

Appendix B: Circulation Element Update

THIS PAGE INTENTIONALLY LEFT BLANK

3.0
CIRCULATION ELEMENT

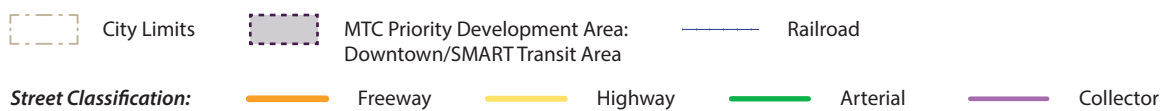
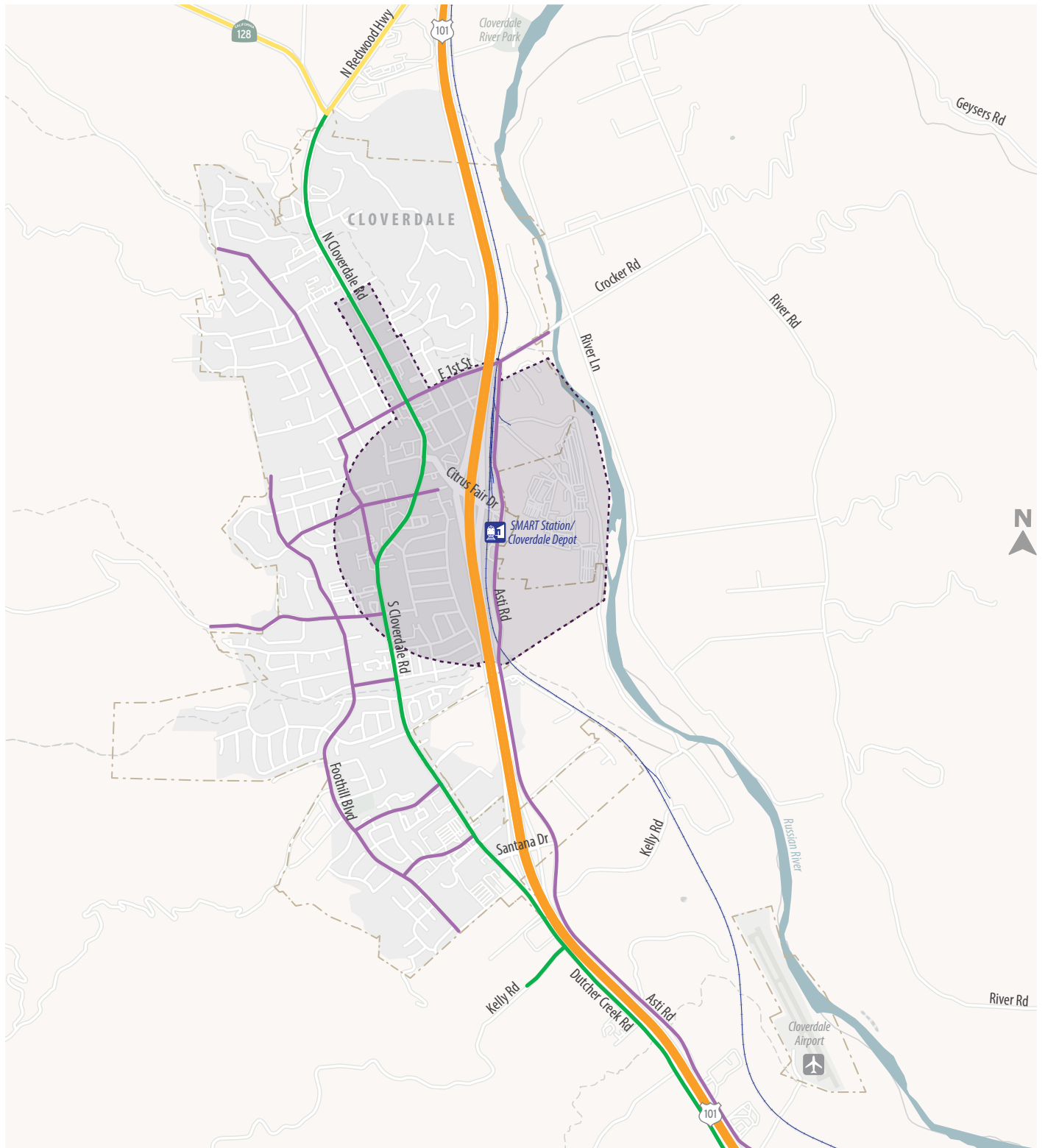
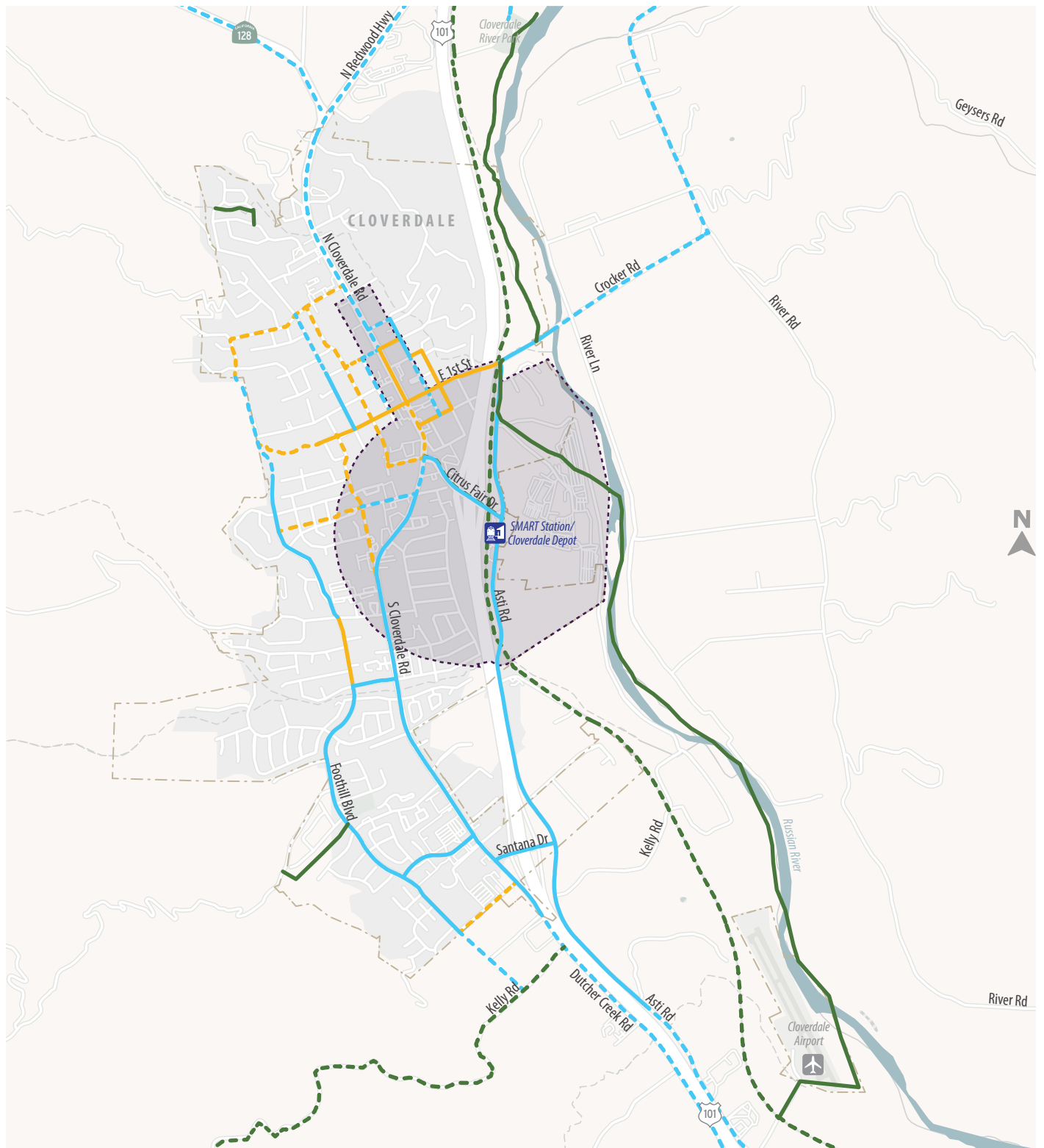


