

4.1 INTRODUCTION

The purpose of this Element is to provide an overview of the means of transport to, from and within the Town, and to address how different ways of getting around can complement each other to make Corte Madera's circulation system work more efficiently. The most common means of transportation is the automobile, and much of the planning for circulation within Corte Madera has focused on vehicular traffic. However, bicycles and pedestrians move throughout the Town, and Corte Madera's interest in community sustainability emphasizes the need for improvements and enhancements to the full range of circulation and transportation facilities.



4.2 REGULATORY FRAMEWORK

CALIFORNIA GOVERNMENT CODE

California Government Code §65302 mandates that the General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan (§65302(b)).”

TRAFFIC IMPACT FEES

The Town currently uses a Traffic Mitigation Improvement Fund program adopted in 1984. As addressed in Policies contained in Section 4.5, a new Impact Fee program should be adopted to better reflect current issues and impacts related to Town facilities, including roadways, bicycle and pedestrian paths.

RELATED TRANSPORTATION AGENCIES

California Department of Transportation (Caltrans)

Caltrans is responsible for planning, designing, building, operating and maintaining California's state highway system. Highway 101, traversing Corte Madera on a north to south orientation, is managed by Caltrans as part of the California Freeway and Expressway System.

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, including

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Marin County. The MTC prepares a 25-year Regional Transportation Plan (last prepared in 2001, and updated every five years), which guides funding priorities for regional development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities.

Marin County

As one of the communities located within Marin County, the Town of Corte Madera is impacted by County policies regarding traffic and circulation. The County is currently completing a General Plan update, which will include revisions to County-wide transportation policies.

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) is a Joint Powers Agency established between the County and all cities within the County, including Corte Madera, to address Marin's unique transportation issues and to fulfill the legislative requirements of Propositions 111 and 116, approved in June 1990.

City of Larkspur

The City of Larkspur and the Town of Corte Madera share traffic corridors providing local access to community facilities. As a result, circulation issues present in Corte Madera significantly affect the City of Larkspur, and vice versa, particularly with respect to commute patterns for workers accessing Highway 101.

NON-PROFIT GROUPS

Marin County Bicycle Coalition

The Marin County Bicycle Coalition (MCBC) is a non-profit membership organization founded in 1998. Their mission is to promote safe bicycling for everyday transportation and recreation.

4.3 MOVEMENT THROUGH THE COMMUNITY

FUNCTIONAL CLASSIFICATION SYSTEM

Streets and highways in the Town are described by their functional classification. These classifications identify the purpose of the streets and highways relative to their overall function in the distribution of different types of trips using the facilities. The following classifications are relevant to the Town's circulation system:

- ◆ Freeways serve both inter-regional and intra-regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have no at-grade crossings.

These facilities have the highest carrying capacity with the maximum speed limits allowed by law.

- ◆ Arterials provide primary connections between major areas within the Town and also distribute traffic between adjacent communities. While some land uses have direct access to an arterial, an arterial's primary purpose is to provide connections between major areas. Speed limits generally range from 30 to 50 miles per hour (mph).
- ◆ Collectors typically serve intra-city, rather than regional, circulation needs. Their primary function is to provide access to adjacent properties and connections between local roads and other roadways that are higher in the hierarchy of classification. Travel speeds on collectors generally range between 25 mph and 45 mph.
- ◆ Local Streets provide access to adjacent properties and distribute traffic to collectors. Travel speeds on local streets typically range from 25 to 35 mph.

VEHICULAR CIRCULATION

Key Town Roadways

- ◆ U.S. (Highway) 101 is an eight-lane freeway that bisects the Town on a north-south axis. It provides regional access to Marin County and points beyond. Full access to the Town is provided at an interchange with Tamalpais Drive. Southbound access is provided by slip ramps at Fifer Avenue and Madera Boulevard, and northbound access is available at a slip ramp at Industrial Way.
- ◆ Tamalpais Drive is an east-west two-to-four lane arterial that extends from Corte Madera Avenue to Redwood Highway. It has a full access interchange at Highway 101.
- ◆ Corte Madera Avenue is a north-south two-lane collector that extends from Larkspur in the north as Magnolia Avenue and south into Mill Valley as Camino Alto. It acts as a "main street" for some of the Town's older neighborhoods.
- ◆ Fifer Avenue is an east-west two-lane collector that extends from the Highway 101 ramps to Lucky Drive.
- ◆ Nellen Avenue is a north-south two-lane collector that extends from Lucky Drive to Fifer Avenue. It also extends from Wornum Drive north to a cul-de-sac just south of Fifer Avenue.
- ◆ Redwood Highway is a north south two to four lane collector that extends from Tamalpais Drive to Greenbrae Boardwalk, generally paralleling Highway 101 on the east side of the freeway.
- ◆ Madera Boulevard is a north-south two to four lane arterial that extends from Casa Buena Drive to Highway 101.

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- ◆ Tamal Vista Boulevard is a north-south two-lane collector that extends from Madera Boulevard to Fifer Avenue.
- ◆ San Clemente Drive is a north-south four-lane arterial that extends from Redwood Highway/Tamalpais Drive to Paradise Drive.
- ◆ Paradise Drive is an east-west two to four lane collector that extends from San Clemente Drive into Tiburon.

Major roadways in the Town are shown in **Figure 4.1**.

LEVEL OF SERVICE STANDARDS

The operating conditions experienced by motorists are described as “levels of service” (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated “A” through “F” from best to worst, which cover the entire range of traffic operations that might occur. Table 4.1 provides a description of traffic intersection operations under each LOS.

**TABLE 4.1:
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS**

Level of Service	Average Control Delay Per Vehicle (in Seconds)	Description
A	10.0 or less	Represents free flow or very low delays and short intersection cycle length.
B	10.1 to 20.0	In the range of stable flow, with low intersection delays and short cycle lengths.
C	20.1 to 35.0	Average intersection delays from fair progression and some longer cycle lengths.
D	35.1 to 55.0	Represents high-density, slower speeds and longer intersection delays, accompanied by many vehicle stops.
E	55.1 to 80.0	Conditions unacceptable to most drivers, with poor progression and long intersection cycle lengths.
F	80.1 or more	Level of Service F represents breakdown conditions, due to over-saturation of vehicles and very long cycle lengths.

