

## CIRCULATION ELEMENT

### ROLE OF THE CIRCULATION ELEMENT

One of the most important components of a community is its circulation network. It provides the connection between different land uses, linking homes to shopping, jobs, and recreation. An efficient and integrated transportation system enables Sonoma residents to combine the benefits of small-town living with the job and recreation opportunities afforded by easy access to Sonoma Valley, Santa Rosa, Marin County, and San Francisco.

The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. This element balances the need to facilitate and promote alternative modes of transportation—including buses, bicycling, and walking—with the provision of an effective roadway network that reflects the character and scale of Sonoma. The Circulation Element serves as the policy basis for the development of an integrated circulation system by providing for alternative modes of transportation, and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth.

### KEY CONCEPTS AND TERMS

#### Complete Streets

An overarching theme of the Circulation Element is that of “complete streets.” The term “complete streets” refers to an ideology that redefines how we use our streets and spend our money to improve them. This is accomplished by balancing allocation of space in the roadway right-of-way to provide safe and effective facilities that can be used for all modes and by all users. Complete streets are designed and operated to empower users of all ages and abilities to safely move along and across streets in a community, regardless of how they are traveling. As the National Complete Streets Coalition simply states, “Complete Streets are streets for everyone.” They make it easy to walk to the market, take the bus to work, and bike to the park.

Complete Streets are comprised of elements that make getting around safer and more efficient. Roadways designed using a complete streets approach may include sidewalks, bike lanes or cycle tracks, wide paved shoulders in rural and semi-rural areas, special bus lanes, accessible and comfortable transit stops, frequent and safe crossing opportunities, median islands, mid-block pedestrian and bicycle crossings, accessible pedestrian signals, curb extensions or “bulb outs,” narrower travel lanes, roundabouts and many other possible treatments that are selected based on the context of surrounding land uses and activities.

#### Level of Service

In transportation/traffic studies, Level of Service (LOS) has traditionally been determined for vehicle traffic at intersections and on roadway segments based on vehicle delays and speeds. LOS is intended to be a mechanism for communicating the performance of a transportation facility in a non-technical manner, using the results of detailed transportation analyses. Letter-based categories ranging from LOS A to LOS F are used to capture the performance of a facility. LOS A represents conditions in which drivers encounter minimal delays, whereas LOS F represents extremely congested conditions in which drivers encounter substantial delay and difficulty progressing.

It is important to understand that in some cases an automobile facility operating at LOS A or B may be undesirable as it may be characterized as having excessive capacity that can adversely affect other travel modes (through unnecessarily wide pedestrian crossing distances and promotion of higher vehicle speeds, for instance). Further, achieving a high vehicle LOS often results in disproportionately high construction and maintenance costs. In many cases, automobile operation in the LOS C to LOS E range may reflect a reasonable balance among its influences on other travel modes, auto mobility, and cost of constructing and maintaining the facility itself. In downtowns and major pedestrian districts, some jurisdictions exempt application of vehicle-based LOS requirements altogether. Some of the reasons for

exempting LOS in downtown areas may include concern that pedestrian and bicyclist mobility will suffer as modifications are made to maintain auto flow, that existing structures (historic or otherwise) would need to be demolished in order to widen roads, and that the character of the downtown would be adversely affected by an auto-focused philosophy.

## CALTRANS COORDINATION

Several of Sonoma's most important roadway segments are owned and operated by the California Department of Transportation (Caltrans). State Route 12 (SR 12) includes Sonoma Highway, West Napa Street, and Broadway. Caltrans is responsible for maintaining these roads, and for reviewing and approving any proposed changes. Accordingly, the City of Sonoma must coordinate closely with Caltrans in the design and implementation of potential improvements along the SR 12 corridor that are identified in the Circulation Element.

In 2014 Caltrans completed the *Transportation Concept Report: State Route 12 (West)*, which establishes a long-range vision for the highway corridor including portions within the City of Sonoma. The report identifies SR 12 as a "Main Street" in Sonoma and recommends that the corridor be designed to maximize Smart Mobility benefits over vehicle throughput. A focus on Complete Streets, as described above, is compatible with the Smart Mobility benefits recommended by Caltrans.

The Transportation Concept Report also addresses the influence of regional traffic on the City, indicating that many regional drivers on the SR 12 corridor divert to parallel routes that avoid central Sonoma, including Napa Road, Leveroni Road, and Arnold Drive. Caltrans suggests that one potential long-range strategy may be "reassigning the SR 12 designation to a potentially more appropriate route," as a way to "better use resources and/or disperse traffic." This statement is consistent with Policy 4.2 in this Circulation Element, which calls for exploring ways to accommodate regional pass-through traffic on routes that avoid the Sonoma Plaza area, as well as Implementation Measure CE-34, which calls for the City to work with Caltrans and the County of Sonoma to establish a unified signage scheme that directs regional traffic to parallel routes.

If Caltrans, the County of Sonoma, and the City of Sonoma ultimately agree to reassign SR 12 to parallel routes, the former SR 12 segments passing through Sonoma would be relinquished to the City. The City of Sonoma would then become responsible for the

maintenance, operation, and ultimate configuration of the roadway and its intersections. This would result in added maintenance costs to the City, but may also allow the City to implement its chosen vision for Broadway, West Napa Street, and the Plaza more efficiently and without the need to obtain concurrence from Caltrans.

## CIRCULATION NETWORK

The discussion of circulation network components begins with pedestrian and bicycle facilities, followed by transit and auto modes.

### Walking

Sonoma is a city with a size and a scale well-suited to walking. This is one of the features that makes the Plaza so enticing to both local residents and visitors. Some of the characteristics that make the Plaza area so pleasant to walk around become less common as one travels to other areas of the city. People who might otherwise choose to walk to the store, the library, or a restaurant may not because they are confronted with noise, inconvenience, lack of shade, a perceived lack of safety, or even a lack of sidewalks. So instead they decide to drive. This creates a dilemma: as most people tend to drive, there is little incentive to provide amenities for pedestrians, but because there are few amenities for pedestrians, most people tend not to walk.