Exhibit 3.1

Street Classifications



Source: Sonoma County Active Transportation Plan.

City Limits

MTC Priority Development Area:
Downtown/SMART Transit Area

Existing

Proposed

Class I Multi-Use Path
 Class II Bicycle Lane
 Class III Bicycle Route

Note: Prior to implementation, roadway segment and proposed crossing designations may be altered depending on opportunities, constraints, and/or roadway changes as determined by the City.

Exhibit 3.2

Existing and Proposed Bicycle and Pedestrian Facilities

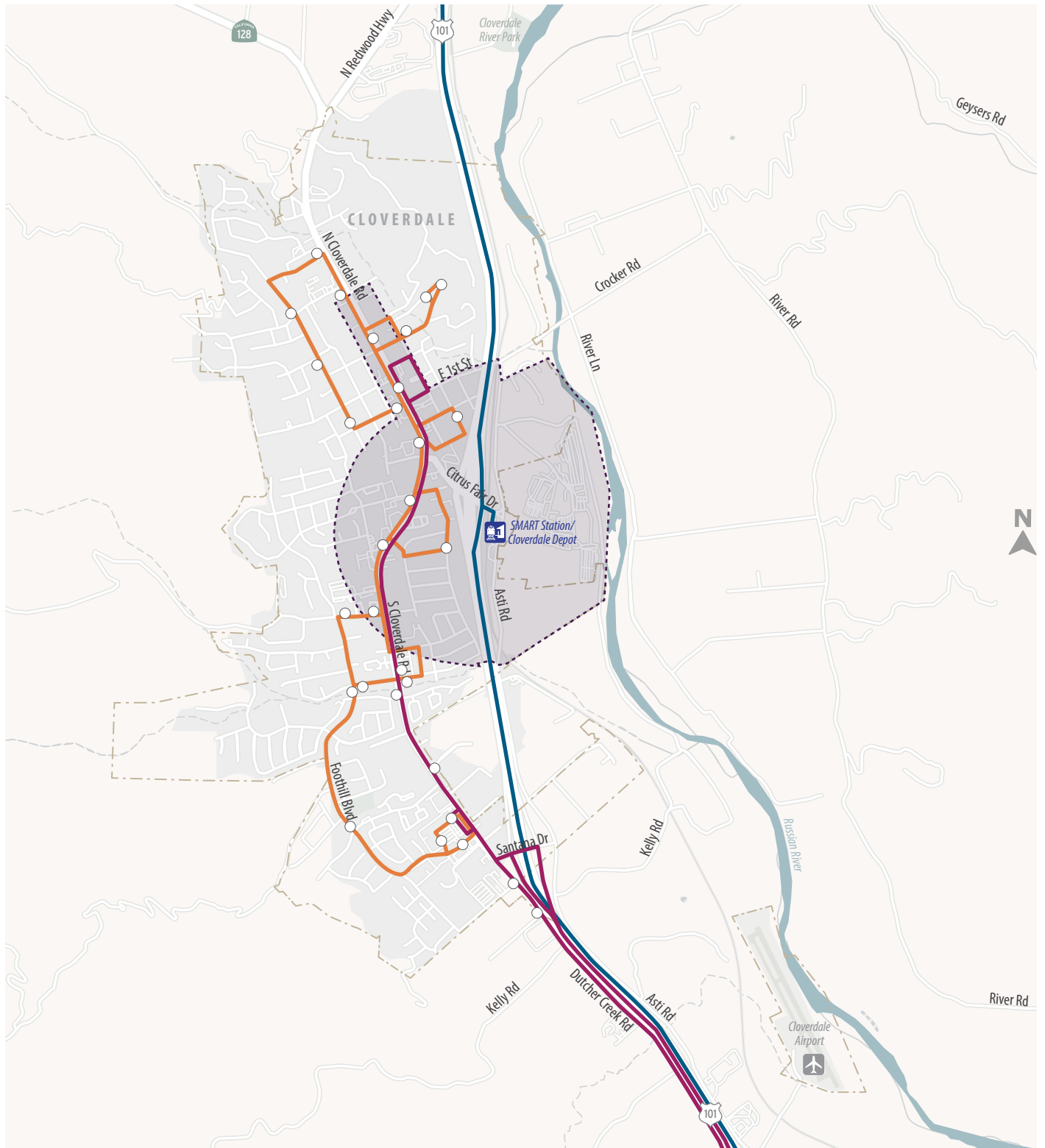


Exhibit 3.3

Existing Transit System

3.1 INTRODUCTION

The Circulation Element identifies the guiding principles for moving people and goods within the city and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan buildout. The Circulation Element provides the goals, policies, and implementation actions that will support the City's compliance with the State-mandated requirements to implement complete streets and make efforts to reduce vehicle miles traveled (VMT) in the community.

The Circulation Element proposes several policies to support these additional important roadway functions, rather than serving the single purpose of automobile traffic. The Circulation Element addresses the City's existing and planned bike and pedestrian circulation, including dedicated bicycle and pedestrian paths. These active transportation networks facilitate access to sites throughout the city, allowing for greater choice in transportation modes. Alternative transportation is important to reduce pressure on roads, conserve energy, and improve the public health through exercise. The Element addresses transit services and the interconnection between the City's local multi-modal network and regional transit and passenger rail services. Policies in the Circulation Element will continue the City's commitment to a complete streets strategy to provide residents, employees, and visitors with a range of options for travel to work, shopping, and leisure destinations.

The Circulation Element supports a multi-modal transportation system that serves the mobility needs of all residents and manages auto traffic congestion as the city grows and changes. The California Complete Streets Act of 2008 (Assembly Bill 1358) defines complete streets as roadways that are planned, designed, constructed, and maintained to provide safe mobility for all users regardless of age and physical ability, including pedestrians, bicyclists, motorists, and public transportation riders as appropriate to the function and context of the facility. To ensure that people are willing to travel by means other than the automobile, it is critical to support and facilitate a safe and comfortable multimodal transportation network for all users. Besides improving access and mobility options, complete streets policies provide public health benefits. Transportation infrastructure that promotes everyday physical activity such as walking and biking, sometimes referred to as "active transportation," addresses sedentary behavior, which is a shared risk factor for obesity and other chronic diseases.

A majority of trips within the city are currently made by automobile. The Circulation Element identifies the roadway system necessary for automobile traffic by setting level of service goals, hierarchy of roads, and areas where road improvements are necessary.

The road system provides many functions in addition to carrying vehicle traffic. It provides open space separating dwelling units and commercial uses. If landscaped, streetside landscaping provides a location for trees to support the urban forest. If developed with safe pedestrian and bike ways, it serves as a non-motorized transportation corridor, a linear park, and an attractive network for healthy exercise. Mindfully designed, it provides the background for the community urban design and appearance. Finally, it provides the right of way for most of the City's public utilities infrastructure.

The US 101/State Route 128 freeway separates the developed areas of Cloverdale from the SMART passenger rail station. The freeway also blocks pedestrian and bicycle access to

the station. A substantial commitment to encourage development near the station and other ways to expand passenger rail use will be necessary to bring more frequent transit headways (number of trips) to Cloverdale.

