>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.</i>				
		19)	<i>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.</i>				
	P.7		<b>Compact Development.</b> 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.				
		20)	<i>Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space).</i>				
		21)	<i>Establish design guidelines and development standards that will allow more efficient utilization of a project site for vehicle access and parking.</i>				

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	P.8		<b>Education and Technology.</b> Use technology that encourages sustainable transportation and educate the community on ways to reduce vehicle-miles traveled.				
		22)	<i>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.</i>				
		23)	<i>Consider a bike share or informal carpool program for downtown, and/or other location(s) in town.</i>				
		24)	<i>Use the most cost-effective and environmentally sensitive landscaping and pavement treatments when making modifications or improvements to the roadway system.</i>				
		25)	<i>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.</i>				
	P.9		<b>Funding.</b> Seek funding from all possible sources for continued improvements and on-going maintenance of roadways and bicycle, transit and pedestrian facilities.				
		26)	<i>Use a long-term Capital Improvement Program (CIP) to prioritize and program funds for roadway improvements and maintenance.</i>				
		27)	<i>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.</i>				
		28)	<i>Pursue state and federal funding and other possible grant opportunities</i>				
		29)	<i>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.</i>				

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		30)	<i>Establish development standards that require all new development, redevelopment or rehabilitation to contribute to identified transportation network improvements either through a “fair share” contribution or by actual construction of the applicable improvement.</i>				
	P.10		<b>Monitoring.</b> 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.				
		31)	<i>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)</i>				
		32)	<i>Monitor, collaborate with stakeholders from the community and identify emission reduction measures to successfully meet emission reduction targets.</i>				
<b>G.3 Sustainable Transportation—Create a safe and sustainable transportation network that balances the needs of pedestrians, bicyclists, motorists, and transit users.</b>							
	P.11		<b>Traffic Management.</b> Implement traffic management strategies to improve safety, mobility and efficiency.				
		33)	<i>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.</i>				
		34)	<i>Maintain and enforce commercial truck routes.</i>				
		35)	<i>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.</i>				
		36)	<i>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.</i>				
		37)	<i>Consider an evaluation of pening Hamilton Drive to two-way traffic from the Public Safety Building to the Redwood Highway frontage road.</i>				

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	P.12		<b>Bicycle and Pedestrian Access.</b> Provide a consistent standard of pedestrian and bicycle access within the roadway network, except where topographic or natural resource constraints exist.				
		38)	<i>Update encroachment policies and regulations to increase safe and convenient access for pedestrians and bicyclists.</i>				
		39)	<i>Prohibit walls, fences, utility boxes and other structures that impede views, safety or access for pedestrians and bicyclists.</i>				
		40)	<i>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.</i>				
		41)	<i>Underground utilities or, where possible, relocate utility poles to improve sidewalk accessibility.</i>				
		42)	<i>Enforce and maintain a 3-foot buffer zone for City maintained streets to allow for pedestrian recovery area.</i>				
		43)	<i>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.</i>				
		44)	<i>Facilitate access for the physically disabled on public rights-of-way throughout the City.</i>				
		45)	<i>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.</i>				

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	P.13		<b>Improved Pedestrian and Bicycle Network.</b> Establish and maintain a well-connected pedestrian and bicycle system that is universally accessible, easy to navigate, and comfortable for all types of users.				
		46)	<i>Maintain an up-to-date Bicycle and Pedestrian Master Plan to ensure eligibility for regional funding.</i>				
		47)	<i>Use the Bicycle and Pedestrian Master Plan as a guide in prioritizing bicycle and pedestrian improvements, and implement those priorities.</i>				
		48)	<i>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.</i>				
		49)	<i>Encourage bicyclists and drivers to share the road through education and signage.</i>				
		50)	<i>Collect pedestrian and bicycle counts biennially, as funding allows.</i>				
		51)	<i>Implement Miller Avenue Streetscape Plan to connect pedestrians and bicyclists from downtown to the County Multi-Use Path.</i>				
		52)	<i>Designate certain streets as "bicycle boulevards" to facilitate better bicycle connections through the City.</i>				
	P.14		<b>Pedestrian and Bicycle Safety, Education and Outreach.</b> Promote education, safety, and enforcement programs that increase awareness and encourage more walking and cycling.				
		53)	<i>Promote bicycle education, safety, and enforcement programs to keep both the rider and driver better informed through programs including Street Smarts and Safe Routes to School.</i>				
		54)	<i>Evaluate street lighting needs in areas of high pedestrian traffic and at high crash sites.</i>				
		55)	<i>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.</i>				
		56)	<i>Utilize the City's website to promote, educate and provide information on bicycle and pedestrian safety and best practices.</i>				
		57)	<i>Regularly update the Bicycle Pedestrian Advisory Committee's webpage to include educational information for the public on: the rights and duties of drivers; bicyclists and pedestrians; and best practices.</i>				
		58)	<i>Improve bicycle and pedestrian safety through traffic calming devices and through design standards for multi-modal mobility and access.</i>				

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	P.15		<b>Improved Transit Network.</b> Support the continued development and improvement to safe, efficient and reliable transit service.				
		59)	<i>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.</i>				
		60)	<i>Consider incorporating local art, heritage and education into the design of transit stops</i>				
		61)	<i>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.</i>				
		62)	<i>Work with Marin County Transit to provide efficient and adequate commuter service for Mill Valley residents and employees.</i>				
		63)	<i>Meet annually with Marin County Transit to discuss means of maintaining adequate levels of service and ridership for buses in Mill Valley.</i>				
		64)	<i>o Work with the library, community center and other local businesses and hotels to provide information pamphlets on transit alternatives available within the City.</i>				
		65)	<i>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.</i>				
		66)	<i>Support the creation of a “Safe Routes to Transit” program that is modeled on the same principles and practices of “Safe Routes to School”.</i>				
	P.16		<b>Local Shuttle Service.</b> Plan and implement a shuttle system that connects local neighborhoods, facilities, services, and adjacent communities.				
		67)	<i>Continue to explore the shuttle opportunities, including pilot projects, and will seek possible funding for the implementation such programs.</i>				
		68)	<i>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.</i>				
		69)	<i>Consider school schedules changes for students to best utilize shuttles between peak commuter usage.</i>				
		70)	<i>Provide on-call shuttle service from neighborhoods to arterial transit stops or other local destinations.</i>				
		71)	<i>Coordinate user levels with bus to provide a direct service alternatives to SMART, BART and Larkspur / Sausalito ferries.</i>				

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<b>G.4 Parking-Recognize on- and off-street parking as a finite resource and effectively manage parking demand for all uses.</b>							
	P.17		<b>Parking Standards.</b> Establish new parking requirements for vehicles and bicycles and parking programs that enhance local economic vitality and manage parking demand and capacity.				
		72)	<i>Establish maximum parking, requirements, rather than traditional minimum requirements, to prevent overbuilding parking.</i>				
		73)	<i>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.</i>				
		74)	<i>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.</i>				
		75)	<i>Reevaluate the residential parking permit programs and fees for residential neighborhoods.</i>				
		76)	<i>Require new development and redevelopment projects to include secure bicycle parking and facilities.</i>				
		77)	<i>Update and provide adequate public, on-street handicap/ accessible spaces</i>				