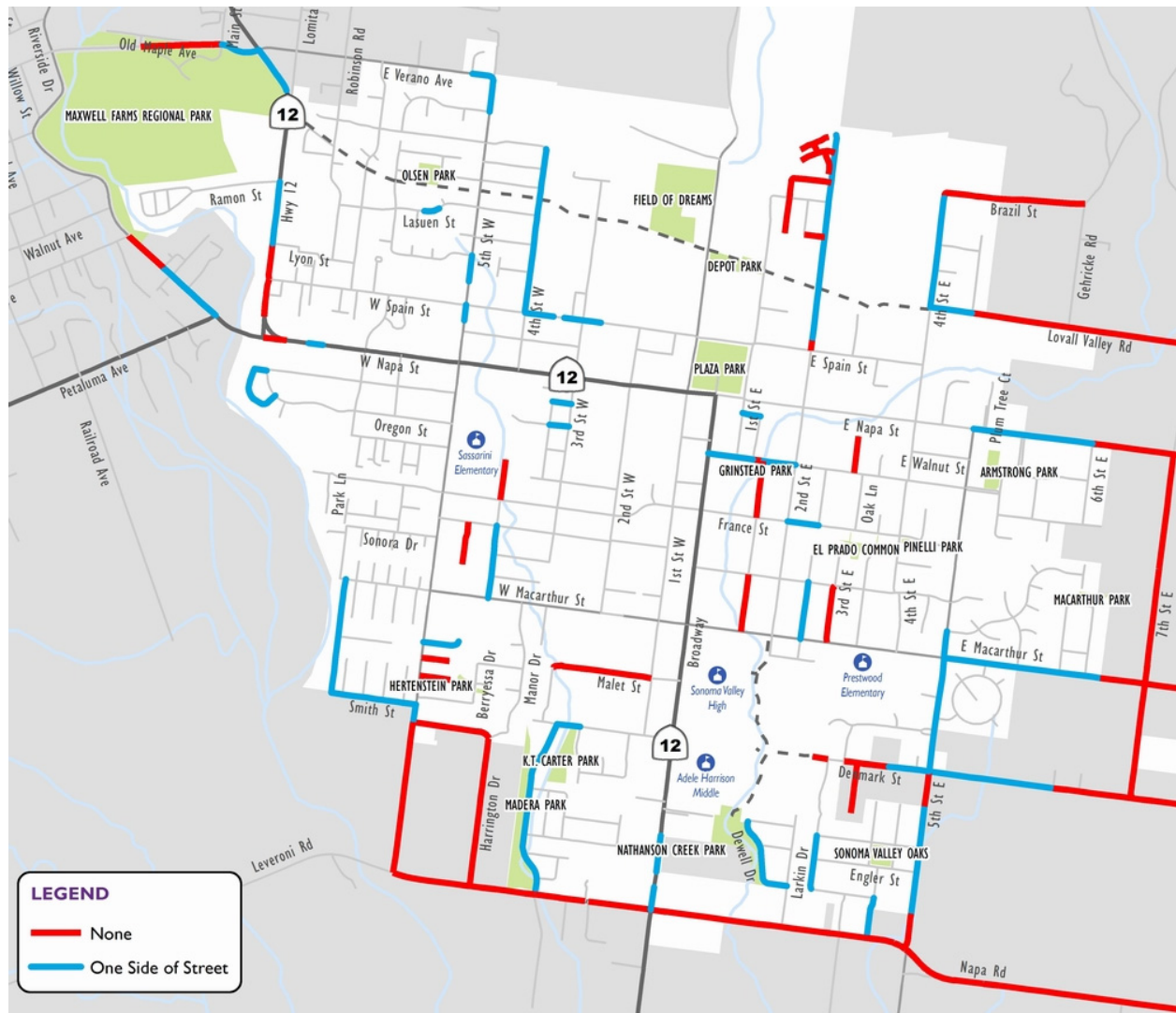
A continuous sidewalk system exists around the Plaza where pedestrian activity is highest. While the pedestrian network is also generally well-developed in the remainder of Sonoma, there are some locations where gaps in the sidewalk network can be found, as depicted in Figure CE-1. While the Circulation Element calls for closing gaps in the sidewalk, on certain rural lanes the City may choose to forgo curb, gutter, and sidewalk.

The Circulation Element policies and implementation measures are intended to recognize and enhance the inherent positive qualities of walking in Sonoma to get more people out of their vehicles more often. As discussed in the following section on bicycles, Class 1 bikeways are also commonly used as pedestrian pathways and serve as important links in the pedestrian network.

### Bicycling

Sonoma's size, scale, climate, and topography make it ideal for bicycling. However, many residents continue to use automobiles because in many areas the city lacks the facilities and amenities to render biking an efficient

Figure CE-1: Sidewalk Completeness



alternative to driving. The Circulation Element includes many policies and implementation measures that are intended to promote bicycling as a means of reducing the number of vehicle trips on the local roadway network, recognizing that it can be more than just a recreational activity.

Bicycle circulation in Sonoma is supported by an existing network of multi-use paths, on-street bike lanes, and bicycle routes. Bikeways are typically classified as being one of four types:

- Class I: A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, commonly called a “bike path.” Cross-flows by pedestrians and motorists are minimized.

The paths along Fryer Creek and the former railroad right-of-way through the northern part of the city are Class I routes.

- Class II: A restricted right-of-way along a street designated for the exclusive or semi-exclusive use of bicycles, identified by pavement markings and signage and commonly referred to as a “bike lane.” Through travel by pedestrians or motor vehicles is not allowed. Bike lanes exist on several City streets including long segments on portions of Fifth Street West and West MacArthur Street.

- Class III: A shared street right-of-way designated by signs placed on vertical posts or stenciled on the pavement. These bikeways, which share right-of-way with motor vehicles and are typically called “bike routes,” offer the least protection from automobile

traffic. They are typically used to indicate preferred routes.

- **Class IV:** A separated bikeway for the exclusive use of bicycles, provided on public streets and including a physical separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, a physical difference in grade, a raised median, flexible posts, inflexible posts, inflexible barriers, or on-street parking. This is a relatively new classification and no Class 4 bikeways currently exist in Sonoma.

Many variations of these standard types are possible. Striping along shoulders can be used to designate bike lanes in areas without enough room for a standard Class II lane. This reduces the width of vehicle travel lanes and creates a common area shared by bicyclists and parked cars. Another option is the uses of “Sharrows,” shared bicycle-automobile lane marking symbols that can be striped on the street to alert drivers to the presence of bicyclists, as well as to both guide bicyclists on designated routes and help them position within the lane to avoid opening car doors.

Notable bicycle facilities in Sonoma include the Sonoma City Trail, which runs from SR 12/Lomita Avenue to Fourth Street/Lovall Valley Road. Other Class I trails include the Nathanson Creek Trail with connection between Fine Avenue and East MacArthur Street, the Fryer Creek Trail which stretches from Leveroni Road to Arroyo Way and connects with the Hertenstein Park trail, and the Sonoma Creek Path which parallels a segment of the waterway to Riverside Drive. The City’s *Bicycle and Pedestrian Master Plan*, a map excerpt of which is shown in Figure CE-2, expands upon the existing network to create a robust bicycle circulation system in Sonoma. The Plan includes important bicycle facility improvements such as future bike lanes on SR 12, Fifth Street East, and Leveroni Road/Napa Road, as well as several new future bike routes throughout the City.