Finally, the Circulation Element also acknowledges that goods movement is critical to keep businesses and cities functioning. Strategies to improve goods movement efficiency also offer potential solutions for improving safety, managing roadway congestion, and reducing the impacts of associated nuisances on sensitive populations. Policies in this section encourage strategic placement of truck routes and freight schedules to minimize negative impacts to the community.

Since the last general plan update, California has changed the way that environmental impacts associated with the circulation system are defined and analyzed under the California Environmental Quality Act (CEQA). The traditional measure of circulation system performance has been Level of Service (LOS). LOS rates roadway traffic flow characteristics from Level A (free flowing traffic) to Level F (gridlock) and serves as an indicator of the performance of the circulation system. Poor LOS (typically Levels D, E and F) has historically been defined as an environmental impact requiring mitigation. On July 1, 2020, Senate Bill 743 became effective and now requires that vehicle miles traveled (VMT) replace LOS as the basis for determining environmental impacts and the need for mitigation. VMT is a measure of the amount of travel for all vehicles in a geographic region. As part of development and transportation infrastructure projects CEQA review requires new development projects to achieve a reduction in vehicle miles of travel per capita or VMT per service population compared to baseline VMT performance conditions and General Plan VMT performance conditions. While the focus of the Circulation Element has changed from widening roadways and intersections to reducing the total vehicle travel within a community, State law permits the City to use LOS standards and policies when evaluating development projects and planning transportation improvements. As such, this Circulation Element includes goals and policies that support both congestion relief and reduction of total vehicle miles traveled.

3.2 GOALS, POLICIES, AND PROGRAMS

Goal CE 1

Develop and maintain a balanced vehicular and multi-modal transportation system to meet the mobility needs consistent with General Plan land use goals and policies and aligns with California's SB 743 environmental requirements defined and analyzed under the California Environmental Quality Act. Provide a balance of land uses within the General Plan Study Area for housing, jobs, economic development, recreation, and destination commercial uses.

Policy CE 1-1

Develop and maintain the Circulation Plan network of freeway/highways, arterials, collectors, and local streets. The proposed streets should be designed to serve the functions they are intended to serve, with adequate capacity and safety and address complete streets.

Implementation CE 1-1.a. Design, construct, upgrade, and maintain the automobile, bicycle, and pedestrian circulation system according to the functions they are intended to serve, as shown in Exhibit 3.1, 3.2, 3.3 and the trails systems in Exhibit 5.1 (Parks and Recreation Element). Ensure active transportation connections among neighborhoods.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Capital Improvement Program, project approvals, development impact fees.

Implementation CE 1-1.b. Update design to align with new standards and maintain the existing circulation network through the Capital Improvement Program and Development Impact Fees. The City shall strive to maximize the efficiency of the roadway system within the existing roadway widths, prioritizing strategies such as investing and maintaining advanced traffic signal synchronization systems over roadway widening projects.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Capital Improvement Program, project approvals, street improvement fund

Implementation CE 1-1.c. Coordinate with the County of Sonoma and Caltrans in addressing regional transportation issues.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Countywide Transportation Development Act Funding, Sonoma County Transportation Authority (SCTA) Measure M/Go Sonoma, SMART Passenger Rail Authority

Implementation CE 1-1.d. Provide funding to repair streets and bicycle facilities that are deteriorated and sidewalks that are in poor repair.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Capital Improvement Program, project approvals, street improvement fund

Implementation CE 1-1.e. Regularly review and establish designated truck routes in the City to minimize noise impacts on residential areas. Construction truck routes shall be specified to minimize noise impacts. Coordinate with local businesses to identify preferred truck routes to access key destinations in the City. (See Policy CE 8-1).

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Capital Improvement Program, project approvals, street improvement fund

Policy CE 1-2

Plan and reserve in advance of development, the street alignments, right-of-way and building setbacks necessary to handle anticipated future growth, traffic and bicycle and pedestrian requirements.

Implementation CE 1-2.a. Develop and adopt plan lines, if needed, for arterial and collector streets shown in Exhibit 3.1 and Exhibit 3.4. Place plan lines in the Zoning Ordinance and require setbacks to be measured from adopted plan lines.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-2.b. Require new development and expansions of existing development to provide necessary street improvements for the demand of all transportation modes.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-2.c. Develop and maintain an up-to-date comprehensive street improvement fee for new development to finance General Plan roadway improvements necessary to serve the City at General Plan buildout.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Policy CE 1-3

Design street systems in residential areas to minimize through traffic, to encourage internal movement by bicycling and walking, to provide connected safer and quieter neighborhoods, to minimize vehicular conflicts at intersections and to ensure that the impact of recreational traffic on local residents is minimized. (See Policy CE 8-1).

Implementation CE 1-3.a. Identify and provide directional signs to active transportation and recreational uses that maximize use of arterial and collector streets and minimize or eliminate traffic through residential areas.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Policy CE 1-4

Increase Electric Vehicle (EV) Adoption and Infrastructure.