Source: Transportation Research Board, *Highway Capacity Manual* (2000)

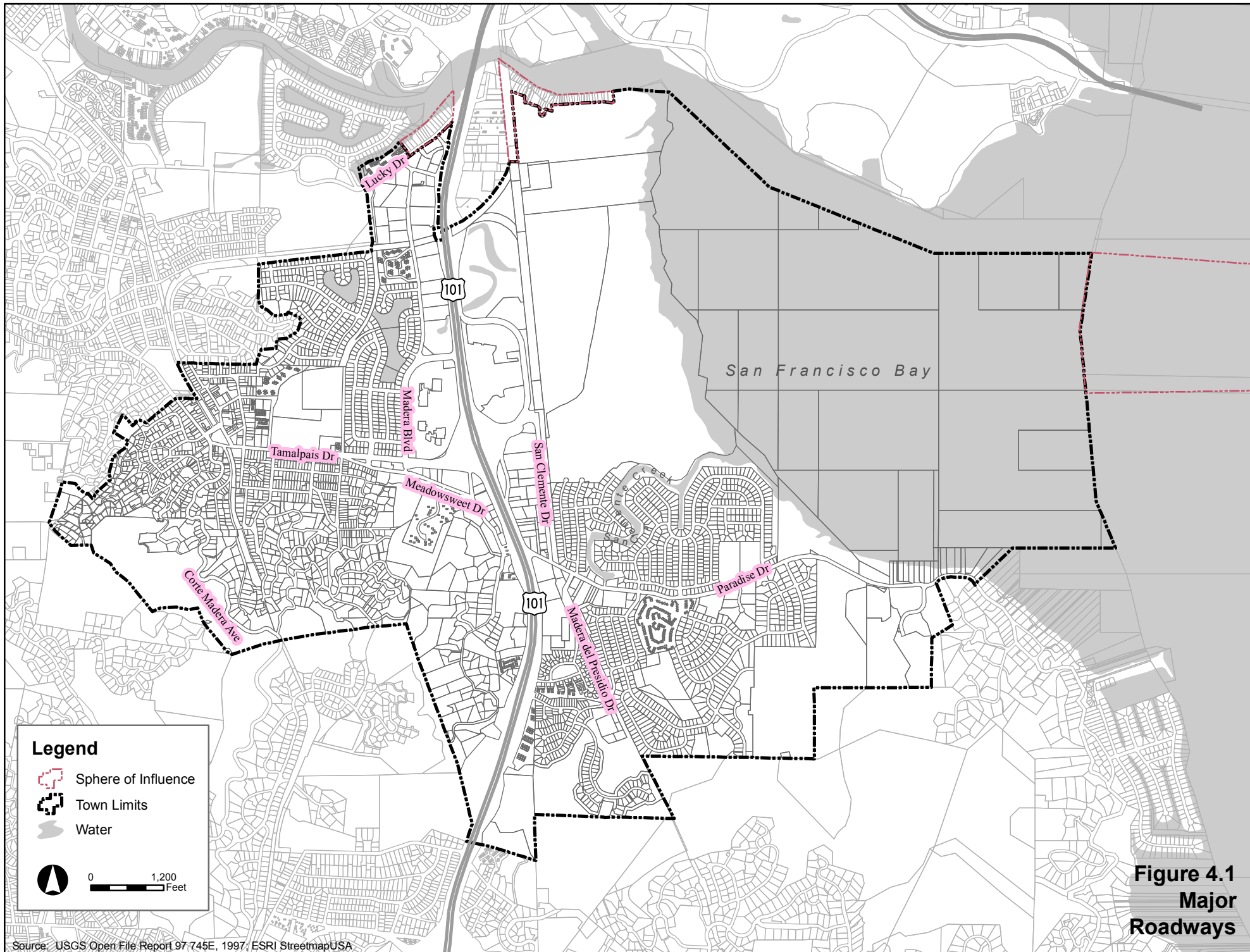


Figure 4.1
Major Roadways

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Figure 4-1 page 2

An important goal is to maintain acceptable LOS along the Town's road network. To accomplish this, the Town, Caltrans, and other local agencies adopt minimum levels of service in an attempt to control congestion that may result as new development occurs.

SOURCES OF TOWN VEHICULAR TRAFFIC

Much of the traffic volume in Corte Madera is closely related to employee commuting practices and patterns. In 2002, approximately 85% of the employed residents in Corte Madera worked outside of the Town (July 2002 Background Report). Based on data from the U.S. Census Bureau, there are approximately 3,850 housing units in Corte Madera, and on average in Marin County, there are 1.21 workers for every residence. Assuming each of these workers make two commute trips per day (one to work, and one returning), this would generate approximately 9,240 commute trips per day (3,850 units x 1.2 workers per unit x 2 trips per worker per day).

Corte Madera's contiguous border with the City of Larkspur and access to Highway 101 invites added commuter traffic through Town. A portion of the traffic passing through the Old Corte Madera Square area is traveling to and from Larkspur via Corte Madera Avenue/Magnolia Avenue. These vehicles use Tamalpais Drive to access Highway 101. While an alternative access route to Highway 101 is available to Larkspur residents, via Doherty Drive, this route is considered inconvenient because of the many turns needed to travel between the eastern end of Doherty Drive and Highway 101. Similarly, traffic moving along San Clemente Drive includes vehicles from Tiburon making their way to and from Highway 101 at the Tamalpais Drive interchange.

The presence of Highway 101 as a bisecting, north-south freeway in Corte Madera has impacted Town circulation in two aspects. First, the freeway has created a physical barrier for local circulation between the east and west sides of Town, broken only by the vehicle overcrossing at Tamalpais Drive, the vehicle undercrossing at Wornum Drive, and pedestrian/bicycle crossings (Tamalpais Drive, Wornum Drive, and an overcrossing structure near the Town limit by Larkspur). Second, the freeway has provided regional access for two regional shopping centers, the Village Shopping Center and Town Center, which generate vehicular traffic from both regional shoppers and out-of-town employees, particularly during seasonal shopping periods.

Congestion on Town streets also can be attributed to activities occurring within Corte Madera, including morning and afternoon peak hour trips related to student drop-off at public and private schools. The problem is exacerbated by local street design, which may consist of narrow residential streets leading to the schools, along with limited on-site (school) drop-off and pick-up areas, leading to temporary backup conditions. The design of several key intersections also causes congestion on Town streets. The intersections that serve the Village Shopping Center and Town Center, Tamalpais Drive / San Clemente Drive and Tamalpais Drive / Madera Boulevard respectively, become "chock points" during the holiday shopping periods. The roadways feeding these intersections are adequate, but the intersections could be redesigned to reduce congestion.

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EXISTING LEVELS OF SERVICE

Average Daily Traffic (ADT) counts were collected in 2002 on key roadway segments and PM peak hour counts were taken at key intersections throughout the town. The corresponding LOS on the roadways and at the intersections are shown in Tables 4.2 and 4.3, respectively.