## Transit

Sonoma County Transit is the primary transit provider in Sonoma; it provides regularly-scheduled local service to major activity centers within the City limits, as well as regional service to Sonoma Valley, Santa Rosa, and San Rafael. Service to Sonoma is also provided by VINE Transit, Napa County’s primary transit operator, with connections between the Plaza and the Soscol Gateway Transit Center in downtown Napa. A door-to-door paratransit service operated by Volunteer Wheels, funded

by Sonoma County Transit and the City of Sonoma, is available for those that are unable to independently use the transit system due to a physical or mental disability. Transit routes serving the City are shown in Figure CE-3.

The City is committed to increasing ridership through increased frequency, expanded operating hours, direct funding, transit-oriented planning, and upgraded transit facilities. The Land Use Plan envisions increased densities around existing retail commercial areas and promotes mixed-use development to encourage walking and help create nodes with a sufficient level of activity to support transit services. The Circulation Element also calls for additional transit support amenities including lighted bus shelters and bike racks at transit stops.

## Street System

Sonoma’s central street system follows a grid pattern established in the 1800’s by General Vallejo when the city was first laid out. As the city has grown, the basic grid has been elaborated in some areas and disregarded in others. Many residential subdivisions developed in the 1970’s and 1980s employ curvilinear streets. The dominant element of the system is Highway 12 (Caltrans SR 12), which follows the major local streets in the city: Broadway, West Napa Street, and Sonoma Highway. The regional importance of Highway 12, in conjunction with its path through the heart of the city, means that local circulation conditions are greatly affected by regional traffic and, therefore, by regional growth.

The City’s roadway network is shown in Figure CE-4. Major north/south carriers of traffic are Sonoma Highway, Fifth Street West, Broadway, and Eighth Street East. The major east/west roadways include Spain Street, Napa Street, Andrieux Street, MacArthur Street, and Napa/Leveroni Roads. These major routes are supported by a number of lesser arterials, collectors, and local streets. The road network in the Sonoma Planning Area is made up of five types of roadways, each of which serves a different primary function:

- **State Highway**—Although Highway 12 is considered an arterial, it is unique among local roadways. The highway is not only a primary route for through traffic, commuters, and tourists; it also carries many longer-distance and regional trips.
- **Arterials**—These streets carry traffic to and from the highway and to major commercial and public destinations. Volumes are heavy compared to collectors and local streets.