Implementation CE 1-4.a. Develop an EV Readiness Plan that is consistent with Sonoma County EV planning. This plan should establish a path forward to increase EV infrastructure within the city, promote equitable mode shift to EVs, and identify funding for implementation of public charging infrastructure in key locations.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-4.b. The City shall encourage commercial areas and new multifamily developments to provide dedicated parking for electric vehicles. Create incentives for electric vehicle adoption by providing EV parking only spots in high-traffic convenience locations and public parking EV chargers. Develop a parking space ratio requirement for new and redeveloped commercial, multifamily, residential subdivision, and condominium projects to have a specified amount of EV only parking with chargers.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-4.c. The City shall require new non-residential development projects to include the installation of electric vehicle charging stations consistent with the State of California Green Building Code (CALGreen). The charging stations should be sited to provide prioritized access to building entrances.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-4.d. The City shall require new residential development projects to be “electric vehicle charging ready,” including the installation of higher-voltage electric systems to serve for the Level 2 charging of electric vehicles consistent with the California Green Building Code.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 1-4.e. The City shall transition the City municipal vehicle fleet to alternative-fuel vehicles provided that the alternative fuel vehicle can meet the performance standards required for its use. (See Policy CDO 8-1).

Responsibility: Community Development Department
Timeframe: Solar power source studies within one year. Other implementation measures as opportunities present.
Resources: General Fund and Community Development Agency.

Goal CE 2

Maintain a satisfactory Level of Service for automobile traffic for efficient operational flow not required by CEQA analysis.

Policy CE 2-1

The City shall strive to achieve Level of Service (LOS) D operation as the planned operating condition at intersections, except for intersections that are operating at LOS

E or lower at the time an application for a proposed development project or a specific plan is submitted if no feasible improvements exist to improve the LOS. For public safety, signalization warrants shall be evaluated using MUTCD standards. For projected future conditions the LOS is to be calculated using the average traffic demand over the highest 60-minute period. For all types of control the Level of Service standard is to be applied to the average intersection delay, and not for any single movement or approach. Exceptions to meeting this standard include:

- Stop-controlled minor street approaches to either collector or arterial streets;
 - Locations where the City Engineer deems improvement to be technically, financially, or environmentally infeasible;
 - Locations where improvements are needed to meet LOS standards but are not warranted based on volumes;
- Conditions where no feasible improvements exist in order to support safe bike, pedestrian, or transit access to downtown area or the SMART station; or
- Locations where attainment would cause loss of the unique character of the downtown, identified historic resources or neighborhood character, distinctive tree canopy, or distinctive watercourses.

Implementation CE 2.1.a. The City shall require proposed development projects that could result in increased traffic to include improvements that assure LOS levels do not fall below the established minimum standard. The developer shall analyze the operational benefits of large-scale, automobile capacity-focused improvements to assure that they are balanced against the induced vehicle-miles of travel (VMT) resulting from the improvements. The City shall ensure that improvements are coordinated with roadway improvements programmed for funding through transportation-related impact fees.

Responsibility: Community Development and Engineering Departments
Timeframe: Ongoing. Require traffic reports with major development proposals.
Resources: General Fund

Implementation CE 2.1.b. Signalize or convert to roundabout control the Healdsburg Avenue and Cloverdale Boulevard Intersection.

Responsibility: City Engineer
Timeframe: With adjoining development and when signal warrants are met
Resources: Developer fees and street funds.

Implementation CE 2.1.c. Evaluate roundabout or traffic signal configurations and pedestrian and bicycle facilities at the Citrus Fair Drive interchange to promote multimodal safety and accommodate traffic levels related to the overcrossing, offramps, and Asti Road and South Cloverdale Boulevard to

achieve LOS D. Alternative designs may be considered if pedestrian and bicycle facilities and LOS D can be achieved by those designs.

Responsibility: City Engineer
Timeframe: With adjoining development and when signal warrants are met
Resources: Developer fees and street funds.

Implementation CE 2.1.d. Identify and evaluate potential locations for roundabouts to promote multimodal safety and operations.

Responsibility: City Engineer
Timeframe: With adjoining development and when signal warrants are met
Resources: Developer fees and street funds.

Policy CE 2-2

Create a “country road” appearance for Cloverdale Boulevard, First Street east of the freeway, and Asti Road where possible, including narrow pavement, shade trees adjoining travel lanes, parking only where necessary, and protected bicycle and pedestrian ways.

Implementation CE 2-2.a. Prepare design plans for Cloverdale Boulevard, First Street east of the freeway, and Asti Road prior to major improvements to those roads.

Responsibility: Community Development and Engineering Department
Timeframe: Prior to major improvements
Resources: General Fund, street funds, developer contributions.

Goal CE 3

Promote and support an integrated network of pedestrian and bicycle facilities, as shown in Exhibit 3.2, that allows safe and convenient travel for all users as an alternative to automobile traffic and for community health and enjoyment. Design all streets as complete streets, including arterial and collector roadways, which integrate walking, biking, transit use, and green infrastructure, and natural features (such as creeks and greenways).

Policy CE 3-1

Ensure that streets safely serve all users and provide a network connecting residences, employment areas, services, health care, schools, parks, retail area and public facilities.

