

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 1 Regional Transportation Efforts. Participate in regional transportation planning efforts.</p>	<p>The City works regularly with the Transportation Agency of Marin (TAM), Marin Transit, Sonoma Marin Area Rail Transit District (SMART), California Department of Transportation (CalTrans), and the Golden Gate Bus and Highway Transit District (GGHBT) with respect to the planning, funding, construction, and operation of local and regional transportation infrastructure and services.</p> <p>City staff has assisted TAM with its update of the 2011 Congestion Management Plan, which addresses circulation needs focusing on major routes throughout the county of Marin, including Novato.</p> <p>City staff and CalTrans participated in local public meetings regarding the proposed design and appearance of the U.S. 101 widening project through the county of Marin. This effort resulted in revisions to the sound wall design through Novato.</p> <p>Staff has worked with the Metropolitan Transportation Commission (MTC) to evaluate metering light timing for the newly widened U.S. 101.</p>		<p>Carry forward.</p>	<p>Landscaping of sound walls still to occur through Novato?</p>	<p>Yes. CalTrans intends to plant vines along the sound walls in Novato.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

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<p>Program 1.1 Continue to provide City Council and staff representation to the Congestion Management Agency and other regional transportation planning agencies.</p>	<p>The City Council appoints a representative to various local and regional transportation agencies, including the TAM Board of Directors, Marin Transit Board, and the SMART Board of Directors.</p> <p>The Public Works Director participates with the Marin Public Works Association (MPWA) and has typically been appointed to represent the MPWA on the TAM Technical Advisory Committee and TAM Bicycle Pedestrian Advisory Committee.</p>		<p>Carry forward.</p> <p>Replace “Marin Countywide Transportation Planning Agency” with “Transportation Authority of Marin.”</p>		
<p>Program 1.2 Work with the Marin Countywide Planning Agency to carry out the Congestion Management Plan.</p>	<p>Staff has been working with TAM to implement several projects including the widening of Highway 101 and Novato Boulevard.</p> <p>Staff participated on a TAM committee to evaluate the Highway 101 metering lights.</p> <p>City staff has assisted TAM with its update of the 2011 Congestion Management Plan, which addresses circulation needs focusing on major routes throughout the county of Marin.</p> <p>Three of four segments of the Novato Blvd and S. Novato Blvd widening projects have been completed.</p> <p>The Marin- Sonoma Narrows (MSN) project is currently underway and near completion through Novato.</p>	<p>The Marin-Sonoma Narrows (U.S. 101 widening) projects are still underfunded.</p> <p>The final Novato Boulevard widening project has been delayed due to staffing and environmental concerns.</p>	<p>Carry forward.</p> <p>Replace “Marin Countywide Transportation Planning Agency” with “Transportation Authority of Marin.”</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

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<p>Program 1.3 Continue to work with regional agencies to attain the objectives of the Marin Congestion Management Plan related to Highway 101. Do not adopt City standards for Highway 101, recognizing its regional function and State ownership and control.</p>	<p>The City Council and staff have been very supportive of the Marin Sonoma Narrows (MSN) projects. This support continues as the balance of the MSN project remains underfunded. Supporting funding and construction of the U.S. 101 widening through the County of Marin.</p> <p>Novato's City Council was able to work with TAM and CalTrans on behalf of local citizens to agree on the funding and construction timing of a sound wall adjacent to the Orange Avenue neighborhood.</p>	<p>The MSN projects are still underfunded.</p>	<p>Delete and combine with Program 1.2 as they are interrelated. Do not carry forward second sentence.</p>		
<p>Program 1.4 Support the extension of an HOV lane on Highway 101 in both directions within the City limits.</p>	<p>Completed. HOV lanes are being added to the Sonoma/Marin border.</p>		<p>Delete, program implemented.</p>		
<p>Policy 2 Regional Alternatives to the Single-Occupant Vehicle. Support regional transportation</p>	<p>The City is working with TAM to update the 2007 Novato Bike Plan.</p>	<p>Availability of funding.</p> <p>Environmental impact concerns</p>	<p>Carry forward with a minor revision: "...transportation and that limit..."</p>	<p>Suggest rewording the 'Regional Alternatives to Single-Occupant Vehicle' to: "Multi-modal modes of transportation." Support selected regional transportation policies and</p>	<p>The term "alternative" will be replaced with "multi-modal" where found in the General Plan. Staff supports this change as suggested by BPAC.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>policies and programs that increase the use of public transit, carpools, bicycles and other alternative modes of transportation and limit the growth of single-occupant vehicle traffic.</p>	<p>The City has been supportive of the schedule and system changes made as part of the Novato Transit Needs Assessment prepared and implemented by Marin Transit.</p> <p>The City is working with SMART to ensure that their rail and path system are implemented appropriately.</p> <p>The Novato Zoning Ordinance (2001) includes Section 19.30.120, Trip and Travel Demand Reduction Measures, which requires certain projects to provide shower/locker facilities, transit stops, and preferential parking for car pools.</p> <p>The City has supported the construction of carpool lanes as part of the Marin Sonoma Narrows project.</p> <p>As part of the Nonmotorized Transportation Pilot Project, the City and the County of Marin upgraded several intersections in Novato with video detection to improve bicycle detection. In addition, the City recently completed the \$1.8M Commuter Bike Connection project on the west side of 101 from S. Novato Blvd. to Enfrente Dr.</p> <p>In 2012 Marin Transit completed its Novato Transit Needs Assessment and has implemented components in both Phases I & II of the Plan.</p> <p>The City and SMART are working together to ensure the multi-use path along the rail corridor is continuous from the North Novato Station and continuing south the Novato city limits.</p> <p>In 2012 the City Council agreed to include a portion of the SMART multi-use path in the conditions of approval for the Hanna Ranch development. This is a critical piece that SMART may not have incorporated into their plan otherwise.</p>	<p>related to construction of new infrastructure improvements.</p> <p>Limited right-of-way.</p>	<p>Delete “alternative.”</p>	<p>programs that are appropriate for Novato and increase. “</p>	<p>“Single Occupant Vehicle” could be considered for removal recognizing increasing adoption of clean air vehicles.</p> <p>The phrase “appropriate for Novato” could be added to Policy 2.</p>
<p>Program 2.1 Continue to provide staff resources to review, analyze, and monitor the effects of</p>	<p>Staff reviews, prepares comments, and provides informational updates to the Planning Commission and City Council on regional transportation plans as necessary. These reviews are based on plan referrals from the Metropolitan Transportation Commission, the Transportation Agency of Marin, Marin Transit, and the Golden Gate Bridge and Highway Transit District.</p>		<p>Carry forward.</p>	<p>Consider revising ‘alternative’ to ‘various’.</p>	<p>Staff recommends replacing the term “alternative” with “multi-modal.” This is a recommendation made by BPAC and the Planning Commission.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
regional transportation plans on the use of alternative transportation modes.	Recent reviews have included Plan Bay Area and the Regional Transportation Improvement Program both sponsored by the Metropolitan Transportation Commission and the Association of Bay Area Governments.				
<p>Policy 3 Land Use and Transportation Coordination. Manage community growth and infrastructure projects so development can be adequately served by transportation facilities.</p>	<p>The City uses the development review and CEQA processes to assess traffic demand impacts and identify appropriate mitigation measures, including the construction of new transportation improvements.</p> <p>The City consistently requires new development to either construct new transportation improvements or pay a traffic in-lieu fee to cover a fair share cost of such improvements as appropriate.</p> <p>Completed all projects listed in Transportation Chapter TR Table 3:</p> <ul style="list-style-type: none"> • S. Novato Blvd. improvements between Rowland Blvd. and Diablo Ave. • Park-and-ride lot at Rowland Blvd. interchange • Atherton Ave. improvements from Olive Ave. to Hwy 37 • Downtown traffic signal and intersection improvements. • S. Novato Blvd. improvements from Rowland Blvd to U.S. 101. • Tamalpais/Hill/Bradley pavement and drainage improvements • Hwy 101 <p>Completed the following projects listed in Transportation Chapter TR Table 4:</p> <ul style="list-style-type: none"> • Redwood Blvd/Diablo Ave./DeLong Ave. • U.S. 101 North ramp/Nave Dr./Bel Marin Keys Blvd. • S. Novato Blvd/Sunset Pkwy. traffic signal • Redwood Blvd/Olive Ave. traffic signal <p>Novato Blvd./Seventh St./Tamalpais Ave. roadway improvements are in design.</p>	<p>The City's Traffic Impact Fee program provides intermittent funding, which is impacted by changes in local development activity.</p> <p>Escalating construction costs have increased the City cost share of transportation improvements.</p> <p>Lack of funding and staff resources to regularly review and update the City's Traffic Impact Fee. New fee update will be done as part of the General Plan update.</p>	<p>Carry forward.</p>	<p>Will these be added to the list of potential CIP items?</p>	<p>The updated General Plan will identify any existing or new infrastructure improvements necessary to serve new development. The identified projects will be added to the CIP.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 3.1 Develop and maintain a Citywide traffic model to evaluate the balance between development and transportation.</p>	<p>Managed through a contract with W-Trans, a local transportation consulting firm.</p> <p>The City Wide Traffic Model is updated to reflect constructed projects and new development projections. These updates are typically done when needed to support the environmental review of a proposed development project.</p>	<p>The availability of funding to perform regular updates outside of times when necessary for a project’s environmental review.</p>	<p>Carry forward with revisions:</p> <p>"Continue to maintain a Citywide traffic model to evaluate the balance between development and transportation."</p>	<p>How does our “city wide traffic model” compare to TAM’s, MTC’s and BAAQMD. Has staff looked at the VMT tool for local governments developed by the CA ARB?</p> <p>Does this occur only when there is new development or infill? When else would it occur?</p>	<p>A side-by-side comparison of the Citywide Traffic Model and those of other agencies has not been performed. However, staff, on an as needed basis, reviews the traffic projections/modeling of other agencies to determine if the information is generally consistent with the Citywide Traffic Model.</p> <p>The Citywide Traffic Model is much more detailed than those prepared by regional agencies. Regional agencies generally take a macro view of traffic growth for a given region. The City’s model tracks an inventory of undeveloped and underdeveloped parcels and provides build-out estimates factoring for environmental and legislative constraints.</p> <p>The Citywide Traffic Model has been provided to TAM to assist with development of its countywide traffic model. The Citywide Traffic Model is available to other agencies upon request.</p> <p>Staff is waiting for the State Office of Planning and Research to conclude its review of Vehicle Miles Traveled (VMT) as a new analysis tool under the California Environmental Quality Act (CEQA). The State’s decision on VMT will have a significant influence on the VMT tool and thresholds used</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
					<p>by local agencies for the CEQA process. Staff will review VMT models when the state has reached a decision.</p> <p>The Citywide Traffic Model is updated on an as needed basis. This usually occurs with new development projects requiring environmental review. Modeling updates are also prepared when major planning studies and street improvement projects are conducted, such as nexus studies for fee updates, area plans (e.g., North Redwood Corridor), and street widening proposals (e.g., Novato Boulevard).</p>
<p>Program 3.2 Continue to assess the cumulative traffic impacts of development proposals on the City’s transportation system.</p>	<p>A cumulative traffic analysis is a uniform requirement for all new development projects subject to environmental review.</p>	<p>None.</p>	<p>Combine with Program 3.1.</p>	<p>Will combining Program 3.2 with 3.1 retain the ‘cumulative traffic impacts’? Seems like Program 3.1 is entirely different.</p>	<p>Yes. The primary purpose of the Citywide Traffic Model is to assess cumulative traffic levels.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 4 Level of Service Standards. Establish traffic Level of Service (LOS) standards for use in (1) evaluating the impacts of proposed development projects so the project can be redesigned or effective mitigation measures can be implemented, (2) making improvements to the roadway system, and (3) determining appropriate traffic impact fees.</p>	<p>Since adoption of the 1996 General Plan, the City has routinely assessed Level of Service (LOS) through the CEQA environmental review process.</p>		<p>Carry forward.</p> <p>The issue of LOS will be addressed in greater detail once new CEQA guidelines have been published pursuant to California Senate Bill 743. Per SB 743, LOS will no longer be a traffic impact measure that is acceptable in a CEQA document. Staff will be preparing a policy white paper on the issue.</p>	<p>Retain even after the CEQA guidelines are promulgated. Many cities are retaining the LOS in the General Plan since the public and elected officials are more familiar with LOS as a measure of congestion. Understand that for CEQA, we will be required to use VMT, but that does not help residents and elected officials understand how the traffic may impact our road congestion. What are the pros and cons of reducing the LOS standards in Novato?</p>	<p>Staff is recommending retaining Policy 4. The question raised regarding LOS will be answered when staff prepares the LOS White Paper. This paper will be prepared later this year when the state has concluded its review of the CEQA Guidelines pursuant to SB 743.</p>
<p>Program 4.1 Establish traffic Level of Service standards as follows: a. At intersections with signals or four-way stop signs: operation at LOS D b. At intersections with stop signs on side streets only: operation at LOS E.</p>	<p>The thresholds established in Program 4.1 are used to assess new projects that are subject to environmental review.</p>		<p>See comments above.</p> <p>Incorporate into Policy 4.</p>	<p>Retain as a program. By combining a program with a policy, the evaluation of LOS is lost. Retain even after the CEQA guidelines are promulgated. Many cities are retaining the LOS in the General Plan since the public and elected officials are more familiar with LOS as a measure of congestion. Understand that for CEQA, we will be required to use VMT, but that does not help residents and elected officials understand how the traffic may impact our road congestion.</p>	<p>See comment above.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 5 Roadway Improvements. Adopt a list of improvements that accommodates future growth consistent with the General Plan, enabling the roadway system to operate safely and efficiently.</p>	<p>The Regional Transportation Plan and Congestion Management Plan prepared by are current and include improvements for roadways with regional significance.</p> <p>The City evaluated citywide roadway improvements as part of the Development Impact Fee program, which was last updated in 2002.</p> <p>The City adopts a 5-year Capital Improvement Plan annually as part of the fiscal year budget process. Completed all projects listed in Transportation Chapter TR Table 3:</p> <ul style="list-style-type: none"> • S. Novato Blvd. improvements between Rowland Blvd. and Diablo Ave. • Park-and-ride lot at Rowland Blvd. interchange • Atherton Ave. improvements from Olive Ave. to Hwy 37 • Downtown traffic signal and intersection improvements. • S. Novato Blvd. improvements from Rowland Blvd to U.S. 101. • Tamalpais/Hill/Bradley pavement and drainage improvements • Hwy 101 <p>Completed the following projects listed in Transportation Chapter TR Table 4:</p> <ul style="list-style-type: none"> • Redwood Blvd/Diablo Ave./DeLong Ave. • U.S. 101 North ramp/Nave Dr./Bel Marin Keys Blvd. • S. Novato Blvd/Sunset Pkwy. traffic signal • Redwood Blvd/Olive Ave. traffic signal <p>Novato Blvd./Seventh St./Tamalpais Ave. roadway improvements are in design.</p>	<p>Limited staffing resources and funding to update the Traffic Impact Fee (last updated in 2002) and do improvements.</p> <p>The City’s Traffic and Development Impact Fees need to be updated since there are several projects that are likely no longer valid, such as the extension of Rowland Blvd or Bel Marin Keys to Highway 37. These fees are scheduled to be updated as part of the General Plan update.</p> <p>Many of the remaining projects in the DIF are high cost and controversial, such as signalization of the intersection of San Marin at Simmons Lane and intersection improvements at San Marin at Redwood Blvd.</p>	<p>Carry forward with revisions. This policy reads as a program. Amend to read as a policy statement.</p> <p>Traffic Impact and Development Impact Fees should be updated (See Policy 6).</p>	<p>Agree to word as a policy. Consider adding traffic calming techniques to the list.</p>	<p>The issue of traffic calming techniques is discussed under Policy 10 below. Staff’s recommendation for Policy 10 is to consider a program directing the creation of traffic calming design guidelines. Such guidelines could inform the design of roadway improvements contemplated under Policy 5.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