Figure CE-2: Existing and Planned Bicycle Network

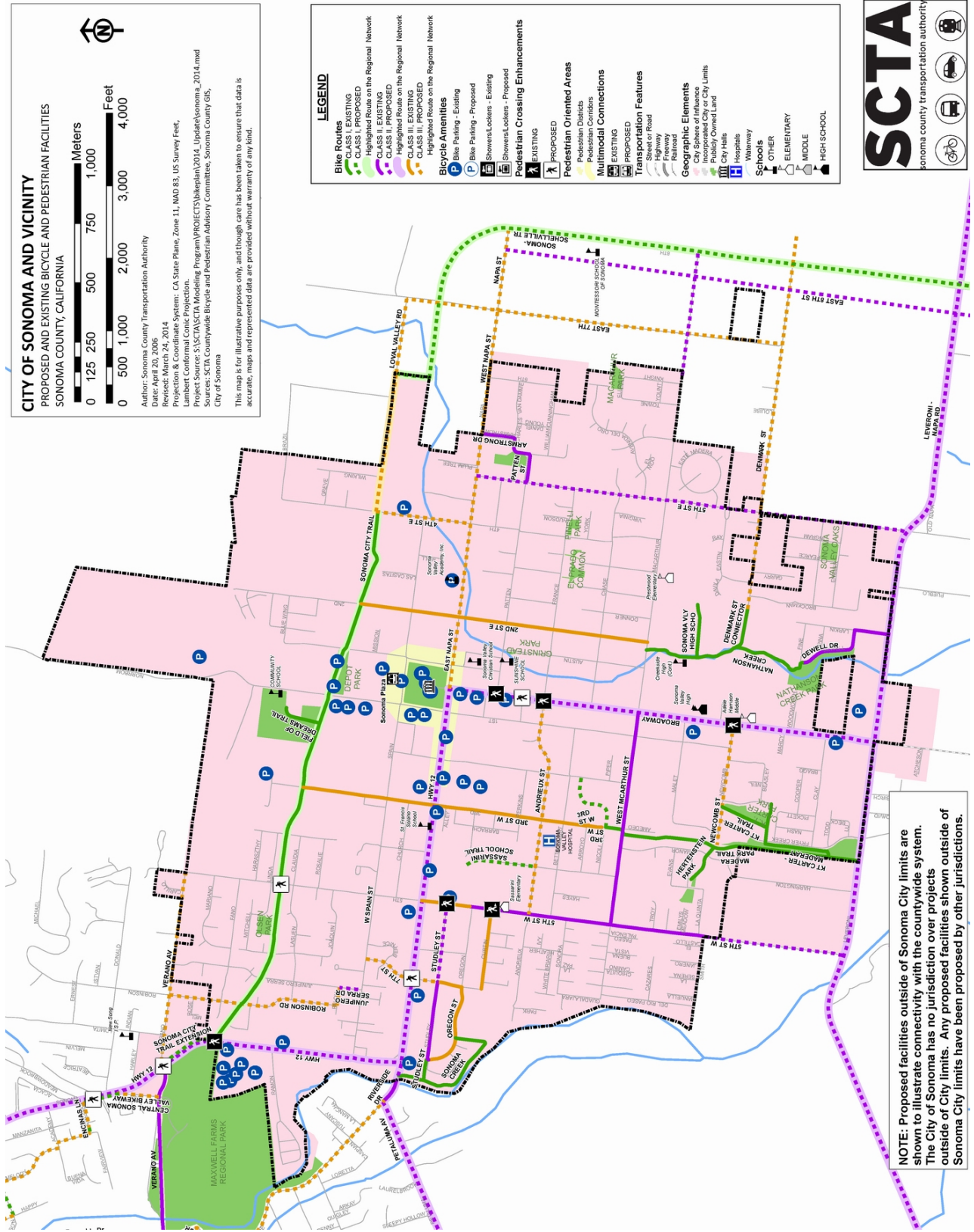


Figure CE-3: Transit Routes

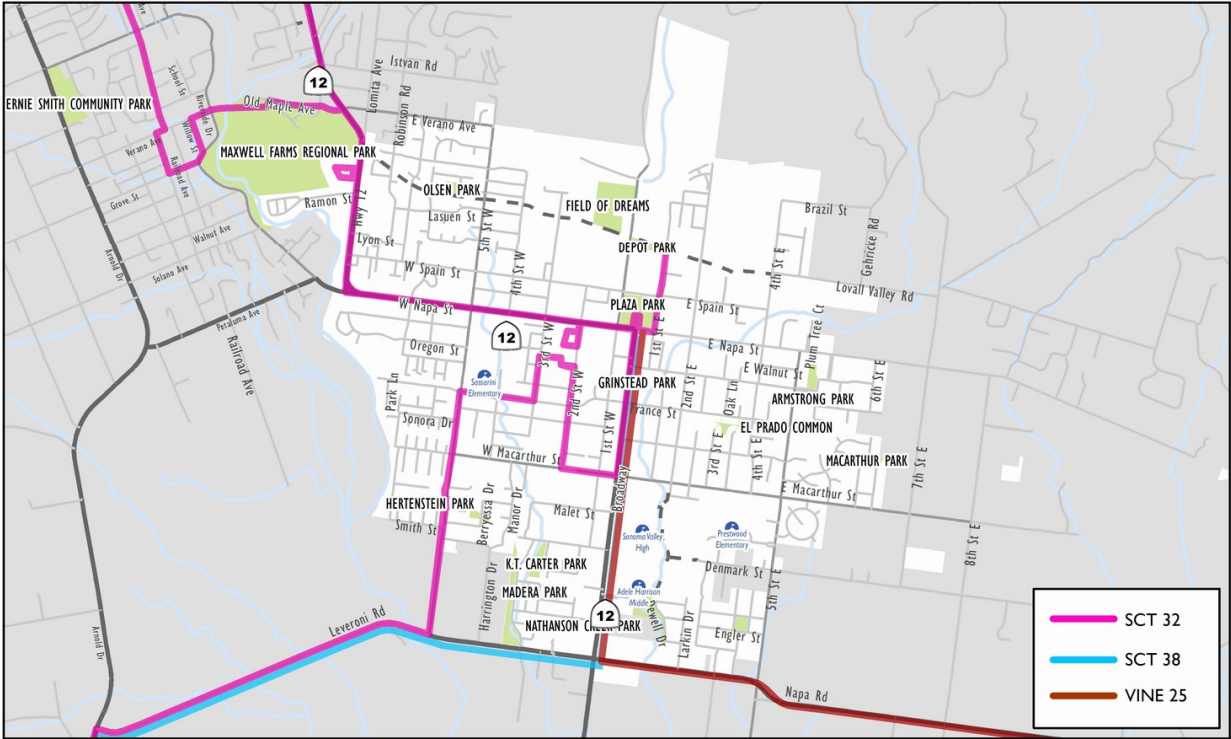
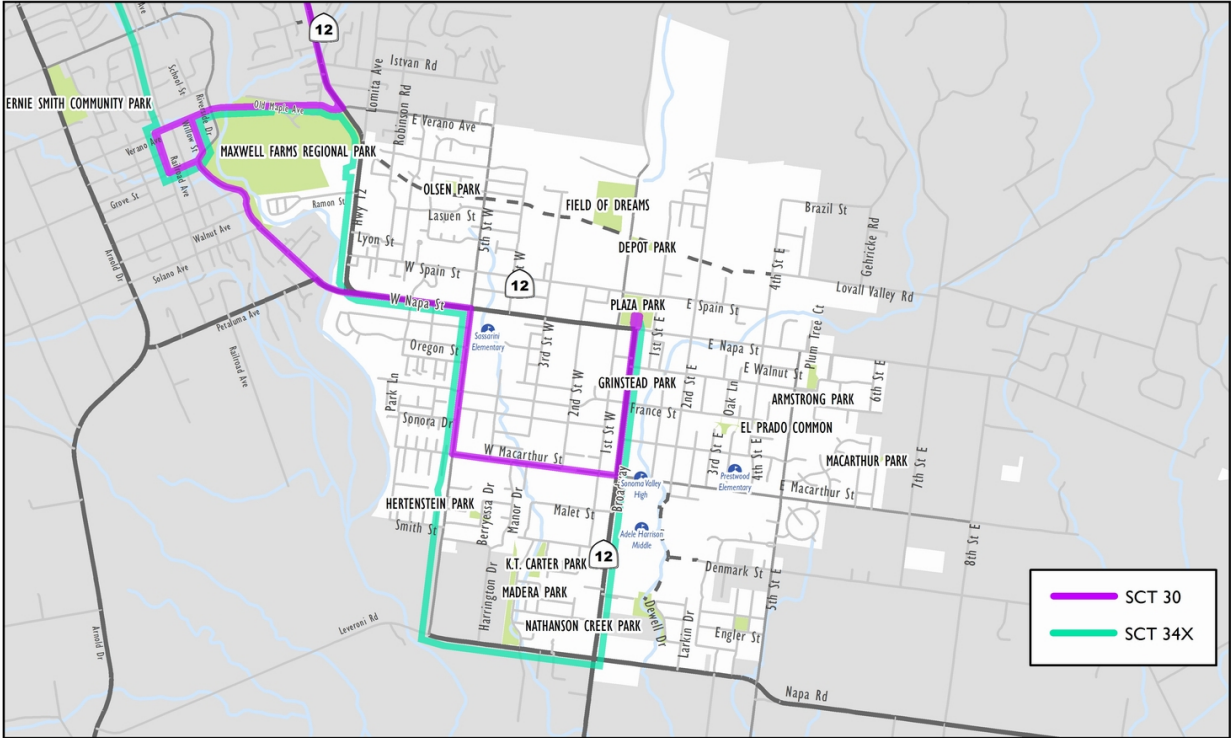


Figure CE-4: Roadway Network



- Collectors—These roads link arterials to local streets and commercial and public destinations. In some cases a collector may also serve as a lesser link to the highway.
- Local Streets—Typically residential streets, these streets provide access to neighborhoods and individual parcels within them. They are generally developed with curb, gutter, and sidewalk.
- Rural—These routes carry traffic to outlying districts. They are generally not developed with curb, gutter, or sidewalk.

The current travel pattern within Sonoma is dominated by Highway 12 (Broadway, West Napa Street, and the Sonoma Highway), with the highest volumes occurring along West Napa Street. Supporting arterials include Napa

Road, Fifth Street West, MacArthur Street, Second Street West, and West Spain Street. The traffic on Highway 12 has many sources including commuters, through traffic, tourists, and residents. Some traffic on other major arterials and collectors can also be attributed in part to driver avoidance of Highway 12. During peak commute times, many regional drivers traveling between Napa County and points north of Sonoma appear to bypass the central part of the city by using Napa Road, Leveroni Road, and Arnold Drive. This diversion pattern is acknowledged in the Caltrans Route Concept Report for SR 12, and in fact the report identifies redesignation of SR 12 to these parallel corridors as a potential long-term strategy.

