



City of Sebastopol Planning Commission Staff Report

Meeting Date: January 6, 2023
Agenda Item: 5A
To: Planning Commission
From: Kari Svanstrom, Planning Director
Subject: Sustainable Transportation Planning Grant
Recommendation: Receive Update and Provide Input

Introduction:

The City will be submitting a Sustainable Transportation Planning Grant through the State of California Department of Transportation (Caltrans). A brief presentation and update of the grant will be provided by the City's traffic engineering consultant, W-Trans.

Project Description:

The project is the sustainable transportation planning grant through Caltrans and is further described in this document. Caltrans developed this grant program to support their mission to "provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

Current Grant Schedule:

- January 2023 – Release FY 2023-24 Grant Application Guide/Call-for-applications and conduct virtual workshops
- March 9, 2023 – Grant application deadline. Application period will be approximately 8-weeks.
- Spring 2023 – Application evaluation and management approval of grant recommendations
- Summer 2023 – Grant announcements
- Fall 2023 – Grant recipients begin project activities
- Winter-Summer 2026 – Grant projects are completed, and grant funds expire (expiration dates depend on grant recipient and fund-type)

Grant Program Objectives:

- Sustainability
- Preservation
- Accessibility
- Safety
- Innovation

- Economy
- Health
- Social Equity

Draft Project Description for the Grant:

In close collaboration with Caltrans District 4, the Sonoma County Transportation Authority, and the County of Sonoma, the City of Sebastopol will develop a sustainable corridor plan for SR116 and SR12 in the downtown core of the City of Sebastopol. The effort will take a fresh look at addressing regional through traffic which has impacted the ability of the downtown to thrive economically and for pedestrian and bicyclists to safely traverse in the downtown area. The plan will result in the following key deliverables:

- A preferred plan for the downtown corridors of SR116 and SR12 that address safety, sustainability, accessibility, connectivity, and mobility for all modes.
- A cohesive regional plan for State, County and other local jurisdiction vehicle facilities to address capacity and freight movement intended to allow for the preferred downtown corridor plan to function successfully.
- Fewer transportation-related obstacles to economic development and increased opportunities in the downtown core for future public-private partnerships to address these obstacles.
- Active community engagement with disadvantaged census tracts resulting in a prioritized list of policies, programs, and projects that would most effectively address community-identified needs and inequities.

Plan Description:

The purpose of the Plan is to analyze and determine a comprehensive vision for the corridors of SR116 and SR12 in the downtown core of the City of Sebastopol to make the area more welcoming to pedestrians, bicyclists, transit riders and other non-vehicular modes of transportation, supported by street design, connectivity, multi-modal solutions, and conceptual roadway cross sections and layouts. The plan will include an analysis and determination of potential vehicle capacity modifications to regional facilities outside of the City which would impact traffic volumes in the City including, but not limited to: Occidental Road, Todd Road, Llano Road extension from SR12 to Occidental Road and potential future interchange at SR12/Fulton Road including its connection to Occidental Road. However, the plan would not include any concept plans for these corridors outside of the City.

Public engagement and stakeholder input will be an essential part of the study. There would be a robust public interactive process to develop up to three options for the downtown corridors. In addition to local stakeholders including downtown merchants, the project team would consult and interact with Caltrans, the County, the SCTA and City of Santa Rosa, if necessary. The process would lead to Council selection of a preferred option.

The general scope of the project for the Grant is to develop a Downtown planning study that will have a multi-modal and more sustainable transportation focus on circulation through the downtown area. The goal would be to make the downtown a destination and not simply a place for through traffic to move through as quickly as possible by encouraging alternate means of

transportation to downtown, or if arriving by car, a park once and walk concept. Three options would be developed based on input from the public and from the various stakeholders, but could include, for example, improvements that: 1) benefit pedestrians and bicyclists without worsening the current level of service at various intersections in the downtown area, 2) optimizes bicycle and pedestrian movement, but will likely impact the current level of service at various intersections, and 3) compromise between the two options with respect to vehicles versus ped/bicycle movement. At least one of the options would include a revert back to two-way streets on SR116.

The Downtown planning study will include a traffic analysis of the three options, as well as a budget level of cost for implementation. The traffic analysis will consider operations on both City streets and subregional routes where capacity revisions may impact through traffic in the City's downtown. The plan will also include urban and landscape design for the downtown study area, but not the regional routes. This is important to support a revitalization of downtown and the idea of downtown as a destination. There will need to be sufficient environmental analysis in order for Council to select a preferred option, especially if there is a Level of Service reduction that is inconsistent with the General Plan.