TABLE 4.2
EXISTING TOWN ROADWAY LEVELS OF SERVICE

Roadway	Existing ADT	Existing LOS
US 101	173,000	F
Corte Madera Avenue	13,590	E
Fifer Avenue	11,600	C
Madera Boulevard	8,750	A
Nellen Avenue	400	A
Paradise Drive	14,080	A
Redwood Highway (south of Industrial Way)	13,990	C
Redwood Highway (north of Tamalpais Drive)	5,650	A
San Clemente Drive	21,360	C
Tamalpais Drive (east of Eastman Avenue)	18,540	B
Tamalpais Drive (west of US 101)	24,920	D
Tamalpais Drive (east of US 101)	29,330	E

Source: Background Report, 2002

TABLE 4.3
EXISTING TOWN INTERSECTION LEVELS OF SERVICE

Intersection	Delay	LOS
Tamalpais Dr./Madera Blvd.	25.2	C
Tamalpais Dr./San Clemente Dr.	20.9	C
Corte Madera Ave./Redwood Ave.	25.9	D
Paradise Dr./Harbour Dr.	14.8	B
Madera Blvd./Town Center Dr.	15.0	B
Tamal Vista Blvd./Fifer Ave.	30.3	C

Source: Background Report, 2002

All Town roadways currently operate at LOS C or higher with the exception of Corte Madera Avenue north of Redwood Avenue, which operates at LOS E, and Tamalpais Drive immediately east and west of Highway 101, which operates at LOS E and D, respectively. In addition, Caltrans-maintained Highway 101 operates at LOS F.

All roadway intersections studied currently operate at LOS C or higher, with the exception of the Corte Madera Avenue/Redwood Avenue intersection, which operates at LOS D during the peak hour. This intersection has not been studied since signalization improvements were installed in July 2007. Local circulation policy for cities typically focuses on regulation of LOS for roadway intersections (which can be controlled through traffic signage or signalization, if needed) as opposed to regulation of LOS for roadway segments.

FUTURE LEVELS OF SERVICE

The Town's goal for future levels of service is to avoid a degradation of existing intersection LOS. With some limited exceptions, intersections in the Town are projected to operate at LOS D or better. The exception is the intersections in the vicinity of the Tamalpais Drive interchange on Highway 101.

Vehicular Circulation Improvement Plans

Connectivity between the east and west sides of Town is a common concern among Town residents. Highway 101 geographically divides the Town with the population almost evenly split on either side. Approximately 55% of the Town's population resides west of Highway 101, and 45% of the population resides on the east side. Access across Highway 101 is limited to the Tamalpais Drive interchange, the Wornum Drive underpass, and the pedestrian overcrossing north of Wornum Drive.

Certain community resources used by residents on both sides of Highway 101 are located west of Highway 101, including Neil Cummins Elementary School, the Post Office, Town Park, and Town Hall. Construction of improved or new connections between the east and west sides of Town, reducing the barrier effect of Highway 101, would improve intermodal travel and increase a sense of "connectivity" amongst Town residents. Potential opportunities for connections include:

- ◆ Improvements to the existing Tamalpais Drive/Highway 101 overcrossing, to upgrade bicycle and pedestrian access and improve vehicular movement.
- ◆ Construction of a separate bicycle/pedestrian overcrossing, north (connecting The Village and Town Center shopping malls) or just south of the existing Tamalpais Drive/Highway 101 overcrossing (connecting Paradise Drive and Meadowsweet Drive).

Costs for improving the Tamalpais Drive interchange on Highway 101, including bicycle, pedestrian, and vehicle improvements, are estimated to be in excess of \$10 million for expansion or reconstruction.

The Town of Corte Madera Bicycle Transportation Plan contains an estimate of the cost for a bicycle/pedestrian overcrossing of Highway 101 south of Tamalpais Drive. This facility was estimated to cost \$2 million in 2001.

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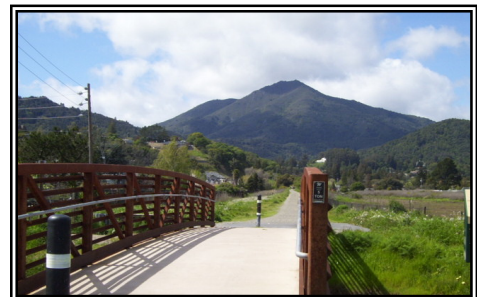
The Town has also identified several other areas that would benefit from circulation improvements, including:

- ◆ Improving Highway 101 access and safety. The Transportation Authority of Marin (TAM) is overseeing studies to address circulation issues related to the Highway 101/Sir Francis Drake Boulevard interchange, located just north of the Town limits. South of this interchange are interchanges (on- and off-ramps) at Fifer Avenue/Industrial Way and Madera Boulevard, which are spaced below recommended standards and result in significant traffic backups. Alternatives for improving traffic flow in the TAM study include suggestions to eliminate or create interchanges within Corte Madera. The General Plan identifies improvements to the Tamalpais/Paradise Drive - Highway 101 interchange, and related issues of bicycle and pedestrian access, as the Town's top circulation priority.
- ◆ San Clemente Drive improvements. San Clemente Drive is a "gateway" to Corte Madera. As such, enhancement of the road to create a "boulevard" character, including a landscaped median, decorative street lighting, and protected pedestrian and bicycle corridors, is an important goal for the Town. Some improvements to San Clemente Drive are now scheduled.

The Town's goals, policies and implementation measures related to vehicular circulation, included in Section 4.5, address these improvements more specifically.

BICYCLE CIRCULATION

Corte Madera's commitment to community sustainability emphasizes the importance of bicycle mobility within the Town and to destinations beyond the Town limits.



The Town currently has approximately 4½ miles of bike lanes/routes. These include facilities along Paradise Drive, San Clemente Drive, Tamalpais Drive, Tamal Vista Boulevard, Corte Madera Avenue and Lakeside Drive. In July of 2001, the Town adopted the *Bicycle Transportation Plan*, which inventoried existing bike facilities and recommended future improvements. The Town spends approximately \$50,000 per year on bikeway improvements, including street widening, resurfacing, maintenance of existing paths, and installation of landscaping.

The Bicycle Transportation Plan distinguishes between bikeways as follows:

- ◆ A Bike Path is also known as a Class I Bikeway. It provides for pedestrian and bicycle use on a paved right-of-way separate from any street or highway. Under Caltrans standards, it must be at least 8 feet wide for a two-way path, although the Town prefers widths of 12 feet where space allows.
- ◆ A Bike Lane is also known as a Class II Bikeway. It provides for a striped and stenciled lane for one-way travel on a street or highway. A Bike Lane has a minimum standard width of four feet.

- ◆ A Bike Route is also known as a Class III Bikeway. It provides for shared use of a street with pedestrians or motor vehicle traffic, and may be identified only by signing. Bike routes usually connect other bike lane segments.

Bicycle facilities and paths are summarized in **Table 4.4** and shown in **Figure 4.2**.

Regionally, bicycle trails extend well beyond the borders of Corte Madera, connecting to open space areas and to bicycle paths along public roads and trail systems. Corte Madera and Marin County are unique in that they provide popular, regional access for recreational bicyclists. Marin County prepared a Bicycle and Pedestrian Master Plan in June 2001 addressing County-wide bicycle and pedestrian systems. The Plan addresses various goals and objectives for maintaining existing systems as well as possible construction or upgrades to improve the system to meet the needs of County bicyclists and pedestrians. Marin County has a well-established “Share the Road” program that is intended to reduce conflicts between vehicles and bicyclists sharing County roadways.

Additionally, a multi-jurisdictional effort is underway to complete the Bay Trail, which will provide a continuous bicycle path around the San Francisco Bay. The Bay Trail would proceed through Corte Madera along portions of Paradise Drive and along Bay frontage on or near the old railroad levee.



