

11/17 version

MOBILITY IMPLEMENTATION PLAN

Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
G.1			Regional Transportation: Provide leadership within the region by influencing decisions to advance mobility, safety, and sustainability for all travel modes.	City Department; City Commission; Committee; Outside Agency; Community Group	e.g. funding opportunities and in-kind services/supplies/volunteer time	High, Medium, Low	Short-term (1-4 yrs) Mid-term (5-10 yrs) Long-term (over 10 yrs)

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.

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).

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, 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.

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

Can this be a transportation, bicycle + ped? Adv. Committee? Should have a commission?

MOBILITY IMPLEMENTATION PLAN

Responsibility
City Department; City Commission; Committee; Outside 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)

Goal #
Policy #
Program #

Description

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.

Goal #	Policy #	Program #	Description	Responsibility	Resources*	Priority	Time Frame
			Leadership and Coordination: Coordinate with cities and regional transportation leaders to identify, develop and fund alternative modes of travel.				
		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. <i>Staggered start times</i>	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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Resources*
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Priority
High, Medium, Low

Time Frame
(when started)
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Description

Goal #	Policy #	Program #	Description	Responsibility	Resources*	Priority	Time Frame
	P4		Interconnected Transportation Network. Foster an interconnected transit 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 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, convenience and use.	Public Works; Bicycle and Pedestrian Advisory Committee; Safe Routes to School; Marin County; TAM	City budget; State/Regional Transportation Funds; grants		
		11)	Identify 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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Time Frame
 (when started)
 Short-term (1-4 yrs)
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Description

Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	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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Responsibility
 City Department: City Commission; Committee; Outside Agency; Community Group

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Time Frame
 (when started)
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Description

Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	P-6		City Operations: Reduce emissions of City vehicles. Make the purchase of high efficiency vehicles a priority for the City fleet.	City Manager; Public Works; Finance	City budget; grants		
		16)	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. 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		
		18)	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		
		19)	Amend the City's parking regulations to accommodate 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. Modify the City's parking regulations including tandem 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). Establish design guidelines and development standards that will allow/provide 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		
		21)		Planning and Building	City budget		
		22)		Planning and Building	City budget		
	P-9		Monitoring: Monitor and inventory greenhouse gas (GHG) emissions from all sectors within the City on a regular ongoing basis to monitor sources and seek measures to reduce emissions. 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) Collaborate with the community and identify emission reduction measures to meet emission reduction targets.	All City Departments	City budget		
		23)		All City Departments	City budget		
		24)		All City Departments	City budget; volunteers		

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 High Medium Low

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 (when started)
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Description

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.

Goal #	Policy #	Program #	Description	Responsibility	Resources *	Priority	Time Frame
		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. <i>what is a facility?</i>	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 environment 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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Priority
High, Medium, Low

Time Frame
(when started)
Short-term (1-4 yrs)
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Description

Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
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 Americans 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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Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	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 facilitate shared roadway use and increase driver awareness. It Squash	Public Works; Bicycle and Pedestrian Advisory Committee; Street Smarts; Safe Routes to School	City budget; grants; volunteers		

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Long-term (over 10 yrs)

Description

P-13 **Pedestrian and Bicycle Safety, Education and Outreach.** Foster a common understanding among cyclists, non-cycling drivers, pedestrians, and the general public about California Motor Vehicle Code and the rights and duties of all road users.

Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
		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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Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	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 convenient 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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Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	P-15		<p>Local Shuttle Service. Plan and implement a shuttle system that connects local neighborhoods, facilities, services, and adjacent communities.</p> <p>Continue to explore a local shuttle operation through various program and/or funding opportunities, including but not limited to:</p> <ul style="list-style-type: none"> > 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. <p>Any proposed shuttle should coordinate service connections with regional transit systems.</p>	Public Works; City Manager; TAM; Marin Transit; Golden Gate Transit; School Districts	City budget; State/Regional Transportation Funds; grants		
		55					