Some of the local traffic on major streets such as Fifth Street West, MacArthur Street, Second Street West, and West Spain Street also results from drivers skirting Highway 12.



While the increase in traffic along West Spain Street is well within capacity limits, residents along this street have been particularly affected by this diverted traffic. The Plaza also experiences considerable traffic, not only due to volume, but also because of parking activity and a large pedestrian presence.



## ROADWAY CAPACITY AND IMPROVEMENTS

Future changes to traffic patterns in the city will be largely determined by the location of jobs and housing in Sonoma and the region, and by improvements to the local street system. In analyzing future traffic conditions, traffic volume projections were obtained through use of the SCTM\10 travel demand model maintained by the Sonoma County Transportation Authority (SCTA), which includes year 2040 development projections representing buildout of both the City of Sonoma and regional General Plans. In other words, future traffic growth is the result of expected growth in the city, Sonoma Valley, and the greater Bay Area. Year 2030 traffic projections were obtained by assuming straight-line growth between the year 2014 and the SCTA model's year 2040 horizon year.

Table CE-1 classifies main roads in Sonoma according to functional types. The table identifies sub-segments for some streets and provides information on existing peak hour volumes as of 2014, and projected peak hour volumes in the years 2030 and 2040. Table CE-2 has a similar format but provides information on roadway capacities, identifying segments that are anticipated to encounter a traffic demand that exceeds capacity, thereby being subject to auto congestion.

Table CE-3 lists levels of service for key intersections in Sonoma for 2014, as well as projected operation in the years 2030 and 2040. The intersection locations and numbers are shown Figure CE-4.

## Roadway Network Improvements

The objective for future roadway network modifications is to minimize needed improvements in Sonoma while promoting alternatives to automobile use. Accordingly, road widenings in the city will be minimized to the extent possible and implemented only when proven necessary. Future roadway improvements will be phased in accordance with the City Capital Improvement Plan and the State Transportation Improvement Program. Some improvements may be put in place as a condition of project approval as development occurs, and all will be funded in part by the City Circulation Improvement Fee imposed on all construction. The City will continue to rely on Capital Improvement Program revenues, Community Development Agency monies, and gas tax funds to finance street improvements. Sonoma County Transportation Authority funds are available for some maintenance of existing facilities and highway improvements, while any Caltrans-initiated upgrades along Highway 12 would require State and federal funding.

### Roadway Segments

The Circulation Element identifies the following roadway modifications as potentially necessary to provide multimodal access and maintain adequate traffic conditions. Because nearly all of the following improvements are on Highway 12, close coordination between the City of Sonoma and Caltrans will be required.

- West Napa Street (SR 12) from Riverside Drive to Fifth Street West – acquire the right-of-way to allow for widening to five lanes. Future volumes on this segment are projected to exceed what a three-lane street can accommodate, and the segment may need to be widened to five lanes (two lanes in each direction and a center turn lane, plus bicycle lanes).
- West Napa Street (SR 12) from Fifth Street West to Second Street West – maintain existing three-lane configuration. Projected volumes on this segment are approximately 25 percent lower than the segment to the west, and are within the upper-end of a range that has been handled by a three-lane street in other jurisdictions. The segment also passes through areas with frequent building frontages that would impede widening, and areas with higher levels of pedestrian activity. Widening the highway to add new vehicle lanes in this type of built environment may cause adverse effects on pedestrian and bicyclists modes. For these reasons, the current three-lane configuration should be maintained into the future. The Bicycle and Pedestrian Plan calls for consideration of Class II bike lanes along this segment, but this would entail the removal of on-street parking



**Table CE-1: Roadway Classification and Traffic Volumes**

Roadway Segment	Class	Year 2014 Volume		Year 2030 Volume		Year 2040 Volume	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
<b>West Napa Street (Highway 12)</b>							
Riverside Dr to Fifth St West	Arterial	1000	975	1218	1150	1353	1258
Fifth St West to Second St West	Arterial	725	725	888	860	990	944
Second St West to Broadway	Arterial	615	585	658	621	684	644
<b>East Napa Street</b>							
First St East to Fifth St East	Collector	195	290	216	318	230	336
<b>West Spain Street</b>							
Fifth St West to Highway 12	Collector	375	420	404	459	423	484
<b>Broadway (Highway 12)</b>							
Watmaugh Rd to Napa/Leveroni Rd	Arterial	390	380	473	515	525	600
Napa/Leveroni Rd to MacArthur St	Arterial	635	570	805	707	911	793
MacArthur St to West Napa St	Arterial	560	460	700	605	786	695
<b>Highway 12</b>							
Riverside Dr to West Spain St	Arterial	750	805	901	1007	996	1132
West Spain St to Maxwell Village	Arterial	1015	965	1156	1164	1245	1289
<b>Napa Road</b>							
Broadway (Hwy 12) to Fifth St East	Arterial	660	675	745	796	855	813
Fifth St East to Eighth St E	Arterial	630	670	693	761	733	817
<b>Leveroni Road</b>							
Broadway (Hwy 12) to Fifth St West	Arterial	620	640	707	696	760	731
<b>West MacArthur Street</b>							
Broadway (Hwy 12) to Fifth St W	Collector	205	235	243	264	267	282
<b>East MacArthur Street</b>							
Broadway (Hwy 12) to City Limits	Collector	170	225	257	281	312	317
City Limits to Eighth St E	Collector	80	60	195	97	268	118
<b>Fifth Street East</b>							
East Napa St to Napa Rd	Local	150	125	206	163	241	187
Napa Rd to East Watmaugh Rd	Rural	60	50	70	56	75	58
<b>Fifth Street West</b>							
Verano Ave to West Spain St	Collector	400	295	441	317	467	331
Andrieux St to West MacArthur St	Arterial	550	480	601	524	632	551
West MacArthur St to Leveroni Rd	Arterial	460	430	504	461	531	479
<b>Verano Avenue</b>							
Highway 12 to Fifth St West	Collector	195	305	220	335	235	354

NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

**Table CE-2: Roadway Capacity Utilization**

Roadway Segment	Class	Capacity (veh)	Year 2014 V/C		Year 2030 V/C		Year 2040 V/C	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
<b>West Napa Street (Highway 12)</b>								
Riverside Dr to Fifth St West	Arterial	800	<b>1.14</b>	<b>1.11</b>	<b>1.52</b>	<b>1.44</b>	<b>1.69</b>	<b>1.57</b>
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.75</i>	<i>0.71</i>	<i>0.84</i>	<i>0.78</i>
Fifth St West to Second St West	Arterial	800	0.82	0.82	<b>1.11</b>	<b>1.08</b>	<b>1.24</b>	<b>1.18</b>
Second St West to Broadway	Arterial	800	0.95	0.91	0.82	0.78	0.86	0.81
<b>East Napa Street</b>								
First St East to Fifth St East	Collector	800	0.30	0.44	0.27	0.40	0.29	0.42
<b>West Spain Street</b>								
Fifth St West to Highway 12	Collector	800	0.57	0.64	0.51	0.57	0.53	0.61
<b>Broadway (Highway 12)</b>								
Watmaugh Rd to Napa/Leveroni Rd	Arterial	880	0.38	0.37	0.54	0.59	0.60	0.68
Napa/Leveroni Rd to MacArthur St	Arterial	800	0.84	0.75	<b>1.01</b>	0.88	<b>1.14</b>	0.99
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.50</i>	<i>0.44</i>	<i>0.56</i>	<i>0.49</i>
MacArthur St to West Napa St	Arterial	1620	0.38	0.32	0.43	0.37	0.49	0.43
<i>Reduce to 1 lane in each direction</i>		<i>800</i>			<i>0.88</i>	<i>0.76</i>	<i>0.98</i>	<i>0.87</i>
<b>Highway 12</b>								
Riverside Dr to West Spain St	Arterial	800	0.88	0.94	<b>1.13</b>	<b>1.26</b>	<b>1.25</b>	<b>1.42</b>
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.56</i>	<i>0.62</i>	<i>0.61</i>	<i>0.70</i>
West Spain St to Maxwell Village	Arterial	800	<b>1.28</b>	<b>1.21</b>	<b>1.45</b>	<b>1.46</b>	<b>1.56</b>	<b>1.61</b>
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.71</i>	<i>0.72</i>	<i>0.77</i>	<i>0.80</i>
<b>Napa Road</b>								
Broadway (Hwy 12) to Fifth St East	Arterial	880	0.70	0.71	0.85	0.90	0.97	0.92
Fifth St East to Eighth St E	Arterial	880	0.65	0.69	0.79	0.86	0.83	0.93
<b>Leveroni Road</b>								
Broadway (Hwy 12) to Fifth St West	Arterial	880	0.64	0.66	0.80	0.79	0.86	0.83
<b>West MacArthur Street</b>								
Broadway (Hwy 12) to Fifth St W	Collector	800	0.36	0.42	0.30	0.33	0.33	0.35
<b>East MacArthur Street</b>								
Broadway (Hwy 12) to City Limits	Collector	800	0.30	0.40	0.32	0.35	0.39	0.40
City Limits to Eighth St E	Collector	800	0.13	0.10	0.24	0.12	0.34	0.15
<b>Fifth Street East</b>								
East Napa St to Napa Rd	Local	800	0.23	0.19	0.26	0.20	0.30	0.23
Napa Rd to East Watmaugh Rd	Rural	800	0.11	0.09	0.09	0.07	0.09	0.07
<b>Fifth Street West</b>								
Verano Ave to West Spain St	Collector	800	0.71	0.52	0.55	0.40	0.58	0.41
Andrieux St to West MacArthur St	Arterial	800	0.80	0.70	0.75	0.66	0.79	0.69
West MacArthur St to Leveroni Rd	Arterial	800	0.58	0.54	0.63	0.58	0.66	0.60
<b>Verano Avenue</b>								
Highway 12 to Fifth St West	Collector	800	0.35	0.54	0.28	0.42	0.29	0.44

**Bold** v/c ratios indicates locations where volumes may exceed capacity and LOS F operation may occur; *italicized* lines represent alternate configurations; planning-level roadway capacities based on Exhibit 10-7 of the *Highway Capacity Manual 2000*, Transportation Research Board, 2000; v/c=volume to capacity ratio; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

**Table CE-3: Intersection Levels of Service**

Intersection	Type of Control	Year 2014	Year 2030	Year 2040
1. Sonoma Hwy (SR 12)/Verano Ave	Signal	22.7/C	25.3/C	28.4/C
2. Sonoma Hwy (SR 12)/Maxwell Village Center	Signal	18.3/B	20.9/C	22.7/C
3. Sonoma Hwy (SR 12)/W Spain St	Signal	26.0/C	33.1/C	43.5/D
4. Fifth St W/W Spain St	All-Way Stop	<b>40.0/E</b>	<b>44.7/E</b>	<b>46.4/E</b>
<i>a. Add EB and WB right turn lanes</i>	<i>All-Way Stop</i>	<i>n/a</i>	<i>31.6/D</i>	<i>33.9/D</i>
<i>b. Install mini-roundabout</i>	<i>Mini Roundabout</i>	<i>n/a</i>	<i>11.6/B</i>	<i>13.1/B</i>
5. Sonoma Hwy (SR 12)/Riverside/W Napa St	Signal	15.9/B	16.3/B	17.5/B
6. Fifth St W/W Napa St (SR 12)	Signal	37.3/D	47.5/D	<b>59.5/E</b>
<i>Add SB right-turn lane and EB overlap</i>	<i>Signal</i>	<i>n/a</i>	<i>n/a</i>	<i>43.0/D</i>
7. Broadway (SR 12)/Napa St	All-Way Stop	32.2/D	53.0/F	58.7/F
<i>a. Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>51.2/D</i>	<b>58.6/E</b>
<i>b. Install single-lane roundabout</i>	<i>Roundabout</i>	<i>n/a</i>	<i>9.6/A</i>	<i>11.7/B</i>
8. E Napa St/Fifth St E Northbound Approach	Two-Way Stop	1.7/A 12.3/B	2.1/A 13.5/B	2.4/A 14.3/B
9. Eighth St E/E Napa St Northbound Approach	Two-Way Stop	6.1/A 12.3/B	6.4/A 12.9/B	6.6/A 13.4/B
10. Fifth St W/W MacArthur St	All-Way Stop	17.1/C	21.1/C	24.8/C
11. Broadway (SR 12)/MacArthur St	Signal	17.4/B	19.3/B	21.2/C
12. Fifth St E/E MacArthur St	All-Way Stop	8.9/A	11.2/B	13.7/B
13. Fifth St W/Leveroni Rd	Signal	11.6/B	12.7/B	13.5/B
14. Broadway (SR 12)/Leveroni Rd/Napa Rd	Signal	36.7/D	44.6/D	51.1/D
15. Fifth St E/Napa Rd	All-Way Stop	<b>39.5/E</b>	<b>44.6/E</b>	<b>49.3/E</b>
<i>Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>10.0/A</i>	<i>11.6/B</i>
16. Eighth St E/Napa Rd	Signal	21.5/C	34.1/C	48.2/D

Results are expressed as Delay/LOS; Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold**=operation below LOS D; *italicized* rows reflect mitigated or alternate configurations; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

➤ Broadway (SR 12) from Napa/Leveroni Roads to MacArthur Street – widen to five lanes only if proven necessary. Many of the parcels along this segment already include frontage improvements to accommodate a future five-lane roadway (two lanes in each direction and a center turn lane), and the projected traffic volumes are near the limits of what can be accommodated by a three-lane roadway. For these reasons the City and Caltrans should continue to plan for an ultimate five-lane roadway, however, striping of spot improvements such as right turn lanes and acceleration/deceleration areas be utilized in lieu of striping for two lanes in each direction until such time that the need for dual through lanes is proven. Maintaining one travel lane in each direction will help to regulate speeds and function better as a gateway to the Sonoma Plaza.