Implementation CE 3-1.a. Implement programs for bicycle and pedestrian trails in the Parks and Recreation Element.

Implementation CE 3-1.b. Maintain an up-to-date bikeways plan in conjunction with the Sonoma County Transportation Agency Countywide bikeways plan.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund

Implementation CE 3-1.c. Integrate bicycle and pedestrian routes with transit stops.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: Include integration with public works projects and planning permit approvals.

Policy CE 3-2

Provide continuous sidewalks or pedestrian paths along all streets. Maintain sidewalks in good repair. Integrate sidewalks and the pedestrian trails network in the Recreation and Open Space Element.

Implementation CE 3-2.a. Explore a program to fund sidewalk improvement or installation where no sidewalks exist, including sharing of costs with property owners, loans payable at time of sale, etc.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing
Resources: General Fund. Sidewalk improvement funds.

Implementation CE 3-2.b. Identify major pedestrian routes and, where they adjoin streets, prepare roadway sections that encourage pedestrian use. including intersection crossings mid-block pedestrian crossings and upgrading pedestrian facilities to current ADA requirements

Responsibility: Community Development and Engineering Department
Timeframe: Prior to major street improvements
Resources: General Fund. Repair and install with public works projects and planning permit approvals.

Implementation CE 3-2.c. Repair or install sidewalks or pedestrian paths on all streets in conjunction with public works and private development projects. Where roadway modifications are proposed and the City owns an existing right-of-way that exceeds the required roadway width, the City shall use the excess width to create bikeways, pedestrian paths, and streetscape features. Require new street connections to implement planned bicycle and pedestrian facilities as outlined in the General Plan and other transportation planning policy documents.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing, with public works projects and planning permit approvals
Resources: General Fund. Repair and install with public works projects and planning permit approvals.

Implementation CE 3-2.d. Where possible, use traditional sidewalk design on both sides of streets with a planter strip between the curb and sidewalk and low-impact development features.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing, with public works projects and planning permit approvals

Resources: Development approvals.

Policy CE 3-3

Provide trees or other shade sources along pedestrian routes. Where street widening would remove substantial shade trees, investigate alternative roadway configurations that would preserve the shade trees.

Implementation CE 3-3.a. Explore a program to fund sidewalk improvement or installation where no sidewalks exist, including sharing of costs with property owners, loans payable at time of sale, etc.

Responsibility: Community Development and Engineering Department

Timeframe: Ongoing

Resources: General Fund. Sidewalk improvement funds.

Goal CE 4

Promote transit service and use, as shown in Exhibit 3.3, to serve Cloverdale land use goals.

Policy CE 4-1

Participate in efforts to establish passenger rail service on the SMART right of way.

Implementation CE 4-1.a. Encourage passage of rail bonds and develop appropriate land uses that will support rail ridership. (See CDO 3-8 policy).

Responsibility: Community Development and Engineering Department

Timeframe: At City initiation or by potential developers prior to development in the Transit Oriented Development area.

Resources: General Fund, transit planning funds, or developer preparation.

Implementation CE 4-1.b. Develop designs for Citrus Fair Drive and Asti Road (south interchange to First Street) to serve as attractive access routes to the SMART station. Elements shall include traffic calming, shaded pedestrian walkways, protected bicycle lanes, and small convenience commercial spaces near the station.

Responsibility: Community Development and Engineering Department

Timeframe: At City initiation or by potential developers prior to development in the Transit Oriented Development area.

Resources: General Fund, transit planning funds, or developer preparation.

Policy CE 4-2

Develop a Plan around the Cloverdale SMART station to coordinate pedestrian access with the downtown, provide a source of transit riders within a half-mile radius of the station, and establish destination uses to attract transit riders to Cloverdale.

Implementation CE 4-2.a. Monitor and update Station Area Precise Plan prior to development of major properties within a half mile of the Cloverdale SMART passenger rail station.

Responsibility: Community Development and Engineering Department

Timeframe: The Station Area Precise Plan Grant has been approved by MTC.
Resources: General Fund, transit planning funds, or developer preparation.

Policy CE 4-3

Support bus service locally, countywide, and beyond county borders.

Implementation CE 4-3.a. Encourage use of the Cloverdale Shuttle (Sonoma County Transit 68) by maintaining schedules that serve the community and by considering the use of distinctive vehicles to bring visibility to the service.

Responsibility: Community Development and Engineering Department
Timeframe: Maintain schedules on an ongoing basis.
Resources: County transit funding and VMT mitigation funds.

Policy CE 4-4

Encourage ride sharing to reduce commute trips.

Implementation CE 4-4.a. Coordinate with regional ridesharing plans.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Goal CE 5

To Reduce Automobile Dependency and Associated Impacts.

State law requires that the City consider vehicle miles traveled (VMT) in any CEQA analysis. Because the General Plan is the City's blueprint for future development, incorporating strategies that reduce VMT within the General Plan will support compliance with CEQA. Trip reduction strategies will also help reduce traffic congestion, energy consumption and greenhouse gas emissions, which support overall community health.

Policy CE 5-1

Encourage and support the SCTA in establishing a Regional VMT Mitigation Bank and/or regional VMT impact fee program that can be used to fund effective VMT reduction strategies at a regional level, while also establishing a mechanism for private development to offset their VMT impacts.