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Goal #	Policy #	Program (#)	Description	Responsibility	Resources*	Priority	Time Frame
	P.17		<i>Funding: seek funding from all possible sources for concrete improvements and ongoing maintenance of roadways and bicycle, transit and pedestrian facilities.</i>				
		66)	Continue to use a long-term Capital Improvement Program (CIP) to prioritize and program funds for roadway improvements and maintenance. <i>renewal</i>	Public Works	City budget; State/Regional Transportation Funds; grants		
		67)	Continue to support the rehabilitation <i>rehabilitation</i> 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 contribute 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		

November 8th GPAC Meeting
Comments submitted by Larry Davis
Date: November 6, 2012

Natural Environment Implementation Plan

NE.X(3)

P.3 #16

- Resources: consider adding “grants”

P.4 #22

- Consider adding multi-family “Require dual plumbing for use of recycled water for new commercial and/or multi-family residential developments.”

NE.4(6)

P.8(7) #41

- Resources: consider adding “grants”

Community Vitality Implementation Plan

CV.2

P.5

- Consider striking at the end: “...should take into account reasonable concerns, ~~but not at the expense of the goal of a vibrant Downtown.~~”

Comment: The goal of a vibrant Downtown should be balanced with the livability of the Downtown for its residents.

CV.7

P.13 #47

- Consider adding at the end: “important fiscal issues and decisions, such as, government, CIP, employee pensions and benefits programs.”

Arts & Culture Implementation Plan

ART.1

P.2 #4

- Consider deleting.

Comment: To “Promote cultural tourism ...” or tourism in general, has met with community opposition in the past when tour buses would come into Mill Valley and offload tourist for varying durations. I don’t think Mill Valley desires to become “Carmel by the Mountain” as residence referred to this situation in the past.

ART.2

P.5 #11

- Consider striking “Build cooperative ~~but independent~~ relationships between the Arts Commission and ~~all~~ other city.....

ART.3

P.7 #15

- Consider replacing with: “Explore funding to provide staff assistance and/or staff position for the Art Commission.”

Mobility Implementation Plan

G.2

P.7 #20

- Spelling: “accommodate”

P8 #22

- Consider modifying: “....development standards that will result in allow produce more efficient ...”

G.3

P10 #34

- Consider adding the following: “Institute a sidewalk assessment fee for major commercial and residential projects so that all share in repair and replacement cost since all benefit from this community resource.”

Comment: It is my understanding that presently it is the responsibility of adjacent property owners to bear the cost of sidewalk repair/replacement and that projects occurring in the canyons or hills where no sidewalks exist are not asked to contribute to this community resource even though it is a benefit to them as it is to the community as a whole. This could be instituted in a similar fashion as the “Road Impact Fee”.

Danielle Staude

From: Girija Brilliant [girija.brilliant@gmail.com]

Sent: Monday, November 05, 2012 1:15 PM

To: Danielle Staude; Andy Berman

Subject: comments

Since I will be out of the country on Thursday, I am emailing my comments on the materials sent for the meeting.

Natural Environment

p.13, (65) Hazard Mitigation Nothing is mentioned as to the hazard of disease outbreaks, especially pandemics which could pose serious hazard to the community. I am happy to provide copies of the movie Contagion which gives a very realistic picture of how social structures can collapse during a pandemic. (disclosure- my husband, Larry, was senior technical advisor to the film and is actively engaged in global infectious disease surveillance and containment). A plan should be put in place should such an outbreak occur as to how to distribute vaccine, how to do social isolation,etc.

67/ There are many, many websites and applications for early warning systems. I am happy to provide such information.

Community Vitality

30.
establish urgent and preventative health care facilities
Much more detail is needed- where would these be located?Who would staff them?
Covered by insurance??

Mobility

55. shuttles-
consider a shuttle to connect to Sausalito Ferry-- the parking charges there are quite high.

Where/how in the Mobility plan is mention made for how to encourage/persuade Golden Gate Transit to offer more frequent bus service to make it possible for MV residents to travel either to SF during not rush hour times or within Marin without using a car.

General question-

So many items in these plans list funding as coming from City Budget. What percent of these proposals would have funding from the existing city budget??