➤ Broadway (SR 12) from MacArthur Street to West Napa Street – implement a road diet. This segment currently includes five lanes (two in each direction plus a center turn lane). Volumes are lower than on the segment to the south, and based on the projected volumes, a single lane in each direction would be expected to function acceptably. The City and Caltrans should plan to implement a “road diet” on this segment of Broadway. A three-lane configuration would be expected to operate safely and efficiently, would help to regulate vehicle speeds in a pedestrian-oriented area, would create space for bicycle facilities, and would potentially create space for additional parking spaces. A reduction in lanes is also consistent with the Caltrans Route Concept Report for SR 12 (West), which for Broadway suggests that “reducing the number of lanes by a combination of diagonal parking, bike lanes and/or a median would



improve the location efficiency and community design.” If the Broadway/West Napa Street intersection remains as all-way stop-controlled, a three-lane configuration would allow for implementation of bulb-outs that would improve pedestrian circulation at this key Plaza gateway location. A three-lane segment would also work with a potential signal or roundabout.

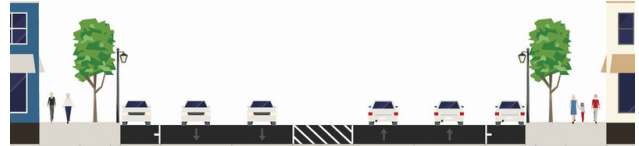
- Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center – widen to five lanes. This segment of Sonoma Highway already encounters congestion, and the projected future volumes cannot be accommodated by a roadway with one lane in each direction. The City and Caltrans should plan for this to be a five-lane roadway in the future (two lanes in each direction, a center turn lane, and bike lanes).
- Upgrade Hayes Street and Fourth Street West to local street standards between Bettencourt Street and West MacArthur Street.

Road widenings would only be implemented upon proven need.

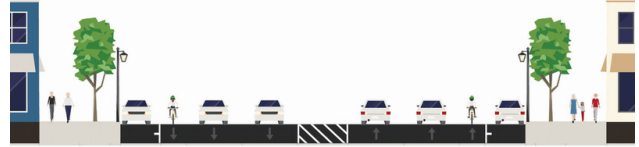
### Intersections

Intersections are the major determinants of local traffic conditions on the City’s street network, and also serve as designated crossing locations for non-auto users. Accordingly, they should be designed in a context-sensitive manner to accommodate mobility for all users as effectively and as safely as possible. The following intersection improvements have been identified; again, in many locations coordination between the City and Caltrans will be required.

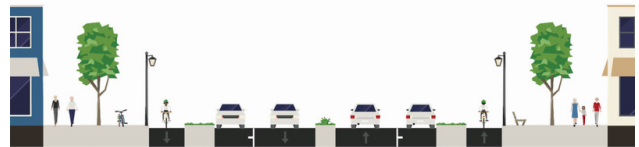
- Fifth Street West/West Spain Street – There are two improvement options. One includes restriping the eastbound and westbound approaches to add right-turn lanes. Alternatively, a mini-roundabout could be installed. The mini-roundabout would have a higher installation cost though it would provide a beneficial traffic calming effect, result in superior operation, and result in less fuel consumption, emissions, and noise than all-way stops. Either option would entail elimination of existing parking spaces near the intersection.



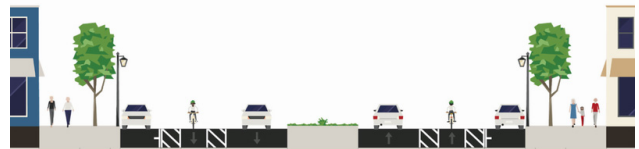
Existing



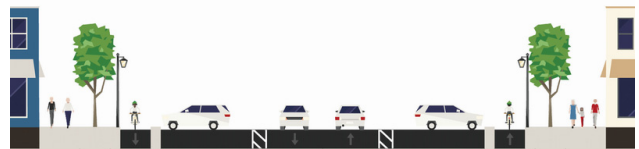
Bike Lanes with Narrower Vehicle Lanes



Protected Bikeway, Widened Sidewalks, and Road Diet



Buffered Bike Lanes and Road Diet



Protected Bikeway, Diagonal Parking, and Road Diet

*Many options exist for reconfiguring Broadway near the Plaza*



*View on Broadway looking north toward Plaza*

- Fifth Street West/West Napa Street (SR 12) – Construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase. Construction of the right-turn pocket would require land acquisition.
- Broadway (SR 12)/Napa Street – The Circulation Element calls for further community engagement and evaluation before identifying specific modifications to improve multimodal circulation at this intersection. Potential changes may include (but are not limited to) any of the following: modify curbs to reduce pedestrian crossing distances while maintaining current all-way stop controls, install a traffic signal, install a single-lane roundabout, or make no changes. Any modifications would need to be completed in a manner that is deemed compatible with the Plaza’s physical and historical context.
- Fifth Street East/Napa Road – Install a traffic signal. The intersection is located in the County of Sonoma, and the City will coordinate with the County to participate in funding.



*Broadway/Napa Street Intersection*

Circulation Element helps organize land use through policies requiring adequate access, pedestrian and bicycle amenities, and safety improvements at street/bike path connections.

## COORDINATION WITH OTHER ELEMENTS

Circulation and land use are interconnected, as is recognized in the State guidelines pertaining to general plans, which emphasize the correlation between the circulation element and the land use element. The Circulation Element is also closely related to the Housing and Environmental Resources elements and has ties to the Local Economy Element. Traffic-related noise is addressed in the Noise Element.

### The Community Development Element

The Land Use Plan and designations in the Community Development Element establish the general arrangement of uses by type and intensity, from which circulation relationships derive. Through the organization of uses, the Land Use Plan lays the basis for linking housing, employment, goods and services, schools, and parks and recreation. The connection between land use and circulation has been reinforced by using the Land Use Plan as the basis for the traffic model used to develop projected traffic volumes. Building on that foundation, the elements are designed to work in concert to achieve various General Plan policy objectives. For example, in order to reduce auto dependence and promote walking, the Land Use Plan establishes higher densities adjacent to commercial centers and encourages mixed-use development. These measures also help promote transit. At the same time, the

### The Local Economy Element

Through its programs to ensure acceptable traffic conditions, address downtown parking, and improve pedestrian conditions, the Circulation Element helps support the Local Economy Element in its objective of maintaining the continued vitality of Sonoma’s commercial centers. Through their policies and implementation measures, the two elements also seek to encourage a pedestrian presence in retail and service areas, particularly the downtown, by promoting mixed-use development and ground floor retail use.

