



Mobility

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Purpose

All California cities and counties are required to address circulation in their General Plans. As set forth in state law, the mandatory Circulation Element must consider the topics listed in Table 3.1.

In the MV2040 General Plan, the term “mobility” is used instead of “circulation.” Mobility is defined as “the ability to move about,” and that is the focus of this element of the General Plan. It describes Mill Valley’s existing roadway, pedestrian and bicycle, transit and parking conditions; provides forecasts of future multi-modal transportation circulation needs; and also considers the variety of travel purposes in Mill Valley, including home-to-work trips and non-work travel such as for shopping, educational, and recreational purposes. The Mobility Element responds to both current and near-term future mobility needs in Mill Valley by including goals, policies, and programs to improve the roadway network and address parking supply and demand; transit service and patronage; bikeways; pedestrian steps, lanes, and paths; and truck routes.

The Mobility Element outlines a comprehensive “Complete Street” transportation strategy with goals, policies, and programs that promotes the development of a convenient, efficient, attractive, and balanced multi-modal transportation system. System improvements and better management of the transportation system are recommended to make walking, bicycling, and transit use safer,



Miller Avenue at Camino Alto

Table 3.1 | State Requirements for Circulation Elements

Circulation Element Content Requirements (Government Code Section 65302(b))	MV2040 General Plan Provisions
Major thoroughfares, including streets and roads	See Figure 3.1 and related data, policies and programs.
Transit	See Figure 3.5 and related data, policies and programs.
Transportation routes, including truck routes, bicycle and pedestrian routes, transit routes	See Figure 3.2 (roadways, including truck routes), Figure 3.3 (bicycle routes), Figure 3.4 (pedestrian routes), and related data, policies, and programs. See also <i>Mill Valley Bicycle and Pedestrian Transportation Plan</i> .
Parking	See parking-related data, programs, and policies.
Balanced, multi-modal transportation network	See figures, data, policies, and programs collectively described above.
Shipping, truck or air terminals	Not applicable to Mill Valley.
Major utility pipelines and transmission facilities	Not applicable to Mill Valley.
Railroads	Not applicable to Mill Valley.
Navigable waterways	Not applicable to Mill Valley.



Miller Avenue at La Goma (1950's)
 Source: Mill Valley Public Library, Lucretia Little History Room
 Photographer: Ken Molino

JUST THE FACTS

A Picture of Mobility Trends in 2012

- *Price of Gasoline*
 \$1.16/gallon in 1990
 \$4.31/gallon in 2012
- *National Fuel Economy Standard*
 27.5 mpg in 2004
 35.5 mpg in 2012
- *Average Miles Per Gallon (Fleet)*
 17mpg in 1990
 17 mpg in 2010
- *Parking Meter Rates*
 \$.20 in 1990
 \$.75/hr. in 2010
- *City Parking Revenues*
 \$327,700 in 1990
 \$497,500 in 2010
- *Golden Gate Bridge Toll*
 \$2 in 1990
 \$6 in 2010

more attractive, and more efficient forms of transportation, while also addressing the needs of motor vehicle drivers. This system should improve mobility for Mill Valley residents by investing in transportation infrastructure, providing viable alternatives to the automobile, and managing congestion to improve travel times and choices. Future road improvements to enhance the connectivity of the transportation network will need to be balanced with goals of protecting community character and environmental resources.

The Mobility Element is closely linked to the Land Use Element, with future conditions for the year 2035 based upon development assumptions as described in the Land Use Element. Projections of future conditions are theoretical in nature; they forecast increased traffic volumes but do not take into account development constraints such as steep slopes, existing land ownerships, or the presence of wetlands. Travel demand forecasts have been used as a planning tool based on land use assumptions in order to gauge potential transportation issues associated with future conditions in the City.

Existing Conditions

Regional Transportation

Several state, regional, and local agencies play a role in Mill Valley's circulation. These agencies include the California Department of Transportation (Caltrans); the Metropolitan Transportation Commission (MTC); the Transportation Authority of Marin (TAM); the Golden Gate Bridge, Highway and Transportation District; and the Marin County Transit District (MCTD).

Caltrans

The California Department of Transportation, also known as Caltrans, manages California's highway and freeway system. Just outside of Mill Valley's city limits, Caltrans owns and maintains Highway 101 and State Route 1, the two primary regional routes providing access to the City.

Metropolitan Transportation Commission

The majority of federal, state, and local financing available for transportation projects is allocated at the regional level by the Metropolitan Transportation Commission (MTC), the transportation planning, coordinating, and financing agency for the Bay Area.

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) is Marin County’s Congestion Management Agency and is responsible for programming funding for all transportation programs in Marin County. It also administers the Transportation Sales Tax Expenditure Plan funded by Measure A, a 20-year ½-cent sales tax. Mill Valley benefits from Measure A-funded projects such as expanded bus service in Marin County, completion of the Highway 101 carpool lane through San Rafael, and the provision of regional and local roadway improvements such as the Miller Avenue Streetscape Plan and improvements that enable safer multi-modal access to schools.

The TAM Board includes representatives from each city and town in Marin County, plus five members of the County’s Board of Supervisors.

Golden Gate Bridge Highway and Transportation District

The Golden Gate Bridge, Highway and Transportation District operates the Golden Gate Bridge and two public transit systems: Golden Gate Transit buses and the Golden Gate Ferry. Several Golden Gate Transit routes connect Mill Valley with regional centers, including destinations within Marin County and in San Francisco.

Marin County Transit District

The Marin County Transit District (MCTD) provides local transit service within Marin County. Although MCTD has responsibility for local services, it does not own any buses or facilities and does not employ its own drivers. Instead, MCTD contracts with other providers, including Golden Gate Transit and Whistlestop Wheels, for local bus and paratransit services.

Circulation Characteristics

Roadway System

Mill Valley lies west of Highway 101, the major freeway connecting Marin County to San Francisco to the south and Sonoma County to the north. There are four freeway interchanges that connect the area to Highway 101: East Blithedale/Tiburon Boulevard, Northbound Redwood Highway Frontage Road, Southbound Redwood Highway Frontage Road, and Shoreline Highway/Miller Avenue.

Mill Valley has over 61 miles of roadways. The City’s arterial roadways—Miller Avenue, East Blithedale Avenue, and Camino Alto—ac-



Centennial Documentary Photography Contest
Source: Mill Valley Public Library
Photographer: Adam Brown

Marin County has
4 times
 the state average
 of hybrid car
 ownership



Hybrid vehicle in Mill Valley

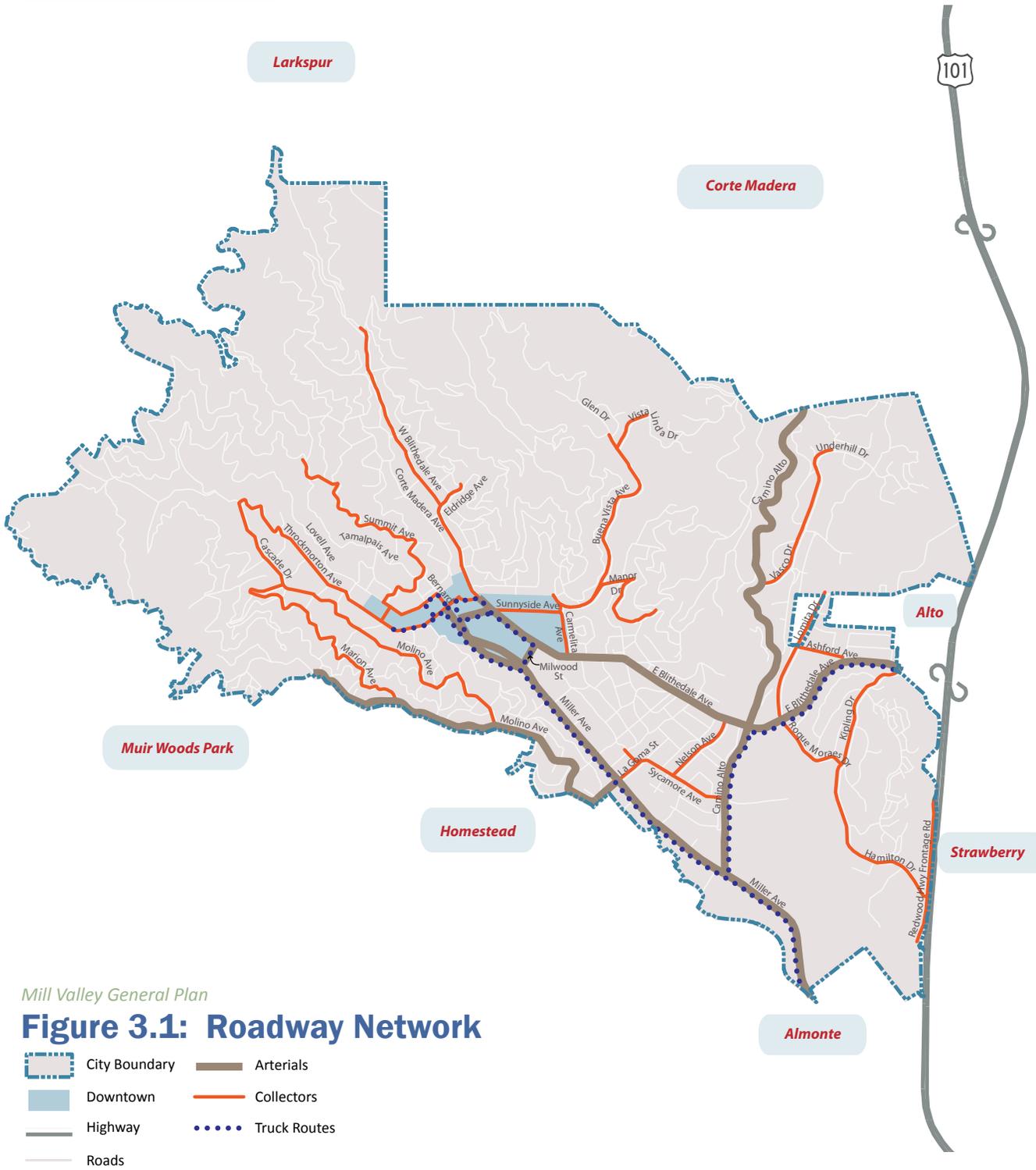
count for almost 10 miles of the City’s streets, with local streets comprising the other 51 miles of roadways. “Arterial” streets (see Figure 3.1) are higher-speed and higher-capacity roadways that link the community to the larger regional roadway network. “Collector” streets (see Figure 3.1) are streets that have relatively low traffic volumes and provide circulation within and between neighborhoods; they are intended for short trips to and from the arterial network.

For many years, the City maintained a local classification system of “A, B, C, and D” roadways based on various criteria such as right-of-way status and physical condition. These criteria are no longer applicable, and the system was discontinued in 2010, although the City’s Department of Public Works still tracks maintenance expen-

Trends in Mobility

#1 The automobile & driving experience will continue to change.