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**TABLE 4.4:
EXISTING BIKEWAY FACILITIES IN CORTE MADERA**

Bicycle Lane/Path Segment	Type of Facility	Length (Miles)
High Canal Path (Town Park to Lucky Drive)	Path	.9
Madera Boulevard (Tamal Vista to Tamalpais Drive)	Lane	.3
Northwestern Pacific ROW (High Canal to Tamal Vista)	Path	.1
Northwestern Pacific ROW (High Canal to Town limit)	Path	.8
Paradise Drive – south side (Prince Royal to Westward)	Path	.3
Paradise Drive – south side (Prince Royal to El Camino)	Lane	.1
Paradise Drive – south side (San Clemente Drive to Madera del Presidio)	Lane	.1
Redwood Highway (Tamalpais Drive to Town limit)	Path	.7
San Clemente Drive (Tamalpais Drive to Paradise Drive)	Path	.5
Town Park (west and north periphery)	Path	.4
Wornum Drive (Redwood Highway to Tamal Vista)	Path	.2
Total: 4.4 Miles		

Source: Town of Corte Madera Bicycle Transportation Plan, 2001

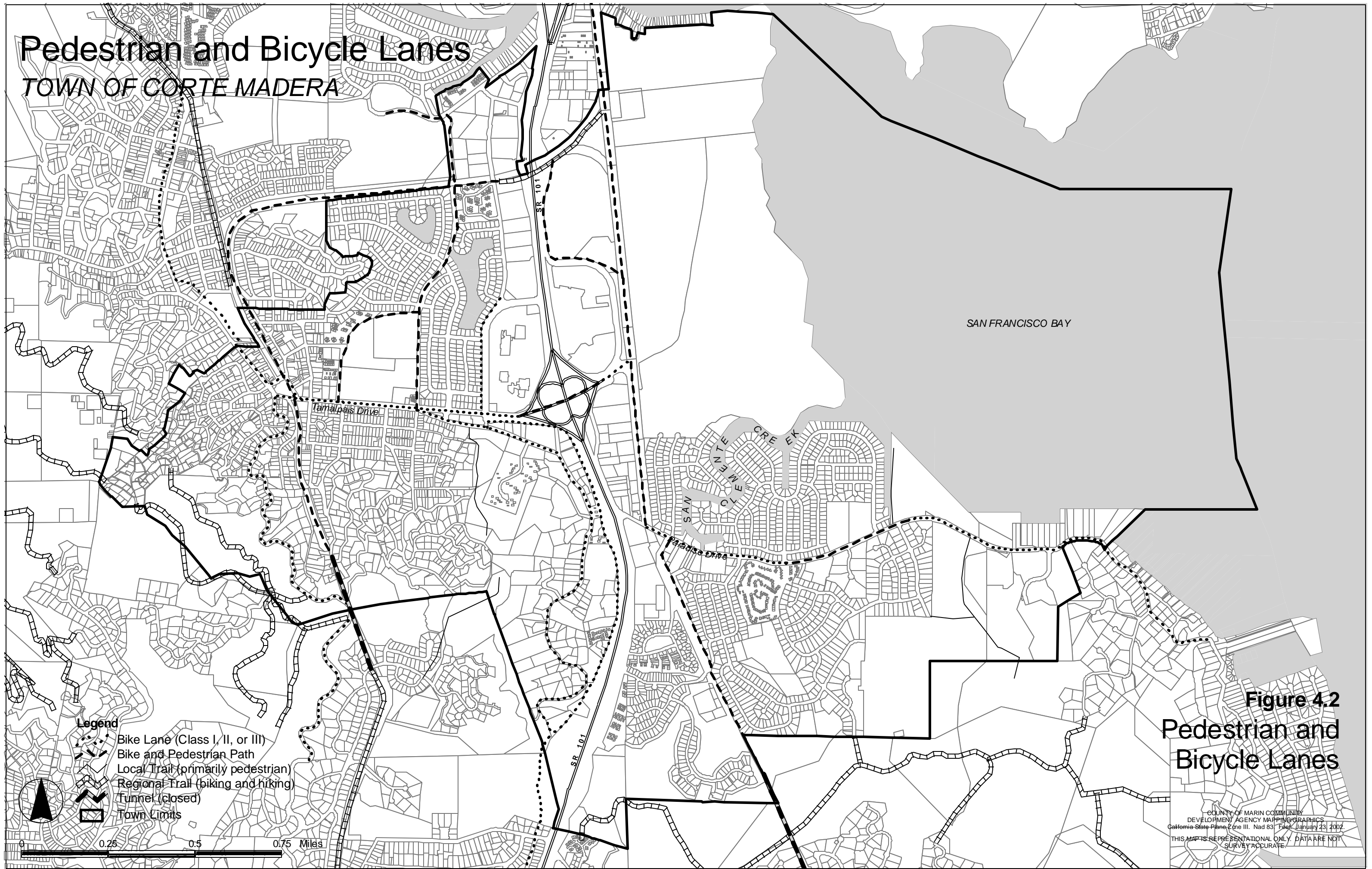
BICYCLE CIRCULATION IMPROVEMENT PLANS

The Town's *Bicycle Transportation Plan* identified several opportunities for improvements to bicycle circulation systems that would create expanded opportunities for non-vehicular travel in the area through greater interconnectivity within the Town and to other cities. The abandoned historic rail road right of ways offer many opportunities for bicycle and pedestrian pathways. A number of the *Plan's* recommended improvement projects are listed below. Some of the improvements are not currently feasible due to limited right-of-way options for constructing improvements or excessive costs for construction:

- ◆ Improve bicycle/pedestrian access across Highway 101. Several alternatives exist to achieve this goal, including improving the existing overpass on Tamalpais Drive or construction of an overpass either to the north or south of Tamalpais Drive.
- ◆ Construction improvements to the Corte Madera Creek Trestle, linking Corte Madera and the Larkspur Ferry Terminal near the Greenbrae Boardwalk.
- ◆ Construction improvements for the Cal Park Hill Tunnel linking Larkspur and San Rafael further north of the Larkspur Ferry Terminal. Additionally, local bicycle advocacy groups have suggested reopening Alto Tunnel linking Corte Madera with Mill Valley.
- ◆ Improvements to bicycle lanes along Tamalpais Drive, Paradise Drive and Corte Madera Avenue where bicycle lanes are narrow or unstriped.

Pedestrian and Bicycle Lanes

TOWN OF CORTE MADERA



SAN FRANCISCO BAY

SAN CLEMENTE CREEK

Paradise Drive

Tamalpais Drive

SR 101

Figure 4.2
Pedestrian and
Bicycle Lanes

COUNTY OF MARIN COMMUNITY DEVELOPMENT AGENCY MAPPING GRAPHICS
California State Plane Zone III, NAD 83 Feet, January 23, 2002.
THIS MAP IS REPRESENTATIONAL ONLY. DATA ARE NOT SURVEY ACCURATE.