Scope of Work:

Task 1: Existing Conditions

Task 2: Traffic Modeling

Task 3: Community Engagement and Coordination

- Bi-weekly City Project Manager and Consultant check-in meetings
- Eight (8) to twelve (12) in-person (or virtual) staff-level meetings
- Stakeholder meetings with key City groups, downtown merchants, the County of Sonoma, SCTA, Caltrans and the City of Santa Rosa.
- Three public workshops and associated on-line rebroadcast.
- Online public surveys
- Three (3) Technical Advisory Committee meetings
- Two (2) Sebastopol Council Meetings
- One (1) County Board of Supervisors meeting
- One (1) SCTA hearing

Task 4: Corridor Vision, Alternatives and Analysis

- Develop Local Alternatives:
- Develop Alternatives for Regional Routes:
- Analyze Scenarios
- Concept Plans
- Urban Design

Task 5: Implementation Strategies

Task 6: Environmental Review of the Corridor

Task 7: Finalize the Plan

General Plan Consistency:

The intent of this grant will be to plan for continued transportation improvements in line with the General Plan's Circulation element (see attachments) and other elements of the General Plan.

Public Comment:

No public comments have been received as of the writing of this staff report regarding General Plan consistency items.

Recommendation:

Staff recommends that the Planning Commission receive the update on the Sustainable Transportation Planning Grant and provide input and/or suggested issues to address and authorize the Chair to sign a letter of support which would attach to the grant.

Staff recommends that the Planning Commission receive the update on the Sustainable Transportation Planning Grant, provide input and and/or suggested issues to address and authorize the chair to sign a letter on behalf of the Planning Commission providing a letter of support which would attach to the grant.

Attachments:

Circulation Element of the Adopted General Plan

Sustainable Transportation Grant Guidelines and Link to additional information:

<https://www.grants.ca.gov/grants/climate-adaptation-planning-sustainable-transportation-planning-grant-program/>

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

3. CIRCULATION

Introduction

The Circulation Element provides the framework for decisions concerning the city's multi-modal transportation system, which includes roadway, transit, bicycle, and pedestrian modes of travel. The Circulation Element provides for coordination with the Sonoma County Transportation Authority (SCTA), which serves as the coordinating agency for transportation funding for Sonoma County.

State law (California Government Code Section 65302(b)) mandates that the Circulation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. As required by California Government Code Section 65302(b), the Circulation Element is correlated closely with the Land Use Element and is related to the Housing, Conservation & Open Space, Noise, and Safety elements.



The Circulation Element reflects the City's desire to provide for complete street, bicycle, and pedestrian facilities. This element considers overall mobility, existing and desired land uses, future street conditions, and mobility for non-automobile users, including safe routes to schools. This element establishes standards that guide development of the transportation system through goals, policies, and actions.

Background information regarding circulation conditions in Sebastopol is presented in Chapter 2 of the General Plan Update Existing Conditions Report.

Goals, Policies, and Actions

Goal CIR 1: Provide a Transportation System that Promotes the Use of Alternatives to the Single-Occupant Vehicle and Facilitates the Efficient and Environmentally Responsible Movement of People and Goods Within and Through the City of Sebastopol

Policy CIR 1-1: Ensure that the City's circulation network is maintained and improved over time to support buildout of the General Plan in a manner that is consistent with the General Plan Circulation Map. (Figure 3.1)

Policy CIR 1-2: Ensure that the City's circulation network is a well-connected system of streets, roads, sidewalks, multi-use trails, routes, and paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy CIR 1-3: Regard the quality of life in Sebastopol, maintaining its special small-town character, and providing a safety network of pedestrian and bicycle facilities as more important than accommodating vehicle circulation.

Policy CIR 1-4: Promote public education and participation in transportation issues and decision-making.

Policy CIR 1-5: When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users, including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered preeminent to automobile drivers.

Policy CIR 1-6: In evaluating circulation improvement needs, and in reviewing major development proposals, consider impacts for all modes of transportation, including pedestrians, bicyclists, transit, and vehicles.

Policy CIR 1-7: Projects that would substantially impact circulation conditions shall provide a circulation impact report. This report will serve as a decision-making tool for the City, recognizing that maintaining and improving the community's social fabric and economic vitality includes consideration of a project's effects on pedestrians, bicyclists, and transit as well as the overall effect of improvements associated with achieving appropriate Level of Service. LOS is not intended to be used as the primary method to limit the size or density of a project, but rather to provide decision-makers with a picture of the impacts associated with a project and allow decision-makers to determine appropriate improvements to alleviate traffic impacts, to the extent appropriate and feasible. The Planning Department will determine whether a circulation impact report is required as part of the initial project application review process.