Mill Valley 2040, General Plan Advisory Committee
26 Corte Madera Avenue
Mill Valley, CA 94941
by e-mail to Danielle Staude: dstaude@cityofmillvalley.org

November 5, 2012

Dear GPAC Committee Members:

I have been privileged to serve on the Land Use & Mobility Working Group for the GPAC. I have learned a lot and have felt gratified to participate in Mill Valley's political process, contributing my own knowledge and efforts on behalf of all residents.

As the same time, I am concerned that our Mobility document contains too many qualifiers that weaken the goal to improve transportation. Changes for the sake of "balance" were pushed through by three members at the end of our last meeting on October 30—three-and-a-half grueling hours—over my objections, and in the absence of another strong advocate for cyclists and pedestrians, Paul Moe. Members whose main interest is housing gave up further debate.

The changes are as follows, in bold type, with my emphasis in red:

Goal 3:

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

Policy 10:

Program 25

Maintain a well functioning roadway network that provides for the safe and efficient flow of vehicular traffic.

Program 28

Study ways to improve the flow of traffic and reduce congestion on major routes such as Miller Avenue and East Blithedale Avenue.

Program 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.**

Program 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.**

The task of the Land Use and Mobility Working Group concerns efficient use of land and fuel. Automobiles are extremely wasteful of both. They use far more fuel and space per traveler than

buses and trains (one bus replaces an average of 20 cars). Moreover, each car needs a parking place wherever it goes. Most cars spend most of their service life parked.

In order to effect transportation “mode shift,” we need to promote **the most efficient use of existing road space and fuel**—*not* the most efficient movement of the mode that *wastes the most* space and fuel. This means we need to promote walking, biking, and public transit.

Nothing in the Mobility document would prevent any individual from continuing to drive. However, comprehensive traffic reform would make walking and biking much safer and more feasible for everyone who wants to give it a try. This, in turn, will reduce car traffic.

Programs to encourage walking and biking fail without parallel programs to discourage not only driving, but also the domineering behavior of drivers. We know this from Europe’s experience.

“The experience we can offer others is: Give cyclists space, and very clearly and firmly give cyclists advantages over the car.”¹

–Reinhard Loske, Senator for Environment, Transport and Construction, Bremen, Germany

We also know that forced road closures can result in huge increases in “active” transportation. Walking and biking to Hall Middle School and Redwood High shot up during the recent closure of Doherty Drive. “Super Storm” Sandy is having a similar effect in New York City:

Many frequent bike commuters said that, with sparse traffic in downtown Manhattan, conditions for biking were ideal.

“I just bombed all the way down Broadway right now — I think I saw five cars,” said Jason Jaramillo, 34, who had just biked to Brooklyn from the Upper West Side. “I wish it was always like this.”²

Much of our road engineering is typical of a bygone era in which new federal policies were devised to sell cars at any societal cost. Early carnage from car traffic was horrific. In 1922, 1,054 children died of traffic injuries in New York City, alone.

With industry backing and the support of President Herbert Hoover, the American Automobile Club forced cyclists off the roads, corralled pedestrians onto badly designed sidewalks and crosswalks, created the concept of “jaywalking” and used it for public shaming, and burdened vulnerable users with responsibility for their own safety.³ This comprehensive social engineering still marginalizes non-motorists and regularly claims their lives and limbs, today.

The National Highway Traffic Safety Administration boasts that motor vehicle fatalities are at a new low—a mere 33,000 deaths between 2009 and 2010, with three million injuries. They do not mention that high unemployment and lowered commuting are associated with this drop.

¹ *Beauty and the Bike*, dir. Richard Grassick and Beatrix Wupperman, Darlington Media Group, 2009.

² *The New York Times*, “One Way Around the Traffic Muddle in Brooklyn: Riding a Bicycle.” Thursday, November 1, 2012, <http://www.nytimes.com/2012/11/02/nyregion/with-transportation-snarled-in-brooklyn-bicycles-roam-free.html?emc=eta1>

³ Peter D. Norton, *Fighting Traffic: The Dawn of the Motor Age in the American City*, The MIT Press, 2008.