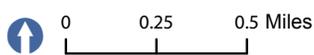
- *By 2040, the number of hybrids and electric vehicles will increase from about one percent today to nearly 50 percent.¹*
- *In 2040, the average new car will get 48 miles per gallon (MPG), compared to 27 MPG in 2010.²*
- *Mobile navigation software (e.g., Waze) that learns from other users’ driving times to provide routing and real-time traffic updates will allow drivers to avoid traffic tie-ups.*
- *The trend toward autonomous (i.e., self-driving) cars is expected to continue.*
- *Recent new cars include crash-avoidance and self-parking technologies, and Google has tested completely autonomous cars.*
- *Smart highways, such as those implemented in Seattle, that have variable speed limits will be used to relieve congestion and reduce accidents.*



Mill Valley General Plan

Figure 3.1: Roadway Network

- City Boundary
- Downtown
- Arterials
- Collectors
- Highway
- Truck Routes
- Roads



Source: US Census TIGER, 2012; David Parisi and Associates, 2011

ditures on so-called “B” roads to comply with annual funding commitments made by the City prior to 2010.

Mill Valley’s roadway system is largely determined by the City’s location and topography. Because Mill Valley is nestled into the eastern slopes of Mount Tamalpais, there are no arterial roadways that carry through traffic to the west, and Camino Alto provides the only connection to the north to Larkspur and Corte Madera. The primary arterials into and out of Mill Valley are East Blithedale Avenue and Miller Avenue, which connect to Highway 101.

Figure 3.1 illustrates Mill Valley’s roadway system, and Figure 3.2 shows the City’s designated truck routes.

Travel Modes and Commuting

The U.S. Census provides information on commute patterns for the nation, as well as local counties and jurisdictions. Although work-related trips are not the only trips generated in Mill Valley, census data can be used to illustrate travel choices and behaviors of residents. Table 3.2 compares commuter patterns by travel mode. Compared to the nation, state, region or county, the Mill Valley generally has a lower percentage of residents who drive to work (67.6 percent); a higher proportion of residents who walk, bicycle, and take transit to work; and a substantially higher percentage who work from home (15.6 percent). Interestingly, while working from home may reduce work-related traffic, it also may account for the larger number of personal vehicle trips generated per household, as discussed below.

Table 3.3 shows a further breakdown of commute characteristics by vehicle type and travel time. While Mill Valley also has a lower percentage of residents who drive alone to work when compared to Marin County, the Bay Area, the state, and the nation, the percentage of Mill Valley residents who carpool to work is also lower.

Existing Traffic Volumes

As previously discussed, Mill Valley’s topographic setting constrains the network of streets for through traffic. As a result, the heaviest traffic volumes occur on East Blithedale Avenue and Miller Avenue, the two arterials that provide direct connection to Highway 101 and State Route 1. On a typical weekday, approximately 36,000 vehicles traverse East Blithedale Avenue to the west of Highway 101

MORE FACTS...

A Picture of Mobility Trends in 2012

- *Existing Bike Facilities*
Total Bikeway mileage = 7.1
- *Existing Pedestrian Facilities*
 - * Total Stair length in miles = 0.5
 - * Total Lane and trail in length = 5.5
 - * Total steps, lanes and trails mileage = 6
- *Golden Gate Transit Ridership*
 - * Avg weekday Golden Gate Ridership: 1,994
 - * # of Daily Bikes on GGT: 40
 - * Total # Bike Commuter and Utilitarian riders: 228
- *Total Daily Bike Commute Trips: 456*

Table 3.2 | Commute Patterns by Travel Mode

Geographic Area	Total Workers	In-Vehicle (car, van, motorcycle)	Pedestrian	Bicycle	Public Transit	Work at Home
Mill Valley	6,519	67.6 %	4.5 %	3.0 %	9.0 %	15.6 %
Marin County	121,608	75.7 %	3.3 %	1.5 %	8.5 %	9.9 %
Bay Area	3,522,748	78.1 %	3.6 %	1.5 %	9.8 %	5.5 %
California	16,251,032	84.7 %	2.8 %	1.0 %	5.1 %	5.1 %
U.S.	139,488,206	86.3 %	2.8 %	0.5 %	5.0 %	4.2 %

Note: "Bay Area" constitutes nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. Percentage totals may not add to 100 percent because "other means" of travel not included in table.

Source: 2007-2011 US Census Bureau American Community Survey, Workers by Means of Transportation to Work.

Table 3.3 | Residents Commuting to Work by Driving

Geographic Area	Mean Travel Time (Minutes)	Total Workers	Drive Alone	Carpool
Mill Valley	25.5	6,519	61.6 %	6.0 %
Marin County	26.5	121,068	67.0 %	8.7 %
Bay Area	25.9	3,522,748	67.5 %	10.6 %
California	26.3	16,251,032	73.0 %	11.7 %
U.S.	24.5	139,488,206	76.1 %	10.2 %

Source: 2007-2011 US Census Bureau American Community Survey, Workers by Means of Transportation to Work.

Table 3.4 | 24-Hour Traffic Volumes (Weekday & Saturday)

Location	Weekday	Saturday
East Blithedale Avenue east of Lomita/Roque Moraes	36,000	32,500
East Blithedale Avenue west of Camino Alto	22,200	20,700
East Blithedale Avenue west of Carmelita	14,100	13,200
Miller Avenue west of Almonte	19,700	17,400
Miller Avenue west of Camino Alto	26,000	23,100
Miller Avenue west of Park Avenue	12,900	11,900
Camino Alto south of East Blithedale	22,300	19,900

Source: Parisi Associates, 2012.



and approximately 20,000 vehicles enter and exit the City via Miller Avenue. Table 3.4 summarizes existing (2012) traffic volumes on Mill Valley’s arterial roadways on weekdays and Saturdays. Figure F.1 in Appendix F shows the locations where the counts were conducted.

Between 1950 and 1990, Mill Valley’s traffic volumes grew considerably. For example, traffic volumes on East Blithedale Avenue increased more than sevenfold during that period, from fewer than 5,000 daily trips to over 35,000 (see Figure F.2 in Appendix F). Between 1990 and 2000, daily traffic volumes along the City’s major arterial roadways rose less rapidly, increasing by 10 to 15 percent. Since 2000, traffic volumes on these key arterials generally have leveled off.

Future Traffic Volumes

In order to plan for the future, vehicular traffic volumes have been forecast for the year 2035 along Mill Valley’s arterial roadways and at key intersections. The forecasts were developed assuming vehicle trips generated from projected residential growth consistent with the City’s 2009-2014 Housing Element. The 2035 forecasts also assume that there will be some additional increase in “background” traffic volumes associated with new non-residential development, other potential changes in land use, and general traffic increases of one-quarter of one percent (0.25%) per year. Altogether, these assumptions equate to about a six-percent increase in background (i.e., non-residential) traffic volumes over the next

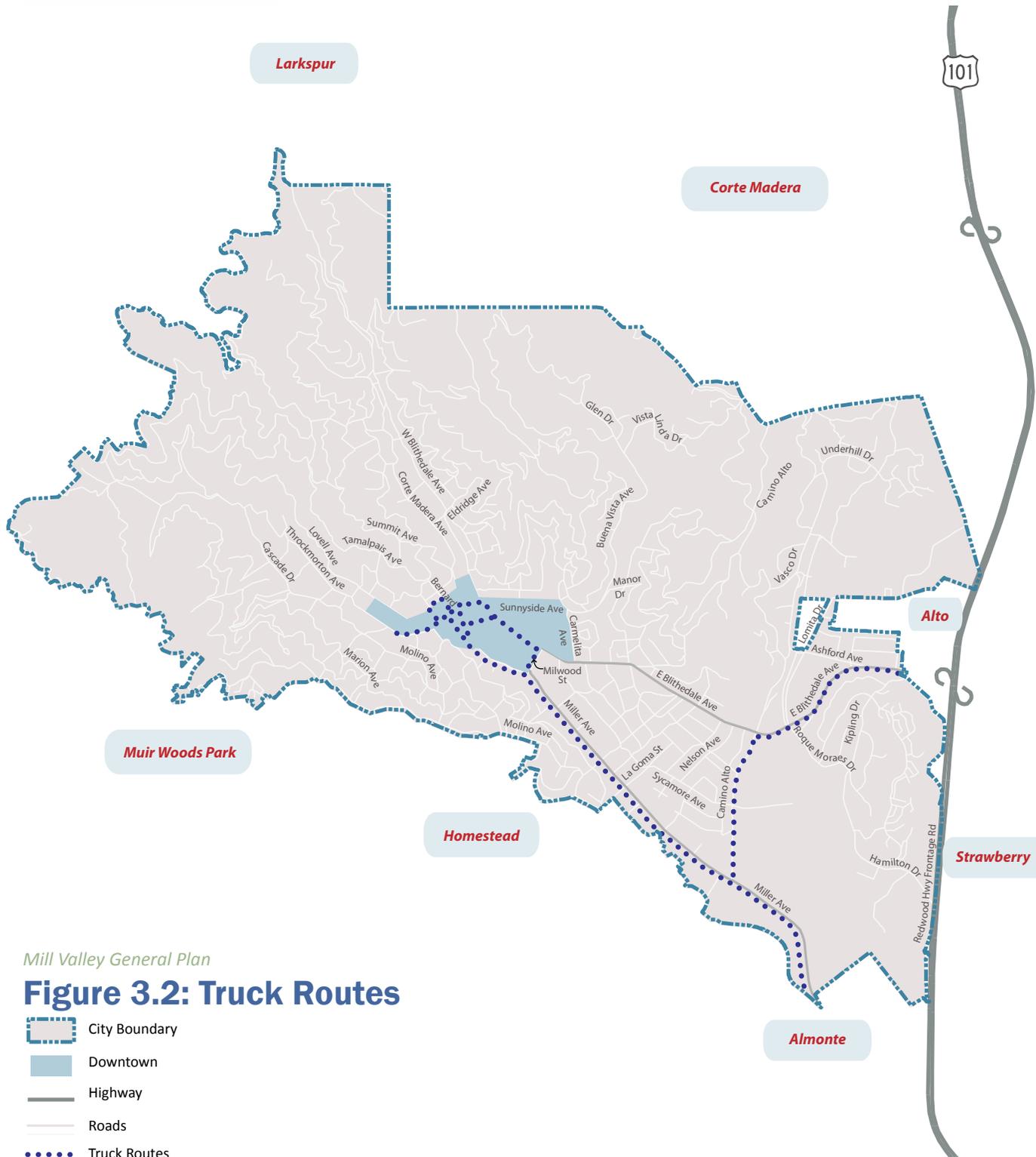


Top: East Blithedale at Camino Alto
Bottom: Miller Avenue at Evergreen

Table 3.5 | Projected 24-Hour Traffic Volumes (Weekday & Saturday, Year 2035)

Location	Weekday	Saturday	Increase
East Blithedale Avenue east of Lomita/ Roque Moraes	39,000	35,200	8.2%
East Blithedale Avenue west of Camino Alto	24,000	22,400	8.3%
East Blithedale Avenue west of Carmelita	15,400	14,300	8.9%
Miller Avenue west of Almonte	21,600	19,100	9.8%
Miller Avenue west of Camino Alto	28,300	25,100	8.7%
Miller Avenue west of Park Avenue	14,600	13,400	12.8%
Camino Alto south of East Blithedale	24,000	21,500	7.8%

Source: Parisi Associates, 2012.



