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)
G.1			**Regional Transportation: Provide leadership within the region by influencing decisions to advance mobility, safety, and sustainability for all travel modes.**				
	P.1		**Leadership and Coordination.** Take a leadership role in countywide and regional transportation planning and funding issues by actively engaging with Caltrans, the County of Marin, 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, neighboring cities and towns, transit agencies, and local bicycle/pedestrian groups and organizations.				
		1)	Collaborate with the County and Caltrans, and work with Transportation Authority of Marin on transportation planning efforts that provide direct benefit to Mill Valley, including the Regional Transportation Plan, and Highway 101 Interchange improvements (e.g. US 101/East Blithedale-Tiburon Boulevard).	Public Works; TAM; Marin County; Caltrans	City budget; State/Regional Transportation Funds		
	P.2		**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.				
		2)	Regularly invite TAM, Metropolitan Transportation Commission, Golden Gate Transit, Street Smarts Marin, local bicycle/pedestrian groups and organizations 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 Committee.	City Council; City Manager; Public Works	In-kind		
		3)	Provide budget support for City staff and decision-makers to attend periodic trainings and conferences on transportation related topics pertinent to Mill Valley.	City Council; City Manager; Public Works; Bicycle and Pedestrian Advisory Committee; Planning Commission	City budget		

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G.2			**Sustainable Transportation: Reduce transportation-related emissions by reducing traffic congestion and vehicle-miles traveled while promoting the use of lower emission vehicles and non-automotive modes of travel.**				
	P.3		**Leadership and Coordination.** Coordinate with cities and regional transportation leaders to identify, develop and fund alternative fuels and forms of transportation.				
		4)	Coordinate with the Transportation Authority of Marin, Marin County, cities and regional transportation leaders, and local bicycle/pedestrian groups and organizations to advance alternative fuel and non-motorized forms of transportation within the City to identify, develop and/or fund alternative transportation and transit opportunities within Marin County.	City Council; City Manager; Public Works; TAM; State/Regional Agencies	City budget		
		5)	Work with public and private schools, Marin Transit and the Transportation Authority of Marin to better transport students to and from school, such as carpooling, shuttle or school buses, and Safe Routes to School.	City Council; City Manager; Public Works; TAM; State/Regional Agencies; School Districts	City budget; State/Regional Transportation Funds; School Funds		
		6)	Establish and Track community progress in reducing emissions by documenting and reporting periodic changes in the vehicle-miles traveled of local residents.	Public Works	City budget; grants; volunteers		

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	P.4		**Interconnected Transportation Network.** Foster 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.				
		7)	Improve the efficiency and safety of the transportation network for all travel modes by using best available practices, design and technology, such as transit and emergency signal priority, synchronized signal timing, improved signage, pedestrian crossings, bicycle detection at signalized intersections and real-time transit data.	Public Works; Planning and Building	City budget; State/Regional Transportation Funds; grants		
		8)	Foster safe and efficient transportation links for cars, transit, bicycles and pedestrians from Mill Valley to regional transportation services and facilities.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		9)	Support feasibility assessments for bicycle and pedestrian facilities, such as Alto Tunnel, that can provide safe and convenient connections between Mill Valley and the rest of Marin County.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		10)	Implement bicycle, transit, and pedestrian connections that increase their safety, demand, convienence and use.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		11)	Indentify and improve local pedestrian and bicycle routes that link Mill Valley neighborhoods to high activity centers such as schools, parks, the Community Center, City Hall, the public library, and local business centers.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		12)	Determine the location, dimensions and legal status of public rights-of-way, including streets and steps, lanes and paths, to develop appropriate standards for maintenance and improvements and to clarify right-of-way status, where necessary, for the benefit of the overall transportation network and the community.	Public Works	City budget		

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	P.5		**Education and Technology.** Use technology that encourages sustainable transportation and educate the community on ways to reduce vehicle-miles traveled.				
		13)	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.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		14)	Promote a sponsored bike share or informal carpool program for downtown, and/or other location(s) in town.	Public Works; Bicycle and Pedestrian Advisory Committee; TAM	City budget; State/Regional Transportation Funds; grants		
		15)	Promote greater community participation in Street Smarts Marin, Safe Routes to School, the Neighborhood Traffic Calming program and similar programs.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		