At the same time, the Government's report mentions only in passing that pedestrian injuries were up 19% during the same period (11,000 victims), and pedestrian deaths rose by 4.2%.⁴ Is this because more impoverished people are on foot, perhaps walking to transit? We do not know.

Mill Valley motorists who do not bike are often disrespectful and even threatening toward cyclists. According to the police, many motorists complain that pedestrians and cyclists are disrespectful toward them. However, motorists are well shielded by their cars, and the U.S. is doing a poor job: From 2002 to 2005, **1.1** Dutch biker was killed per 100 million kilometers cycled, vs. **5.8** in the U.S., according to World Watch Institute—nearly a six-fold difference.⁵

Rampant car traffic congestion now curtails the “freedom” that the auto industry promised us. The late highway builder Robert Moses knew already by the end of the 1930s that widening roads and adding more roads ultimately leads to more traffic congestion, through the process that today's engineers call “induced demand.” But he told people the opposite.⁶

Highway engineering has come a long way; but for vulnerable users, the U.S. still emphasizes inefficient, wasteful “safety” programs that focus on secondary mitigation of injury, rather than on primary prevention of collision. We try desperately to tame children's natural impulsiveness around car traffic. We hold cyclists responsible as individuals for wearing virtual combat gear, including properly fitted helmets, fluorescent garments with reflective patches, and blinking LEDs. Meanwhile, the more we drive, the more we are forced to drive for our own protection.

I urge the GPAC to improve the integrity of the Mobility document, for everyone's sake:

- 1) Both the State of California and the future of the planet demand that we conserve land and fossil fuels. We can do this by moving *people* efficiently, not by moving *cars* efficiently.
- 2) Ethics and economics dictate that we focus our safety efforts on *primary prevention* of pedestrian and cyclist injuries, by making streets significantly less hazardous for them.
- 3) A “balanced” approach to addressing traffic congestion requires that pedestrians and cyclists gain advantages over drivers. We need Affirmative Action for disenfranchised road users.

Sincerely,

Elisabeth Thomas-Matej
28 Gomez Way #12
Mill Valley, CA 94941

⁴ NHTSA “Traffic Safety Facts: 2010 Motor Vehicle Crashes: Overview,” revised February 2012. <http://www-nrd.nhtsa.dot.gov/Pubs/811552.pdf>

⁵ “In Amsterdam, the Bicycle Still Rules,” Worldwatch Institute, 2012. <http://www.worldwatch.org/node/6022>

⁶ *New York*, episode 6, “City of Tomorrow,” dir. Rick Burns, PBS, 1999. <http://www.youtube.com/watch?v=ZI-bbchVHjc>

Mill Valley 2040, General Plan Advisory Committee
26 Corte Madera Avenue
Mill Valley, CA 94941
by e-mail to Danielle Staude: dstaude@cityofmillvalley.org

November 7, 2012

Dear GPAC Committee Members:

An omission from the Mobility document has come to my attention.

The Land Use & Mobility Working Group deleted from Draft 2 (the 8/15/12 version) the following program suggestion, because the Mill Valley School District is not under the city's authority and already staggers commute schedules to some extent:

“Consider adjusted school schedules and staggered commute schedules.”

However, we did not address the heavy commuting generated by children's assignment to schools outside their neighborhoods. Some neighborhood schools were privatized years ago, but I would still like to suggest addition of the following program under Goal 2 (Sustainable Transportation), Policy 3 (Leadership and Coordination):

“Work with Mill Valley School District to explore an emphasis on neighborhood school assignments, in order to reduce driving, while honoring California's intradistrict choice policy (open enrollment).”

Sincerely,

A handwritten signature in cursive script that reads "Elisabeth Thomas-Matej".

Elisabeth Thomas-Matej
28 Gomez Way #12
Mill Valley, CA 94941

Dear GPAC members:

Please forgive the informality of this communication. My wife and I are celebrating our 30th wedding anniversary on a long-planned trip to Kauai, and I was not anticipating the need to correspond, so email is my only option. I am writing to attempt to provide some perspective on Elisabeth Thomas-Matej's November 5 letter, which I received by happenstance. Also please forgive any typos.