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<p>Program 5.1 Prioritize construction of roadway improvements based on consideration of the following factors: periodic analysis of traffic service levels, the location of new development, and safety considerations.</p>	<p>Staff periodically reviews traffic conditions throughout town.</p> <p>Novato Blvd widening is the City’s highest priority roadway improvement based on traffic conditions. However, this project has been delayed several times by environmental review issues. This has resulted in other projects being programmed and delivered sooner.</p> <p>Signalization of the Redwood at Olive intersection was recently completed.</p> <p>Staff has begun evaluating a modern roundabout in-lieu of a traffic signal at the intersection of San Marin at Simmons.</p> <p>Staff is actively working on the widening of Olive Avenue between Railroad and Redwood.</p> <p>Staff worked with the Metropolitan Transportation Commission to incorporate the addition of a westbound right-turn lane on Rowland Blvd at Redwood Blvd.</p> <p>Staff is currently evaluating future improvements associated with the San Marin/Atherton Interchange.</p>	<p>This is predominantly done through transportation impact studies for individual development applications.</p> <p>Limited staff availability, nominal funding, and a lack of transportation planning experience make this challenging to perform in- house.</p> <p>Financing of improvements and the environmental process have also been barriers to completion of key projects.</p>	<p>Carry forward.</p>	<p>Why was a westbound right-turn lane on Rowland Boulevard at Redwood Boulevard added?</p>	<p>MTC funded pedestrian facility upgrades on both sides of the Rowland Boulevard overpass. One improvement was the addition of a sidewalk and an expanded right-turn lane on westbound Rowland Avenue to northbound Redwood Boulevard. This improvement replaced an unmarked turn lane and dirt shoulder.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 5.2 Construct the improvements listed in TR Table 4. New local streets are not shown on TR Table 4 and will be subject to review during the development review process.</p>	<p>Most of these projects have either been constructed or eliminated by City Council action.</p>	<p>Several of these projects are no longer valid and have little to no political support.</p>	<p>Delete and replace. Develop a new list of needed improvements after the Environmental Impact Report is completed for the updated General Plan.</p>		
<p>Policy 6 Funding. Ensure that development contributes to funding and/or implementing traffic mitigation measures.</p>	<p>Incorporated in to Development Impact Fee (DIF), which was last updated in 2002.</p> <p>Public Works Department and Community Development Department staff works closely to ensure that private development pays its fair share to off-set transportation impacts, including the payment of Development Impact Fees.</p> <p>See attached DIF Table (“C”).</p>	<p>Limited amount of new development to fund improvements.</p> <p>The DIF is outdated. The DIF, including its Traffic Impact Fee component, will be revised as part of the General Plan update process.</p>	<p>Carry forward.</p>		
<p>Program 6.1 Prepare, adopt and implement a Citywide</p>	<p>Citywide Traffic Impact Fee (TIF) was first established in 1997 and subsequently updated in 2002. New residential and non-residential projects have consistently paid the TIF.</p>	<p>Limited amount of new development to fund improvements.</p> <p>The TIF is outdated.</p>	<p>Carry forward with modifications. Continue to maintain and periodically update</p>	<p>Any Traffic Road Fee needs to be fair for all users of our roads. How can you distinguish from construction related traffic, versus delivery trucks and 18-wheelers who service our retail industry and others? Why just the</p>	<p>The Public Works Department currently collects a construction traffic fee when a project requires an encroachment permit. If no such</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
Traffic Impact Fee ordinance.		<p>The County collects traffic impact fee for various locations throughout the County, and has set aside funds to participate with Novato to implement a TIF for the San Marin Interchange.</p>	<p>the Citywide Traffic Impact Fee.</p> <p>Development Impact Fee will be updated based on new General Plan assumptions.</p> <p>Consider adopting a “Construction Traffic Road Fee” program to provide funding for road repair due to increased wear and damage from construction activity. Consider as a separate program under Policy 6.</p>	<p>construction activity especially when there isn’t that much new construction? Most of the construction activity centers on remodeling homes, additions and repair of homes. Not sure this DIF is appropriate.</p> <p>Discuss with full City Council.</p>	<p>permit is required, then a fee is not charged by the City.</p> <p>There is no effective way to distinguish or charge freight haulers and delivery vehicles passing through Novato.</p> <p>The recommendation for construction traffic road fee was suggested to capture a modest level of road maintenance funding and bring Novato into consistency with other municipalities in Marin County that charge such a fee.</p> <p>If a construction traffic road fee is not supported then the City Council should direct staff to forego developing such a program for the updated General Plan.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 6.2 Include in conditions of project approval measures other than roadway improvements, such as Traffic Demand Management requirements, to reduce traffic impacts.</p>	<p>Hamilton Shuttle, which is funded entirely by local businesses and residents.</p> <p>Numerous development projects have incorporated improvements, such as shower and locker facilities, bicycle parking and storage areas, and other improvements addressed by the Trip and Travel Demand Reduction Ordinance.</p> <p>Staff has begun incorporating construction of SMART’s multi-use path in the conditions of approval of property frontage improvements where appropriate.</p> <p>Staff has also been in conversations with business representatives along the north N. Redwood Corridor relating to shuttle activities and connections to the Atherton SMART station.</p> <p>Trip and Travel Demand Reduction Ordinance adopted in 2001. Specific measures include shower/locker facilities, transit stops, electrical vehicle charging stations, and preferential parking for car pools.</p>	<p>Limited staff resources to monitor the ongoing implementation of traffic demand management requirements.</p>	<p>Carry forward with revisions.</p> <p>This program is poorly written and should be revised for clarity.</p>	<p>Agreed to revise for clarity, but unsure what revisions are being proposed. Also consider traffic calming measures in conditions of approval.</p> <p>Why are showers included in the TDM?</p>	<p>Specific revisions will be presented when the draft General Plan is ready for public review. The revision will most likely consist of minor changes to improve the readability of the program. Traffic calming measures can be included for reference.</p> <p>The TDM aims to require improvements that support multi-modal transit options. A shower/locker facility is required to primarily support bicycling to work.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 7 Public Participation and Education in Transportation Decisions. Actively seek public participation in the preparation and review of regional and local transportation plans.</p>	<p>The Public Works Department's policy is to hold public workshops prior to all capital projects. The public is given a second opportunity to comment as plans and specifications are reviewed and approved by the City Council.</p> <p>The Measure B program developed a very successful public outreach and meeting program. While the meetings were not well attended, staff provided the community with ample opportunity to provide comments and feedback.</p> <p>The City Council conducts public meetings and hearings to discuss local and regional transportation plans and projects.</p> <p>City staff routinely reviews and comments on regional and local transportation plans and projects, providing updates to the City Council as necessary.</p>		<p>Carry forward.</p>	<p>Add at end “and improvements” if Program 7.1 is going to be included in Policy 7.</p> <p>Need to engage the public more in reviewing and commenting on regional and local transportation plans and projects. Sometimes projects are proposed regionally without public comment and review.</p> <p>Do we need to find other ways to perform outreach or are folks just not interested?</p>	<p>Policy 7 can be revised to address regional traffic improvement projects.</p> <p>Comment noted.</p> <p>The City uses a variety of tools for public outreach ranging from mailed notices to automated emails. The issue of participation is likely not due to the methods of outreach used by the City or a lack of resident interest, but rather the fact many local transportation projects just don't generate controversy. Projects like the proposed widening of Novato Boulevard will be subject to extensive outreach, including use of Open Novato.</p>
<p>Program 7.1 Continue to hold public meetings on proposed transportation plans and improvements.</p>	<p>See comments above.</p>	<p>See comments above.</p>	<p>Delete.</p> <p>Policy 7 adequately covers the issue of public participation in transportation decisions. A separate implementing program statement is not necessary.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 8 Impacts of Transportation Improvements. When transportation improvements are expected to have negative impacts, seek to reduce them through design changes or mitigation.</p>	<p>On-going.</p> <p>The potential impacts of transportation mitigation measures are determined and mitigated through the California Environmental Quality Act (CEQA) process as applicable.</p> <p>Staff routinely seeks the advice of a multi-agency coordination group that is hosted by the County of Marin to vet the potential environmental impacts of a capital improvement projects and determine what potential project changes or mitigations might be required.</p> <p>Several significant transportation projects are currently being reviewed under CEQA, including the Novato Boulevard and Olive Avenue widening projects.</p> <p>All significant development projects, such as Hanna Ranch, Hamilton Market Place, and Millworks, are routinely the subject of a project specific transportation impact analysis. The findings of these analyses have resulted in various transportation mitigations and improvements.</p>		<p>Delete.</p> <p>A policy is not necessary to address the review of the potential environmental effects of new transportation improvements, which is already directed by CEQA.</p>	<p>Retain for those projects that are not subject to CEQA especially since the State has enacted 4 bills that exempt developments from CEQA (SF 1925; SB 375; SB 226 and now SF743).</p>	<p>Staff supports retaining Policy 8 as a policy statement that can be cited during merits consideration of a transportation improvement, regardless of CEQA being applicable or not.</p>
<p>Program 8.1 Review proposed transportation improvements to ensure that adequate measures will be implemented to reduce any anticipated air quality, noise, visual, or other impacts.</p>	<p>See comments for Policy 8.</p>		<p>See comments for Policy 8.</p>	<p>Retain for those projects that are not subject to CEQA especially since the State has enacted 4 bills that exempt developments from CEQA (SF 1925; SB 375; SB 226 and now SF743).</p>	<p>See response above.</p>
<p>Policy 9 Resource Protection. Design transportation facilities so that irreplaceable resources</p>	<p>Staff works diligently to plan, design, and construct new transportation improvements that avoid environmental impacts and preserve neighborhood character.</p>	<p>In certain instances it is not possible to design needed transportation improvements in a</p>	<p>Carry forward with revisions.</p> <p>Delete references to environmental</p>	<p>Retain the references to environmental resources for those projects that are not subject to CEQA especially since the State has enacted 4 bills that exempt developments from CEQA (SF 1925; SB 375;</p>	<p>See response above.</p> <p>Trees are considered “environmental resources”, which are a referenced component of Policy 9.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
such as important open space lands, environmental resources, recreational facilities and neighborhood integrity are protected.	Achievements include the improvements designed and constructed for Eucalyptus Avenue, which responded to neighborhood requests for a more rural street design.	manner that avoids environmental impacts or completely preserves neighborhood integrity. For example, the proposed Novato Boulevard widening projects will require the relocation and removal of a few existing single-family residences and heritage trees.	resources, which are already covered by the California Environmental Quality Act. Focus policy on compatibility with open space lands, recreational facilities, and neighborhood integrity and context.	SB 226 and now SF743). Add trees in the policy statement.	
Program 9.1 Review proposed transportation improvements so that measures will be implemented to protect important open space lands, environmental resources, recreational facilities, and neighborhood integrity.	See comments for Policy 9.	See comments for Policy 9.	Delete. Policy 9 as recommended to be amended would adequately address the design of new transportation improvements. A separate program is not necessary.		
Policy 10 Through Traffic on Local Streets. Reduce through traffic on local streets to preserve the peace and quiet of residential areas.	Staff continues to prioritize projects along the arterials and collectors to ensure that they have adequate capacity and have properly timed traffic signals to keep motorists on the main streets rather than cutting through neighborhoods. The City has been very supportive of the Marin-Sonoma Narrows project and involved in TAM's evaluation of metering lights	Community character issues are having an impact on how arterial and collector streets are managed. That is, some transportation improvements are	Carry forward with revisions. Perhaps consider revising policy to address traffic calming measures.	Agree with including traffic calming techniques and measures. There will be exceptions like Landing Court that allow nothing through to the Clausing neighborhood.	Comment noted. Comment noted.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	<p>along U.S. 101. Keeping regional traffic on U.S. 101 and off of City streets is critical.</p> <p>The Novato Blvd Widening project is in final design and should be in construction in FY 15-16. This project will help relieve congestion at the intersection of Diablo Avenue, Novato Boulevard, and South Novato Boulevard. This congestion likely causes some traffic to take alternate routes through surrounding neighborhoods.</p> <p>Novato was awarded a Program for Arterial System Synchronization (PASS) grant from the Metropolitan Transportation Commission to evaluate and retime 31 traffic signals throughout town to optimize intersection operations, which would help reduce congestion likely resulting in less cut-through traffic in surrounding neighborhoods.</p> <p>Staff regularly monitors all of the City's local/regional arterial streets, such as Novato Blvd. and San Marin Drive to ensure that they are operating efficiently, which aids in preventing cut-through traffic.</p>	<p>not supported by local neighborhoods.</p> <p>When staff recommended the installation of a traffic signal at the San Marin/Simmons intersection, the community expressed a very negative reaction. That project was intended to be an efficiency improvement, yet the community expressed satisfaction with the less efficient intersection controls. This results in some traffic cutting through surrounding neighborhoods.</p> <p>Staff is exploring other options for the San Marin/Simmons intersection.</p>	<p>See comments under Program 10.2.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 10a. Retain the existing no-access strip at the terminus of Clausing Avenue to preclude vehicular, bicycle and pedestrian access from Landing Court.</p>	<p>On-going. Policy adopted in 2014.</p>	<p>None.</p>	<p>Staff Recommendation: Recommend deleting this policy should the Landing Court housing site be developed in a manner that precludes through access by the time the General Plan is updated.</p> <p>Planning Commission Recommendation: Retain the policy regardless of whether Landing Court housing site is developed.</p>	<p>Retain Policy 10A. We just placed this into the General Plan.</p>	<p>The Planning Commission has recommended retaining Policy 10A as component of the updated General Plan regardless of whether the Landing Court housing site is developed.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 10.1 Adopt and enforce a truck route plan for Novato that limits trucks to selected arterial and collector streets, specifies weight limitations and fines for noncompliance. Install route signs as required.</p>	<p>Completed.</p> <p>Novato Municipal Code Section 18-10 prohibits vehicles exceeding five tons from traveling or parking on any street except those designated as truck routes in Section 18-10.2. Exceptions can be made to allow trucks to travel on prohibited streets for the purposes of making pick-ups or deliveries to a location on that street. Route signs have been installed.</p>		<p>Delete. Program has already been developed and implemented.</p> <p>Carry forward and revise if changes are desired to the implementing standards of the Novato Municipal Code Section 18-10.</p>	<p>Retain to keep the focus on the truck routes and there may be a desire to alter the routes. What is the process of reducing the tonnage to 4 Tons on South Novato Blvd?</p> <p>Agreed with suggestion to insert a program in the Community Identity Chapter that prohibits mobile billboards (advertising on vehicles) parked on public streets. The 9th Circuit Court upheld the lower court's decision that the regulations of Loma Linda, Santa Clarita, LA and Rancho Cucamonga are lawful. These mobile billboards are taking up valuable parking spaces and causing accidents since they are a distraction.</p> <p>Assume that our Ordinance exempts from needing to remain on these routes since garbage type vehicles need to provide basic services.</p>	<p>As noted in the staff recommendation, if the Council wishes to revise Municipal Code Section 18-10, the program could be reworded to direct this. Section 18-10 has an exceptions clause that applies to garbage, delivery, and utility vehicles.</p>