Implementation CE 5-1.a. Coordinate with regional VMT efforts.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 5-2

As part of CEQA project review require new development projects to achieve a reduction in vehicle miles traveled compared to baseline conditions. Support SCTA's efforts in maintaining the regional travel demand model, which will be used to adjust

baseline VMT levels over time and allow the City to establish updated VMT benchmarks for project applicants.

Implementation CE 5-2.a. Coordinate with regional VMT efforts.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 5-3

Coordinate with property owners, employers in existing and developing employment centers and the Cloverdale Chamber of Commerce to implement transportation demand management (TDM) strategies.

Implementation CE 5-3.a. Coordinate with local employers, property owners and Chamber of Commerce to establish TDM strategies.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 5-4

Encourage and support car or bike share programs within Cloverdale through partnership with car sharing or bike sharing entities and create pick up and drop off locations throughout the city, including employment and shopping areas, park and ride lots and neighborhood parks.

Implementation CE 5-4.a. Coordinate with car and bike share vendors.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 5-5

Encourage and support shuttle, alternative transportation options, or on demand transit service to create connections between existing transit services and to provide “last mile” solutions for transit users.

Implementation CE 5-5.a. Coordinate with regional and county transit providers.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Goal CE 6

Enhance and improve the safety of all users of the transportation system.

At the core of the California Complete Streets Act is the concept of safety. To ensure that people are willing to travel by means other than the automobile, it is critical to support and facilitate a safe and comfortable environment for all users.

Policy CE 6-1

Regularly review multi modal collision and traffic speed data as part of a systemic process to determine the location of high injury collisions involving pedestrians and bicyclists, which impact the public's perception of safety along the multimodal transportation network.

Implementation CE 6-1.a. Collaborate with SCTA in their Vision Zero efforts to eliminate traffic fatalities and severe injuries. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while also increasing safe, healthy, and equitable mobility for all.

Responsibility: Community Development and Engineering Department and Police Department

Timeframe: Ongoing.

Resources: General Fund.

Implementation CE 6-1.b. Collaborate with Sonoma County Bicycle Coalition (SCBC) in creating and implementing the Sonoma County Safe Routes to Schools Program. Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school safely through a combination of infrastructure improvements, traffic enforcement, safety education, and incentives. SRTS initiatives aim to improve safety and increase levels of physical activity.

Responsibility: Community Development and Engineering Department and Police Department, SCTA and SCBC

Timeframe: Ongoing.

Resources: General Fund.

Implementation CE 6-1.c. The City shall implement lighting, signage, and traffic calming improvements.

Responsibility: Community Development and Engineering Department

Timeframe: Ongoing.

Resources: General Fund.

Policy CE 6-2

Bicycle and pedestrian education and outreach.

Implementation CE 6-2.a. Work with organizations, with the appropriate expertise, to develop educational and outreach materials and programs for cyclists, pedestrians, and drivers that promote safe bicycling and walking, particularly for children.

Responsibility: Community Development and Engineering Department

Timeframe: Ongoing.

Resources: General Fund.

Policy CE 6-3

Bicycle and pedestrian network comfort considerations.

Implementation CE 6-3.a. Maintain a backbone bicycle and pedestrian network that seeks to accommodate bicycle and pedestrian users of all comfort levels (i.e., low level of traffic stress). Bicycle level of traffic stress assesses the perceived comfort of a bicyclist on a bike path shared with cars. For some bicyclists, sharing the road with automobiles is uncomfortable and they do not feel safe. As a result,

they may choose to drive over bicycling if there is no safer or more comfortable alternative.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 6-4

Local Roadway Safety Plan.

Implementation CE 6-4.a. Adopt a Local Roadway Safety Plan (LRSP) to promote multimodal safety and to allow the City to better compete for safety-related grant funding programs such as the Caltrans Highway Safety Improvement Program (HSIP).

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 6-5

Evaluate potential evacuation routes.

Implementation CE 6-4.a. Evaluate potential evacuation routes to be compliant with state law and legislation in addition to the established US 101 and State Route 128. (See Goal PS 3 and Policy PS 6-1) related to Multi Hazard Emergency Plan.

Responsibility: Community Development and Engineering Department
Timeframe: Ongoing.
Resources: General Fund.

Goal CE 7

To provide a citywide comprehensive parking system that is integrated with alternate modes of transportation options to efficiently serve the needs of residents, visitors, and businesses.

Policy CE 7-1

Re-evaluate its minimum parking standards and seek to “right-size” parking to meet demand by taking into account shared mobility and micro-mobility trends and available alternative modes of transportation.

Implementation CE 7-1.a. Keep apprised of ongoing technological advancements.

Responsibility: Engineering Department and Community Department
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 7-2

Encourage park-and-ride activity, shared parking facilities and shared public parking.

Implementation CE 7-2.a. Collaborate with downtown businesses and SMART in creating and implementing parking options. The adopted Downtown Plan (See CDO 3-2 policy) includes a more walkable and bikeable city core, which also takes advantage of the proximity to the SMART passenger rail station.