Circulation impact reports shall evaluate:

- Project effects on all modes of travel, including pedestrians, bicycles, transit, and vehicles;
- Improvements to accommodate the project with a focus on access and safety; and

- Impacts to vehicle travel, as determined by the Transportation Research Board's Highway Capacity Manual. This analysis is intended to provide a menu of potential improvements but should not mitigate LOS by reducing project size, either by intensity or density.

Decision-makers shall evaluate projects based on the merits of a project, including contribution to City character, and shall determine whether the City is best served by either implementing improvements to address potential circulation impacts or, if improvements are determined to not be appropriate or feasible, ensuring that a project provides a certain level of density and intensity, as envisioned by Figure 2-2 (Land Use Map) to contribute to the social fabric of the community and meet the City's goals for economic development, economic vitality, and adequate housing.

Multimodal improvements, traffic calming improvements, or other system-wide transportation network improvements may be required in lieu of requiring mitigations to the impacted road or intersection in order to reduce the overall impacts to mobility. This approach could apply to the use of traffic impact fees collected from developments as well.

Policy CIR 1-8: Establish multi-modal LOS objectives that would facilitate review of transit, bicycle and pedestrian impacts, in addition to motor vehicles when these methods are more available and useful.

Policy CIR 1-9: Through the development review process, CEQA process, and through long-range infrastructure planning efforts, identify circulation network improvements and mitigation measures necessary to maintain the City's vehicle, transit, bicycle and pedestrian objectives.

Policy CIR 1-10: Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users and avoid dead-end streets and cul-de-sacs.

Policy CIR 1-11: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.

Policy CIR 1-12: Maximize the use of matching funding grant sources to provide ongoing maintenance, operation, and management of the City's circulation network.

Shared Space is an urban design approach which seeks to minimize the segregation of pedestrians and vehicles. This is done by removing features such as curbs, road surface markings, traffic signs, and traffic lights. The goal of shared space design is to improve traffic efficiency and safety when the street and surrounding public space is redesigned to encourage each person to negotiate their movement directly with others.

Shared space design can take many different forms depending on the level of demarcation and segregation between different transportation modes. It has been suggested that, by creating a greater sense of uncertainty and making it unclear who has priority, drivers will reduce their speed. This is conducive to a safer

Policy CIR 1-13: Consider roundabouts in lieu of traffic signals where adequate right of way is available and appropriate conditions exist to maximize intersection efficiency, maintain continuous but moderate traffic flow, reduce pollution emissions, reduce accident severity, and enhance pedestrian and cyclist circulation.

Policy CIR 1-14: Maintain and improve critical transportation facilities to provide logical emergency vehicle access and emergency evacuation needs.

Policy CIR 1-15: Continue to evaluate the benefits and feasibility of a two-way street system on some or all of SR 116 between McKinley Street and just south of Palm Avenue. The two-way street system should focus on slower vehicle speeds and enhancements to pedestrian and bicycle travel.

Policy CIR 1-16: Identify potential for bypass route(s) or “beltway connector” route(s) which minimize impacts to the Laguna, and provide regional travel options with the intention of providing traffic with an optional route away from downtown Sebastopol.

Policy CIR 1-17: Consider a “shared space” design where pedestrian activity is welcomed.

Policy CIR 1-18: Consider the impacts of traffic and land use growth on the road network, especially in downtown Sebastopol, when evaluating proposals for new development.

Policy CIR 1-19: Consider the impacts of traffic and land use growth in surrounding jurisdictions when designing Sebastopol’s circulation network, and in particular, the impacts created on the SR 116 and SR 12-Bodega Avenue corridors by growth in surrounding Sonoma County.

Policy CIR 1-20: Discourage through traffic located on State Highways and Bodega Avenue from using residential streets as bypass routes.

Policy CIR 1-21: Monitor the development and implementation of self-driving, autonomous vehicle technologies and consider appropriate methods to accommodate and adapt to these technology changes.