Mill Valley General Plan
Figure 3.2: Truck Routes

22 years. These assumptions are consistent with the stable-to-low growth in Mill Valley traffic volumes since 2000 (see Figure F.2 in Appendix F).

Table 3.5 summarizes the estimated 2035 weekday and Saturday daily traffic volumes along arterial roadways.

By 2035, daily traffic levels are estimated to increase by between eight and nine percent along East Blithedale Avenue. Traffic volumes are projected to increase by nine to ten percent along the higher-volume segments of Miller Avenue, and by about 13 percent along the lower-volume segments. Camino Alto traffic is estimated to increase by about eight percent. As noted above, about six percent of the total growth is estimated to be general background growth, i.e., not associated with additional residential development.

The above projections are based on Association of Bay Area Governments (ABAG) population growth estimates, which show that the City’s population will reach 14,800 by 2035. The projections do not reflect the “demographic shift” population growth which Mill Valley has been experiencing since 2007. Therefore, the population should be continuously monitored. If the “demographic shift” starts to significantly degrade the traffic conditions to the degree that the levels of service identified in programs M.9-8 and M.9-9 cannot be sustained, then the goals, policies, and programs in this element of the General Plan should be promptly reassessed.

Level of Service Definitions

Level of service (LOS) describes the operations of an intersection in terms of the average delay experienced by motorists using the intersection. Level of service is intended to measure traffic congestion based on the relationship between the number of vehicles traveling on a given segment of a roadway or through an intersection during a given period of time and the estimated capacity of the facility based on the number of lanes and other roadway and intersection design and operating factors.

The LOS concept was first developed for highways in the era of rapid expansion in the use and availability of the automobile. It was commonly held for many years that expanding the capacity of roadways and intersections (that is, adding more lanes) would keep congestion in check and keep levels of service low.



Miller Avenue at Almonte

Table 3.6 | Intersection Level of Service Definitions

Level of Service	Control Delay per Vehicle (seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10	< 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: 2000 Highway Capacity Manual

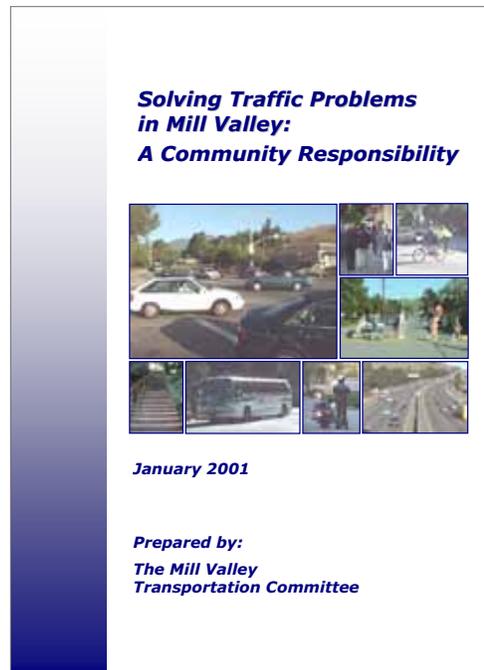
Since the 1950s, level of service has been graded on a scale of “A” through “F,” with “A” indicating fast speeds with no to slight delays and “F” representing capacity conditions with excessive delays. According to the 2010 Highway Capacity Manual (produced by the federal Transportation Research Board), for signalized intersections LOS C is indicative of conditions when average motorist delays are between 20 and 35 seconds, while LOS D equates to average delays between 35 and 55 seconds. Average delays are calculated by estimating the delays for all motorists using the intersection; actual delays are usually lower for travelers along the main arterial roadway compared to motorists waiting on the cross-street.

Table 3.6 defines level of service categories for signalized and unsignalized intersections. The level of service definitions for a stop sign-controlled intersection are different from those used for a sig-

In 2001, the City of Mill Valley formed the Mill Valley Transportation Committee, which prepared a study titled Solving Transportation Problems in Mill Valley: A Community Responsibility. According to the study conclusions, Mill Valley’s traffic levels are a function of four types of traffic:

- Direct traffic caused by existing Mill Valley residents and businesses that are generating more vehicle trips on a daily basis than in previous years.
- Indirect traffic generated by residential and commercial businesses (such as construction and remodeling), activities, and other services like landscaping and cleaning.
- School-related traffic due to the high number of students being driven to and from school.
- Local and short trips within Mill Valley made via driving instead of walking or bicycling due to an actual or perceived lack of good and/or safe walking and bicycling routes or inclement weather.

The Transportation Committee found that some neighborhoods in Mill Valley were generating more than 11 vehicle trips per day per household. It was also discovered that 26 percent of weekday morning peak hour traffic volumes consist of school-related traffic.



nalized intersection because drivers expect different levels of performance at signalized and unsignalized intersections.

Existing Levels of Service

Existing weekday AM, midday, and PM peak hour service levels were determined at 15 key intersections in Mill Valley (see Figure F.3 in Appendix F). Existing levels of service at these intersections are shown in Table 3.7.

The “peak hour” identified in the traffic analysis is not just one hour, but a period of time during weekday mornings, midday, and evenings and weekend afternoons when traffic volumes typically reach their highest level in any given 24-hour period. The “peak hour” is a standard measurement and methodology used by traffic engineers when preparing a traffic study. The morning or “AM” peak is typically 6:00 to 10:00 AM; the midday peak is typically noon to 2:00 PM (sometimes later to account for school-related traffic); and the “PM” or evening peak is typically 4:00 to 7:00 PM. The weekend peak is typically measured in the afternoon between noon and 6:00 PM.

Future Levels of Service

Table 3.8 presents estimated year 2035 service levels for Mill Valley’s key intersections.

Conditions at Signalized Intersections

Comparing the LOS results from Table 3.7 (existing) and Table 3.8 (year 2035), existing and future conditions at the Mill Valley’s major signalized intersections may be summarized as follows:

- East Blithedale Avenue/Tower Drive-Kipling Drive. This intersection currently operates at LOS C during peak periods and is expected to function at LOS D by year 2035. (Note: This intersection is under the jurisdiction of the County of Marin.)
- East Blithedale Avenue/Lomita Drive-Roque Moraes Drive. The intersection currently operates at LOS D during peak periods. By 2035, it is expected to continue functioning at LOS D during peak periods.
- East Blithedale Avenue/Camino Alto. The intersection currently operates at LOS D during peak periods. By 2035, it is expected to function at LOS E during all peak periods.



Miller at Camino near Alto Tam High School

Table 3.7 | Existing Intersection Levels of Service (LOS), Year 2012

Intersection	Control	AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
1. East Blithedale/Tower/Kipling	Signal	28.6	C	29.7	C	25.2	C
2. East Blithedale/Lomita/Roque Moraes	Signal	36.2	D	37.3	D	34.1	D
3. East Blithedale/Camino Alto	Signal	48.5	D	49.9	D	48.4	D
4. East Blithedale/Elm Avenue	Signal	11.5	B	11.5	B	11.3	B
5. East Blithedale/Carmelita Avenue	1-Stop	>50	F	>50	F	>50	F
6. East Blithedale/Sunnyside Avenue	2-Stop	22.1	C	27.4	D	22.3	C
7. East Blithedale/Throckmorton Avenue	3-Stop	12.7	B	14.4	B	14.5	B
8. Miller Avenue/Bernard/Throckmorton	3-Stop	11.5	B	10.9	B	11.7	B
9. Miller Avenue/Sunnyside Avenue	3-Stop	8.9	A	10.8	B	9.8	A
10. Miller Avenue/Locust Avenue	2-Stop	20.8	C	31.7	D	35.0	D
11. Miller Avenue/La Goma/Montford	4-Stop	30.0	D	38.7	E	48.4	E
12. Miller Avenue/Evergreen Avenue	2-Stop	21.8	C	33.6	D	35.3	E
13. Miller Avenue/Valley Cir./Reed St.	2-Stop	25.4	D	31.9	D	>50	F
14. Miller Avenue/Camino Alto	Signal	28.9	C	32.6	C	32.4	C
15. Camino Alto/Sycamore Avenue	Signal	34.6	C	40.4	D	33.1	C

Source: Parisi Associates, 2012

Table 3.8 | Projected Intersection Levels of Service (LOS), Year 2035

Intersection	Control	AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
1. East Blithedale/Tower/Kipling	Signal	36.6	D	38.8	D	33.8	D
2. East Blithedale/Lomita/Roque Moraes	Signal	44.8	D	48.0	D	40.6	D
3. East Blithedale/Camino Alto	Signal	56.0	E	55.0	E	55.7	E
4. East Blithedale/Elm Avenue	Signal	12.4	B	12.2	B	12.4	B
5. East Blithedale/Carmelita Avenue	1-Stop	>50	F	>50	F	>50	F
6. East Blithedale/Sunnyside Avenue	2-Stop	25.7	D	35.1	E	26.4	C
7. East Blithedale/Throckmorton Avenue	3-Stop	14.7	B	16.5	C	20.3	C
8. Miller Avenue/Bernard/Throckmorton	3-Stop	13.0	B	11.8	B	13.8	B
9. Miller Avenue/Sunnyside Avenue	3-Stop	9.6	A	11.7	B	11.1	B
10. Miller Avenue/Locust Avenue	2-Stop	30.7	D	>50	F	>50	F
11. Miller Avenue/La Goma/Montford	4-Stop	>50	F	>50	F	>50	F
12. Miller Avenue/Evergreen Avenue	2-Stop	27.3	D	44.9	E	>50	F
13. Miller Avenue/Valley Cir./Reed St.	2-Stop	38.0	E	>50	F	>50	F
14. Miller Avenue/Camino Alto	Signal	30.1	C	33.5	C	35.9	D
15. Camino Alto/Sycamore Avenue	Signal	35.0	D	43.3	D	33.5	C

Note: Level of service delay standards for signalized and unsignalized intersections differ ; see Table 3.5 for details.

Source: Parisi Associates, 2012

- East Blithedale Avenue/Elm Avenue. The intersection currently operates at LOS B during all peak periods and is expected to continue functioning at LOS B by 2035.
- Miller Avenue/Camino Alto. The intersection currently operates at LOS C during peak periods. By 2035, it is expected to function at LOS D during the early evening peak hour.
- Camino Alto/Sycamore Avenue. The intersection currently operates at LOS D during the afternoon school peak period and is expected to continue functioning at LOS D in this period in year 2035.



**\$4/
Gallon**

could result in an additional 670 million public transit passengers



Gas price in Mill Valley (May 2012)

Trends in Mobility

#2

Attitudes toward the private automobile are shifting.