<p>Program 10.2 Develop measures to limit through traffic on residential streets when traffic studies confirm that traffic volumes on such streets exceed the Levels of Service established by the City.</p>	<p>New development projects subject to the California Environmental Quality Act (CEQA) are routinely assessed through a transportation impact analysis, which includes a review of intersection level of service (LOS), vehicle volumes, and safety. Where a potential LOS, street capacity (vehicle volume), and/or traffic safety impact(s) is identified, appropriate mitigation measures (either project changes or transportation improvements) are assigned to the project. This includes traffic calming measures.</p> <p>Eucalyptus Avenue was modified to slow traffic and discourage through traffic.</p> <p>Vallejo Avenue, west of Redwood Boulevard, was improved with bulb-outs to calm traffic and improve pedestrian visibility.</p>	<p>Level of service and traffic volumes are two different traffic measures. That is, an LOS impact is not necessarily indicative of a vehicle volume impact.</p> <p>Many residential streets experience traffic volumes that are well below the actual design capacity of the roadway. As such,</p>	<p>Delete and replace.</p> <p>As written, this program is ineffective since vehicle volumes and LOS are two different measures.</p> <p>The issue of through traffic in Novato seems to not be one of vehicle volumes, but rather poor driver behavior (e.g., speeding). Given</p>	<p>Retain concept of implementing traffic calming measures to reduce the speed of through traffic including speed humps on appropriate streets (e.g. Mirabella, Elm, etc.). Traffic that goes faster than the 'safe speed limit' is a concern in many residential streets in Novato. It adversely impacts the quality of life.</p>	<p>Staff is recommending replacing/revising Program 10.2 to address traffic calming measures.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
		<p>any potential increase in vehicle volume, while still within the design capacity of the given street, is perceived as a negative impact.</p> <p>Emergency responders, including the Novato Fire Protection District, do not often support traffic calming measures, such as speed bumps, which are used to discourage cut-through traffic. These measures are viewed as slowing emergency response times.</p>	<p>this circumstance, this program might be amended to focus on traffic calming measures, which often slow vehicle speeds and may in fact discourage through traffic.</p> <p>A program addressing traffic calming may include direction to develop traffic calming guidelines that are acceptable to local emergency responders. Additionally, a supporting policy or program might be developed to support neighborhoods that are willing to self-assess to cover the costs of installing traffic calming measures consistent with city guidelines.</p>		
<p>Policy 11 Traffic Safety. Improve the safety of the roadway system.</p>	<p>Staff makes every effort to maintain and enhance traffic safety when and where possible. Each traffic complaint and inquiry is evaluated in a timely fashion with Engineering and Traffic Survey documents produced as necessary.</p>	<p>Limited staff resources and funding.</p>	<p>Carry forward.</p>	<p>What aspect of CEQA assesses possible causes for traffic safety impacts or frequency of traffic accidents? Will the change to VMT affect this analysis? Consider including Safe Routes to School as a Program.</p>	<p>The CEQA environmental check list contains the following question: “Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	<p>The CEQA process is used to assess the potential for new development projects to cause traffic safety impacts. The signalization of the intersection of Redwood Blvd and Olive Ave was recently installed and activated to improve motorist, bicyclist, and pedestrian safety.</p> <p>Staff has worked closely with the Marin Safe Routes to Schools program to implement safety improvements around school zones. This includes work completed in 2010 around San Ramon Elementary, Olive Elementary, Hill Middle School and most recently Lynwood Elementary and Sinaloa Middle School. These improvements included sidewalks, bike lanes, pedestrian paths, and radar feedback signs.</p> <p>In 2012, the City purchased additional radar feedback signs through a grant to continue to improve driver awareness around schools.</p> <p>Another example is the recent installation of an all-way stop at the intersection of Palmer and Rowe Ranch.</p>				<p>incompatible uses (e.g., farm equipment)?” This question forms the basis for an analysis of traffic safety. This analysis often involves reviewing local and state databases that track traffic accidents.</p> <p>The proposed VMT thresholds being considered by the Office of Planning and Research are unlikely to change the CEQA Environmental Checklist with respect to traffic safety.</p> <p>Safe Routes to Schools is discussed under Program 22.2 and the Complete Streets White Paper. The following policy is recommended to be added to the General Plan:</p> <p><i>“Safe Routes to Schools</i> Prioritize transportation improvements that strengthen pedestrian and bicycle safety for students traveling to and from schools.”</p>
<p>Program 11.1 Periodically analyze the locations of traffic accidents to identify problems and use this information to set priorities for improvements as a part of the City’s Capital Improvement Program.</p>	<p>The CEQA process is used to assess the potential for new development projects to cause conditions that could increase the potential for or frequency of traffic accidents. CEQA analyses commonly rely on the Statewide Integrated Traffic Records System (SWITRS), a statistical database of traffic collision data compiled by the California Highway Patrol.</p> <p>The Novato Police Department recently purchased the Crossroads Traffic Collision Analysis software. The Crossroads Traffic Collision Analysis software is used to specifically provide</p>	<p>Limited staff resources and traffic engineering experience.</p>	<p>Carry forward.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	<p>traffic collision data to be analyzed for more effective enforcement techniques.</p> <p>The Crossroads monthly report provides information relative to number of collisions at specific locations, primary collision factors, enforcement statistics and a wide variety of collision data for more effective efforts of the deployment of enforcement resources.</p> <p>From the Crossroads program, the Police Department produces a monthly traffic report internally which is used to coordinate needed enforcement operations.</p> <p>Data from the Crossroads program is used to help identify and prioritize capital improvement projects.</p>				
<p>Policy 12 Continuation of Streets. Facilitate the continuation of streets and bicycle and pedestrian paths through developments wherever reasonable and feasible.</p>	<p>Public Works Department and Community Development Department staff have consistently required vehicular, bicycle and pedestrian connectivity. There has been a significant effort to address gaps in the bicycle path network identified in the Novato Bicycle Plan.</p> <p>Staff has worked closely with SMART to incorporate a continuous Class I multi-use path that will connect the Novato North Station to the north and the City of San Rafael to the south. Elements of the multi-use path may not be completed in the near term due to a lack of funding for SMART. Efforts are also being made to close sidewalk gaps and utilize off-street pathways to ensure continuous pathways.</p> <p>The Hanna Ranch development was required to incorporate SMART’s multi-use path as part of the continuation of bike and pedestrian facilities.</p> <p>Staff has worked closely with the Marin Safe Routes to Schools program to implement safety improvements around school zones. This includes work completed in 2010 around San Ramon</p>	<p>Funding and right-of-way availability are key barriers.</p> <p>The City has been constructing curb ramps whenever major roadway maintenance is performed, but it has not been able to fill in all key sidewalk gaps.</p> <p>Neighborhood objections to connecting streets or the widening of roadways to include sidewalks and bike</p>	<p>Carry forward, and add language regarding the purposes of connected streets.</p>	<p>Not sure I agree with the premise in the policy statement. What is the definition and purpose of a connected street? Clarify what ‘through developments’ means? What about preserving the unique character of the neighborhoods?</p>	<p>There is no explicit definition of “connected street.” This term is generally used to describe a street and any associated pedestrian and bicycle amenities that allow numerous options to access the city’s circulation network, which better distributes traffic and provides alternate evacuation routes. The notion is that connected streets accommodate multi-modal circulation.</p> <p>Policy 12 creates the basis, <u>but not the obligation</u>, to require street, bicycle, and pedestrian connectivity through a proposed development project. Requiring a street or path connection is based on project impacts, community need/desire,</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	<p>Elementary, Olive Elementary, Hill Middle School and most recently Lynwood Elementary and Sinaloa Middle School. These improvements included sidewalks, bike lanes, pedestrian paths and radar feedback signs.</p> <p>The Novato Bicycle Plan (2007) identifies and establishes a continuous bicycle network. This Plan is currently being updated as of September 2014.</p> <p>The Commuter Bike Connection project (South Novato Boulevard to Enfrente Drive) was completed in 2012. This project was a major component of the Nonmotorized Transportation Pilot Program (NTPP).</p> <p>In 2011, the City received a Safe Pathways Grant from TAM to fill a sidewalk gap on Indian Valley Road between Hill Avenue and Arthur Drive.</p>	lanes, fearing it will increase pass-through traffic.		<p>Excluding connection from Landing Court to Clausing Avenue.</p>	<p>context/neighborhood character, and neighborhood input. A street connection is also measured against TR Policy 10, which advocates for preventing cut through traffic on streets.</p> <p>Comment noted.</p>
<p>Program 12.1 Review site plans for continuation of street, bike and pedestrian paths.</p>	See Policy 12 above.		<p>Delete. Program not needed as policy direction suffices.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 13 Higher Density Land Uses Adjacent to Public Transit. Encourage higher intensity land uses such as mixed use, multiple family residences, public services and commercial retail centers near transit routes and facilities to reduce vehicle trips.</p>	<p>The General Plan Update process includes a review of land use issues and intensities near transit facilities and routes, including the North, North Redwood Corridor area near the North Novato SMART station.</p> <p>The North Novato SMART station site was selected due to the proximity of Fireman’s Fund and other office uses generating a high concentration of employees in the area.</p> <p>The Hamilton SMART station was selected due to the proximity of office and residential development at Hamilton Field, which provides a significant base of potential riders.</p>	<p>The Community has not been in favor of high-density development or massing high-density development around transit facilities.</p>	<p>Carry forward and modify.</p> <p>This policy should be revised to replace the word "density" with "intensity" and add offices an acceptable land use.</p>	<p>What is the definition of intensity? Seems like intensity is not as understood as density. Consider retaining ‘density’ but defining it (e.g., no greater than 20 units/acre, etc.). Where is staff recommending adding offices as an acceptable land use? Needs to be in character with adjacent uses.</p>	<p>The term intensity was used in this instance to generically capture both nonresidential floor area or land uses (such as office vs. warehouses) and residential density, recognizing both commercial and residential uses are permitted on lands near Novato’s transit facilities. To avoid a misunderstanding of the term “intensity,” Policy 13 could be revised to state: “Encourage higher intensity (e.g., floor area ratio or density) land uses...”</p> <p>The actual level of development intensity, whether residential density or nonresidential floor area ratio, should be addressed in the Land Use Chapter with the description of each individual land use category.</p> <p>Adding the term “offices” was intended to recognize this land use is and will likely continue to be permitted on lands near Novato’s transit facilities, such as the North North Redwood Corridor.</p>
<p>Policy 14 Alternative to Single-Occupant Vehicle. Encourage alternatives to the use of the single-occupant vehicles (SOVs).</p>	<p>The City supported the addition of High Occupant Vehicle (HOV) lanes along U.S. 101 through Marin County.</p> <p>The City has also supported the efforts of Marin Transit and the Golden Gate Highway and Bridge Transit District to provide and continuously improve bus service to Novato.</p>		<p>Combine with Policy 15 below.</p>	<p>Agreed and consider rewording to: multi-modal modes of transportation.</p>	<p>Staff intends to use the term “multi-modal” in-lieu of “alternative.” The phrase “Single-Occupant Vehicles” could be eliminated recognizing increasing use of clean air vehicles.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	<p>The City has been working closely with SMART to support improvement of commuter rail line and multi-use path.</p>				