Actions in Support of Goal CIR 1

Action CIR 1a: The City shall cooperate with other jurisdictions in Sonoma County to reduce transportation congestion through the following actions:

- *Staff should participate in the SCTA's technical advisory groups in pursuing funding opportunities.*
- *Encourage public input into SCTA's congestion management planning process*
- *Participate in future updates to the Comprehensive Transportation Plan*
- *Coordinate with the County of Sonoma including the Parks & Recreation Department in efforts to expand regional bicycle and pedestrian networks to meet anticipated demands*

Action CIR 1b: Coordinate with the County of Sonoma, Caltrans, and the City of Santa Rosa to investigate, and as appropriate, determine feasible alternative routes, bypasses or “beltway connector” routes, including both north-south and east-west routes, (e.g. Llano Road extension from SR 12 to Occidental Road, or measures to divert some Hwy. 116 traffic at the southern terminus of Llano Road, or diversion of some Hwy. 12 traffic to Occidental Road at Fulton Road, or improving Ragle Road) and

evaluate benefits provided by these routes. If appropriate, work collaboratively with the County of Sonoma and Caltrans to determine the extent of roadway improvements needed to support these bypass routes, add the project to the City's Capital Improvement Plans (CIP) and/or seek County or other agencies plan improvements, encourage proactive participation and coordination by the SCTA and support funding through the SCTA or other sources, and as appropriate, update both City and County General Plan Circulation Elements to include these routes.

Action CIR 1c: In collaboration with Caltrans, complete a comprehensive 2-way street analysis for SR 116 (South Main Street, Petaluma Avenue and McKinley Street) including traffic operational analysis, concept designs, urban design/landscaping improvements, economic benefits and identification of potential funding sources. As appropriate, work with SCTA, Caltrans, and other affected agencies to update policy objectives based on the results of the analysis. As interim roadway improvements to the SR 116 corridor are proposed, they shall be evaluated by City staff for compatibility with a future conversion to 2-way streets, in order to foster informed decision making.

Action CIR 1d: Consider the following roadway improvements and projects included in the CIP to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.

- *Healdsburg Avenue (SR 116)/Covert Lane intersection - install a traffic signal or roundabout*
- *Healdsburg Avenue (SR 116)/Murphy Avenue intersection - install a traffic signal or roundabout*
- *Gravenstein Highway South (SR 116)/Fircrest Avenue intersection - install a traffic signal or roundabout*
- *McKinley Street/Laguna Park Way/Petaluma Avenue intersection - install a beacon or appropriate pedestrian crossing improvements on the southern leg pedestrian crossing*
- *Willow Street - extend the street through the City parking lot from Main Street to Petaluma Avenue to enhance grid connectivity*
- *Abbott Avenue - change route to parallel Sebastopol Avenue, with a potential connection to Morris Street*

Action CIR 1e: The Public Works Department shall maintain a systematic pavement management program and identify and prioritize maintenance projects in the CIP.

- *Street maintenance should include upkeep and regular cleaning of bicycle routes to remove debris and repair poor pavement conditions that discourage bicycle riding.*
- *The pavement management program data system should address signage and pavement quality throughout the city.*

Action CIR 1f: As part of the development review process, the Planning Department, Public Works Department, Police Department, and Fire Department shall review development projects to ensure that developers:

- *Construct transportation improvements along property frontages when appropriate*
- *Address the project's proportional-share of impacts to the City's circulation network through payment of traffic mitigation fees*

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- *Provide for complete streets to the extent feasible; facilitating walking, biking, and transit modes*
- *Provide appropriate on-site pedestrian and bicycle features*
- *Fund traffic impact studies that identify on-site and off-site project effects and mitigation measures*
- *Provide adequate emergency vehicle access*
- *Minimize driveway cuts consistent with access and site planning considerations*

Action CIR 1g: Update the City's Traffic Impact Fee (TIF) schedule to include, as appropriate, the roadway improvements necessary to support buildout of the General Plan.

Action CIR 1h: Use the City's CIP to identify and address deficient areas, such as areas where additional striping, sidewalks, maintenance, and other improvements are needed.

Action CIR 1i: Routinely monitor the performance of the circulation network, optimizing traffic signals and utilizing Intelligent Transportation Systems (ITS) measures where beneficial to maximize efficiency of the existing network on a regular basis.

Action CIR 1j: Provide staff support/liaison to regional agencies such as SCTA and Caltrans in the implementation of ITS measures that improve the efficiency of roadway and transit networks in western Sonoma County.

Action CIR 1k: Ensure regular monitoring of traffic accidents, traffic levels of service, and intersection capacity to update base data and respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.

Action CIR 1l: Continually seek opportunities to fund maintenance of and improvements to the circulation network, including through active pursuit of a wide range of grant sources.

Action CIR 1m: Establish specific Transportation Demand Management (TDM) requirements for new development projects and consider making requirements sector-based (e.g., residential, commercial, industrial).