- The average annual vehicle miles traveled by young people (16- to 34-year-olds) in the U.S. decreased by 23 percent between 2001 and 2009, falling from 10,300 miles per capita to 7,900 miles per capita.³
- Between 2000 and 2010, the share of 14- to 34-year-olds without a driver's license increased by 5 percent (from 21 percent to 26 percent) according to the Federal Highway Administration.⁴
- A 2011 report from the American Public Transportation Association finds that \$4-per-gallon gas prices could result in an additional 670 million public transit passenger trips, and \$5-per-gallon gas could generate an additional 1.5 billion passenger trips.⁵
- Car-sharing (e.g., Zipcar) is projected to continue to grow as an alternative to private ownership. Car-sharing membership in the U.S. rose by 117 percent between 2007 and 2009. About 4.4 million members are projected by 2016.⁶

Conditions at Unsignalized Intersections

Similar to some of the above signalized intersections, four unsignalized intersections are expected to continue to operate with high delays for specific traffic movements, as follows:

- East Blithedale Avenue/Carmelita Avenue, Miller Avenue/Reed Street, and Miller Avenue/Locust Avenue. Left turns from Carmelita Avenue onto East Blithedale Avenue will continue to average over 50 seconds per vehicle during peak periods, as will left turns from Miller Avenue onto Reed Street and left turns from Locust Avenue onto Miller Avenue. The side-street left-turn volumes are low in comparison to the arterial roadway through traffic movements. Adding stop signs or traffic signals to control traffic on East Blithedale Avenue or Miller Avenue at these locations would result in a substantial amount of traffic being unnecessarily delayed, and could potentially divert some traffic to neighborhood streets to bypass new traffic controls. Thus, traffic control mitigation is not recommended.
- Miller Avenue/La Goma Street-Montford Avenue. The Miller Avenue/La Goma Street-Montford Avenue intersection, which has four-way stop sign-controlled approaches, consisting of a total of ten approaching vehicle lanes, currently operates at LOS D during the morning peak hour and LOS E during the afternoon peak periods. The highest delays are experienced by traffic on the Miller Avenue approaches to the intersection. By 2035, this intersection is expected to degrade to LOS F during all peak periods. Installation of a traffic signal would improve the service level to LOS C or better conditions, including better service level conditions for through traffic on Miller Avenue. However, based on public input received during the development of the Miller Avenue Streetscape Plan, a traffic signal is not proposed at this location for the near future. The City will continue to monitor the intersection's operation and safety.

Reevaluating 1989 General Plan Level of Service Policies

The 1989 General Plan included policies that required the City to maintain LOS C or better at all major signalized intersections except for the East Blithedale Avenue/Camino Alto intersection, which was to be maintained at LOS D or better.

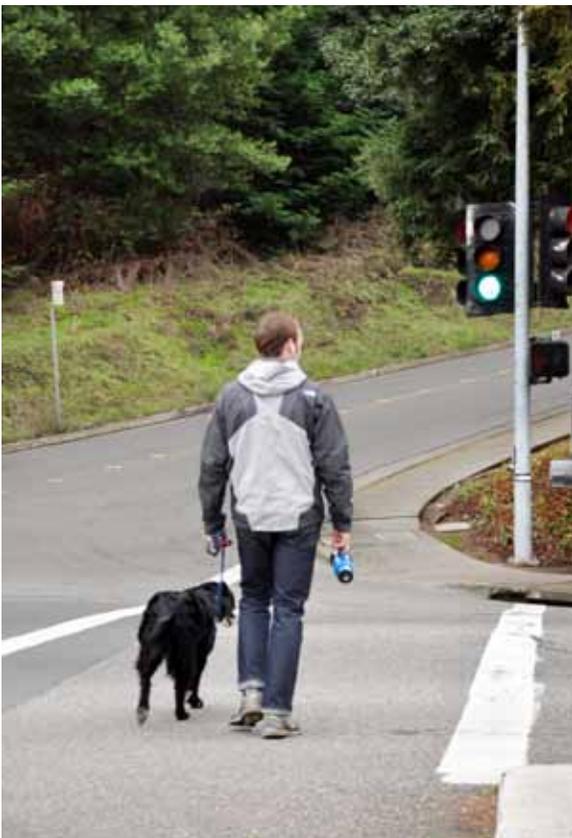


Miller Avenue at La Goma

In order just to maintain the 1989 General Plan level of service policies for signalized intersections, immediate capacity enhancements—that is, additional through and turn lanes— would be required at the East Blithedale Avenue/Lomita Drive-Rogue Moraes Drive and Miller Avenue/Camino Alto intersections and, based on expected traffic growth, additional capacity enhancements would be required at the East Blithedale Avenue/Camino Alto and Camino Alto/Sycamore Avenue intersections. Furthermore, unless traffic demand decreases, application of the 1989 General Plan level of service policies would require additional through travel lanes along East Blithedale Avenue and added turning lanes on Lomita Drive, Sycamore Avenue, and Camino Alto. These additional enhancements are physically and financially undesirable and would dramatically alter the character of Mill Valley.

Policies that promote high automobile service levels ostensibly favor preserving motor vehicle level of service at the expense of transit, bicycle and pedestrian movements, and safety. There are several quirks about level of service that contradict the development and performance of the balanced, multi-modal transportation system called for by this General Plan. For example, level of service delay is measured at peak traffic hours. The concept reflects the belief that a street or intersection should be designed for its most congested hour(s) rather than configured to handle a wide range of travel modes throughout the day.

Consistent with the community's desire to create a sustainable transportation network that balances the needs of all modes of travel (see Goal MOBILITY-3), this General Plan revises the automobile level of service policy adopted in the 1989 General Plan to accept LOS E+ conditions at the East Blithedale Avenue/Camino Alto intersection and LOS D at all other signalized intersections. Use of LOS E+, which would be unique to Mill Valley, would enable average motorist delays of between 55 and 65 seconds but not delays between 65 and 80 seconds. (LOS E is defined as average delays between 55 and 80 seconds.) These conditions would be deemed acceptable during the morning, after-school, and evening one-hour peak traffic periods on weekdays, as well as during peak periods on weekends. These standards align with other General Plan mobility goals and policies that focus on the creation of a balanced transportation network and support the concept of replacing traditional motor vehicle LOS with a multi-modal assessment



Pedestrian crossing East Blithedale at Tower/Kipling

of capacity (see Program M.9-10). Multi-modal transportation is a methodology that balances all modes of transportation, including providing facilities for pedestrians and bicycles as well as vehicles.

Pedestrian and Bicycle Network

Walking and bicycling are integral components of Mill Valley's mobility system. Maintaining and implementing Mill Valley's non-motorized transportation systems help reduce the number of vehicles on the road. Mill Valley's pedestrian network includes sidewalks and a system of steps, lanes, and paths. The bicycle network includes both on- and off-street facilities.

Bicycle Routes

Mill Valley has three different classifications of bikeways. Class I paths provide a completely separated right-of-way for exclusive use by both bicyclists and pedestrians. Class II bike lanes, such as those on Miller Avenue, provide a striped lane for one-way travel on a street or highway. Class III bike routes provide for shared use of the vehicular travel lane, typically on lower-volume roadways.

Altogether, Mill Valley has approximately seven miles of bikeways within the City's boundaries. Figure 3.3 shows existing facilities as well as the proposed bicycle facilities identified in Mill Valley's *Bicycle & Pedestrian Transportation Plan*, which is incorporated by reference as part of this General Plan.

The Bay Trail

The Bay Trail is an Association of Bay Area Governments project to develop a 400-mile loop around the San Francisco Bay and its surrounding area. The Mill Valley-Sausalito path, south of Sycamore Avenue, is a segment on the Bay Trail, as is Sycamore Avenue between the Mill Valley-Sausalito path and Roque Moraes Drive. The Bay Trail continues on Roque Moraes Drive to Highway 101 with a spur off of Shelter Bay Avenue.

Pedestrian Routes

In Mill Valley, pedestrians walk on paved, Class I paths as well as sidewalks. Existing Class I paths include the Alto Hill path, the Mill Valley-Sausalito path, and paths adjacent to Sycamore Avenue and Camino Alto.



Mill Valley Click Off (1999)
Source: Mill Valley Arts Commission
Photographer: Jamie Mott

There are currently over 175 individual segments of steps, lanes and paths (SLPs) in Mill Valley, providing over six miles of pedestrian access and connection throughout the City (see Figure 3.4). Some of the SLPs date back to the City's 19th-century beginnings. Because of the City's miles of hillside streets, the SLPs are especially important shortcuts for the many hillside walkers, including children and others who cannot or do not wish to drive. The SLPs function as the "sidewalks" for Mill Valley's hillside neighborhoods, providing a safe path of travel for pedestrians where one would otherwise not exist.

The SLPs lend a special ambiance to the town and serve a number of important purposes. Among other things, the SLPs provide:

- Direct access from the hillsides to key destinations such as schools, transit stops, and commercial and recreational areas;

Trends in Mobility

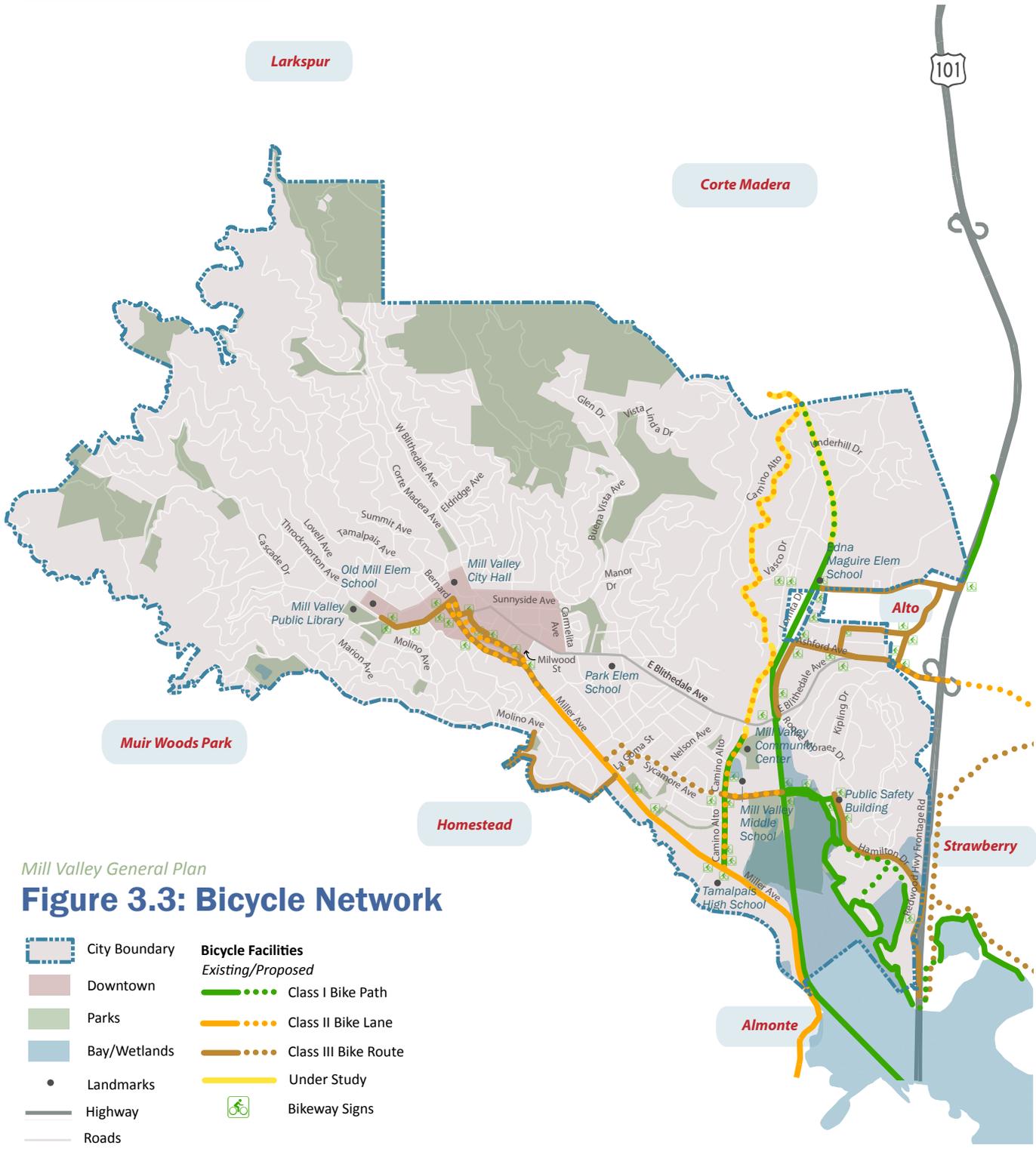
#3

Walking and biking will continue to grow as a preferred travel option.