<p>Program 14.1 Work with organizations promoting the use of alternatives to single-occupant vehicles.</p>	<p>The City works with and supports the efforts of Marin Transit, the Golden Gate Bridge & Highway Transportation District, Marin Safe Routes to Schools, and other entities that promote walking, biking, and the use of public transit.</p>		<p>Carry forward and modify to direct staff to consider revising this program to include more effective/current actions to reduce the use of single-occupant vehicles.</p>	<p>Consider re-wording program to read: “promoting multi-modal modes of transportation.”</p> <p>Like what?</p>	<p>See comment above.</p> <p>Staff has not developed the specific details of what might be revised with respect to Program 14.1. However, in reviewing the City’s current Trip and Travel Demand Reduction Measures, staff has noted that some provisions are outdated and simply aren’t practical to monitor for compliance. As such, an update to Program 14.1 might include direction to change the TDM provisions.</p>
<p>Policy 15 Transit. Encourage use of public transit.</p>	<p>The City has been working closely with Marin Transit, the Golden Gate Bridge & Highway Transportation District, and Sonoma Marin Area Rail Transit (SMART) to support the provision of a wide range of public transit options and services.</p> <p>Marin Transit completed the 2011 Novato Transit Needs Assessment in collaboration with the City. Two phases of the plan have been implemented. Marin Transit and the City are now evaluating upgrades to the downtown bus facility recommended in the Needs Assessment.</p> <p>The SMART commuter rail line was approved by the voters in 2008. Since that time the City has worked closely with SMART to acquire its two station sites in Novato and perform the necessary rail line upgrades to support commuter rail service, including new railroad tracks and crossing infrastructure.</p>		<p>Consider combining with Policy 14 and reorganizing implementing programs accordingly.</p>	<p>Agreed. In addition to public transit, including carpools, shuttles, and other modes of transportation.</p>	<p>The term multi-modal will be used to capture all forms of potential transit.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	Staff participated in discussions with key business stakeholders in northern Novato to evaluate options to connect their businesses with the North Novato SMART Station.				
<p>Program 15.1 Continue to support service by the Golden Gate Bridge District and Marin County Transit District.</p>	See comments above.		<p>Delete. A program is not necessary to direct the City to support and local providers of public transit service. Policy direction is sufficient.</p>		
<p>Program 15.2 Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments that might be served by transit.</p>	<p>Staff reviews the potential transit needs of all new development proposals and requires transit improvements consistent with the need generated by a given project or projects on a cumulative basis.</p> <p>Numerous development projects in Novato have been required to reserve space for and/or install transit improvements, including such items as bus pull-outs, bus shelters, bicycle parking, and pedestrian crossings.</p> <p>Section 5-35 of the Novato Municipal Code provides standards for new public transit facilities, including bus stops.</p>	<p>Section 5-35 of the Novato Municipal Code is dated (adopted in 1977, last amended in 1981) and of limited utility considering Marin Transit, Golden Gate Bridge & Highway Transportation District, and Sonoma Marin Area Rail Transit (SMART) all have their own design standards for transit support facilities.</p>	<p>Carry forward with modifications.</p> <p>Consider a new program addressing a review and update of Section 5-35 of Municipal Code and/or add a program statement addressing referral of projects to local transit providers for review and comment on transit facilities.</p>	<p>Not all streets (and/or sites) lend themselves to bus shelters especially in neighborhoods. Need to be compatible with the neighborhood character. Focus shelters on arterials and major collector streets. In selecting locations for shelters, we need to be mindful of adjacent uses (e.g. shelter in front of Village Pizzeria, Grant Avenue Florist and Garden Restaurant, etc.) Bus shelters with advertising are only allowed in the commercial areas of Novato.</p> <p>Agree with potential new program provided it allows residents, staff, and the City Council to weigh in on bus shelter locations for controversial projects.</p>	<p>As noted in the staff recommendation the Council may choose to consider a new program to direct a review and update of Novato Municipal Code Section 5-35. The new program could include direction to develop criteria to weigh neighborhood/business compatibility issues. Such criteria would help determine acceptable locations for transit facilities. It should be noted that this update will likely require consulting assistance and therefore funding.</p> <p>Most transit facilities in Novato are designed and constructed by local transit districts. These agencies are not subject to the provisions of Section 5-35 of the Municipal Code. However, staff does work with the local transit providers when requests are made to construct new facilities in the public right-of-way. Staff would</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
					<p>recommend compliance with Section 5-35, including any new neighborhood compatibility criteria.</p> <p>A bus stop location proposed with a local development project may be considered through the City’s development review process, which allows residents and staff to provide input. City Council input would occur on projects involving a master plan and precise development plan or CIP projects.</p>
<p>Program 15.3 Work with public transit providers to obtain changes to schedules and routes as needed to serve the community.</p>	<p>Staff does not routinely monitor the schedule and routes of the local transit providers.</p> <p>Staff is sometimes contacted by representatives of the local transit agencies regarding services changes, in particular the addition, elimination, or adjustment of a route through Novato. As such, staff works with transit providers informally on an as needed basis.</p> <p>Marin Transit, with City input, prepared the Novato Transit Needs Assessment in 2011. This assessment outlines local service needs and recommended service enhancements. The recommended service improvements are being implemented on a phased basis. Phases I and II have been completed</p>	<p>Staff availability and time to monitor schedule changes.</p>	<p>Carry forward with modifications.</p> <p>This program might be improved if it were aimed more at directing staff to negotiate some type of agreement with each transit agency regarding the referral of proposed schedule and route changes. This type of change would be consistent with Novato Climate Action Plan Measure 25.</p>	<p>Agree with the concept of referral of proposed schedules and routes to ensure that the public and residents are actively engaged in that proposed change.</p>	<p>Comment noted.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 15.4 Explore feasibility of establishing an intracity transit system</p>	<p>Unknown.</p> <p>Staff is not aware of a feasibility study addressing the establishment of an intracity transit system.</p> <p>Intracity transit service is currently provided by Marin Transit through a fixed route system within Novato extending into other areas of Marin and a Novato Dial-a-Ride service.</p>		<p>Replace.</p> <p>This program as written does not seem necessary considering Marin Transit already provides an intracity service.</p> <p>The Complete Streets White Paper recommends revising Program 15.4 in the following manner:</p> <p>"Continue to work with Marin Transit to provide improved headways, longer service hours, expanded service areas, and safe, convenient, and comfortable facilities throughout the City."</p>	<p>This program was intended to implement a city shuttle concept. Now with the smaller shuttles, this program is no longer needed.</p> <p>Not sure I support the proposal to increase headways and expand service areas unless there is a significant demand for those services and depending on where those services are proposed. Regardless, though, there needs to be considerable public outreach especially to any neighborhoods and residents who may be impacted. We need to maintain the integrity of the neighborhoods.</p>	<p>Program 15.4 could be amended to include text that acknowledges the need for transit service and support facilities to be compatible with surrounding neighborhoods.</p> <p>Alternatively, the draft language for Program 15.4 could be simplified to focus on working with transit agencies to provide safe, convenient, and comfortable facilities throughout the City that are compatible with surrounding neighborhoods and businesses.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 15.5 Explore development of a multimodal facility(ies) along the Railroad Corridor.</p>	<p>Completed.</p> <p>The Sonoma Marin Area Rail Transit (SMART) commuter rail line is scheduled to begin service in 2016.</p> <p>SMART will be constructing a multi-use path along the rail corridor that will accommodate bicycles and pedestrians.</p> <p>SMART will operate two rail stations in Novato, which will provide amenities accommodating pedestrians, bicyclists, and bus service.</p> <p>Portions of the rail line will incorporate a bicycle/ pedestrian path.</p>		<p>Delete. Program will be implemented by initiation of SMART service.</p>	<p>Also confirm City ownership of Downtown Depot building and adjacent land to south and west, which would not preclude construction of another building, such as the old freight building.</p>	<p>The City owns the Downtown Depot building and the bulk of depot site. The City owned area is large enough to accommodate new development. The future disposition of the Downtown Depot will be addressed in the upcoming review the Downtown Specific Plan.</p>
<p>Program 15.6 Investigate the feasibility of ferry service both via the Golden Gate Bridge, Highway and Transit District and in Sonoma County or in other appropriate locations.</p>	<p>Incomplete.</p> <p>The establishment of a ferry service from Port Sonoma was being explored by Sonoma County. However, this effort has been abandoned due to funding and environmental objections.</p>		<p>Delete. The City does not directly control any land with water access capable of accommodating a ferry service. Therefore, any city investigation of the feasibility of such a service would likely be of little benefit.</p>		
<p>Program 15.7 Help alleviate congestion on major thoroughfares such as</p>	<p>Marin Transit completed the 2011 Novato Transit Needs Assessment that outlined key service changes needed to best service the residents of Novato.</p>	<p>Funding is a major issue to implementing larger transit projects. For</p>	<p>Consider modifying to read as follows:</p>	<p>Add crosswalks whenever there is a bus stop to allow riders to cross streets safely. Along Ignacio Boulevard there are several bus</p>	<p>The phrase “enhanced pedestrian facilities” is considered to capture improvements such as crosswalks. However, as discussed under Program</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Highway 101 and Highway 37 by encouraging use of public transit in other locations and ways, including but not limited to park and ride lots, van pooling, bus shelters, convenient schedules and reasonable fares.</p>	<p>Marin Transit has implemented Phases I & II of the Novato Transit Needs Assessment.</p> <p>In 2012, Marin Transit received State of Good Repair funding to make system improvements at a number of bus stops throughout town. These improvements were anticipated to be constructed during the Summer 2013.</p> <p>Marin Transit completed stop enhancements at the Rowland Boulevard and Ignacio Blvd/Nave Dr. interchanges. These improvements were part of the South Novato Bus Stop Improvement Project.</p> <p>In 2013, Marin Transit, working in combination with the City, initiated a redesign of the downtown Novato transit facility.</p>	<p>example, there is no construction funding currently available for the downtown Novato transit facility other than \$900,000 of Lifeline funds that expire in 2015.</p>	<p>“Encourage use of public transit through improvements to supporting facilities at transit stops and park and ride lots, including but not limited to new or improved shelters, lighting, ‘next bus’ rider information technology, bicycle parking, and enhanced pedestrian facilities surrounding transit stops.”</p>	<p>stops without crosswalks and the nearest crosswalk is over ½ mile away.</p> <p>Safety of users should be key to any design and operation of the facilities.</p>	<p>15.2, there is an alternative recommendation to amend Section 5-35 of the municipal code as it relates to transit facilities. If this alternative is supported by the City Council it would be possible to consider criteria addressing when and where crosswalks are installed with city or developer constructed transit facilities. This same criteria could be used to help staff work with local transit agencies constructing their own transit facilities in Novato. Again, this program would likely require consulting assistance and therefore funding.</p> <p>The suggested program language is centered on user safety and convenience, including such measures as lighting and enhanced pedestrian facilities.</p>
<p>Policy 16 Promote measures to reduce travel demand.</p>	<p>In 2001 the City adopted a Trip and Travel Demand Reduction Measures Ordinance (TDM Ordinance) with the updated Zoning Code. See Section 19.30.120 of the Novato Zoning Code.</p> <p>New project proposals are reviewed against the requirements of the TDM Ordinance to determine what improvements, if any, are required for a project. Required improvements can include, but are not limited to, bicycle parking, electric vehicle recharging, preferential parking for carpool vehicles, shower and locker facilities, and transit stops.</p>	<p>Lack of staff resources to ensure the on-going implementation of required trip reduction measures, such as the operation of an employer based transportation information center or the distribution of transit information to tenants.</p>	<p>Retain.</p>	<p>If a new owner takes over a commercial property and performs improvements does the ordinance apply? If not, could it apply?</p>	<p>The current TDM Ordinance applies to new commercial development and additions of 10,000 square feet or larger. The Ordinance does not apply to tenant improvements to prepare existing spaces for a new occupant.</p> <p>Expanding the applicability of the TDM provisions to tenant improvements is not recommended since many such projects are small in scope and involve individually leased spaces within a larger building. This</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
				<p>We could also suggest that large employers appoint a “carpool czar” to organize carpooling for the employees, especially if the city has definite assigned trip end requirements as San Rafael has that must be met.</p>	<p>would be significant burden on the individual tenant.</p> <p>One of the current issues with implementing the TDM ordinance is staff’s ability to ensure compliance. Staff doesn’t have the resources to monitor compliance at numerous commercial projects, some of which may have multiple tenants. Given this circumstance, staff does not recommend the appointment of “carpool czars.” Staff could not effectively insure the implementation of such a program.</p>
<p>Program 16.1 Develop programs for trip reduction and implement as permitted by law.</p>	<p>Completed. See comments under Policy 16 above.</p>	<p>See comments under Policy 16 above.</p>	<p>Carry forward with modifications.</p> <p>Direct a review of the City's existing TDM ordinance and recommend modifications that could improve the effectiveness of the Ordinance.</p> <p>Consider integrating the program components of Novato's 2009 Climate Change Action Plan (CCAP). See specifically CCAP Measure 14, which contemplates city</p>	<p>Is the TDM for city staff only or other employers?</p>	<p>The City’s TDM Ordinance only applies to private development projects. However, the City’s new office building complies with all applicable components of the TDM Ordinance and includes TDM features commonly required of larger private commercial buildings, such as electrical vehicle charging stations and a locker/shower facility.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>efforts to support ride-share and car-share programs to reduce vehicle trips.</p>		