First, I would like to thank you for the opportunity to chair the mobility and housing working group. As some of you may know, I was the vice-chair of the GP Committee in the late 1980s, and the process now is more inclusive and broader based, a better process by far. Our working group has been terrific. All of the members are dedicated, serious and hard working. Given the complexity of the tasks before us, we have had to schedule a number of extra meetings, and all the members have put in the extra hours without complaint.

As the chair, I have done my best to solicit and respect everyone's views and attempted to find ways to develop consensus. I think it is a credit to the entire group that we found consensus on every bit of wording in the mobility goals, policies and programs without the need to take a vote, with the exception of Policy 10. As to the working group's adoption of that Policy, I would like to provide you information that was not included in Elisabeth's letter. First, this policy was not pushed through by three members at the last minute. In actuality the proposed language was circulated to members by staff a day or more before the meeting, was discussed for about 45 minutes at the meeting and was approved by a 7-3 vote. I do not know what more we could have done to reach a consensus.

I should add that the reasoning behind this policy was also discussed at our prior mobility meeting several weeks earlier. At that meeting, I expressed a concern that the emphasis on bicycles and pedestrians not lose sight of the fact that thousand of residents of MV live on the steep ridges of Mt Tam, where the streets have neither sidewalks nor lights, and which are too steep for all but the most hardy to walk or bike into town. Those people, which include many of my neighbors, have little choice but to drive their cars for the necessities of life. I expressed concern, echoed by others, that while we should absolutely encourage and promote cycling and walking, we should not in doing so be punitive to people who must drive, which includes a sizable portion of MV residents, and that we should see if there are ways to make traffic flow more efficiently. It was agreed that I would attempt to come up with language to this effect, and I did so, discussed it with staff, modified it, and staff provided it to the group prior to our last meeting. After further word-smithing at the meeting and extensive discussion, and vote, this became the language of Policy 10.

As for balance, I believe the mobility plan should be balanced and address the needs of all of the city's residents. I believe the mobility plan adopted by the working group does this.

Thank you for all of your dedication, time and effort!
Jim Parrinello

Danielle Staude

From: Ken Wachtel <kwachtel@krwlaw.net>
Sent: Wednesday, November 07, 2012 4:34 PM
To: Danielle Staude; Andy Berman
Subject: response to Thomas-Matej memo

Andy and Danielle

Could you please see that the members of the GPAC receive a copy of this email before the meeting. I am sorry it is submitted so late but I just learned of Ms. Thomas-Matej memo this afternoon as she did not provide the LUWG members with a copy.

I am sorry to say that I have recently had an opportunity to read Elizabeth Thomas-Matej's November 5, 2012 memorandum to the GPAC. She did not send copies to the rest of the GP WG – presumably because she did not want the other side of the story to be expressed. While I cannot be present at the GPAC meeting because I chair the RBRA on that evening I would like to point out a few facts.

First, the three who Ms. Thomas-Matej alleges “pushed through” the vehicular policy were chair Jim Parrinello, Vice Chair Dick Swanson and myself. And far from it, it was not pushed through or a last minute item. Chair Parrinello had been raising the point that the city owed a responsibility to all means of traffic, even cars, from our first meeting dealing with mobility and consistently thereafter. Jim had even sent a draft of the language to all members before the meeting. Second, while it is true that Ms. Thomas-Matej did not want this language in the document we took a vote and a majority of those present voted in favor of the amendment. I thought the vote was an end to the issue but apparently it was not.

I believe the policy suggested by Chair Parrinello is fair and well considered. While as you see the vast portion of the mobility document weighs in favor of non-motorized transportation a majority of the Working Group felt that we could not ignore the effort to improve circulation for cars as well.



