



This Complete Streets Policy was adopted by Resolution No. 2013-03 by the City Council of the City of Mill Valley on January 7, 2013

COMPLETE STREETS POLICY OF CITY OF MILL VALLEY

A. Complete Streets Principle

- 1. Complete Streets Serving All Users.** The City of Mill Valley expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, operators of emergency vehicles, seniors, children, youth, and families.
- 2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of the City of Mill Valley shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets, as well as those features identified in the City of Mill Valley Bicycle and Pedestrian Transportation Plan updated in 2008.
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the City of Mill Valley shall work towards making Complete Streets practices a routine part of everyday operations, approach every

relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions, to maximize opportunities for Complete Streets, connectivity, and cooperation. Projects that provide opportunities for Complete Streets include, but are not limited to pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, maintenance and landscaping, street and sewer rehabilitation, Safe Routes to School projects.

- 4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation, processes for any construction, reconstruction, retrofit, maintenance, operations, alterations, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences. Consistency will not be required if the head of the relevant department provides written approval explaining the basis of such deviation. The deviations will be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Committee has an opportunity to provide comments and recommendations.
- 2. Street Network/Connectivity.** As feasible, the City of Mill Valley will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating all modes of travel. The City will aim at increasing connectivity across jurisdictional boundaries, for existing and anticipated future transportation projects, and for non-motorized connectivity to schools, parks, commercial areas, civic destinations, and regional non-motorized networks on both publically owned roads and private developments.
- 3. Bicycle and Pedestrian Advisory Committee Consultation.** Transportation projects will be reviewed by the Bicycle and Pedestrian Advisory Committee

early in the planning and design stage, to provide the Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the projects.

4. **Evaluation.** All relevant departments will perform evaluations of how well the streets and transportation network of the City of Mill Valley are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes were not included in the plan or project, and must obtain sign-off by the Public Works Director or equivalent high level staff person. Projects that are granted exemptions must be made publically available for review.

2. Federal Exemptions:

- i. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- ii. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- iii. Where sparse population and other factors indicate an absence of need.

3. Local Exemptions:

- i. Where topographic and right of way constraints make the installation of Complete Streets' features infeasible. For example existing, uphill streets with little or no room for development.