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	P.6		**City Operations.** Reduce emissions of City vehicles.				
		16)	Make the purchase of high efficiency vehicles a priority for the City fleet.	City Manager; Public Works; Finance	City budget; grants		
		17)	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, and encourage carpooling to meetings, events and site visits.	City Manager; Finance	City budget; grants		
	P.7		**Low and Zero Emission Vehicles.** Encourage ownership of low and zero emission vehicles.				
		18)	Work with property owners to expand the number and convenience of low and zero emission fueling stations in the City.	Planning and Building; Public Works	City budget		
		19)	Use the City's building and zoning codes and applicable development standards as an incentive for greater use of low and zero emission vehicles.	Planning and Building; Public Works	City budget		
		20)	Amend the City's parking regulations to accomodte low and zero emission vehicles, and carpool vehicles at public facilities and private development.	Planning and Building; Public Works	City budget		
	P.8		**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.				
		21)	Modify the City's parking regulations including tandum parking and the option of "unbundled" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space).	Planning and Building	City budget		
		22)	Establish design guidelines and development standards that will allow produce more efficient utilization of a project site for vehicle access and parking, including "unbundled" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space).	Planning and Building	City budget		
	P.9		**Monitoring.** Monitor and inventory greenhouse gas (GHG) emissions from all sectors within the City on a regular on-going basis to monitor sources and seek measures to reduce emissions.				
		23)	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)	All City Departments	City budget		
		24)	Collaborate with the community and identify emission reduction measures to meet emission reduction targets.	All City Departments	City budget; volunteers		

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G.3			**Sustainable Transportation: Create a safe and sustainable transportation network that balances the needs of pedestrians, bicyclists, motorists, and transit users.**				
	P.10		**Traffic Management.** Improve roadway network functionality through traffic management strategies that improve safety, mobility and efficiency.				
		25)	Maintain a well-functioning roadway network that provides for the safe and efficient flow of vehicular traffic.	Police; Public Works; Planning and Building	City budget		
		26)	Review and update commercial truck routes identified in the Municipal Code to provide for the safety and convenience of all facility users.	Police; Public Works; Planning and Building	City budget		
		27)	Collaborate with the County and CalTrans on Highway 101 interchange improvements including US 101/East Blithedale-Tiburon Boulevard	Public Works; TAM; Marin County; Caltrans	City budget; State/Regional Transportation Funds		
		28)	Study ways to improve the flow of traffic and reduce congestion on major routes such as Miller Avenue and East Blithedale Avenue	Public Works	City budget; State/Regional Transportation Funds; grants		
		29)	Enhance East Blithedale Avenue, between downtown and Camino Alto, to be a more livable, comfortable and safe environmental for pedestrians, bicyclists, and those who reside adjacent to the roadway, while maintaining the vehicle mobility, and access needs of this arterial roadway.	Public Works; Planning and Building	City budget; State/Regional Transportation Funds; grants		
		30)	Between Camino Alto and the US 101 interchange, improve mobility for vehicles through traffic signal coordination and timing, and provide separated facilities for bicyclists and pedestrians, where feasible.	Police; Public Works; Planning and Building	City budget		
		31)	Use the most cost-effective and environmentally sensitive landscaping and pavement treatments when making modifications or improvements to the roadway system.	Public Works; Planning and Building	City budget		
		32)	Replace traditional motor vehicle focused level of service standards with multi-modal considerations to ensure that roadway capacity is not overbuilt and all modes of transportation are considered when assessing traffic impacts and planning improvements.	Public Works; Planning and Building	City budget		