- *Between 2000 and 2009, 55 major U.S. cities saw a 70-percent average increase in regular bicycle commuters.⁹*
- *A recent national survey indicated that 60 percent would choose a smaller home if it meant a commute of 20 minutes or less.¹⁰*
- *Two-thirds of survey respondents said that being within an easy walk of shops and services was an important factor in deciding where to live.¹¹*
- *In 2010, the federal Department of Transportation decreed that the needs of cyclists and pedestrians must be placed alongside those of motorists in funding transportation projects.¹²*
- *The Centers for Disease Control and Prevention are promoting "active transportation" systems that include walking and biking to promote public health.¹³*



Pedestrian and bicycle bridge connecting local residents to the Miller Avenue corridor.



Mill Valley General Plan

Figure 3.3: Bicycle Network

- | | | | |
|--|---------------|---------------------------|----------------------|
| | City Boundary | Bicycle Facilities | |
| | Downtown | <i>Existing/Proposed</i> | |
| | Parks | | Class I Bike Path |
| | Bay/Wetlands | | Class II Bike Lane |
| | Landmarks | | Class III Bike Route |
| | Highway | | Under Study |
| | Roads | | Bikeway Signs |

0 0.25 0.5 Miles

Sources: Mill Valley Bike & Pedestrian Master Plan, 2010; City of Mill Valley, 2010; Marin Map, 2012; US Census TIGER, 2012



Top: Crossing guard on Miller Avenue.

Bottom: Local steps, lanes and paths network connect hillside residents to lower flatland areas, including commercial districts and schools.

- An alternative method of travel from an automobile;
- Direct access and routes away from danger when narrow streets and roadways may not be readily accessible or usable during an emergency;
- Venues for outdoor health and fitness activities, including the annual Dipsea Race—the oldest trail race in America; and
- A sense of community, by connecting residents and neighborhoods with pedestrian opportunities in areas not typically served by sidewalks.

The City of Mill Valley and local volunteers continue to address SLPs to maintain pedestrian connections throughout the City and its hillsides. Some of the SLPs are owned in fee simple by the City and some are City-owned easements. In some cases, the right-of-way has become overgrown or been converted to gardens or other uses by adjoining landowners, with or without City permission.

The Bicycle & Pedestrian Transportation Plan details the status of the SLPs and identifies the top 25 SLPs selected for improvement. The plan is updated on a regular basis.

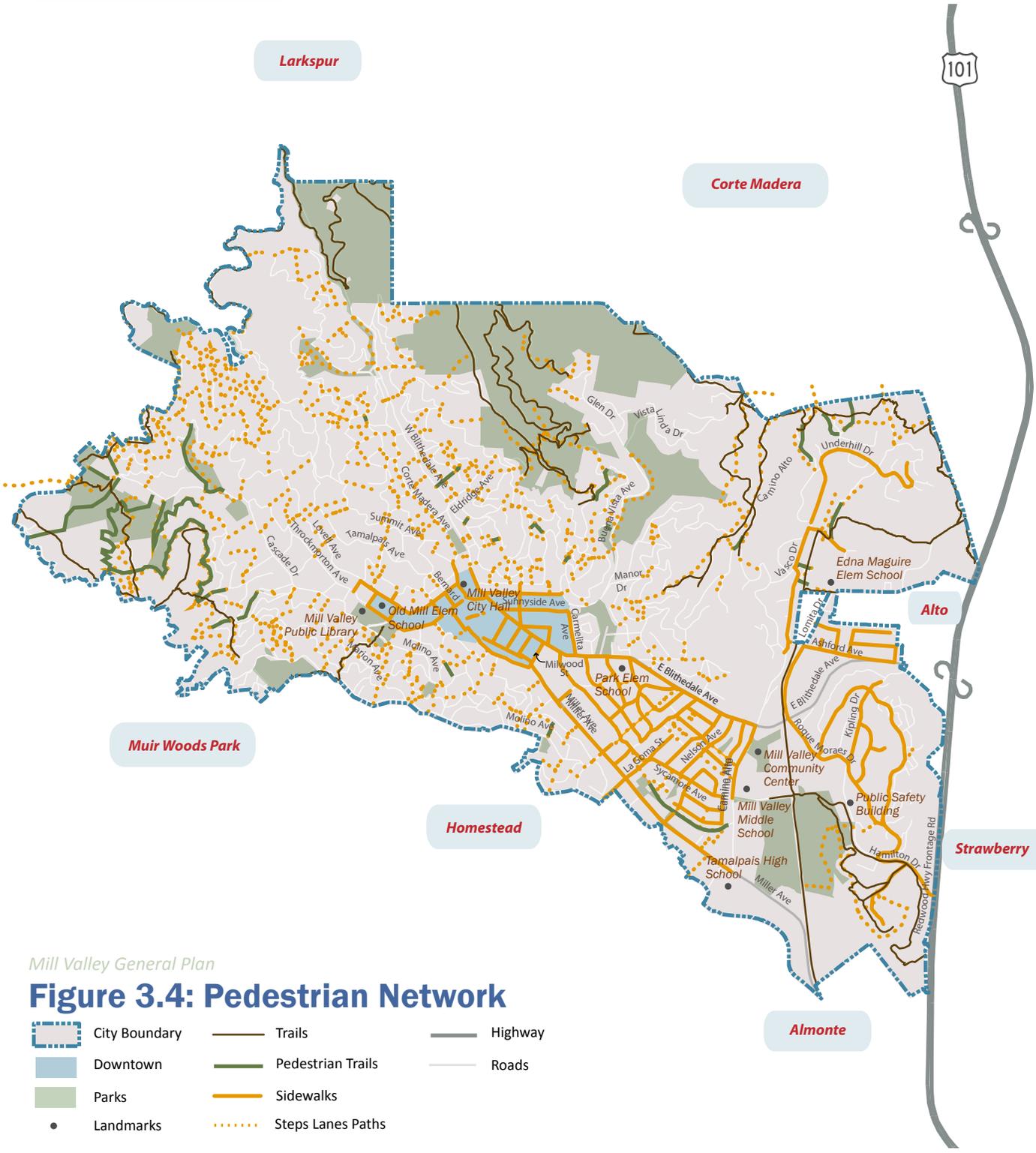
Safe Routes to School

Mill Valley is part of the Safe Routes to School Program, which focuses on reducing school area congestion and encouraging healthy exercise and transportation habits among school-age children. This program has been very successful in both receiving funding and completing important projects aimed at education, bicycle and pedestrian facility improvements, incentives, and safety enhancements.

Transit Network

In Marin County, there is local and regional bus service and ferry service to San Francisco. Table 3.9 shows the number and percent of Mill Valley residents who commute by bus or ferry to work compared to the number and percent in Marin County as a whole, in the Bay Area, statewide, and nationwide.

Mill Valley has a high percentage of transit commuters compared to California and the U.S. Having multiple transit options in the region and a large city like San Francisco likely influences the high public transit commute percentages. Since there are ferry commuting



Mill Valley General Plan

Figure 3.4: Pedestrian Network

- City Boundary
- Downtown
- Parks
- Landmarks
- Trails
- Pedestrian Trails
- Sidewalks
- Steps Lanes Paths
- Highway
- Roads

0 0.25 0.5 Miles

Source: City of Mill Valley, Marin Maps, 2012

options in Sausalito and Larkspur, Mill Valley has a relatively high commute population by ferry (about 3 percent) compared to the state and U.S. Mill Valley's percentage of bus commuters (about 6 percent) is comparable to Marin County and Bay Area rates and higher than California and U.S. rates.

Golden Gate Transit and Marin Transit provide transit service in and around Mill Valley. Golden Gate Transit provides bus service throughout Marin County, north to Sonoma County, south to San Francisco, and southeast to the East Bay. Golden Gate Transit also provides ferry service out of the Larkspur and Sausalito Ferry Terminals. The ferries connect with the San Francisco Ferry Terminal. Marin Transit provides local bus service in Marin County from Mill Valley to West Marin. Table 3.10 summarizes the bus transit providers, service locations, bus frequencies, and time of weekday and weekend service in Mill Valley. Figure 3.5 illustrates the bus routes.

In 2002, the City of Mill Valley appointed a Task Force to determine the feasibility of a citywide shuttle bus system. The Task Force con-



Transit ridership has increased nationally by  28.7%



Transit stop on Miller Avenue near Valley Circle

Trends in Mobility

#4 Transit will capture a larger share of daily trips.

- National transit ridership increased by 28.7 percent from 1991 to 2010. During the same period, federal assistance applied to transit increased by nearly 74.3 percent.⁷
- Vehicle revenue miles increased by 18.1 percent between 2001 and 2010 for all modes. Light rail increased by 73.1 percent, commuter rail by 24.5 percent, and bus by 5.3 percent.⁸
- Real Time Passenger Information Systems, which track bus and rail arrival times at stations and stops and on smart phones, are making transit more convenient and contributing to increased ridership.



Local transit access providing to the Mill Valley Community Center

Table 3.9 | Residents Commuting to Work via Ferry or Bus

Geographic Area	Total Workers	Ferry	Bus	Total Ferry/Bus
Mill Valley	6,519	3.2 %	5.8 %	9.0 %
Marin County	121,068	2.2 %	6.1 %	8.3 %
Bay Area	3,522,748	0.1 %	5.4 %	5.5 %
California	16,251,032	0.03 %	3.8 %	3.8 %
U.S.	139,488,206	0.03 %	2.6 %	2.7 %

Source: 2007-2011 US Census Bureau American Community Survey, Workers by Means of Transportation to Work.