Action CIR 1n: Create incentives for proposed development to incorporate measures to reduce vehicle trips, such as mixed use projects and including bicycle and pedestrian facilities in the development plans and connections to existing bicycle and pedestrian facilities.

Action CIR 1o: Ensure that future development provides roadway improvements and/or fees contributing towards transportation improvements consistent with the Circulation Diagram and Circulation Element system-wide mobility goals and improvements identified as part of the City's Traffic Impact Fee (TIF) to improve the safety, efficiency and connectivity of the current circulation system for all modes of transportation, and to support buildout of the General Plan.

Action CIR 1p: Require future development to complete a fair share calculation and to pay their contribution upon the development of the project.

Action CIR 1q: Provide outreach and opportunities for public engagement with transportation planning issues and project initiatives, including use of citizen bodies such as the Planning Commission.

Action CIR 1r: Coordinate with Caltrans to implement traffic calming, vehicle safety, and bicycle/pedestrian network improvements throughout Sebastopol. Also encourage Caltrans to maintain good pavement conditions on State Highways within Sebastopol, in order to reduce traffic-related roadway noise.

Action CIR 1s: Coordinate with Caltrans, SCTA, Sonoma County, school districts, and other appropriate entities to coordinate and optimize the use of circulation and mobility resources.

Insert Figure 3.1: Circulation Map

Insert Figure 3.2: Bike/Ped Map (from SCTA)

Goal CIR 2: Maintain and Expand a Safe and Efficient Pedestrian, Bicycle, and Transit Network that Connects Neighborhoods with Key Destinations to Encourage Travel by Non-Automobile Modes while also Improving Public Health

Policy CIR 2-1: Establish and maintain a system of interconnected bicycle and pedestrian facilities that facilitate commuter and recreational travel, and that are consistent with the City's parks, trails, and recreation goals and policies in this General Plan and the *Sebastopol Bicycle and Pedestrian Master Plan (Amended November 2011)* or future updates of the plan.

Policy CIR 2-2: Routinely incorporate sidewalks and enhanced pedestrian crossing facilities as part of new street construction or enhancements to existing streets.

Policy CIR 2-3: Incorporate bicycle facilities according to the *Sebastopol Bicycle and Pedestrian Master Plan* (including bicycle lanes, pavement markings, pavement treatments, bicycle route and destination signs, and bicycle detection at traffic signals).

Policy CIR 2-4: Require development projects to construct frontage sidewalks, missing sidewalk sections, paths, and nearby enhanced crosswalks in a manner that is consistent with the City's goals and policies in this General Plan and the *Sebastopol Bicycle and Pedestrian Plan*, and as dictated by the location of other activity centers, transit stops and common pedestrian destinations.

Policy CIR 2-5: Evaluate opportunities for pedestrian or other circulation and mobility connections to the circulation network in review of major development projects, and require appropriate improvements.

Policy CIR 2-6: Explore opportunities to better connect existing development to the bicycle/pedestrian network.

Policy CIR 2-7: 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.

Policy CIR 2-8: Increase connectivity between trip attractors and trip generators, including a complete sidewalk network, marked and enhanced crossings, and well-lit paths.

Policy CIR 2-9: When it can be shown that construction of a sidewalk would be at odds with an existing neighborhood's aesthetic and the historic nature of the area, alternatives such as an off-street path or wider paved shoulders may be considered, particularly on low-volume local streets.

Policy CIR 2-10: Increase the safety of popular bicycle and pedestrian routes to schools, downtown, and other destinations in the City that don't involve riding on SR 116, SR 12 and/or Bodega Avenue including enhanced crossings of SR 116, SR 12 and/or Bodega Avenue.

Policy CIR 2-11: Work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure (such as utility poles that obstruct accessibility).

Policy CIR 2-12: Establish and maintain bicycle facilities that are consistent with the network depicted in the City's Bicycle and Pedestrian Master Plan.

Policy CIR 2-13: Public road construction projects shall incorporate facilities identified in the Bicycle and Pedestrian Master Plan to the greatest extent feasible.

Policy CIR 2-14: Provide secure bicycle racks in places such as the Downtown, at commercial areas, park and ride transit facilities, schools, multiple unit residential developments, and other locations where there is a concentration of residents, visitors, students, or employees.

Policy CIR 2-15: Ensure that all crossings where trails and roads meet include best practices for crossing design for these conflict points.

Policy CIR 2-16: Promote public education to help create an atmosphere of respect for bicycles and pedestrians.