- Legend**
- Bike Lane (Class I, II, or III)
 - - - - - Bike and Pedestrian Path
 - Local Trail (primarily pedestrian)
 - Regional Trail (biking and hiking)
 - Tunnel (closed)
 - Town Limits

0 0.25 0.5 0.75 Miles

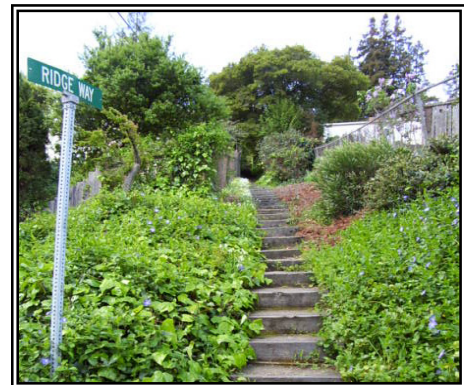
PEDESTRIAN CIRCULATION

Pedestrian movement through the Town occurs via a series of sidewalks on major streets. As previously discussed, Highway 101 acts as a partial barrier to connectivity between the east and west areas of the Town, with pedestrian access limited to the Tamalpais Drive interchange, the Wornum Drive pedestrian undercrossing, and the overcrossing at the north edge of Town on the Larkspur border. As discussed in Chapter 6 (Parks and Recreation), the Town also has a number of unpaved hiking trails in its hillside areas, including in the Ring Mountain, Chapman Hill and Christmas Tree Hill areas. The Town maintains portions of the following trails (which include trails improved with stairways) through its Capital Improvement Program budget:

- ◆ Hill Path
- ◆ California Lane
- ◆ Portola Stairs
- ◆ Ridge Way Stairs
- ◆ Short Path
- ◆ Jean Bean
- ◆ Golden Stairs
- ◆ Spring Trail

In certain instances, pedestrian and bicycle paths are combined (in joint use) along paved paths, such as along paths around and north of Town Park or along Bayside Trail Park.

The Town recently adopted a Transition Plan that will provide for phased pedestrian circulation improvements to increase public accessibility consistent with requirements of the Americans with Disabilities Act.



Key trails are shown in **Figure 4.2**.

4.4 PUBLIC TRANSPORTATION

BUS SERVICE

Marin Transit, in contract with The Golden Gate Bridge Highway and Transit District provides transit service in the Town of Corte Madera. Service routes and stops vary over time, in part due to budgetary restrictions of the District. Commuter service to locations in Marin County and Downtown San Francisco are currently provided.

The Marin Airporter provides service to and from San Francisco International Airport from locations throughout Marin County.

The nearest Greyhound bus services are located in San Rafael.

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FERRY SERVICE

The Golden Gate Bridge Highway and Transportation District Ferry Service provides daily commuter ferry service between Larkspur, Sausalito and San Francisco. The Blue and Gold Fleet offers ferry service between Tiburon, Sausalito, Angel Island and San Francisco. The Angel Island Ferry offers service between Tiburon and Angel Island.

RAIL SERVICE

There are no rail facilities or services in Corte Madera or the adjacent communities. The Sonoma Marin Area Rapid Transit (SMART) may establish rail service between Cloverdale and Larkspur Ferry Terminal during the life of this General Plan. Historic railroad rights-of-way in the Town, through Menke Park south to the Alto Tunnel, and along Bay frontage, have been converted to pedestrian/bicycle paths.

AIRPORTS

The Town does not have a commercial or general aviation airport. The nearest general aviation facility is in San Rafael. Commercial service is available at the San Francisco and Oakland International Airports.

PRIVATE TRANSPORTATION SERVICES

A number of operators provide taxi service in the Town and adjacent communities. There is no private bus service in the Town.

4.5 GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS FOR CIRCULATION

GOAL CIR-1

A circulation system that adequately and safely supports existing and planned land use.

POLICY CIR-1.1

Provide safe and convenient linkages between all modes of travel within the planning area, and extending between the Town and adjacent jurisdictions in the region.

Implementation Program CIR-1.1.a: Town Circulation

In developing circulation projects, consider all modes of travel, including access to transit stations and stops, and bicycle and pedestrian path connections between work, home, school, and commercial services.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-1.1.b: Regional Connections

Partner with local jurisdictions and Marin County to extend bicycle and pedestrian path connections so that circulation is uninterrupted between the Town and adjacent jurisdictions.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR1.1.c: New Development

Incorporate convenient bicycle and pedestrian access and facilities in new development projects that link to Town and regional bicycle and pedestrian path connections.

Responsibility:	Planning & Building Department
Timeframe:	On-going
Resource:	Application Fees

POLICY CIR-1.2

Ensure that current Levels of Service at intersections are maintained when considering new development within Corte Madera.

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Implementation Program CIR-1.1.a: Level of Service Standards

The town shall strive to maintain Level of Service (LOS) D operation during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. For projected future conditions the LOS is to be calculated using the average traffic demand over the highest 60-minute period. For all types of controls the Level of Service standard is to be applied to the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:

- 1) Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration;
- 2) Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible;
- 3) Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit; or
- 4) Locations where attainment would ensure the loss of an area's unique character.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

POLICY CIR-1.3

Maintain and upgrade existing streets to meet the needs of Town residents.

Implementation Program CIR-1.3.a: Street Maintenance/Upgrades

Emphasize on-going maintenance and upgrading of existing streets in the CIP and through collection of impact fees.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

Implementation Program CIR-1.3.b: Impact Fees

The Town shall periodically adjust impact fees collected for street construction, repair and maintenance.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	Application Fees; CIP Budget

Implementation Program CIR-1.3.c: Madera Blvd./Council Crest Dr./Tamal Vista Blvd

Signalize the intersection of Madera Boulevard, Council Crest Drive and Tamal Vista Boulevard to meet the Town traffic level of service standard.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: Impact Fees; CIP Budget

Implementation Program CIR-1.3.d: Street Improvements Associated with The Village Shopping Center

Projects involving the expansion of floor area to 0.47 and mixed-use development at The Village Shopping Center shall include the following roadway improvements or alternative improvements in roadway operation to the Tamalpais corridor to maintain the Town Level of Service standard of "D:"

- Signalize the following intersections on Tamalpais Drive:
 - Tamalpais Drive/Madera Boulevard
 - Tamalpais Drive/101 Southbound Off-Ramp
 - Tamalpais Drive/101 Northbound Off-Ramp
 - Tamalpais Drive/San Clemente Drive
- Optimize signal timing along Tamalpais Drive.
- Widen eastbound Tamalpais Drive to three lanes from the Highway 101 Northbound Off-Ramp through the San Clemente Drive Intersection.
- Extend the third through lane on Tamalpais Drive at the intersection of San Clemente Drive into one of the northbound left-turn lanes at the Redwood Highway/Village South Driveway intersection.
- Construct three northbound left-turn lanes and one right-turn lane at the intersection of Tamalpais Drive/San Clemente Drive.
- Install a stop sign at the intersection of Tamalpais Drive and Paradise Drive.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: Impact Fees; CIP Budget

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POLICY CIR-1.4

Work cooperatively with surrounding jurisdictions to effectively address concerns of through-traffic on Town streets, seeking innovative traffic solutions to issues related to peak-hour commute patterns and practices.