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	P.11		**Bicycle and Pedestrian Access.** Provide a consistent standard of pedestrian and bicycle access within the roadway network.				
		33)	Update encroachment policies and regulations to prohibit walls, fences, landscaping, utility boxes and other structures that impede roadway views, safety or access to increase safe and convenient access for pedestrians and bicyclists.	Public Works; Bicycle and Pedestrian Advisory Committee	City budget; State/Regional Transportation Funds; grants		
		34)	Establish a sidewalk and public right-of-way inspection, maintenance and repair program that includes a requirement for sidewalk repair or replacement.	Public Works	City budget		
		35)	Underground utilities or, where possible, relocate utility poles to improve sidewalk accessibility. Explore assessment bonds or other financing options.	Public Works; Planning and Building	City budget; Rule 20 A funds		
		36)	Facilitate access for the physically disabled on public rights-of-way throughout the City, and 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.	Public Works; Planning and Building	City budget		
		37)	Continue to renovate, repair and maintain Steps, Lanes and Paths that provide pedestrian connections to residential and commercial areas and complete emergency evacuation routes.	Public Works; Planning and Building; Parks and Recreation	City budget; grants		

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	P.12		**Improved Pedestrian and Bicycle Network.** Establish and maintain a well-connected pedestrian and bicycle system that is accessible, easy to navigate, and comfortable for all types of users.				
		38)	Maintain an up-to-date Bicycle and Pedestrian Master Plan to ensure eligibility for regional funding.	Public Works; Bicycle and Pedestrian Advisory Committee	City budget		
		39)	Use the Bicycle and Pedestrian Master Plan as a guide in prioritizing bicycle and pedestrian improvements, and implement those priorities.	Public Works; Bicycle and Pedestrian Advisory Committee	City budget		
		40)	Develop crosswalk treatments guidelines such as paving and striping, and a set of guidelines governing their use for both controlled and uncontrolled crossing locations.	Public Works	City budget		
		41)	Develop a pedestrian and bicycle count program, and collect counts every two years.	Public Works; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget; grants; volunteers		
		42)	Implement Miller Avenue Streetscape Plan to connect pedestrians and bicyclists between downtown to the County bike lane and Multi-Use Path.	Public Works; Planning and Building	City budget; State/Regional Transportation		
		43)	Designate certain non-arterial streets as “bicycle boulevards” by providing treatments to faciliate shared roadway use and increase driver awareness.	Public Works; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget; grants; volunteers		

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	P.13		**Pedestrian and Bicycle Safety, Education and Outreach**. Foster a common understanding among cyclists, non-cycling drivers, pedestrians, and the police about California Motor Vehicle Code and the rights and duties of all road users.				
		44)	Evaluate and improve street lighting in areas of high pedestrian or bicycle traffic.	Public Works; Police; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget; State/Regional Transportation Funds; grants		
		45)	Promote three-way collaboration among Safe Routes to School, the Bicycle and Pedestrian Advisory Committee (BPAC), and Mill Valley Police Department to advance education, safety, and enforcement programs that encourage more walking and cycling.	Public Works; Police; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget		
		46)	Establish a page at the City website, linked to the BPAC page, that provides evidence-based information for parents, educators, and the general public about bicycle and pedestrian safety and access. Ensure that this page is exclusive and is not duplicated or contradicted elsewhere on the website.	Public Works; Police; Bicycle and Pedestrian Advisory Committee	City budget		
		47)	Ensure that educational content is updated regularly and is consistent both with current law, and with current research and best-practice recommendations from professional fields including transportation and injury prevention.	Public Works; Police; Bicycle and Pedestrian Advisory Committee	City budget		
		48)	Encourage bicyclists and drivers to share the road through education, public service announcements through various media (such web-based or street banners), pavement markings, and road signs.	Public Works; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget; State/Regional Transportation Funds; grants		

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	P.14		**Improved Transit Network**. Work with Marin County Transit to support the continued development and improvements to safe, efficient and reliable transit service.				
		49)	Improve public transit infrastructure (e.g., benches, shelters, trash cans, safe and convienent bike racks and lockers, park and ride, news racks, real-time transit arrival information, etc.).	Public Works; TAM; Marin Transit; Golden Gate Transit	City budget; State/Regional Transportation Funds; grants		
		50)	Incorporate local art, heritage and education into the design of transit stops.	Public Works; TAM; Marin Transit; Golden Gate Transit	City budget; State/Regional Transportation Funds; grants		
		51)	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.	Public Works; TAM; Marin Transit; Golden Gate Transit	City budget; State/Regional Transportation Funds; grants		
		52)	Meet regularly with Marin County Transit to provide efficient and adequate commuter service for Mill Valley residents and employees.	Public Works; TAM; Marin Transit; Golden Gate Transit	City budget; State/Regional Transportation Funds; grants		
		53)	Support the creation of a “Safe Routes to Transit” program that is modeled on the same principles and practices of “Safe Routes to School”.	Public Works; TAM; Marin Transit; Golden Gate Transit	City budget; State/Regional Transportation Funds; grants		
		54)	Work with the Library, Community Center and other local businesses and hotels to provide information pamphlets on transit alternatives available within the City.	Public Works; Library; Parks and Recreation; Chamber of Commerce	City budget; State/Regional Transportation Funds; grants		