<p>Policy 17 Railroad Right-of-Way. Support the acquisition of the Northwestern Pacific Railroad right-of-way for future transit and possible bike route use, with the mode of transit to be subject to further study</p>	<p>Completed. The Sonoma Marin Area Rail Transit (SMART) District has acquired the former Northwestern Pacific Railroad right-of-way. SMART is actively constructing facilities and improvements to operate a commuter rail service and multi-use pathway.</p> <p>Novato has agreed to prepare and support grant applications for construction of the continuous multi-use path adjacent to the SMART tracks.</p> <p>The City has been working with business owners along north Redwood Blvd to begin developing a plan to connect their employees to the Novato North Station.</p>		<p>Delete and replace.</p> <p>Consider replacing with a new policy supporting improved multimodal connectivity to SMART facilities.</p> <p>The Complete Streets White Paper recommends:</p> <p>"Improve connectivity to SMART commuter rail stations and the SMART bicycle-pedestrian path."</p> <p>"Coordinate with SMART and TAM in seeking opportunities to fund and construct improvements that</p>	<p>Agree to suggested replacement and add crosswalks.</p>	<p>The proposed policy and program language address multimodal connectivity, which is considered to include pedestrian crosswalks.</p> <p>See response to Program 15.7 above.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>expand multimodal access to Novato rail stations."</p> <p>"In coordination with Marin Transit, work to ensure that effective transit linkages are in place between SMART rail stations and the City's primary activity/employment centers."</p> <p>"Coordinate closely with SMART to ensure that the planned on- and off-street SMART multi-use path safely and conveniently ties into the City's existing and planned bicycle and pedestrian network."</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 17.1 Support the acquisition of and coordinated planning for the use of the NWP Railroad right-of-way.</p>	<p>See comments for Policy 17.</p>		<p>Delete. Program has been implemented.</p>		
<p>Policy 18 Support construction of park and ride facilities to increase transit ridership and carpooling.</p>	<p>Park and ride lots have been built by CalTrans at the Nave/Alameda del Prado, Rowland, and Atherton interchanges. A park and ride lot is also provided at Highway 37 and Atherton Avenue.</p> <p>The Novato North and Hamilton SMART stations will function as park and ride lots for commuter rail service.</p>	<p>Right-of-way availability and funding.</p>	<p>Carry forward. There may be other opportunities for local and regional park and ride locations, such as sharing parking at an existing office campus.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 18.1 Identify additional sites for park-and-ride commuter lots that are directly accessible to major arterials and Marin County transit lines and/or freeway interchanges.</p>	<p>Park and ride lots have been built at the Nave/Alameda del Prado, Rowland, and Atherton interchanges. A park and ride lot is also provided at Highway 37 and Atherton Avenue.</p>	<p>Right-of-way availability and funding.</p>	<p>Carry forward. See comments above.</p>		
<p>Program 18.2 Identify mechanisms to provide for and seek developer participation in construction of park and ride facilities by requiring land to be set aside for park-and-ride lots where possible, or including the cost of park and ride facilities into the City’s traffic impact fee ordinance, to the extent that new development increases demand for such facilities.</p>	<p>Park and ride lots have been built at the Nave/Alameda del Prado, Rowland, and Atherton interchanges. A park and ride lot is also provided at Highway 37 and Atherton Avenue.</p> <p>The transportation impacts of new development are analyzed by the City through the California Environmental Quality Act. Where a project is found to generate significant traffic in excess of the thresholds prescribed by the General Plan, mitigation measures are developed to reduce vehicle trips.</p>		<p>Carry forward with revisions. This program might be amended to include the concept of shared parking arrangements that support park and ride use.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 19 Bus Shelters and Benches. Encourage attractive, well-lighted and comfortable bus shelters or benches placed in convenient locations that are compatible with surrounding neighborhoods.</p>	<p>The City does not plan, design, or construct bus shelters or benches. These activities are undertaken by Marin Transit and the Golden Gate Bridge & Highway Transit District.</p> <p>The Golden Gate Transit District and Marin Transit typically offer the City an opportunity to review and comment on the design of new bus shelters and support facilities.</p> <p>The City currently has a contract with CBS Outdoor to maintain and light bus shelters in exchange for allowing advertising. This contract is up for renewal in 2014. All other bus facilities are maintained by their respective transit operator.</p>		<p>Carry forward with revisions.</p> <p>Consider adding language directing staff to work with the local transit agencies to formalize arrangements for project referrals between these agencies and the City.</p>	<p>See comment on 15.2 above.</p> <p>Explain how the recommended revisions would differ from current situation?</p>	<p>See comments on Program 15.2.</p> <p>The recommended revisions don't change how staff currently operates. However, having a General Plan policy/program language directing staff to formalize a referral process seems to add legitimacy to the effort when a request is made of the transit agencies.</p>
<p>Program 19.1 Identify appropriate locations for bus stops, benches and shelters as part of development plans in City Capital Improvement Projects.</p>	<p>The Public Works Department plans and designs new infrastructure improvements with attention given to existing and proposed transit facilities and amenities. Staff coordinates projects with Marin Transit and the Golden Gate Bridge and Highway Transit District.</p> <p>Marin Transit has worked with the City to identify bus stop enhancements, shelter installations, and stop relocations included in their 2013 State of Good Repair Grant.</p>	<p>The City does not directly control where new bus stops, shelters, and benches are located within the public right-of-way. As such, close coordination and cooperation with each transit district is necessary to address the location and design of new or altered transit facilities.</p>	<p>Carry forward with revisions.</p> <p>The basic premise of this policy is fine, but it is poorly worded.</p>	<p>See comment on 15.2; and, need to add 'capability with adjacent uses'.</p> <p>City can make sure that designs are well sited and aesthetically coordinated with all facilities so there is consistency and good layout and design. Excellent maintenance by the appropriate authority is also a must.</p>	<p>See response to Program 15.2.</p> <p>As suggested for Program 15.4, Program 19.1 could be amended to include text acknowledging the need for transit support facilities to be compatible with surrounding neighborhoods.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 19.2 Review bus shelter and bench designs and plans. Provide additional facilities or features for bus shelters and benches in key areas serving a large ridership, as necessary.</p>	<p>See comments above for Policy 19.</p> <p>In 2013, Marin Transit, working in combination with the City, initiated redesign of the downtown Novato transit facility. This effort is ongoing as of the preparation of this review matrix.</p>	<p>The City often lacks funding to provide additional facilities or features for bus stops.</p>	<p>Carry forward and combine with program 19.1.</p>		
<p>Policy 20 Comprehensive Bicycle Path System. Establish a comprehensive and safe system of bicycle routes that connects all parts of the City.</p>	<p>The Novato Bicycle Plan was adopted by the City Council in 2007 and reaffirmed by Council in 2013.</p> <p>The Transportation Agency of Marin (TAM) initiated an update to the 2007 Plan in 2014. This update will likely include additional and modified facility designations.</p> <p>Several bicycle facilities have been constructed over the past decade and more are in the current 5-year CIP.</p> <p>Class II bike lanes have been added in addition to the Commuter Bike Connection multi-use path along Hwy. 101 between Enfrente and Novato Blvd. The City has made great strides in creating a continuous bicycle network.</p>	<p>Limited staff and financial resources to design, construct, and maintain new bicycle routes.</p>	<p>Carry forward and modify as recommended in the Complete Streets White Paper. Suggested language:</p> <p>“Establish and maintain a system of bicycle facilities that are consistent with the City of Novato Bicycle Plan.”</p> <p>Add new programs as recommended by the Complete Streets White Paper addressing:</p> <ul style="list-style-type: none"> • Equipping traffic signals with bicycle detectors. • Developing a program to 	<p>Also support Class I paths in appropriate areas. Need community feedback when the addition of lights may impact the quality of life.</p>	<p>The term “bicycle facilities” is considered to capture all bicycle pathways (e.g., Class I, II, and III).</p> <p>The Public Works Department conducts neighborhood outreach for CIP projects. A lighting project that is part of the CIP would be vetted with the local neighborhood that may be affected.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			regularly inspect and maintain bicycle facilities.		
Program 20.1 Work towards completing the bicycle route system in the Citywide Bikeways Plan.	See Policy 20 above	See Policy 20 above	Carry forward and modify to refer to the Novato Bicycle Plan.		
Program 20.2 Incorporate bicycle facilities into the design and construction of roadway improvements.	<p>This is the Public Works Department's standard practice. Bike lanes will be added to all road segments where adequate pavement already exists. If a segment does not have adequate pavement, but the right-of-way exists, staff will evaluate whether minor road widening can be accommodated to include construction of the bike path segment.</p> <p>In 2011 Class II bike lanes were added to a segment of Indian Valley Road between Hill Road and Arthur Drive.</p> <p>The city was awarded a Highway Safety Improvement Program (HSIP) grant to widen and stripe Class II bike lanes along Olive Avenue between Samrose Dr. and the City limits to the east.</p> <p>The City was awarded Transportation Development Act funds in 2013 to construct a Class I multi-use path along Nave Drive between Main Gate Road and Bolling Circle.</p>	Availability of funding for bicycle facilities and right-of-way constraints.	Carry forward and update as necessary to be consistent with Complete Streets policies to be prepared as part of the General Plan update.		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
Program 20.3 Continue to participate in the Marin Countywide Bicycle Advisory Committee.	On-going. The City has been an active participant.		Carry forward and update to refer to Marin Bicycle Advisory Committee.		
Program 20.4 Utilize grant funding, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bike route system, and to provide bike racks and other bicycle-related facilities.	The Public Works Department actively seeks grant funds to improve and complete the bicycle network per the Novato Bicycle Plan. As part of the Nonmortorized Transportation Pilot Program, the City was awarded a grant to install over a dozen bike racks throughout the downtown Novato. This work was completed in 2012. The City has been successful at receiving grant funds from several state and federal programs to support the improvement of existing rights-of-way with bicycle facilities.	Most grant programs base their awards on high-accident locations. While Novato has some critical gaps in its bicycle network, it fortunately does not have a high number of bicycle versus vehicle accidents, injuries or fatalities. This limits grant funding possibilities.	Carry forward.		
Program 20.5 Distribute maps of Novato's bicycle routes at public buildings, the library, schools and other public places.	The City currently does not currently provide bicycle facility maps to the public. The Marin County Bicycle Coalition (MCBC) provides countywide bicycle network maps. Novato's in-house Geographic Information System (GIS) contains a mapping layer describing existing and proposed bicycle paths and routes. The Public Works Department has been discussing the possibility of making several layers of its GIS available to the public. The	Lack of funding and GIS staff resources to develop and regularly update a map for public distribution.	Modify to direct the creation of a bikeways map for electronic posting to the City's website.	Perhaps distribute to places of lodging, the Novato, Chamber of Commerce, and Downtown Novato Business Association.	Such an effort can be undertaken outside of General Plan.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	bicycle network is one of the layers that could be made available to the public.				
Program 20.6 Construct bike routes according to the standards established by CalTrans' Planning Development and Design Criteria for Bikeways. Alternative designs may be required in environmentally sensitive areas.	The City currently follows the standards established by CalTrans. New bicycle lanes have been installed throughout Novato since adoption of the 1996 General Plan.		Carry forward and update as recommended in the Complete Streets White Paper. Recommended changes include adding language recognizing not only CalTrans standards, but also those developed by the National Association of City Transportation Officials (NACTO).		
Program 20.7 Consider adoption of a <i>Citywide Bikeways Plan</i> based on the recommendations of the City's Bicycle and Pedestrian Advisory Committee.	The Novato Bicycle Plan was adopted by the City Council in 2007 and reaffirmed in 2013. In 2014 the Transportation Agency of Marin initiated an update to the Novato Bicycle Plan as part of a larger countywide effort addressing bicycling and pedestrians. This update will likely include additional and modified facility designations in addition to updated facility status.		Carry forward and update to address ongoing maintenance of the Novato Bicycle Plan. This program should also be listed as the first program implementing of Policy 20. Consider expanding this program or adding a new one to address pedestrians.	Did BPAC comment on this?	BPAC did not comment on this program.
Program 20.8	Completed.		Delete. Program implemented.		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
Require employers to provide appropriate facilities to encourage bicycling.	Novato Municipal Code Section 19.30.090, <i>Bicycle Parking and Support Facilities</i> , includes requirements for bicycle parking, shower, and locker facilities to support bicycling.				
<p>Program 20.9 Continue the bicycle safety programs offered by the Police Department.</p>	<p>The Novato Police Department and Marin County Safe Routes to Schools work closely together to ensure that kids are provided proper education on how to safely use bicycles.</p> <p>The Novato PD has been effective at running regular bicycle rodeos to educate kids on proper bicycle operation. In addition, they have incorporated helmet giveaway and fitting programs into their rodeos.</p> <p>Novato PD personnel conducted and participated in numerous school presentations, enforcement operations, helmet “give-a-ways” all in an effort to improve bicycle safety within the city of Novato.</p> <p>NPD applied for and received 2012 SAFE TREC Bicycle Grant from the State of California Office of Traffic Safety.</p> <p>In 2012, the Novato Police Department was selected as the winner of the best Bicycle/Pedestrian Safety program for the State of California and nationally in the International Association of Chiefs of Police National Law Enforcement Challenge.</p>	Availability of grant funding and staff resources.	<p>Carry forward and update as recommended by the Complete Streets White Paper:</p> <p><u>"Continue the bicycle safety programs offered by the Police Department and the Marin County Safe Routes to School Program. Work with schools and community organizations to expand both youth and adult cyclist training and orientation programs."</u></p>		