Implementation Program CIR-1.4.a: Interagency Cooperation

Work with the City of Larkspur, TAM, and Caltrans to explore options for developing an improved connection between the east end of Doherty Drive and Highway 101, as part of the Highway 101/Sir Francis Drake Boulevard Interchange Study. The objective of this connection would be to provide the residents of Larkspur with access to Highway 101 along a route that does not include Tamalpais Drive and Old Corte Madera Square.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	General Fund; CIP Budget

Implementation Program CIR-1.4.b: Highway 101 Changes

The Town's support for Highway 101 projects will depend on the extent to which there is community benefit. The Town will oppose any modifications to Highway 101 on- and off-ramps that would have an overall adverse impact to its businesses or movement of people through the community.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	General Fund

POLICY CIR-1.5

Emphasize traffic safety and reduce travel-related impacts to residential neighborhoods and the local street system.

Implementation Program CIR-1.5.a: Circulation Studies

Developers shall fund and the Town will administer traffic impact studies to address on- and off-site traffic and circulation impacts, including assessments of project level of service intersection impacts.

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	Application Fees

POLICY CIR-1.6

Assure the adequacy and availability of the circulation system for all persons by implementing the Americans with Disabilities Act.

Implementation Program CIR-1.6.a: Barrier Removal

Remove barriers on sidewalks and at street crossings as identified and prioritized in the Town of Corte Madera ADA Transition Plan.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

Implementation Program CIR-1.6.a: Barrier Free Design

Continue to design roadway, intersection and sidewalk projects to assure accessibility for all persons, consistent with the Americans with Disabilities Act.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-1.7

Apply appropriate functional classifications and modern design standards in the construction of new roadways, and reconstruction of existing roadways in the Town.

Implementation Program CIR-1.7.a: Roadway Standards

Require that new and reconstructed roadways meet the standards pursuant to CalTrans’ Traffic Manual and Highway Design Manual, as applicable.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget; Impact fees

Implementation Program CIR-1.7.b: Street Design

As part of the Design Guidelines, develop streetscape design standards consistent with General Plan design goals and planned Mixed-Use land use designations.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Three years
 Resource: General Plan Maintenance Fee.

Implementation Program CIR-1.7.c: Complete Streets

Develop streetscape design standards that support the concept of complete streets whereby all modes of transportation are accommodated.

Responsibility: Public Works Department
 Timeframe: Three years
 Resource: General Plan Maintenance Fee

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Implementation Program CIR-1.7.d: Stormwater

As part of the Design Guidelines related to roadway improvements/modifications, create requirements for onsite stormwater retention and infiltration to minimize runoff by using non-traditional approaches to stormwater management such as bioretention, rain gardens, and pervious pavement.

Responsibility:	Public Works Department
Timeframe:	Three years
Resource:	General Plan Maintenance Fee

Implementation Program CIR-1.7.e: Energy Efficiency

Ensure that all current and planned traffic signals use the latest low energy technology (such as LED), and promote the use of renewable energy where appropriate (e.g. solar powered signals).

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-1.7.f: School Re-Use

Minimize traffic impacts upon residential neighborhoods from re-use of existing schools, consistent with public service facility policies in the Land Use Chapter of the General Plan.

Responsibility:	Planning and Building Department
Timeframe:	On-going
Resource:	Application Fees

POLICY CIR-1.8

Support investment in local and regional transit and transportation plans that provide alternatives to automobile-intensive transportation programs through CIP actions.

Implementation Program CIR-1.8.a: Regional Transit

Partner with regional transportation agencies and transit providers to create programs aimed at reducing vehicle miles traveled (VMT) in the Town and region. These programs may include the provision of additional transit options, reviving fixed rail service within the County, carpooling programs, partnerships with employers to support variable work hours, transit passes, and programs aimed at altering travel behavior.

Responsibility:	All Town Departments
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-1.8.b: Reduce Vehicle Miles Traveled (VMT)

Facilitate employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, home occupations and mixed use development strategies.

Responsibility: Planning & Building Department
 Timeframe: On-going
 Resource: Application fees

Implementation Program CIR 1.8.c: Alternative Transit Vehicles

Support regional transportation agencies and transit providers in the acquisition and use of fuel efficient and non-fossil fuel based transit vehicles, such as hybrid electric or fuel cell buses.

Responsibility: All Town Departments
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-1.10

Implement traffic enforcement actions as a means of improving traffic, bicycle and pedestrian safety.

Implementation Program CIR-1.10.a: Traffic Enforcement

Work with the Twin Cities Police Department to ensure provision of effective traffic enforcement efforts in Corte Madera, particularly along streets and at intersections experiencing higher accident rates.

Responsibility: Twin Cities Police Department
 Timeframe: On-going
 Resource: General Fund

POLICY CIR-1.11

Participate in regional transportation and land use planning efforts and programs to promote Town objectives and interests of Corte Madera residents and workers.

Implementation Program CIR-1.11.a: Transportation Agencies

Regularly attend and participate in meetings of the TAM, Caltrans and other transportation agencies to further long-term transportation and circulation goals of the Town, including construction upgrades to the Tamalpais/Paradise Drive - Highway 101 interchange.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund

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Implementation Program CIR-1.11.b: Review of Agency Documents

Further the long-term transportation and circulation goals of the Town by reviewing and providing responses to environmental and planning documents distributed to the Town by surrounding jurisdictions and regional transportation agencies.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	General Fund

POLICY CIR-1.12

Actively encourage public and private schools to implement trip reduction programs and reduce congestion caused by commuting students and staff.

Implementation Program CIR-1.12.a: Reduction of School Traffic

Actively support efforts to improve upon and expand transportation options for students and reduce school-related traffic congestion. Examples include supporting increased funding of school buses and crossing guards, construction of safe routes to schools, and staggering school hours.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fees

Implementation Program CIR-1.12.b: TDM for New Schools

Work with local school districts in establishing Travel Demand Management (TDM) programs for existing, new or expanded public schools. Private schools shall include TDM proposals with their development applications to the Town.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	General Fund; Application Fees

GOAL CIR-2

A circulation system that safely and effectively links the east and west sides of Corte Madera.

POLICY CIR-2.1

Prioritize options for improving bicycle and pedestrian access across Highway 101.

Implementation Program CIR-2.1.a: Priority Projects

Upgrades to the Tamalpais/Paradise Drive - Highway 101 interchange and completion of a Class I bicycle lane along Paradise Drive to the Tiburon City limit (consistent with planned improvements for the Bay Trail) are recognized as top priorities. This priority may also be implemented by construction of a free-standing pedestrian/bicycle bridge to the north or south of the existing interchange.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; CIP Budget; Impact Fees

Implementation Program CIR-2.1.b: Impact Fees

Include bicycle and pedestrian improvements in the Town’s updated Development Impact Fee program and within the Paradise/San Clemente Community Plan, prioritizing improved east/west connections in the Town.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; General Plan Maintenance Fee

POLICY CIR-2.2

Prioritize the reconstruction of the Tamalpais/Paradise Drive - Highway 101 interchange to improve use by vehicles, bicycles and pedestrians.