Table 3.10 | Bus Transit Routes Serving Mill Valley

Provider	Line	Service	Frequency	Weekday	Weekend
Golden Gate Transit	4	San Francisco	Every 5 to 30 minutes	5 AM - 8:45 AM 3:30 PM - 9:00 PM	NA
	17	San Rafael Transit Center / Marin City	Every 10 to 60 minutes	6:15 AM - 8:15 PM	8 AM - 10 PM
	219	Tiburon / Marin City	Every 30 to 60 minutes	7:30 AM - 9:15 PM	8:30 AM - 9:15 PM
	22	San Rafael Transit Center / Sausalito Ferry Terminal	Every 60 minutes	8 AM - 9 PM	8 AM - 9 PM
	36	San Rafael/Marin City	Every 30 minutes	7:15 AM - 5:30 PM	NA
Marin Transit	61	Olema/ Marin City	4 runs/day	7:30 AM - 7 PM	9:15 AM - 9 PM (March 15 to November 15)
	66	Muir Woods / Marin City	Every 20 to 30 minutes	NA	9:35 AM - 6:40 PM (May 5 to October 28)

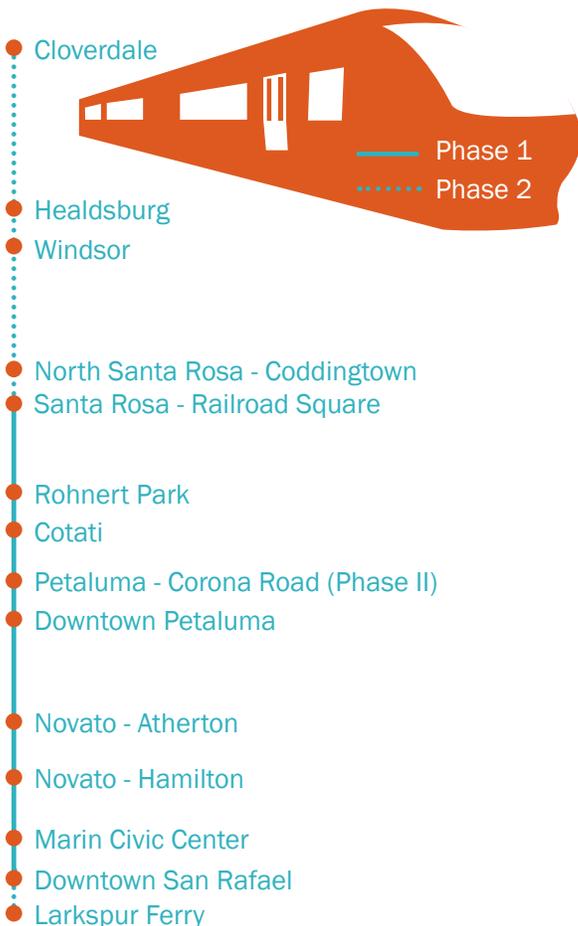
Source: Golden Gate Transit, Marin Transit



Eastland Station at Miller and Sunnyside circa 1888

cluded that in order for a Mill Valley shuttle bus system to be sustainable, it would best serve the community primarily as a school bus shuttle connecting neighborhoods to Mill Valley schools. The Task Force also found that additional weekday (midday and evening) and weekend service, along the City's key arterial roadways and connecting adjacent activity centers, would likely have only marginal ridership. The Task Force recommended that the City further engage the Mill Valley School District in exploring a partnership for a school shuttle bus system, develop a more refined shuttle bus plan (consisting of routes, frequencies, vehicle types, etc.), and explore alternative funding strategies.

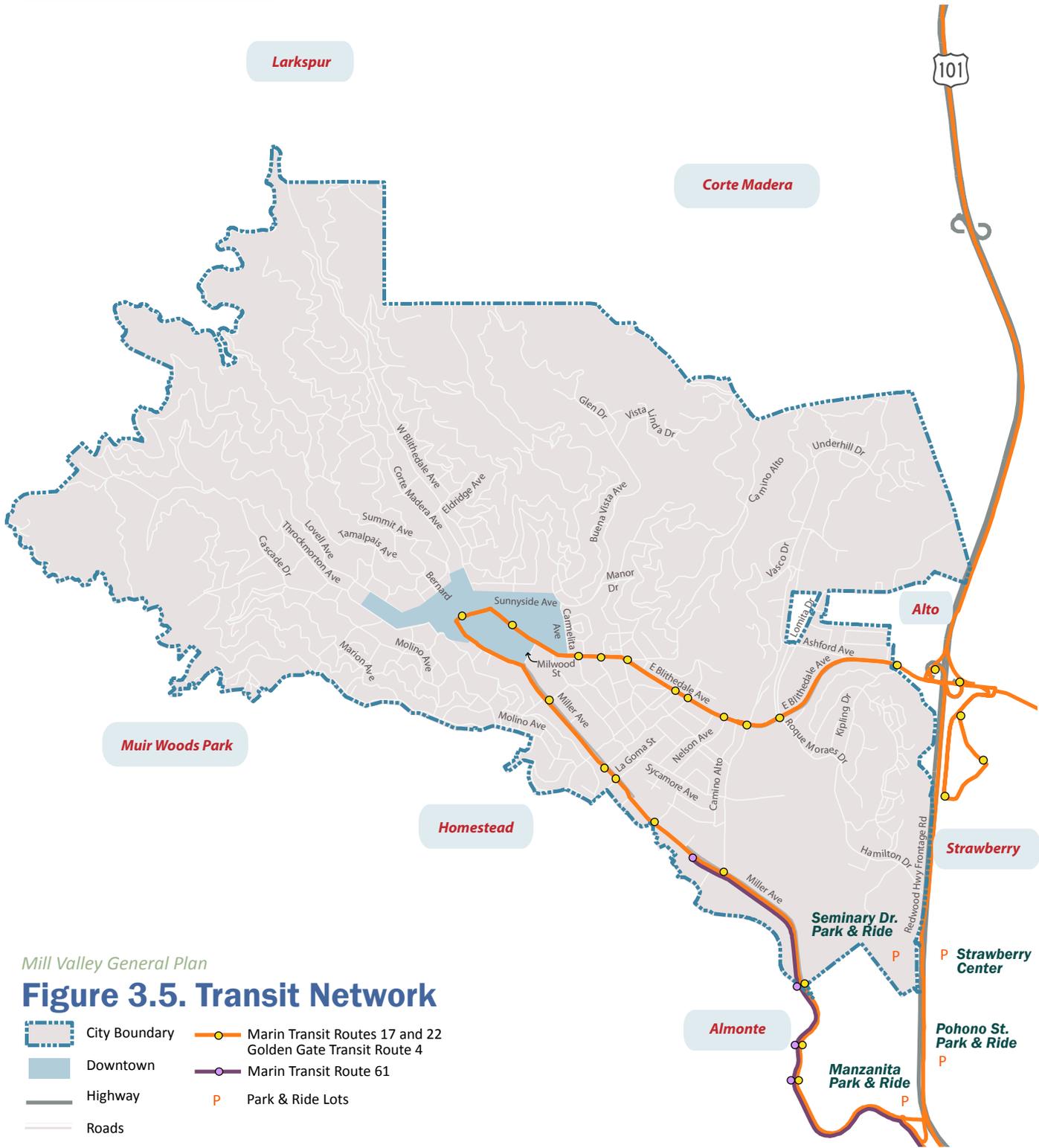
SMART Route



Trends in Mobility

#5 The SMART (Sonoma-Marin Area Rail Transit) train is coming.

- The SMART train will provide new transit opportunities for Mill Valley residents, visitors, and workers, with the following two SMART stations less than ten miles from Mill Valley:
 - Downtown San Rafael SMART station, approximately seven miles/13 minutes away (with current bus connection to Mill Valley via Marin Transit Route 17)
 - Larkspur Ferry SMART station, approximately six miles/12 minutes away
- According to Metropolitan Transportation Commission (MTC) projections, 82 percent of the employed residents in Marin and Sonoma Counties will travel to jobs within the SMART train district by 2025. Meanwhile, the percentage of SMART District commuters going to jobs in San Francisco will drop to about 9 percent (from 14 percent in 2000).¹⁴
- Each time an individual chooses to ride the SMART train instead of driving alone, his or her carbon emissions will be reduced by 70 percent.¹⁵



Mill Valley General Plan

Figure 3.5. Transit Network

Source: Marin Maps, US Census TIGER, 2012; David Parisi and Associates, 2011

In 2009, the Transportation Authority of Marin examined the potential for streetcar service for the Mill Valley-Sausalito corridor as part of the Central and Southern Marin Transit Study. The study concluded that typical densities that support higher-capacity transit, such as streetcar, appear limited in Mill Valley and Sausalito for the next ten years.



Source: SFpark.org

Trends in Mobility

#6 Our thinking on how to address parking is evolving.

- Many communities are adopting off-street parking requirements for new development (e.g., maximum ratios, lower minimum ratios, shared parking, etc.) that reduce the impacts on community character and cost of development.
- The use of mechanical parking systems (e.g., parking lifts) in developments is increasing in order to accommodate parking while reducing costs per space.
- The use of variable pricing for parking (e.g., SFPark) is expected to increase. This type of pricing sets higher parking rates during periods of increased demand to reduce congestion and create incentives for other modes of travel.¹⁶
- The use of mobile parking applications for smart phones and mobile devices that enable drivers to find, reserve, and pay for parking remotely (e.g., SFPark) is expected to increase.¹⁷
- The use of “guided parking” technologies (e.g., wireless sensing devices, in-car mapping devices), such as Sausalito’s Streetline program, is expected to increase. These technologies reduce congestion by providing real-time information on the location of available spaces.¹⁸

Parking

There are primarily three types of parking within the City: parking for commercial use, residential parking, and parking for commuter travel.

Commercial Parking

Parking associated with commercial space varies based on the type of business (e.g. retail, professional office, restaurant, etc.). These parking requirements can act as a barrier (both positive and negative) to businesses seeking to occupy commercial buildings that are for lease.

Public parking in the downtown commercial area contains four parking categories: metered public parking lots, metered on-street parking, employee parking, and residential parking. There are approximately 1,193 parking spaces in downtown of which 864 are public parking spaces and 329 are private off street parking spaces.¹¹ Some areas near downtown have a residential parking sticker program to allow residents to park on the street and be exempt from parking time limits.

Public parking along Miller Avenue from Camino Alto to Sunnyside Avenue consists of median and curbside parking that is un-metered, but time limits are enforced. There are a total of 768 parking spaces along Miller Avenue between Camino Alto and downtown.

A parking inventory study conducted in 2010 analyzed portions of Miller Avenue (classified as “rooms”) and identified the following numbers of parking spaces:

- Gateway (Camino Alto – Reed): 132 spaces
- Main Street (Willow – Reed): 278 spaces
- Parkway (Willow – Millwood): 192 spaces
- Passage (Millwood – Sunnyside): 166 spaces

The parking survey found that 76 percent of the 768 parking spaces were occupied during the peak parking period between noon and 2:00 PM. Occupancy rates after 4:00 PM were less than 60 percent and continued to decline for the remainder of the day. For the entire street, the average length of time vehicles were parked was 3.09 hours during the surveyed period.



Mill Valley Residential Shopper Vehicle Permit Program



Downtown parking meter

¹¹ Walker Downtown Parking Study, 2007.