Policy CIR 2-17: Through a CIP and joint funding from Sonoma County Transit, the City shall maintain and, where feasible, continue to build lighted and sheltered seating facilities at bus stops where appropriate.

Policy CIR 2-18: Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, increase the hours of transit operation, and expand regular transit service in portions of Sebastopol that currently have no public transit.

Policy CIR 2-19: Continue to work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

Policy CIR 2-20: Ensure that adequate lighting and trash disposal is provided at all bus stops.

Policy CIR 2-21: Work with Sonoma County Transit to identify the need for and locations of additional park-and-ride lots in Sebastopol in order to increase the number and length of trips made by transit and carpooling.

Policy CIR 2-22: Ensure that effective linkages are in place between the SMART commuter rail stations in Santa Rosa and Cotati and the city's primary activity centers.

Policy CIR 2-23: Encourage the use of park-and-ride lots and other transit incentives for Sebastopol commuters.

Policy CIR 2-24: Provide safe and continuous pedestrian, vehicular, and bicycle access at all transit park-and-ride facilities.

Policy CIR 2-25: Prioritize bicycle and pedestrian safety for students traveling to and from school.

Policy CIR 2-26: Support regional efforts to develop Safe Routes to School Programs for schools that serve Sebastopol's population.

Policy CIR 2-27: Prioritize the improvement of roadway pedestrian crossings throughout the community, particularly in accident-prone areas.

Policy CIR 2-28: Pursue improvements and funding for priority projects identified in the Sebastopol Bicycle and Pedestrian Master Plan.

Policy CIR 2-29: Encourage special events, such as festivals, community activities, etc. to provide onsite bicycle parking accommodations in order to promote and facilitate bicycle use for transportation to such events. Consider incentives to event organizers that incorporate onsite bicycle accommodations.

Actions in Support of Goal CIR 2

Action CIR 2a: *As part of the development process, review development applications to ensure compliance with the Sebastopol Bicycle and Pedestrian Master Plan.*

Action CIR 2b: *Review traffic signal timing plans or work with Caltrans to ensure adequate crossing times for all users at signalized intersections.*

Action CIR 2c: *Ensure that bicycle loop detectors are present at traffic signals, clearly identified with stencils, and tested and maintained regularly.*

Action CIR 2d: *Review all transportation improvements to ensure installation in accordance with current accessibility standards.*

Action CIR 2e: *Regularly review 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 CIP, to the extent that funding for such activities is available.*

Action CIR 2f: *Continue to include construction of bicycle and pathway facilities, including pedestrian road crossings and pedestrian pathways, in the City's CIP, prioritizing areas where gaps in the current network need to be filled.*

Action CIR 2g: *Focus on the identification of more Class I multi-user trails and Class IV separated bike facilities. In particular, pursue Class I or Class IV alternatives to SR 116, SR 12 and Bodega Avenue, Class II Bike lanes, and sharrow markings to create viable north-south and east-west mobility opportunities for bicyclists and pedestrians of all ages, as identified in the Sebastopol Bicycle and Pedestrian Master Plan.*

Action CIR 2h: *As funding becomes available, the City shall encourage Sonoma County Transit to provide faster and more efficient routes, more frequent headways, extend service hours, and serve a greater portion of the City. The City would review and renew the contract as necessary and, when feasible, include provisions for:*

- *Consideration of an additional route.*
- *Bus headways of 15 minutes or less on routes serving Sebastopol.*
- *Local bus service operating until 10 PM.*
- *Saturday and Sunday bus services with expanded weekend hours.*

Action CIR 2i: *Compile a list of bus stops with inadequate lighting, and through the CIP, install street lights at those stops as funding is available.*

Action CIR 2j: *Study the feasibility of establishing a public or private shuttle system to serve the SMART commuter rail station.*

Action CIR 2k: *Review all transportation improvements to ensure installation in accordance with current accessibility standards.*

Action CIR 2l: Identify potential bicycle and pedestrian connections between residential areas and school campuses and incorporate into the Sebastopol Bicycle and Pedestrian Master Plan.

Action CIR 2m: As part of the development review process, ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of a Safe Routes to School plan for Sebastopol schools.

Action CIR 2n: Coordinate with the SCTA, Sonoma County Health Services, Sebastopol Union School District, and Sonoma County Bicycle Coalition to continue the Safe Routes to School Program in Sebastopol.

Action CIR 2o: Routinely review and update the Safe Routes to School plan, to reflect the current circulation infrastructure, student travel patterns, identified hazards, and school.