<p>Policy 21 Bicycle Parking. Promote and provide adequate bicycle parking at public</p>	The City consistently designs its facilities with bicycle parking. For example, the City's new administrative offices provide bicycle parking racks.	The City does not have direct control over the facilities of other public	Carry forward.		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
transit facilities, park-and-ride lots, schools, the library, parks, city offices, and commercial areas, as feasible.		agencies. As such, the City comments on bicycle parking, but does not have the ability to require such parking.			
<p>Program 21.1 Consider requiring new development, including remodeling and use changes, to provide adequate bicycle parking, as feasible.</p>	<p>Completed.</p> <p>Bicycle parking facilities are required for new multifamily and nonresidential uses in accordance with NMC 19.30.090. Staff uses these standards to review new development projects and require bicycle parking as necessary.</p>		<p>Carry forward with revisions.</p> <p>Continue to require new development to provide adequate bicycle parking.</p> <p>Consider an implementing program to direct staff to review existing bicycle parking standards and amend as necessary to reflect more current thinking on bicycling amenities.</p> <p>Consider incorporating the recommendations of Novato's 2009 Climate Change Action Plan (CCAP). CCAP measures 21 and 22 recommend requiring more bicycle parking for</p>	<p>When ownership changes hands consider requiring for commercial and multi-family developments if they come in for renovations.</p>	<p>The current standards apply to new construction and additions of floor area. The standards cannot be applied to renovations of existing facilities unless the level of work involved reaches 50% of the assessed value of the structure involved. This would be highly impractical to track for multi-tenant commercial buildings. The City rarely receives requests for comprehensive renovations to an existing multi-family project.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			multi-family residential uses and long-term parking measures (e.g., bike lockers) for non-residential facilities.		
Program 21.2 Work with public transit providers to place bicycle parking at bus stops and to increase the number of buses able to take bicycles.	See comments under Policy 19 regarding the City's involvement in the planning and design of proposed transit facilities.	Physical constraints that prevent the accommodation of bicycle parking.	Carry forward with revisions as recommend in the Complete Streets White Paper: "Work with public transit providers to place bicycle parking at bus stops (including secure, weatherproof bike parking at key locations), and to increase the number of buses able to take bicycles ensure that all transit vehicles are equipped to carry bicycles."		
Policy 22 Pedestrian Facilities Promote, provide, and maintain a safe and convenient pedestrian system.	The Public Works Department designs new public circulation infrastructure with consideration given to enhancing the safety and convenience of the local pedestrian system. Examples include numerous sidewalk, pathway, and pedestrian crossing improvements. The City regularly reviews new development projects to identify opportunities to expand pedestrian access and convenience, as well as to determine the safety of such improvements. The CEQA process is commonly used to identify	Limited staff and funding resources to address all of the City's pedestrian infrastructure needs.	Carry forward and update based on the Complete Streets White Paper: "Promote, provide, and maintain a safe and convenient pedestrian system,	Add 'flashing lights' and speed feedback signs.	The term "roadway crossings" is considered to capture all forms of crossing technology including, but not limited to, pedestrian activated crossing signals and radar speed signs to capture drive attention. Representative improvements can be added if more description is desired by the City Council.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
	pedestrian safety issues. Conditions of approval are applied as necessary.		<u>including (but not limited to) consideration of lighting, road surface conditions, access points, signage, and roadway crossings."</u>	Wherever possible separate sidewalks from streets with a planted median or parkway. Avoid having sidewalks cross over sloped driveway apron if possible.	The issues of planter strips and driveway aprons is best addressed in the Community Identify and Public Facilities Chapters of the General Plan.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 22.1 Require a sidewalk, path or shoulder on all streets.</p>	<p>On-going.</p> <p>Staff is incorporating a Complete Streets approach to the design of new circulation improvements and is attempting to add bicycle and pedestrian facilities where sufficient right-of-way exists and where appropriate for the surrounding context.</p> <p>See comments above for Policy 22.</p>	<p>In some instances local neighborhoods have been resistant to circulation improvements, such as street widening projects that would add sidewalks, wider shoulders, or pathways.</p> <p>For new development projects, staff must develop a nexus between a project's circulation demands and the need for expanded pedestrian infrastructure. In some instances, only limited improvements may be exacted from the project developer.</p>	<p>Carry forward and update based on the recommendations of the Complete Streets White Paper:</p> <p>"Require <u>development projects to include a sidewalk, path, or shoulder on all streets as deemed appropriate by City staff, and routinely include projects to close gaps in the pedestrian system on existing streets through the City's CIP.</u>"</p>	<p>Change as deemed appropriate by City staff or City Council. There may be times to reduce impact of development; sidewalks on only side or a pathway is more appropriate than sidewalks to retain the rural nature of the area.</p>	<p>Staff would amend the recommended language to more generically identify the decision maker as the "City" or "Review Authority." This would recognize the fact there are several different decision makers involved in the development review process, including the Zoning Administrator, Design Review Commission, Planning Commission, and City Council.</p> <p>The first recommended Complete Streets program statement is intended to insure there is some form of space for walking or bicycling on all streets. In rural areas the context appropriate improvement may only be a wider shoulder and not a sidewalk or path. The recommended program recognizes this circumstance. The recommended program statement actually improves the flexibility of Program 22.1, which, as currently drafted, is very rigid in its directive.</p>
<p>Program 22.2 Continue to provide traffic controls in areas</p>	<p>Staff has been evaluating pedestrian safety alternatives on a case-by-case basis and upon request.</p> <p>Safe Routes to Schools enhancements were constructed (curb extension and refuge islands) at Olive Elementary, San Ramon</p>	<p>Availability of funding for improvements.</p>	<p>Carry forward and update to include a broader range of pedestrian safety enhancements.</p>	<p>What is the definition of "areas with high volumes of pedestrian movement traffic?"</p>	<p>There is no definition of what constitutes an area with high volumes of pedestrian movement traffic. A downtown, transit facility, school, or park are areas where higher levels of</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>with high volumes of pedestrian movement.</p>	<p>Elementary and Pleasant Valley Elementary in an effort to reduce pedestrian crossing times and increase safety. In addition, radar feedback signs were installed at several locations adjacent to schools to reduce speeds and improve pedestrian safety.</p> <p>The City received a Program for Arterial System Synchronization (PASS) grant from the Metropolitan Transportation Commission in 2012 to evaluate traffic signal timing. While the primary component of this grant was to develop coordinated timing plans for specific corridors, it allowed the City to evaluate several issues, such as pedestrian crossing times and ensure that they conformed to current standards.</p> <p>Obtained a Pedestrian Safety Grant from the State of California Office of Traffic Safety.</p> <p>Novato Police Department personnel periodically conduct enforcement operations relative to pedestrian safety.</p>	<p>Ability to obtain grant funding.</p>	<p>There is a perception that pedestrians are only safe where traffic controls exist. Traffic calming and good pedestrian planning can ultimately be better than random and unwarranted traffic controls. Suggested language from the Complete Streets White Paper:</p> <p><u>"Continue to Provide traffic controls pedestrian safety enhancements such as bulbouts, high-visibility signs and markings, pedestrian warning signals, and other amenities in areas with high volumes of pedestrian movement traffic."</u></p> <p>Consider adding a new program statement as recommended in the Complete Streets White Paper:</p>	<p>Add support for Class I paths, where appropriate.</p>	<p>pedestrian activity likely occur, perhaps warranting prioritization for investment in safety enhancements.</p> <p>If the recommended language is too narrowly focused on high volume pedestrian traffic areas, then Program 22.2 might be modified to simply address traffic controls that improve pedestrian safety generally. Staff believes Class I paths and other types of pedestrian and bicycle paths are implicitly supported where a policy or program advocates for improved or safer bicycle and pedestrian amenities.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>"Review traffic signal timing plans to ensure adequate crossing times for all users at signalized intersections."</p> <p>Consider adding new policy and supporting Safe Routes to Schools as recommended in the Complete Streets White Paper:</p> <p><i>"Safe Routes to Schools</i> Prioritize transportation improvements that strengthen pedestrian and bicycle safety for students traveling to and from schools."</p> <p>"Assist with the preparation and updating of Safe Routes to School (SR2S) plans for schools that serve the Novato population."</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>"As part of the development review process, ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of adopted Safe Routes to School plans."</p> <p>"Actively pursue grants and other funding sources to complete improvements identified in Safe Routes to School plans."</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 23 Support improved access to public transportation by people with disabilities.</p>	<p>The Golden Gate Bridge Highway & Transportation District and Marin Transit assess, plan, and design new bus facilities, services, and other public transportation equipment for disabled access compliance.</p> <p>Numerous capital improvement projects have been designed and constructed with features to accommodate disabled access. Examples include new sidewalk ramp transitions and truncated dome detectable crossing markers.</p>	<p>Non-city agencies provide public transit service and are not subject to the City's oversight with respect to providing services and equipment that are accessible to the disabled.</p> <p>Limited staff and funding resources make it difficult to address older circulation infrastructure features that are not likely ADA compliant.</p>	<p>Carry forward and modify as recommended in Complete Streets White Paper:</p> <p>"Support improved access to public transportation by people with disabilities <u>Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within and beyond the City."</u></p> <p>Consider adding new program statements as recommended in the Complete Streets White Paper:</p> <p>"As staffing resources are available, review</p>	<p>Consider establishing an ADA working group composed of community members to help identify and prioritize those areas needing improvements.</p> <p>When areas are identified that have barriers make a priority listing for those most critical.</p>	<p>A staff committee consisting of members of the Public Works Department, Parks, Recreation, and Community Services Department, Human Resources Division (Risk Management), and the Building Division regularly meet to review ADA issues and complaints. The committee determines whether an ADA issue(s) at hand fits within a CIP project or requires special attention. The committee forms priorities for ADA improvements.</p> <p>Several years ago the City Council decided to reduce the number of city working groups, boards, committees, and commissions. This action was necessary given staffing and financial constraints to support these advisory bodies. Since staffing remains at minimum levels and fiscal conditions remain tenuous, staff does not recommend adding a working group specific to ADA issues. ADA issues are covered by each transit agency for their own projects and by the Public Works Department for local CIP projects.</p> <p>The City recently completed a Community Based Transportation Plan, which included a review of ADA barriers. The City is also working on an ADA Transition Plan, which will identify barriers and offer an</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>transportation corridors to identify barriers encountered by persons with disabilities, including locations where there are not ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program, to the extent that funding for such activities is available."</p> <p>"Continue to make accessibility improvements that eliminate barriers created by utility infrastructure (such as poles that obstruct accessibility)."</p> <p>Consider developing a program under a revised version of Policy 24 (below) that addresses the City's support for ADA compliant</p>		<p>opportunity to assist in prioritization of improvements. This effort will include an opportunity for public input.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
			<p>access to public transit services provided by such agencies as Marin Transit and the Golden Gate Bridge and Highway District.</p>		
<p>Program 23.1 Continue to review all projects for disabled access and require the installation of curb cuts, ramps and other improvements facilitating access in conformance with state and federal regulations.</p>	<p>See comments above for Policy 23.</p>	<p>See comments above for Policy 23.</p>	<p>Carry forward and revise as necessary to be consistent with the recommendations of the Complete Streets White Paper.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 23.2 Continue to support organizations that provide transit service to the elderly and the mobility-impaired.</p>	<p>This service is currently provided by Marin Transit.</p> <p>A member of the Novato City Council is appointed to the Marin Transit Board of Directors and advocates on behalf of Novato.</p> <p>In August 2011 Marin Transit published the Novato Transit Needs Assessment, which assessed additional service needs and identified a range of service improvements to be implemented over a five year period. This plan was developed with community input, including consideration by the Novato Bicycle and Pedestrian Advisory Committee.</p>		<p>Delete. Combine with Policy 24.</p>		
<p>Policy 24 Encourage the continuation and expansion of paratransit service in Novato.</p>	<p>This service is currently provided by Marin Transit. See comments for Program 23.2 above.</p>		<p>Carry forward with revisions to acknowledge the elderly and mobility impaired.</p>	<p>Rather than expansion of paratransit change to say, “Encourage the provision of paratransit and other transit options that enable the mobility of the disabled and older adults.”</p> <p>Marin Transit is looking at more cost effective ways to move older adults/disabled.</p>	<p>The proposed language is consistent with staff’s recommendation to revise Policy 24.</p> <p>Comment noted.</p>
<p>Program 24.1 Monitor paratransit service providers in</p>	<p>No personnel have been assigned to regularly monitor the paratransit services offered by Marin Transit.</p>	<p>Limited staff resources.</p>	<p>Delete. It is impractical to constantly monitor</p>	<p>Being addressed now in the Short Range Transit Plan at Marin Transit.</p>	<p>Comment noted.</p>