Top: Commuter lot on Miller Avenue at Evergreen
Bottom: Parking on residential street near Downtown Mill Valley

The greatest usage of public parking, on a percentage basis, is within two Miller Avenue segments:

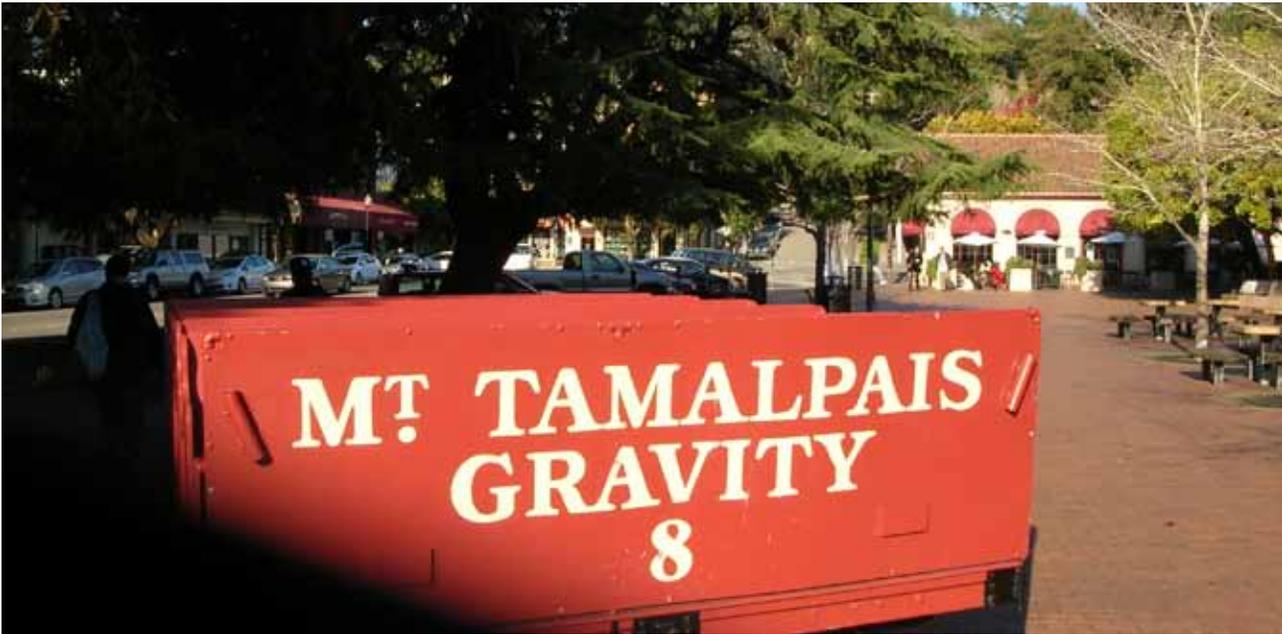
- Gateway: 80% during peak
- Main Street East: 79% during peak

Commuter Lots

There are four park-and-ride lots in the Planning Area: a lot on the north side of Miller Avenue opposite Evergreen Avenue (42 spaces), the Manzanita lot near Highway and Shoreline Highway/State Route 1 (303 spaces), the parking lot inside the Redwood Highway Frontage Road interchange (37 spaces), and a small parking area off on the corner of Miller and Almonte (approximately 15 spaces, some of which are located within the County).

Residential Parking

Single-family residential development standards require two off-street parking spaces, one of which can be a compact space. Multi-family residential development standards require two off-street parking spaces per dwelling unit plus $\frac{1}{4}$ of a parking space per unit for guest parking. Multi-family residential developments that are less than four units can utilize on-street parking to accommodate guest parking requirements; projects with four units or more units must provide guest parking on the property. Second units 700 square feet or less require one additional off-street parking space. Residential parking standards currently do not address proximity to transit and/or size of the dwelling unit(s).



Mount Tam Gravity Car on the Plaza with the Depot building in the background. The Mill Valley Depot Building was originally constructed by Northwestern Pacific Railroad in 1929 as the passenger terminal for the electric and stream trains.



Gravity car approaching a trestle on the way to Muir Woods. From 1902 to 1929, gravity cars coasted from the top of Mount Tamalpais down to Mill Valley through Blithedale Canyon (8 miles) or to Muir Woods National Monument (7 miles), forming a very long roller coaster on the “Crookedest Railway in the World”. These unique wooden cars have all perished, but the wheels & axels are authentic on this replica constructed by volunteers for the City of Mill Valley in 1990.

Source: Mill Valley Historical Society, www.mvhistory.org, accessed March 2014

Mobility Goals, Policies & Programs

The goals, policies and programs contained in this mobility element are intended to:

- Foster safe and convenient personal mobility by foot, bicycle, assistive device, private vehicle and public transportation,
- Reduce congestion,
- Advances public health, and
- Promote environmental sustainability.

Mill Valley's diverse topographical setting, constrained land use and roadway capacity, mild climate, and commuting patterns—among other characteristics—provide a framework for developing transportation policies and programs that are geared toward modifying demand for additional vehicle trips by promoting alternative modes of transportation rather than adding vehicular capacity to Mill Valley's roadways. This approach is also beneficial in reducing transportation-related emissions and creating a healthier and more efficient multi-modal transportation system within the City.



Highway 101

MOBILITY-1 | Regional Transportation

Provide leadership within the region by influencing decisions to advance mobility, safety, and sustainability for all travel modes.

M.1 Leadership and Coordination

Take a leadership role in countywide and regional transportation planning and funding issues that supports local needs and control while actively engaging with federal, state, regional, and county transportation agencies; neighboring cities and towns; transit districts; and local bicycle/pedestrian groups and organizations.

M.1-1 Collaborate with the County and Caltrans, and work with the 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., at Highway 101/East Blithedale-Tiburon Boulevard).

M.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.

M.2-1 Invite the Transportation Authority of Marin, Metropolitan Transportation Commission, Golden Gate Transit, Street Smarts Marin, Safe Routes to School, local bicycle/pedestrian groups and organizations, and other transportation agency-related staff and/or board members to City Council, Planning Commission, and Bicycle and Pedestrian Advisory Committee meetings, as necessary, to present information on new mobility programs and initiatives.

M.2-2 Provide budget support for City staff and decision-makers to attend periodic training sessions and conferences on transportation-related topics pertinent to Mill Valley.



Pictured above: A complete streets network that accommodates multiple modes of transportation, including bicyclists, pedestrians, vehicles, transit, and parking.

MOBILITY-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.

M.3 Leadership and Coordination

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

M.3-1 Coordinate with the Transportation Authority of Marin, the County of Marin, cities, regional transportation leaders, and local bicycle/pedestrian groups and organizations to advance alternative fuel and non-motorized forms of transportation within the City and to identify, develop, and/or fund alternative transportation and transit opportunities within Marin County. 🌱

M.3-2 Work with public and private schools, Marin Transit, and the Transportation Authority of Marin to offer better options for transporting students to and from school, such as carpooling, shuttle or school buses, Safe Routes to School, and staggered start times at local schools. 🌱

M.3-3 Establish methodologies that are practical and acceptable to the community to track community progress in reducing vehicular emissions. Document and report periodic changes in vehicle miles traveled by local residents to identify and track potential changes in vehicular travel. 🌱

M.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.

M.4-1 Improve the efficiency and safety of the transportation network for all travel modes by using best available practices, design, and technology, such as traffic recognition technology, transit and emergency signal priority, synchronized signal timing, improved signage, pedestrian crossings, bicycle detection at signalized intersections, and real-time transit data. Evaluate traffic signal timing and synchronization on a regular basis (every three years) to ensure that signals functioning at maximum efficiency for all users. Budget for regular upgrades to equipment and technology. 🌱

M.4-2 Foster safe and efficient transportation links for cars, transit, bicycles, and pedestrians from Mill Valley to regional transportation services and facilities, such as the implementation of the Miller Avenue Streetscape Plan. 🌱

M.4-3 Consider feasibility assessments for bicycle and pedestrian facilities and pathways, such as Alto Tunnel, Camino Alto, Horse Hill, and other possibilities that may provide safe and convenient connections between Mill Valley and the rest of Marin County. 🌿

M.4-4 Implement bicycle, transit, and pedestrian connections, pavement markings, and signage that increase the use, safety, and convenience of these transportation modes.

M.4-5 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. 🌿

M.4-6 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. 🌿

M.4-7 Consider establishing a transportation mitigation fee, requiring all new projects to pay a pro rata share of needed multi-modal access improvements (a transportation mitigation fee) in accordance with the burden created by such new projects. Once established, the transportation mitigation fee program would be periodically reviewed and updated on a regular and on-going basis to address multi-modal transportation impacts generated by new projects. (Added March 2016)

M.5 Education and Technology

Encourage sustainable transportation and educate the community on ways to reduce vehicle miles traveled.

M.5-1 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, the 511 Rideshare Program, and related vanpool incentive programs. 🌿

M.5-2 Promote a sponsored bike share or informal carpool program for downtown and/or other location(s) in town. 🌿

M.5-3 Promote greater community participation in Street Smarts Marin, Safe Routes to School, the Neighborhood Traffic Calming program, and similar safe driving and driver courtesy programs. 🌿

M.6 City Operations

Reduce emissions of City vehicles.

M.6-1 Make the purchase of high-efficiency vehicles a priority for the City fleet. 

M.6-2 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. 

M.7 Low- and Zero-Emission Vehicles

Encourage ownership of low- and zero-emission vehicles.

M.7-1 Work with property owners to expand the number and convenience of low- and zero-emission fueling stations in the City. 

M.7-2 Use the City's building and zoning codes and applicable development standards as an incentive for greater use of low- and zero-emission vehicles. 

M.7-3 Establish regulations that will accommodate innovations in alternative transportation, vehicles, and fuels such as electric vehicle charging facilities and infrastructure, in public facilities and private development, including all new and redeveloped public and private parking lots. 

M.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.

M.8-1 Modify the City's parking regulations to allow the use of the latest parking "best practices" in concert with other City development standards and guidelines. 

M.8-2 Establish design guidelines and development standards that result in more efficient utilization of a project site for vehicle access and parking. 

MOBILITY-3 | Sustainable Transportation

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

M.9 Traffic Management

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

M.9-1 Review and update commercial truck routes identified in the Municipal Code to provide for the safety and convenience of all facility users.

M.9-2 Collaborate with the County and Caltrans on Highway 101 interchange improvements, including at Highway 101/East Blithedale-Tiburon Boulevard.

M.9-3 Study ways to improve the flow of traffic and reduce congestion on major routes such as Miller Avenue, Camino Alto (including at the entrance to the Community Center), and East Blithedale Avenue. Monitor the effect of “demographic shift” population growth on traffic conditions and levels of service and start remedial roadway improvements in sufficient time to avoid frequent gridlock situations.

M.9-4 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. Enhancements to be considered would maintain the traffic capacity of the roadway but improve existing conditions through tools such as roadway restriping and curb extensions and educational programs that identify and recommend off-peak travel options.

M.9-5 On East Blithedale Avenue between Camino Alto and the Highway 101 interchange, improve mobility for vehicles, bicyclists, and pedestrians through:

- Traffic signal coordination and timing;
- Separated facilities for bicyclists and pedestrians, where feasible; and
- Modification and/or expansion of travel lanes from Meadow Drive to the Highway 101 South on-ramp.

M.9-6 Consider the use of the most cost-effective and environmentally sensitive landscaping and pavement treatments when making modifications or improvements to the roadway system.



East Blithedale at Tower Kipling approaching Highway 101 on-ramps



Repaving and restriping on East Blithedale (2013)

M.9-7 Maintain a motor vehicle level of service (LOS) standard of “E+” at the intersection of East Blithedale Avenue and Camino Alto. LOS E+ means an average motorist delay of between 55 and 65 seconds during the morning (AM), after school, and evening (PM) one-hour peak periods on weekdays and during peak periods on weekends.