Action CIR 2p: Support and implement policies and recommendations related to transportation from Health Action's Action Plan Sonoma. These include:

- *Increase in percent of commuters who use active transportation (walk, bike, or public transit).*
- *Implement and strengthen policies and programs to enhance transportation safety.*

Action CIR 2q: Monitor national efforts to establish effective multimodal LOS standards for pedestrian, bicycle, and transit modes.

Action CIR 2r: Issue guidelines and incorporate assessment of multimodal LOS as a routine component of transportation impact analyses once the Planning Department determines a multimodal LOS methodology that is deemed suitable for application in Sebastopol.

Action CIR 2s: Periodically review priorities in the Sebastopol Bicycle and Pedestrian Master Plan and update as necessary, incorporating current best practices.

Action CIR 2t: Coordinate with SCTA to include City staff and a citizen representative on the Countywide Bicycle and Pedestrian Advisory Committee to ensure City representation in reviewing projects and funding sources.

Goal CIR 3: Coordinate Circulation Facilities with Land Use and Development Patterns to Create an Environment that Encourages Walking, Bicycling, and Transit Use

Policy CIR 3-1: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian paths.

Policy CIR 3-2: Prioritize the quality of life for Sebastopol residents and visitors over vehicular traffic movement.

Policy CIR 3-3: Prioritize high-density and mixed land use patterns that promote transit and pedestrian travel along transit corridors.

Policy CIR 3-4: Design developments to include features that encourage walking, bicycling, and transit use. Design features shall include bus turnouts, transit shelters and benches, and pedestrian access points between subdivisions and between adjacent related land uses.

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Policy CIR 3-5: Provide an interconnected street network that provides multiple points of access, discouraging cut-through traffic while maintaining neighborhood connectivity.

Policy CIR 3-6: Encourage local access connections between neighborhood parks and commercial areas by walking and biking as an alternative to short-distance driving.

Policy CIR 3-7: Ensure that the City's adopted street standards reflect a multi-modal focus, including vehicular lane widths that are no wider than necessary to serve the surrounding land use context and accommodate emergency vehicles.

Policy CIR 3-8: Where necessary, emphasize traffic management and calming techniques to control vehicle speeds on all streets within the City of Sebastopol.

Policy CIR 3-9: Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.

Policy CIR 3-10: Require new development to include effective linkages to the surrounding circulation system for all modes of travel, to the extent feasible.

Policy CIR 3-11: Review Subdivision Ordinance standards for new streets and driveways to maintain safe access while minimizing area devoted to vehicle traffic.

Policy CIR 3-12: Maintain restrictions on commercial truck routes to protect residential neighborhoods.

Policy CIR 3-13: Use urban design techniques, such as minimizing curb cuts and driveways, to improve the pedestrian and bicycle environment.

Actions in Support of Goal CIR 3

Action CIR 3a: During the development review process, the Planning Department shall review plans to ensure that projects include an interconnected network of streets and paths that facilitate non-auto modes for shorter trips, and disperse rather than concentrate traffic in residential neighborhoods.

Action CIR 3b: The Public Works Department shall review plans for new or modified intersections to ensure that the number of vehicle lanes is limited where possible to provide for moderate speeds and pedestrian and bicyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.

Action CIR 3c: The Public Works Department shall review its adopted street standards, including those specified in the Subdivision Ordinance, and update as necessary to achieve balanced roadway configurations that serve all users, and through design help to reinforce appropriate vehicle speeds for the surrounding land use context.

Action CIR 3d: The City shall develop a new truck route plan and associated signage that is consistent with the policies outlined in this Circulation Element.

Action CIR 3e: The City shall develop and implement a way-finding signage program that differentiates Downtown route options and rural route options that bypass the Downtown area. The intent of this program is to assist travelers in the identification of route options that may help alleviate Downtown traffic congestion.

Goal CIR 4: Ensure that a Combination of Managed Growth and Adequate Funding Mechanisms are in Place to Complete Future Improvements on the Local and Regional Circulation Networks

Policy CIR 4-1: Ensure that the rate of land use and population growth in Sebastopol is consistent with the ability to provide adequate transportation services.

Policy CIR 4-2: Require new development to contribute its proportional cost of circulation improvements necessary to address cumulative transportation impacts on roadways throughout the city, as well as the bicycle and pedestrian network.

Policy CIR 4-3: Include capital projects sponsored by the City and necessary to maintain and improve traffic operations in the five-year CIP that is annually reviewed by the City Council. Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.

Policy CIR 4-4: Consider funding transportation projects intended to meet or maintain LOS standards and to provide mitigation for intersections through use of funds allocated by the SCTA.