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	P.15		**Local Shuttle Service.** Plan and implement a shuttle system that connects local neighborhoods, facilities, services, and adjacent communities.				
		55)	Continue to explore a local shuttle operation through various program and/or funding opportunities, including but not limited to: > pilot projects, > dial a ride and on-call shuttle service programs (providing service from neighborhoods to arterials), > shared use of existing community shuttle services (e.g. Redwoods shuttle), > joint use of shuttle -- such as working with schools to utilize shuttle in between peak commuter usage. > public, private and subscription funding sources. Any proposed shuttle should coordinate service conncetions with regional transit systems.	Public Works; City Manager; TAM; Marin Transit; Golden Gate Transit; School Districts	City budget; State/Regional Transportation Funds; grants		

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G.4			**Parking-Recognize on- and off-street parking as a finite resource and effectively manage parking demand and capacity for all uses.**				
	P.16		**Parking Standards.** Establish new parking requirements for vehicles and bicycles and parking programs that enhance local economic vitality and manage parking demand and capacity.				
		56)	Establish maximum parking requirements, rather than traditional minimum requirements, to prevent overbuilding parking.	Planning and Building; Planning Commission	City budget		
		57)	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, variable pricing of on- and off-street parking to insure adequate parking during peak demand periods.	Planning and Building; Planning Commission; Police	City budget		
		58)	Survey exsiting striping and curb cuts to locate opportunties for new auto, motorcycle and bicycle parking spaces.	Public Works	City budget		
		59)	Prevent spillover parking into neighboring residential areas from commercial and special event activities through parking management strategies, and working with local businesses.	Planning and Building; Planning Commission; Police; Chamber of Commerce; Events Organizers	City budget		
		60)	Evaluate the residential parking permit programs and fees for residential neighborhoods.	Planning and Building; Police	City budget		
		61)	Investigate policies that could be used to strongly encourage that residential parking garages are used for their intended purposes of parking vehicles.	Planning and Building; Planning Commission	City budget		
		62)	Require new multi-family, mixed use and commercial redevelopment projects to include secure bicycle parking and facilities.	Planning and Building; Planning Commission	City budget		
		63)	Provide adequate public, on-street disabled/accessible spaces.	Planning and Building; Planning Commission; Public Works	City budget		
		64)	Work with Tamalpais High School to establish incentives to reduce student driving and encourage carpooling to reduce parking demand.	Planning and Building; Public Works; Police	City budget		
		65)	Provide secure bicycle parking Downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational destinations.	Public Works, Bicycle Pedestrain Advisory Committee	City budget		

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	P.17		**Funding.** Seek funding from all possible sources for continued improvements and on-going maintenance of roadways and bicycle, transit and pedestrian facilities.				
		66)	Continue to use a long-term Capital Improvement Program (CIP) to prioritize and program funds for roadway improvements and maintenance.	Public Works	City budget; State/Regional Transportation Funds; grants		
		67)	Contiue to support the reauthorization of the Municipal Services Tax and consider other funding options in support of local transportation maintenance and operations.	Public Works; City Council	City budget;		
		68)	Use a "Complete Streets" approach to funding 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.	Public Works	City budget; State/Regional Transportation Funds; grants		
		69)	Pursue state and federal funding and other possible grant opportunities.	Public Works	City budget; State/Regional Transportation Funds; grants		
		70)	Regularly update 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.	Public Works	City budget		
		71)	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.	Public Works; Planning and Building	City budget		