Kenneth R. Wachtel
City Council
City of Mill Valley

415-937-1952
415-381-2727
KWachtel@KrvLaw.Net

Danielle Staude

From: Loretta Figueroa <millvalleyfig@yahoo.com>
Sent: Thursday, November 08, 2012 10:59 AM
To: Danielle Staude
Cc: Elisabeth T-M; LorettaJFigueroa
Subject: GPAC meeting 11/8/12 and GPAC Mobility Document

Dear Ms. Straude,

I regret that I won't be able to attend the GPAC meeting this evening. Below are my suggestions for editing the Mill Valley GPAC Mobility Document.

Words to delete are in red.

Words to add are in blue

My editing suggestions reflect my concerns in an earlier email. The editing suggestions are followed by some suggestions for moving people.

Best regards,
Loretta Figueroa

Loretta Jean Figueroa
millvalleyfig@yahoo.com

Earlier email

Comment re General Focus

The committee and consultant appear to be concentrating on moving and parking cars. I would like to suggest a different focus: moving people. Moving people from where they live or get off public transit to where they want to go (work, school, events, shopping, hiking) and then back again.

Not everyone can bike or walk so I will suggest a transit option. A frequent local shuttle, similar to the one used during the Mill Valley Fall Arts Festival should be explored. Extension of the shuttle route to the Hwy 101 Bus Pads and the Manzanita Park and Ride would make connections to San Francisco and all points north very easy.

I guess the question that could be asked is which is more important to the City of Mill Valley: More parking for cars or more people visiting the city?

GPAC Mobility Document Suggested Editing Changes

Goal 3:

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

Policy 10:

Program 25

Maintain a well functioning roadway network that provides for the safe and efficient flow of vehicle, bicycle, and pedestrian vehicular traffic.

Program 28

Study ways to improve the flow of traffic and reduce congestion on major routes such as Miller Avenue and East Blithedale Avenue

Program 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.

Program 30

Between Camino Alto and the US 101 interchange, improve mobility for vehicles through traffic signal coordination and timing, and provide provide separated facilities for vehicles, bicyclists and pedestrians., where feasible.

Examples of Ways to Move People

Video Example of Safe Bicycle Paths

<http://www.aviewfromthecyclepath.com/2010/05/german-cycle-paths-vs-dutch-cycle-paths.html>

"Any place which wants to truly achieve a high cycling rate really needs to copy from the Netherlands, where 27% of all trips are by bike. This country has achieved such a high rate of cycling because the experience of everyday cycling is not remotely like taking part in an extreme sport."

Trips by bicycle

Britain = 2%

Germany = 10%

Netherlands = 27%

Vehicular Traffic Solution in a Small Town

TELLURIDE, COLORADO census = 2,429

SAN MIGUEL COUNTY, COLORADO census = 7,684

Telluride Parking

Free all-day parking is available to commuters and visitors at the Carhenge parking lot on West Pacific Street. The lot is serviced by the regular Galloping Goose transit loop, which operates on a seasonal schedule.

Metered zones and free two-hour parking are available throughout the business district. Meters are one per block. Users can purchase a receipt for up to three hours of parking at a rate of fifty cents per hour. Meter receipts should be placed carefully on the driver's side dash board face up so that Code Enforcement officers can clearly read them.

Commuters are encouraged to use the regional transit system, car pool with friends and co-workers, or use the Carhenge parking lot if off street parking is not available at their place of employment.

The Galloping Goose Transit System of Telluride

The Galloping Goose Transit System is a fixed route transportation system funded jointly by the Town of Telluride and San Miguel County through a yearly intergovernmental agreement. Routes include:

- The Town Loop
- East End Express
- Down Valley
- Lawson Hill
- Norwood
- Mountain Village

The Galloping Goose also provides service for various youth programs and local non-profit groups on occasion. Late night services for several summer festivals are added to daily service. The Galloping Goose currently operates 365 days a year.

Mission Statement of the Transit Division of Telluride

The mission of the Transit Division is to provide safe, reliable, and courteous transit service to the guests and local commuters, and to provide ongoing and long-term transportation planning and route expansion for the region.