M.9-8 Maintain a motor vehicle level of service (LOS) standard of “D” at all other signalized intersections in the City of Mill Valley.

M.9-9 Consider replacing 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. 

M.9-10 East Blithedale Avenue (between Elm Avenue at Park School and US Hwy 101) and Miller Avenue (between Park Avenue and Almonte Boulevard) are part of two City arterials providing access into or out of the City, and are considered critical corridors with respect to managing overall vehicular movement within Mill Valley. As such, specific provisions have been identified for new development fronting on these critical corridors that attempt to preserve or improve traffic operations and safety while also protecting significant environmental features and adjacent neighborhoods. As a component of the development review process, all new development in these corridors must satisfy the following criteria:

- Parking design that emphasizes safety, minimizes traffic congestion, and does not negatively impact on-street parking, pedestrian, bicycle, and public transit circulation.
- Access points and driveways connecting directly to the corridor shall be avoided or minimized. Common driveways between adjoining properties shall be encouraged. When direct driveway access is proposed, it shall be located in such a manner to minimize interference with through traffic on the corridor, provide safe movements, and avoid increasing congestion or travel time delay.
- Incorporation of roadway improvement(s) as mitigation, or as a condition of approval by the Department of Public Works established through the development review and approval process.
- All new commercial development, and new residential development projects of four or more units, must submit a traffic study evaluating traffic operations for the surrounding and adjacent roadway segments and intersections (roadway segments and intersections to be determined by the City’s Public Works Department), including but not limited to: (1) delay/queuing analysis (including intersection Level of Service and Level of Service for each turning movement); (2) vehicle counts for each turning movement; and (3) vehicle miles travelled of the affected roadway segment. The traffic study, to be reviewed and approved by the City’s Public Works Department will be used to evaluate the development project, pursuant to the California Environmental Quality Act, with the intent of minimizing and/or avoiding traffic congestion on these corridors.

(Added March 2016)

M.10 Bicycle and Pedestrian Access

Provide a consistent standard of pedestrian and bicycle access within the roadway network.

M.10-1 Update encroachment policies and regulations to prohibit walls, fences, landscaping, utility boxes, and other structures that unreasonably impede roadway views, safety, or access for pedestrians and bicyclists.

M.10-2 Establish a sidewalk and public right-of-way inspection, maintenance, and repair program that includes a requirement for sidewalk installation, repair, or replacement where sidewalks already exist or where identified gaps in the existing sidewalk network can be closed.

M.10-3 Coordinate with PG&E to underground utilities or, where possible, relocate utility poles to improve sidewalk accessibility. Explore assessment bonds or other financing options to fund undergrounding costs.

M.10-4 Facilitate access for people with access and functional needs on public rights-of-way throughout the City. 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.

M.10-5 Continue to renovate, repair and maintain the City’s steps, lanes and paths that provide pedestrian connections to residential and commercial areas and complete emergency evacuation routes. 🌿



High visibility crosswalk being used by school crossing guard in downtown Mill Valley



Bicyclist turning left at Miller Avenue at Reed

M.11 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.

M.11-1 Maintain an up-to-date Bicycle and Pedestrian Transportation Plan to ensure eligibility for regional funding and coordination with the County of Marin and other Marin cities and towns.

M.11-2 Continue to seek grants and other funding to support the implementation of the Bicycle and Pedestrian Master Plan.

M.11-3 Use the Bicycle and Pedestrian Master Plan as a guide in setting priorities for bicycle and pedestrian improvements that are consistent with network and facility programs and improvements for other modes of transportation.

M.11-4 Develop guidelines for crosswalk treatments to address pedestrian access and safety such as bulb-outs, paving, and striping, along with guidelines for using these treatments in both controlled and uncontrolled crossing locations.

M.11-5 Develop a pedestrian and bicycle count program and collect counts every two years.

M.11-6 Implement the Miller Avenue Streetscape Plan to provide pedestrian and bicycle connections between downtown and the County bike lane and multi-use path. 🌿

M.11-7 Establish an ongoing repair and scheduled maintenance program for the City's bicycle network and pedestrian system.

M.11-8 Allow and provide information to establish bike parking at special events.



Improvements to SLP 11 Mirabel



Volunteers making improvements to SLP 2

M.12 Steps, Lanes and Paths Network

Maintain, preserve, and restore Mill Valley’s network of steps, lanes, and paths.

M.12-1 The City shall preserve and restore its network of steps, lanes and paths. Official abandonment of any such easements or fee simple rights of way should occur only in the most extraordinary circumstances and then only by vote of City Council.

M.12-2 Provide adequate funding to keep the steps, lanes and paths network safe and accessible. Where appropriate, amenities such as benches, interpretive signs, and trash receptacles shall be incorporated into the system.

M.12-3 Encourage volunteer assistance in rebuilding currently overgrown or inaccessible paths, when feasible, including by providing brush removal and/or modest site drainage or access improvements.

M.12-4 Where new steps, lanes, or paths are created as a result of new development, the project developer shall construct, and if appropriate, maintain the new facilities.

M.12-5 The Bicycle and Pedestrian Committee, Parks and Recreation Commission and Emergency Preparedness Committee shall make recommendations for new priorities as the Top 25 SLPs projects identified in the Bicycle and Pedestrian Transportation Plan are completed.

M.12-6 Private landscaping improvements shall only be allowed through a revocable encroachment permit and no structure of any permanence shall be built on or over the lane. Official abandonment of any such easement or fee simple rights of way should occur only in the most extraordinary circumstances and then only by vote of the City Council.

M.13 Pedestrian and Bicycle Safety, Education and Outreach

Foster a common understanding among cyclists, pedestrians, drivers, and the police about the California Motor Vehicle Code and the rights and duties of all road users.

M.13-1 Encourage bicyclists and drivers to safely share the road through enforcement of applicable laws and adoption of ordinances such as the “vulnerable user protection,” by offering education and providing public service announcements through various media, and through connections with local bike clubs and bike shops.

M.13-2 Promote three-way collaboration among Safe Routes to School, the Bicycle and Pedestrian Advisory Committee, and the Mill Valley Police Department to advance education, safety, and enforcement programs that encourage more walking and cycling. 🌿

M.13-3 Establish a page on the City website, linked to the Bicycle and Pedestrian Advisory Committee page that provides evidence-based information for parents, educators, and the general public about bicycle and pedestrian safety and access.

M.13-4 Ensure that educational content is regularly updated and consistent with current law, research and best-practice recommendations from professional in the fields of transportation and injury prevention.

M.13-5 Evaluate and improve street lighting in areas of high pedestrian or bicycle traffic.

M.14 Improved Transit Network

Work with Marin Transit to support the continued development of and improvements to safe, efficient, and reliable transit service.

M.14-1 Improve public transit infrastructure (e.g., lighting, benches, shelters, trash cans, safe and convenient bike racks and lockers, park and ride areas, news racks, real-time transit arrival information, etc.). 

M.14-2 Consider incorporating local art, heritage, and education into the design of transit stops.

M.14-3 Coordinate with the regional transit providers and the Transportation Authority of Marin to pursue funding opportunities to expand local and regional bus routes and frequency. 

M.14-4 Meet regularly with Marin Transit to provide efficient and adequate commuter service for Mill Valley residents and employees. 

M.14-5 Support the creation of a “Safe Routes to Transit” program that is modeled on the same principles and practices of Safe Routes to School.

M.14-6 Work with the Mill Valley Library, Community Center, and local businesses and hotels to provide pamphlets and maps to share information on transit options available within the City.

M.15 Local Shuttle Service

Study and plan a shuttle system that connects local neighborhoods, cultural and recreational facilities, services, and adjacent communities.

M.15-1 Identify and consider the feasibility of 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 arterial streets);
- Shared use of existing community shuttle services (e.g., Redwoods shuttle);
- Joint use of shuttles, such as working with schools to use shuttles in between peak times of commuter use;
- Public, private, and subscription funding sources; and
- Service connections with regional transit systems.

M.16 Funding

Seek funding from all possible sources for continued improvements and ongoing maintenance of roadways and bicycle, transit, and pedestrian facilities.

M.16-1 Continue to use a long-term Capital Improvement Program (CIP) to set priorities and program funds for roadway improvements and maintenance.

M.16-2 Continue to support the reauthorization of the Municipal Services Tax and consider other funding options in support of local transportation maintenance and operations.

M.16-3 Use a “Complete Streets” approach to funding roadway improvements and maintenance that result in safe and efficient travel for all users (vehicles, pedestrians, transit riders, and bicyclists), and a regular and consistent standard of maintenance for the City’s transportation network. 🌿

M.16-4 Pursue state and federal funding and other possible grant opportunities.



Activities to promote walking and biking to school (left and right)
Source: Safe Routes to School

M.16-5 Regularly update the “Road Impact Fee” to ensure that it adequately addresses funding for identified maintenance and improvements and keeps pace with changes in the cost of construction and materials. Establish development standards that require all new development, redevelopment, or rehabilitation to contribute a “fair share” to identified transportation network improvements through fees or actual construction.

MOBILITY-4 | Parking

Recognize on- and off-street parking as a finite resource and effectively manage parking demand and capacity for all uses.

M.17 Parking

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

M.17-1 Study parking management strategies, including but not limited to shared parking, “unbundled” parking in commercial and multi-family residential projects, maximum parking requirements rather than traditional minimum requirements, payments in lieu of providing parking, reciprocal or shared parking opportunities, credits for on-site car sharing, and variable pricing of on- and off-street parking, to ensure adequate parking for customers, patrons, or employees during peak demand periods and community activities and events and to prevent “spillover” parking into residential areas adjacent to commercial areas.

M.17-2 Establish parking enforcement programs and regulations that not only provide sufficient parking meter and citation revenue but also incorporate effective parking management strategies and best practices.

M.17-3 Survey existing striping and curb cuts to locate opportunities for new auto, motorcycle, and bicycle parking spaces.

M.17-4 Provide adequate public, on-street disabled/accessible parking spaces and an accessible path of travel to adjacent homes and shops.

M.17-5 Provide secure bicycle parking downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational areas.

M.17-6 Create opportunities to allow shared and reciprocal use of public and private parking spaces that serve more than a single location or use. 🌿

M.17-7 Investigate policies that could be used to strongly encourage the use of residential

parking garages for their intended purpose of vehicle parking rather than storage, work space, or other uses.

M.17-8 Evaluate the residential parking permit programs and fees for residential neighborhoods.

M.17-9 Require new multi-family, mixed-use, and commercial redevelopment projects to include secure bicycle parking and facilities.

M.17-10 Establish regulations that will accommodate innovations in alternative transportation, vehicles, and fuels, such as electric vehicle charging facilities and infrastructure, in all new and redeveloped public and private parking lots.

M.17-11 Continue to work with public and private schools within Mill Valley, and local schools with Mill Valley students, to identify incentives to reduce student driving and encourage carpooling (thereby reducing emissions, parking demand, and traffic congestion at pick-up and drop-off). 🌱



Top Left: Bicycle parking at City Hall

Bottom Left: Parking enforcement in Downtown

Right: Signage for commercial parking