Responsibility: Engineering Department and Community Development Department and SMART

Timeframe: Ongoing.

Resources: General Fund.

Implementation CE 7-2b. Develop variable parking standards that reflect the level of parking demand based on land use, proximity to transit and VMT reduction goals.

Responsibility: Community Development and Engineering Department

Timeframe: Ongoing.

Resources: General Fund.

Policy CE 7-3

Encourage new residential developments in higher density areas to separate the cost of parking from the cost of renting or purchasing living space (i.e. unbundling).

Implementation CE 7-3.a. Collaborate with the development community and Community Development in evaluating unbundled parking strategy.

Responsibility: Engineering Department and Community Development Department and SMART

Timeframe: Ongoing.

Resources: General Fund.

Policy CE 7-4

Support the safe use of shared mobility and micro mobility options (e.g. bike share, scooters) to connect residences, businesses to key destinations in the City, including SMART station and other public transit nodes and assess the integration of autonomous vehicles into the transportation system.

Implementation CE 7-4.a. Keep apprised of ongoing technological advancements.

Responsibility: Engineering Department and Community Department, SMART

Timeframe: Ongoing.

Resources: General Fund.

Policy CE 7-5

Develop and leverage curb space management techniques in central Cloverdale in proximity to the SMART station to balance pick-up and drop-off activities with business related loading and unloading zones and monitor on- and off-street parking and loading areas to promote desired curb space usage.

Implementation CE 7-5.a. Collaborate with downtown businesses and SMART in creating and implementing curb space management techniques.

Responsibility: Engineering Department and Community Development
Department and SMART
Timeframe: Ongoing.
Resources: General Fund.

Goal CE 8

To promote the safe and efficient movement of goods through the city to support business and commercial activity.

Policy CE 8-1

Truck delivery routes.

Implementation CE 8-1.a. The City shall work with local businesses to identify preferred truck delivery routes to access key destinations in the City but also discourage trucks from using local streets. Regularly review and establish designated truck routes in the City to minimize noise impacts on residential areas. (See Policy CE 1-1).

Responsibility: Engineering Department and Community Department,
SMART
Timeframe: Ongoing.
Resources: Capital Improvement Program, project approvals, street
improvement fund.

Policy CE 8-2

Promote the safe and efficient movement of goods by rail through the city to support business and commercial activity. The rail line that runs through Cloverdale has historically been used for freight service and SMART passenger service is planned in the future.

Implementation CE 8-2.a. The City shall engage with SMART to facilitate the safe and efficient movement of goods by rail through the city, including decreasing train speeds through the city.

Responsibility: Engineering Department and Community Development
Department and SMART
Timeframe: Ongoing.
Resources: General Fund.

Implementation CE 8-2.a. The City shall establish and monitor the effectiveness of railroad quiet zones and make appropriate modifications to minimize noise and promote public safety. (See Goal NE 1).

Responsibility: Engineering Department and Community Development
Department and SMART
Timeframe: Ongoing.
Resources: General Fund.

Policy CE 8-3

Promote safe and efficient airport operations through the City to serve the growing population. (See Goal PS 7).

Implementation CE 8-3.a. The Cloverdale Municipal Airport, owned and operated by the City of Cloverdale, serves as a general aviation hub for the area. The City shall collaborate with the County and Sonoma County Airport Land Use Commission and reference the *Cloverdale Municipal Airport Master Plan 2025*, adopted in 2008, as the guiding plan for airport improvements and land use regulations.

Responsibility: Engineering Department and Community Development Department, County of Sonoma, and the Sonoma County Airport Land Use Commission.
 Timeframe: Ongoing.
 Resources: General Fund.

HIGHWAY PLAN CONCEPTS

FUNCTIONAL CLASSIFICATIONS

Category	Function	Types of Standards
Freeway	Carry interurban, regional and interstate traffic	Number of travel lanes, controlled access, divided by median or barriers, grade-separated interchanges.
Arterial	Carry large traffic volumes over long distances	Number of travel lanes, spacing signalization, parking restrictions, right-of-way width, roadway width
Collector	Carry local area traffic to the arterial system	Number of travel lanes, signalization, right-of-way width, roadway width
Local Road	Provide access to property; carry local traffic	Number of travel lanes, right-of-way width

HIGHWAY PLAN CONCEPTS

LEVEL OF SERVICE (LOS)

Level	Traffic Condition
-------	-------------------

LOS "A"	•Free flow conditions •Low volumes •High operating speed •Uninterrupted flow •No restriction on maneuverability •Drivers maintain desired speeds •Little or no delays
---------	---

LOS "B"	•Stable flow condition •Operating speeds beginning to be restricted
LOS "C"	•Stable flow but speed and maneuverability restricted by higher traffic volumes •Satisfactory operating speed for urban conditions •Delays at signals
LOS "D"	•Approaching unstable flow •Low speeds •Major delays at signals •Little freedom to maneuver
LOS "E"	•Lower operating speeds •Volume at or near capacity •Unstable flow •Major delays and stoppages
LOS "F"	•Forced flow conditions •Low speeds •Volumes below capacity, may be zero •Stoppages for long periods because of downstream congestion

THIS PAGE INTENTIONALLY LEFT BLANK