Actions in Support of Goal CIR 4

Action CIR 4a: Maintain and routinely update the City's Development Impact Fee Program to cover the cost of mitigating development's share of improvements on non-regional and regional routes, as well as the cost of maintaining Sebastopol's identified service and/or performance standards.

Action CIR 4b: As part of the development review process, require new development to mitigate circulation impacts by making improvements to the motorized and non-motorized circulation networks as necessary, and in a fair manner with an established nexus between the level of impact and required improvements and/or contributions.

Goal CIR 5: Reduce Vehicle Miles Traveled (VMT) in Order to Reduce Congestion and Help Achieve Regional Efforts to Reduce Greenhouse Gas (GHG) Emissions

Policy CIR 5-1: Actively support the Regional Climate Protection Authority (RCPA) in its efforts to reduce GHG emissions and strive to meet its regional goals.

Policy CIR 5-2: Ensure that the City's Trip Reduction Program (Municipal Code Section 8.16) is implemented. The purpose of the City's Trip Reduction ordinance is to reduce traffic and improve air quality within the City of Sebastopol by promoting the development of Trip Reduction Programs (also referred to as Transportation Demand Management Programs, or TDM) at existing and future work sites. Examples of TDM programs may include (but are not limited to) subsidized transit passes, guaranteed ride home, carpool matching, telecommuting, alternative work schedules, car sharing, employer-sponsored vanpools, priced workplace parking, preferential parking for carpools and/or low-emission vehicles, and shower facilities at workplaces to support bike riding.

Policy CIR 5-3: Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.

Actions in Support of Goal CIR 5

Action CIR 5a: Supply transportation data to the RCPA as requested to assist in the assessment of GHG reduction efforts.

Action CIR 5b: Establish specific TDM requirements that is consistent with the City's Trip Reduction Program for projects and consider making requirements sector-based (e.g., residential, commercial, industrial).

Action CIR 5c: Complete surveys of employment trips as outlined in the City's Trip Reduction Program.

Action CIR 5d: Establish standards and requirements for electric vehicle parking, including the installation of electric vehicle charging stations, in new development projects.

Goal CIR 6: Maintain Parking Requirements and Practices that Complement the Desired Land Use Pattern while Minimizing Neighborhood Impacts

Policy CIR 6-1: Maximize the use of existing downtown parking areas, emphasizing the use of shared parking wherever possible, including provision of multi-purpose parking facilities that serve both residential and commercial uses.

Policy CIR 6-2: Investigate formation of a downtown parking assessment district which assembles and maintains common parking facilities within a defined downtown area.

Policy CIR 6-3: Periodically review the City's parking requirements to ensure that they result in an efficient supply that is not "over parked."

Policy CIR 6-4: Ensure that the parking demand associated with future development does not adversely impact adjacent residential areas due to spillover parking demand.

Policy CIR 6-5: Look for ways to generate revenue from areas of high-demand parking to put towards bicycle facilities and public spaces.

Policy CIR 6-6: Create reduced parking requirements for proposed downtown developments.

Policy CIR 6-7: Require parking facilities to provide for pedestrian access and safety, including delineated paths and walkways.

Actions in Support of Goal CIR 6

Action CIR 6a: Work with downtown property owners, businesses and downtown organizations to facilitate the creation of a parking assessment district.

Action CIR 6b: Review parking best practices employed in other jurisdictions, as well as parking utilization within Sebastopol itself, and as appropriate, incorporate revised parking requirements into the Municipal Code.

Action CIR 6c: Study the potential for a parking permit system and reduced parking requirements to be implemented in transit-oriented areas such as Downtown Sebastopol.

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Action CIR 6d: Consider developing protocols for parking study requirements for major commercial, multi-family residential, mixed-use, and other projects that seek relief from the City's adopted parking requirements in order to ensure that adequate parking is provided.

Action CIR 6e: If deemed necessary by the City, use parking management techniques (such as residential parking permits) to limit spillover parking impacts in residential neighborhoods.

Action CIR 6f: Explore mechanisms, such as establishment of a parking district, funding parking facilities (structure(s) or lots) through payment of in-lieu or development impact fees, and expanding the City's shared parking provisions, to allow proposed development downtown to not have to provide on-site parking.

Action CIR 6g: Consider exemptions or reductions in parking requirements for small additions, changes in use, and developments on small sites in the downtown area.

Action CIR 6h: Emphasize the use of central shared parking and co-location of parking around the periphery of the downtown, without compromising requirements for new projects to contribute their fair-share towards parking facilities and infrastructure.