Implementation Program CIR-2.2.a: Improvements to Highway 101

Work with Caltrans and TAM on plans for improvement of Highway 101 interchanges in the Corte Madera and Larkspur areas. In particular, support those plans that include improvements to the Tamalpais Drive interchange on Highway 101.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund; CIP Budget

Implementation Program CIR-2.2.b: Tamalpais/Highway 101 Interchange

The Town designates upgrades to the Tamalpais/Paradise Drive–Highway 101 interchange as its top priority for major roadway improvements. Accordingly, the Town shall work with Caltrans, TAM, and related agencies to ensure the interchange improvements are recognized through regional transportation construction and funding programs. The improvements to the interchange shall address the following key issues:

- Improvement of existing limited vehicular sight distance on the bridge.
- Separation of on- and off-ramp traffic from surface street flow.

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- Structural upgrades to the bridge to meet current state and federal standards.
- Upgrades to the existing pedestrian and bicycle paths and overcrossing, including improved access from intersections adjacent to the overcrossing. (Note: construction of a free-standing pedestrian/bicycle overcrossing north or south of the interchange remains an option.)
- Improved signal coordination and circulation plans that recognize the five signalized intersections in the immediate vicinity of the interchange on Tamalpais Drive and Paradise Drive/San Clemente Drive, as a means of improving traffic flow and public safety.
- Expansion of the right-of-way in the vicinity of the interchange, as necessary, to accommodate necessary improvements.

Responsibility: Public Works Department
Timeframe: Three to Seven years
Resource: General Fund; CIP Budget; Impact Fees

POLICY CIR-2.3

Work with CalTrans and Marin County to develop additional vehicular connections across Highway 101.

Implementation Program CIR-2.3.b: Southern Crossing

Study the feasibility of a new vehicular overcrossing and limited interchange south of the Tamalpais interchange.

Responsibility: Public Works Department
Timeframe: To be determined
Resource: CIP Budget

GOAL CIR-3

A Town-wide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

POLICY CIR-3.1

Increase the Town's network of bicycle and pedestrian paths, especially Class I facilities, as viable alternatives to vehicular transportation, especially for access to neighborhoods, commercial centers, schools, parks and other key activity centers.

Implementation Program CIR-3.1.a: Bicycle Transportation Plan

Periodically update the Bicycle Transportation Plan. As part of the update process, expand the scope to the Plan to include pedestrian trails

Responsibility: Planning/Bldg & Public Works Departments

Timeframe: Five years
 Resource: General Fund; General Plan Maintenance Fee

Implementation Program CIR-3.1.b: Bike Lane Improvements

The Town will prioritize improvements to existing bicycle lanes and construction of new lanes, based on the following criteria:

- Existing needs that are not adequately addressed.
- The number of potential users served.
- The potential for adverse impacts on surrounding areas.
- The need for supporting improvements.
- Costs for constructing and maintaining improvements.
- Environmental or related impacts associated with construction.

As noted above, the Town’s top priorities for construction of bicycle lane improvements are to the Tamalpais/Paradise Drive – Highway 101 interchange, and completion of a Class I facility (constructed in coordination with the Bay Trail) on Paradise Drive south to the Tiburon City limit. Additional priority improvements may include a Class I north/south bicycle lane extending from Town Park to Lucky Drive (achieved in part through paving and possible widening of existing gravel paths), and, as site conditions and right-of-way allow, along Meadowsweet Drive.

The Town shall include its prioritization of construction improvements in an updated Bicycle Transportation Plan.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: Three years
 Resource: General Fund; General Plan Maintenance Fee

Implementation Program CIR-3.1.d: Development of Bicycle Paths

Where appropriate, require proposed development projects adjacent to existing or proposed bikeway routes to include bicycle paths or lanes in their street improvement plans and to construct the bicycle paths or lanes as a condition of project approval.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: Application Fees

Implementation Program CIR-3.1.e: Bike Paths

Revise the Municipal Code to provide flexibility in street standards for subdivisions that encourage construction of bicycle paths where they presently do not exist.

Responsibility: Public Works Department
 Timeframe: Three years
 Resource: General Plan Maintenance Fee

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Implementation Program CIR-3.1.f: Bicycle Circulation Review

Require bicycle circulation to be considered in the review of development projects and include in the Design Guidelines.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	Application Fee; General Plan Maintenance Fee

POLICY CIR-3.2

Support the improvement of bicycle lanes and pedestrian paths as part of the Safe Routes to School program.

Implementation Program CIR-3.2.a: Safe Routes to School

Work with local School Districts to identify those bicycle and pedestrian routes most critical for Safe Routes to School improvements.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	General Fund; CIP Budget

POLICY CIR-3.3

Explore opportunities to install bicycle and pedestrian paths that provide connections to surrounding communities and regional open spaces.

Implementation Program CIR-3.3.a: Pathway Connections

As part of the Town's CIP and Specific Plans, identify locations for provision of bicycle or pedestrian pathways through cul-de-sacs or dead-end streets where land may be available to do so.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	CIP Budget; General Plan Maintenance Fee

Implementation Program CIR-3.3.b: Access to Hiking Trails

Improve access to hiking trails by placing bicycle racks at selected locations where on-street parking is unavailable, such as at the southern terminus of Koch Road and at cul-de-sacs in the vicinity of Ring Mountain.

Responsibility:	Planning/Bldg & Public Works Departments
Timeframe:	On-going
Resource:	CIP Budget

Implementation Program CIR-3.3.c: Alto Tunnel

Participate in multi-jurisdictional and inter-agency efforts (including local and regional bicycle organizations) to determine the feasibility of reopening and funding the reconstruction of the Alto Tunnel (or equivalent options) as a regional bicycle and pedestrian path connecting Corte Madera and Mill Valley. Coordinate any future reconstruction efforts with the Marin County Open Space District and Mill Valley.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund

Implementation Program CIR-3.3.d: Bike Rest Stop

Consider installation of a bicycle rest pullout on Corte Madera Avenue at the summit of Chapman Hill. If feasible, construct a pullout funded in cooperation with local and regional bicycle organizations and the Town CIP.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; CIP Budget

POLICY CIR-3.4

Improve access for the physically disabled throughout the Town.

Implementation Program CIR-3.4.a: Funding in CIP

Provide annual funding in the CIP to implement pedestrian improvement projects identified in the Americans with Disabilities Act Transition Plan.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: CIP Budget

POLICY CIR-3.5

Emphasize use of pedestrian pathways and sidewalks as an integral part of the Town's circulation system.

