

## **RECOMMENDATIONS FROM THE ALLIANCE OF COASTAL MARIN VILLAGES (“ACMV”): Long-Range Policies**

The recommendations of the ACMV concerning traffic, parking, garbage, and sharing the roads are consistent with long-range policies that are already either required, or permitted and encouraged, by the Marin Countywide Plan or by Marin’s Local Coastal Program. The common thread to these underlying policies is that it would be counter-productive to expand infrastructure in ways that enable further growth of private vehicle traffic. Instead, agencies should provide drivers information and alternative means to enable them to enjoy West Marin without adding to the congestion.

### **Existing Policies. These Don’t Require Action from the Working Group:**

1. Do not expand highway capacity (travel lanes) for motorized vehicles in Coastal Marin.
2. Do not significantly expand parking in the County, State, and National parks.
3. Reduce village congestion by managing parking as local stakeholders choose through a public process (within limitations set by Coastal Commission and County policy.)
4. Improve walk and bike access to the villages and parks in Coastal Marin. Complete the bike/pedestrian path from Central Marin to West Marin.
5. Improve transit access, by using intercept parking lots near to US 101, with shuttle service to various Coastal Marin parks on weekends.
6. Use digital message signs along US 101 to advise tourists about parking limitations in parks in Coastal Marin.
7. Adopt traffic calming measures in the villages (such as speed bumps, narrower lanes, bulb-outs at intersections, and blinking yellow lights).

### **Policies Needed to Implement the ACMV’s Recommendations:**

The ACMV members believe that it is necessary to adopt three new policies in order to implement many of the ACMV recommendations.

1. Require all County and State agencies (and urge Federal agencies) to give general notice and hold public meetings in Coastal Marin before deciding on any changes, whether new construction or “repairs” or changes to maintenance policy for highways, bridges, and other infrastructure.

2. Marin County should not adopt into its LCP any policy (such as C-PK-3) that favors commercial land uses over residential uses in our village downtown cores.
3. The ACMV (or a similar entity of coastal village representatives) should meet with County staff and Coastal Commission staff to negotiate agreements on all issues that affect our local population: e.g. the core area commercial preference issue, new parking restrictions near the coast, new controls on short-term rentals, etc.

**Historical Note on the ACMV Recommendations:**

Lastly, it is important to note that most of the ACMV's recommendations have been in place for many years in our community plans. Examples include:

East Shore Community Plan, adopted 10/13/87. Add painted crosswalks. Off-street parking must be included in developments.

Inverness Ridge Communities Plan, adopted 1/12/82. Install traffic controls on Sir Francis Drake Blvd., such as stop signs.

Point Reyes Station Community Plan, adopted 3/6/01. A general goal is "Management of tourism (balance of local concerns with visitor needs)." Specific objectives include: "Carefully manage the impacts of tourism on the visual character of the historic downtown district," and "Minimize the impacts of tourism on the everyday activities of the local population."

Stinson Beach Community Plan, adopted 6/25/85 and amended 6/23/06. Neither Panoramic nor Highway One should be widened or straightened.