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
Novato to identify changes in service. Work with paratransit providers to facilitate a high level of service.			<p>the schedule/service offerings of a non-city agency given current staffing levels.</p> <p>If there are concerns from Novato riders that Marin Access is not meeting resident needs, staff, as is normal, will reach out to Marin Transit to advocate on behalf of Novato users.</p>		
<p>Policy 25 Consider developing an impact fee to require developments to pay their fair share to cover the cost of implementing the City's Americans with Disabilities Act (ADA) transition plan and self evaluation of services plan to the extent allowed by law.</p>	<p>Incomplete.</p> <p>ADA improvements are required for new construction and significant remodeling.</p>	<p>Cost of nexus study.</p>	<p>Delete.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 26 Balanced Transportation Funding. Actively pursue funding for all transportation objectives consistent with the General Plan.</p>	<p>The Public Works Department seeks and applies for all funding sources to accomplish the City’s transportation goals and strategies.</p> <p>The City has been awarded numerous grants to construct transportation improvements, including new bike lanes and pedestrian amenities.</p>		<p>Carry forward.</p>		
<p>Program 26.1 Work with other jurisdictions in the County and the region and with the Metropolitan Transportation Commission to lobby for increased funding for alternative transportation modes.</p>	<p>The City actively participates in local and regional agencies to discuss funding needs and available funding sources for all forms of transportation infrastructure and programs, including those serving bicyclists and pedestrians.</p> <p>The City, along with the County of Marin and the Transportation Agency of Marin, supported funding for the widening of U.S. 101 through Marin County.</p>		<p>Carry forward.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Program 26.2 Obtain needed funding for transportation improvements and public transit facilities from federal, state and county governments and from Traffic Impact Fees.</p>	<p>The City pursues a wide range of funding opportunities for local transportation and transit improvements, including state and federal grants supported by such sources as gas and sales tax revenues and bond funding.</p> <p>The City itself collects a Traffic Impact Fee from new development to help fund citywide transportation improvements intended to serve the cumulative level of development project in the General Plan.</p> <p>Since adoption of the 1996 General Plan, the City has received funding from federal, state, and county sources to support the construction of numerous local transportation improvements.</p>	<p>The City's ability to obtain federal, state, and county funding for transit and transportation is always uncertain given that agencies must compete for funds.</p> <p>The City's Traffic Impact Fee has not been updated since 2002, which raises the issue of whether the fee level is adequate and if the improvements underlying the need for the fee remain necessary or if new improvements are required.</p>	<p>Carry forward.</p> <p>The City's Traffic Impact Fee will be revised through the General Plan update process.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
<p>Policy 27 Gnoss Field. Encourage the maintenance of Gnoss Field as a General Aviation Airport. Oppose improvements to Gnoss Field that could lead to commercial aviation.</p>	<p>Staff reviews and comments on environmental review documents prepared for proposed projects at Gnoss Field, including a current proposal to extend the runway length.</p> <p>City staff reviews project Gnoss Field project referrals from the perspective of whether the proposed improvements would support commercial aviation operations.</p>		<p>Carry forward with revisions.</p> <p>Language should be added to clearly describe whether all or just some types of commercial aviation should be opposed at Gnoss Field.</p> <p>General aviation airports, such as Gnoss Field, commonly have limited commercial flight operations (e.g., sightseeing, flight training, air taxi, small corporate aircraft rental).</p>	<p>This is isn't in our purview; it is a County run facility. Why is this here?</p> <p>For Policy 27, the last part reads "Oppose improvements to Gnoss Field that could lead to commercial aviation." Is such a statement normal for a General Plan? The connection between whether an improvement can lead to commercial aviation appears to be quite subjective. I agree with changing the wording as it appears to be quite restrictive for general improvements.</p> <p>Supports Planning Commission recommendation.</p>	<p>Policy 27 essentially provides guidance to the County of Marin regarding Novato's sentiments with respect to use of Gnoss Field since its operations have an impact (primarily noise from aircraft) on residents of Novato. Staff relies on Policy 27 when submitting comments to the County of Marin regarding proposed operational and facilities changes at Gnoss Field. Staff continues to recommend retaining and revising Policy 27.</p> <p>Establishing a position on the type(s) and intensity of use at a transportation facility, such as an airport, is not uncommon for a General Plan.</p> <p>Comment noted.</p>
<p>Program 27.1 Work with agencies to ensure no facilities for commercial aviation are built.</p>	<p>See comments for Policy 27 above.</p>		<p>Delete. This issue is sufficiently covered by Policy 27.</p>		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
Program 27.2 Periodically review and continue to implement regulations on aviation (such as helicopter takeoffs and landings) in the City limits.	Completed. Heliports are not allowed in Novato, with exception of the Business and Professional Office (BPO) Zoning District. A use permit is required to allow a heliport in the BPO Zoning District.		Delete, implemented.		
Policy 28 Airport Land Use Plan. Support safety provisions of the Airport Land Use Plan.	Staff regularly refers significant development projects and land use amendments involving property located within the Marin County Airport Land Use Commission's referral area, which encompasses a 2-mile radius around Gness Field.		Carry forward.		
Program 28.1 Continue to monitor the environmental effects of Gness Field by reviewing and responding, as appropriate, to all EIRs and related planning documents.	Staff continues to review and comment on environmental review documents prepared for proposed projects at Gness Field, including a current proposal to extend the runway length.		Carry forward.		
Policy 29 Non-aviation Status of Hamilton Runway. Continue to ensure that	Implemented. The runway has been converted to wetland habitat by the State Coastal Conservancy and Army Corps of Engineers.		Delete. Policy implemented.		