Implementation Program CIR-3.5.a: Sidewalk Design

Design new and replacement sidewalks to increase pedestrian safety, use and aesthetics, including the following principles, to be included in the Design Guidelines:

- Sidewalks shall be designed to ADA standards.
- Maintain sidewalk clearances of at least four feet in residential areas and wider clearances in commercial areas.

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- Consider use of decorative concrete, stamps and other aesthetic treatments for sidewalks in commercial locations or areas used for public gatherings.
- Include streetscape amenities with sidewalks, such as street trees and landscape planters.
- Provide adequate lighting of sidewalks to improve safety and encourage evening use by Town residents.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: Three years
Resource: Application Fee; General Plan Maintenance Fee

Implementation Program CIR-3.5.b: Sidewalk Improvements

Emphasize sidewalk improvements in the CIP. Where possible, pursue local, state and federal funding to assist in constructing sidewalk improvements.

Responsibility: Public Works Departments
Timeframe: On-going
Resource: CIP Budget

Implementation Program CIR-3.5.c: Sidewalk Repairs

Require property owners to pay their fair share of costs for repairing existing sidewalks.

Responsibility: Public Works Departments
Timeframe: On-going
Resource: Property owners' funds

GOAL CIR-4

A public transportation system that improves the mobility of Town residents.

POLICY CIR-4.1

Expand the number of public transit locations within Corte Madera.

Implementation Program CIR-4.1.a: Additional Transit Locations

Identify appropriate locations for additional transit routes and bus shelters in Corte Madera. Potential shelter sites for consideration include the intersection of Koch Road and Paradise Drive; along Paradise Drive near the Aegis assisted living center; and in the vicinity of school uses on the east side of Town, including the Marin Montessori School, the Marin Country Day School and Granada School. Bus shelters should utilize advanced global positioning technologies to identify arrival of next scheduled bus.

Responsibility: Planning/Bldg & Public Works Departments
Timeframe: Four years

Resource: CIP Budget

Implementation Program CIR-4.1.b: Regional Transit Plans

Support regional transit, particularly those plans and programs which improve transit services in the Corte Madera area and which may help reduce through-Town traffic, through CIP and other funding efforts and by offering support to such programs, such as Marin County Transit District’s Twin Cities Shuttle.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund

Implementation Program CIR-4.1.c: Mall Shuttle System

Work with The Village and Town Center mall operators to reduce shopping traffic and parking congestion by establishing a shuttle system during peak shopping periods for use by local residents. Consider extending the shuttle service to other areas of the community. Alternatively, a pedestrian/bicycle bridge linking the two centers should be explored in conjunction with planned improvements to the Tamalpais/Paradise Drive - Highway 101 interchange. Such a structure could be an attractive and important visual landmark for the community.

Responsibility: Planning/Bldg & Public Works Departments
 Timeframe: On-going
 Resource: General Fund; CIP Budget

GOAL CIR-5

Well-designed roadways that respect the scenic character of Corte Madera.

POLICY CIR-5.1

Designate scenic corridors in Corte Madera along arterials that reflect the Town’s unique visual qualities.

Implementation Program CIR-5.1.a: Scenic Corridors

Recognize Corte Madera Avenue, Paradise Drive, Redwood Highway and Tamalpais Drive as Scenic Corridors through an amendment to the Municipal Code.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-5.1.b: Corridor Design Guidelines

Adopt aesthetic protection and enhancement guidelines, in coordination with the Town Design Guidelines, for designated Scenic Corridors. The Guidelines shall include the following provisions:

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- Protection of the quality of the views afforded to drivers, bicyclists and pedestrians using these streets and adjoining pathways or sidewalks.
- Installation of street furniture, lighting and landscaping to enhance the visual quality of these streets, as appropriate to the particular setting.
- Maintaining view corridors along the streets, where feasible, including views of Mount Tamalpais and the San Francisco Bay, by evaluation of development proposals, signage and related improvements that may substantially alter or detract from the quality of the views.

Responsibility: Planning and Building Department
Timeframe: Three years
Resource: General Plan Maintenance Fee

POLICY CIR-5.2

Complete reconstruction of San Clemente Drive as a boulevard, with improvements such as medians, streetscaping, pedestrian and bicycle paths and street crossings, while also preserving the functionality of the street as an arterial.

Implementation Program CIR-5.2.a: San Clemente Reconstruction

Place provisions for development of San Clemente Drive as a Boulevard in the San Clemente/Paradise Drive Community Plan.

Responsibility: Planning and Building Department
Timeframe: Three years
Resource: General Plan Maintenance Fee

Implementation Program CIR-5.2.b: Funding San Clemente

Recommend CIP and Impact Fee funding for completion of roadway and right-of-way improvements along San Clemente Drive.

Responsibility: Public Works Department
Timeframe: On-going
Resource: CIP Budget

GOAL CIR-6

Safe, convenient and adequate parking for uses throughout the Town.

POLICY CIR-6.1

Require parking to meet the needs of existing and planned land uses.

Implementation Program CIR-6.1.a: Off-Street Parking

Through the design review process and appropriate update to the Zoning Ordinance, require all new development to provide sufficient off-street parking. However, the Zoning Ordinance parking standards shall recognize reduced on-site parking requirements when developments include mixed-uses with offset peak hour parking, and provisions for alternative transportation modes.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: Application Fee; General Plan Maintenance Fee

Implementation Program CIR-6.1.b: Preferential Employee Parking

The Zoning Ordinance shall require that all new office, commercial and light industrial development that includes 50 or more on-site employees provide preferential employee parking for carpools and vanpools.

Responsibility: Planning and Building Department
 Timeframe: Two years
 Resource: General Plan Maintenance Fee

Implementation Program CIR-6.1.c: Mall Parking Garages

Provide for the construction of structured parking at The Village shopping center in response to plans for expansion of the center, particularly in support of mixed-use developments and where expansion plans are consistent with General Plan objectives and the Design Guidelines.

Responsibility: Planning and Department
 Timeframe: On-going
 Resource: Application Fees

POLICY CIR-6.2

Explore ways to provide commuter parking convenient to bus stops.

Implementation Program CIR-6.2.a: Improve Transit Parking

Work with local and regional transit providers to identify needs and fund improvements for public parking and transit shelters.

Responsibility: Public Works Department
 Timeframe: On-going
 Resource: General Fund; CIP Budget

POLICY CIR-6.3

Support Intelligent Transportation Systems (ITS) programs within the Town to reduce vehicle miles traveled (VMT) and associated emissions, and improve transit efficiency, reliability and user experience.

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Implementation Program CIR-6.3.a: ITS Program

Determine appropriate ITS intelligent infrastructure strategies that can be implemented to promote efficient mobility and safety within the Town. ITS strategies should seek to monitor and manage traffic, reduce congestion, provide route guidance, among other goals. These strategies can include the following:

- Arterial management
- Freeway management
- Traffic management
- Traveler information
- Crash prevention and safety
- Bus schedule and route frequency information

Responsibility:	Public Works Department
Timeframe:	On-going
Resource:	CIP Budget