Danielle Staude

From: DEBORAH COLE <dcole3@sbcglobal.net>
Sent: Wednesday, November 07, 2012 2:33 PM
To: Danielle Staude
Subject: School Assignment and the Impacts on Mobility

Dear Danielle,

In reviewing the Mobility Implementation plan, there seems to be one notable omission: school assignments by the Mill Valley School District and the impact on traffic.

Kindly forward this suggestion to the Land and Mobility group for consideration for addition to the Mobility Implementation Plan and to the GPAC for inclusion in the plan.

Please consider adding the following program language:

Work with the Mill Valley School District to explore an emphasis on neighborhood school assignments in order to reduce driving and traffic congestion.

Background:

Upon registering for school in Mill Valley, many families are offered the choice and will request that their child(ren) be assigned to schools other than their "neighborhood" (local) school and many families can not get placement in their local school because it is full, in part because of this practice.

The District honors these requests whenever possible with the end result being some major impacts: traffic congestion, Ghg and other polluting emissions, and reduced livability.

1. The many the cross-town trips to school create a lot of extra traffic congestion in Mill Valley.
2. Walking and biking to school are usually not feasible because of the distance or lack of infrastructure, etc., so driving is the only way to get the kids to the distant school.
3. Once a family starts in one school, they tend to request space for their other children in the non-local school, too, so they may have to drive fairly long trips to school for as much as 10-12 years all the while holding up spots that a local family could fill.

Mill Valley Schools are uniformly great and this practice, which is generally offered to provide underserved communities access to better schools, should be looked at as unsustainable at this time. Outreach from the City to the District to emphasize placement in the closest school is needed.

best,

Deborah

Danielle Staude

From: DEBORAH COLE <dcole3@sbcglobal.net>
Sent: Thursday, November 08, 2012 1:30 PM
To: Danielle Staude
Subject: Addendum to School Assignment and the Impacts on Mobility

Dear Danielle,

I have been informed that the Mill Valley SD has a new policy as of February 2012 that includes assigning families to their local school when possible:

Please amend the suggested language I sent last email to say:

Work with the Mill Valley School District to reinforce the new policy for assigning students to the closest school in order to reduce driving and traffic congestion.

Policy as of February 2012:

"In order to reduce congestion and ensure that more children have the option to walk or bike to school, the District will assign students to the closest school to their home, whenever possible, and in accordance with the District's student placement procedures."

thank you,
Deborah Cole
dcole3@sbcglobal.net



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Gwen Froh

Safe Routes Teen Coordinator

James Sievert

*Safe Routes Teen Coordinator
and Instructor*

November 8, 2012

Danielle Staude
Senior Planner
City of Mill Valley
26 Corte Madera Avenue
Mill Valley, CA 94941

Subject: MV2040 Mobility Goals and Policies Document

Dear GPAC Members:

The two items discussed below cause us concern. Otherwise, it's our impression that the Mobility Goals and Policies presented successfully balance the needs and safety of all transportation system users, thus promoting an efficient and safe transportation network that provides for multi-modal transportation options and which contributes to a healthier and more livable community for residents and visitors of Mill Valley.

Policy #10

Program #25:

Text as Proposed: "Maintain a well-functioning roadway network that provides for the safe and efficient flow of vehicular traffic."

MCBC Recommended Revisions: "Maintain a well-functioning roadway network that provides for the safe and efficient flow of ~~vehicular traffic~~ all transportation modes."

Program #29:

Text as Proposed: "Enhance East Blithedale Avenue, between downtown and Camino Alto, to be a more livable, comfortable and safe environment for pedestrians, bicyclists, and those who reside adjacent to the roadway, while maintaining the vehicle mobility, and access needs of this arterial roadway."

MCBC Recommended Revisions: "Enhance East Blithedale Avenue, between downtown and Camino Alto, to be a more livable, comfortable, safe **and efficient** environment for pedestrians, bicyclists, **motorists**, and those who reside adjacent to the roadway, while maintaining the ~~vehicle~~ mobility, and access needs of this arterial roadway."

Sincerely,

Alisha Oloughlin, Planning Director
Marin County Bicycle Coalition