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Policy/Program	Achievements/ Status	Barriers to Implementation	Recommendations for Update	City Council Questions & Comments	Staff Response
the Bay Conservation and Development Commission, the Metropolitan Transportation Commission and other appropriate agencies recognize permanent non-aviation status of the Hamilton Field runway.					

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

A

TR Table 3: Committed Roadway Improvements		
Project Name	Capacity Improvements	Status As of 3/96
South Novato Boulevard improvements between Rowland Boulevard and Diablo Avenue	One additional lane in each direction, increased storage capacity at intersections, traffic signal coordination. Class II bike lanes.	Under construction COMPLETE
Park-and-Ride lot at Rowland Boulevard Interchange.	Parking for 250 vehicles.	Design in progress by CalTrans COMPLETE
Atherton Avenue improvements from Olive Avenue to Highway 37	Turn lanes, Class II bike lanes.	Design in progress COMPLETE
Downtown traffic signal and intersection improvements	Coordination of the traffic signals on De Long Avenue from U.S. 101 to Diablo Avenue and coordination of the traffic signals on Redwood Boulevard from Lamont Avenue to Grant Avenue.	Design not yet started; fund allocation has been delayed COMPLETE
South Novato Boulevard improvements from Rowland Boulevard to U. S. 101	Class II bike lanes, underground existing overhead utilities.	Design in progress COMPLETE
Tamalpais/Hill/Bradley pavement and Drainage improvements	Sidewalk on one side of Tamalpais Avenue between Center Road and Hill Road and on Hill Road between Tamalpais Avenue and Diablo Avenue.	Reconstruct pavement, improve drainage, provide Class III bikeway COMPLETE
Highway 101	Auxiliary Lane improvements in San Rafael, none in the Novato Area of Interest.	Approved and partially funded by CalTrans COMPLETE

Following are the principal intersections which will experience severe traffic congestion at buildout if improvements listed in TR Table 4 are not constructed when travel demand increases.

- Novato Boulevard/Seventh Street/Tamalpais Avenue, which operates at a LOS D during the P.M. peak hour.
- Novato Boulevard/Diablo Avenue, which operates near capacity a LOS E in the P.M. peak hour.
- Redwood Road/Diablo Avenue/DeLong Avenue, which operates at mid LOS D in the P.M. peak hour.
- Ignacio Boulevard/Nave Drive/Northbound US 101 Ramp, which operates at low LOS D during the A.M. peak hour, and at capacity (LOS F) during the P.M. peak hour.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

(B)

TR Table 4: Major Roadway Improvements	
Novato Boulevard/Seventh Street/Tamalpais Avenue	Add an additional through lane on the northbound and southbound approaches on Novato Boulevard
Redwood Boulevard/Diablo Avenue/DeLong Avenue	Change the southbound Redwood Boulevard approach to include two left-turn lanes and a shared through/right-turn lane. Change the eastbound Diablo Avenue approach to include two left-turn lanes, two through lanes, and a right-turn lane. ¹
U.S. 101 North Ramp/Nave Drive/Bel Marin Keys Boulevard	Change the eastbound Bel Marin Keys Boulevard approach to include a through lane, a shared through/right-turn lane.
South Novato Boulevard/Sunset Parkway	Install a traffic signal.
Redwood Boulevard/Olive Avenue	Install a traffic signal.
Atherton Avenue/Bugeia Lane	Install a traffic signal.
Bel Marin Keys/Highway 37	Construct a connector.
Rowland Boulevard	Construct an extension to Highway 37. The extension may be limited to an emergency access way.
Redwood/San Marin Intersection and 101 South Ramps	Add turn lanes.

The City's Capital Improvement Program supported by specific project mitigation improvements will provide for roadway and intersection improvements as determined necessary to meet traffic service and safety requirements and comply with all of the other goals and policies of the General Plan. Annual review of consistency of the City's Capital Improvement Program with the General Plan is required by State law. The timing and need for construction of projects listed in TR Table 4 will depend on the rate and location of new development and on trends in travel behavior.

TR Policy 6 Funding. Ensure that development contributes to funding and/or implementing traffic mitigation measures.

TR Program 6.1: Prepare, adopt and implement a Citywide Traffic Impact Fee ordinance.

¹Amended 6/25/02 by Resolution No. 101-02.

Transportation Chapter: Evaluation of Existing Policies and Programs – Full Table

Streets and Intersections



Table 8: Streets and Intersections Improvements for 2002 DIF Update

Mitigation	2002 DIF Update Traffic Improvements	1999 Cost	1999-2002 Inflator	1999 Inflated Cost ¹ or Current 2002 Cost
Remaining 1999 Improvements - Updated for 2002 DIF Update				
✓ → AGP-1	Widen Novato Boulevard to four lanes	\$ 3,662,300	8.62%	\$ 6,150,390
✓ → AGP-2	Intersection of Redwood Blvd./Diablo Ave./Delong Ave. Widen EB approach Revise signal timing	883,000	8.62%	959,115
AGP-5	Intersection at Redwood Blvd./San Marin Drive ² Modify SB approach Modify EB approach Modify WB approach Widen railroad overcrossing	1,357,900	na	4,300,000
✓ → AGP-7	Traffic signal modifications (new) ² Redwood Blvd./Olive Ave. Install traffic signal/roundabout	- 397,450	na na	200,000 736,000
AGP-8	Atherton Avenue/Bugeia Lane Widen north side of Atherton to create SB turn lane	na	na	623,410
AGP-10	U.S. 101 at Atherton Ave. Modify NB Ramps	222,300	na	290,000
AGP-11	Sunset Parkway/Ignacio Blvd. Conduct signal warrant analysis	393,750	na	284,000
✓ → AGP-12	San Marin Drive/Simmons Lane Install traffic signal (DIF component only)	390,600	8.62%	424,270
✓ → No. 13	Various Streetscape Improvements	856,250	8.62%	930,059
✓ → No. 14	Downtown Parking Improvements A. Parking Structure at City Hall (31% of \$2.85 M Total) ³ B. Improvements to Zenk Lot (70% of \$900 K Total) ³	310,000 105,000	na na	883,500 630,000
	Remaining 1999 Improvements - Subtotal	\$ 8,578,550		\$ 16,410,743
New 2002 Improvements - Newly Identified Improvement for 2002 DIF				
NP-1	US 101 Southbound/San Marin Drive Modify EB lane Possible SB onramp widening	na	na	\$ 1,500,000
NP-2	Redwood Drive north of San Marin Drive Widen 2 SB lanes & acquire ROW	na	na	825,000
NP-3 ⁴	Alameda del Prado/101 Overpass Widen NB & EB approaches Install traffic signal	na	na	64,152
NP-4	Rowland Boulevard Corridor Improvements Restripe existing bike lane to add additional traffic lane Install new bicycle and pedestrian overpass Extend WB lane & acquire ROW	na	na	2,526,000 256,000
NP-5	Hwy. 37/Hanna Ranch Rd./Rowland Blvd. Extension Improvements ⁵ Interchange improvements	na	na	2,740,000
No. 15	Grant Avenue Parking Lot	na	na	3,200,000
	New 2002 Improvements - Subtotal	\$ -		\$ 11,111,152
	Total 2002 DIF Improvements			\$ 27,521,895

¹ Includes \$2,000,000 in costs in 2002 for AGP-1 project that was previously assumed would be funded via a grant in 1999 Report.

² City staff provided \$4.3 million estimate for approach and railroad crossing widening project components. W-Trans provided \$200,000 estimate for traffic signal right-turn overlap phasing, pole relocation, and other modifications due to widening of approaches.

³ Assumes cost shares from 1999 are still valid.

⁴ Total project cost is \$486,000, but only 13.2 percent or \$64,152 is attributed to new development. Remaining project cost represents amount to correct existing deficiency for existing development.

⁵ The total cost of \$20 million for this project is allocated with 13.7 percent generated by local trips included in this fee. The remaining 86.3 percent is considered regional trips and is excluded from this fee.

Sources: Table 7; City of Novato Engineering Department, W-Trans; MuniFinancial.