### The Housing Element

Like the Community Development Element, the Housing Element includes policies and implementation measures aimed at promoting mixed-use development and locating higher density residential development near commercial centers. The Housing Element expands upon those basic directions by providing guidance for the design of new housing, ensuring that higher density developments are compatible with their surroundings and include provisions for bicyclists, pedestrians, and transit users.

### The Environmental Resources Element

The Circulation and Environmental Resources elements share the objectives of reducing auto dependency, encouraging transit use, and promoting energy conservation. The Circulation Element provides goals and

policies intended to establish safe and convenient bicycle and pedestrian networks linking housing, shopping, services, schools, and parks, while the Environmental Resources Element includes additional measures supporting that effort. In addition, the Environmental Resources Element includes a street tree planting measure to make local travel more enjoyable for pedestrians, bicyclists, and drivers.

### **The Noise Element**

Current and projected traffic volumes, as documented through the Circulation Element, are assessed as a noise source in the Noise Element.





GOALS AND POLICIES

The following Circulation Element goals and policies will guide the City’s actions pertaining to transportation during the planning period.

**Maintain Safe and Efficient Movement**

**Goal 1.0: Maintain a Citywide Roadway System that Provides for the Safe and Efficient Movement of People and Goods to All Parts of Sonoma.**

**Policy 1.1:** Ensure that the City’s circulation network is a well-connected system 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 1.2:** Promote safety for all users of the street system.

**Policy 1.3:** Maximize efficient use of the existing circulation system and avoid widening streets to the extent possible.

**Policy 1.4:** When analyzing the circulation network, consider the needs of all users including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to motor vehicle drivers.

**Policy 1.5:** Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling, or transit (see Policy 1.6).
- The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.
- Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.

**Policy 1.6:** Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

**Policy 1.7:** Continue to seek context-sensitive solutions to reduce traffic congestion and improve pedestrian circulation at the intersection of Broadway (SR 12)/Napa Street.

**Policy 1.8:** Consider all transportation improvements as opportunities to enhance safety, access, and mobility.

**Policy 1.9:** Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities, and in a manner that is appropriate for the surrounding land use and cultural context.

**Policy 1.10:** Consider the use of roundabouts and mini-roundabouts, where appropriate, to enhance pedestrian and cyclist circulation, moderate traffic flow, reduce accident severity, and improve intersection efficiency.

**Policy 1.11:** Ensure that new development contributes its proportional share of the cost of improvements necessary to address cumulative transportation impacts on the multimodal circulation network.

**Policy 1.12:** Design and implement road diets along the Broadway corridor, in coordination with Caltrans, to enhance pedestrian and bicycle facilities, provide additional opportunities for landscaping, and potentially increase parking supply.

## Support Non-Auto Travel

<b>Goal 2.0: Create a Circulation Network that Supports and Encourages Travel by Non-Automobile Modes</b>
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**Policy 2.1:** Implement the extensions and upgrades to the bicycle network identified in the City's Bicycle and Pedestrian Master Plan, with a focus on establishing safe routes to popular destinations.

**Policy 2.2:** Improve city streets as necessary to preserve safety and expand opportunities for non-automobile modes of transportation.

**Policy 2.3:** Preserve and establish short-cuts that give pedestrians and bicyclists alternatives to traveling along major streets.

**Policy 2.4:** Improve pedestrian circulation and safety at major intersections.

**Policy 2.5:** Establish a system of hiking trails through major public open space.

**Policy 2.6:** Eliminate gaps and obstructions in the sidewalk system.

**Policy 2.7:** Proactively work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure.

**Policy 2.8:** Prioritize pedestrian safety and convenience when considering circulation improvements near the Sonoma Plaza.

**Policy 2.9:** Prioritize bicycle and pedestrian safety for students traveling to and from school.

**Policy 2.10:** Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA).

**Policy 2.11:** Promote bicycling as an efficient alternative to driving.

**Policy 2.12:** Expand the availability of sheltered bicycle parking and other bicycle amenities.

**Policy 2.13:** Resolve potential conflicts between bicycles and vehicles and pedestrians.

**Policy 2.14:** Incorporate bicycle facilities and amenities in new development.

**Policy 2.15:** Promote transit use and improve transit services.

**Policy 2.16:** Ensure that adequate lighting is provided at all bus stops.

## Maintain Neighborhood Access and Town Character

**Goal 3.0: Coordinate circulation and land use patterns to ensure safe and convenient access to activity centers while maintaining Sonoma’s neighborhoods and small-town character.**

**Policy 3.1:** Encourage a mixture of uses and higher densities where appropriate to improve the viability of transit, pedestrian and bicycle travel.

**Policy 3.2:** Ensure that new development complements and extends the historic street grid pattern, where feasible, while minimizing cut-through traffic.

**Policy 3.3:** Protect residential areas by keeping traffic speeds low and discouraging through truck traffic.

**Policy 3.4:** Encourage shared and “park once” parking arrangements that reduce vehicle use.

**Policy 3.5:** Improve parking availability and traffic and pedestrian circulation around the Plaza area while maintaining the historic, small-town character of the area.

**Policy 3.6:** 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 amenities.

**Policy 3.7:** If necessary, utilize traffic calming techniques to control vehicle speeds on residential streets as well as on collector streets within residential areas.

## Integrate with Regional Circulation Network

**Goal 4.0: Effectively Integrate the City’s Circulation System with Surrounding Regional Networks**

**Policy 4.1:** Actively work with Sonoma County and SCTA in coordinating improvements to major roads in the unincorporated areas surrounding Sonoma.

**Policy 4.2:** Collaborate with Caltrans and the County in exploring potential ways to accommodate regional pass-through traffic on routes other than Highway 12 through the Sonoma Plaza area, including the relinquishment of SR 12 through the City of Sonoma.

**Policy 4.3:** Continue to consult with Caltrans and Sonoma County on transportation planning, operations, and funding to improve automobile and non-automobile circulation on the Sonoma Highway corridor.



IMPLEMENTATION MEASURES

The implementation measures outlined in Table CE-4 correspond to the four major topics outlined in the above circulation goals and policies: Maintain Safe and Efficient Movement, Support Non-Auto Travel, Maintain Neighborhood Access and Town Character, and Integrate with Regional Circulation Network.

**Table CE-4: Circulation Implementation Summary**

Implementation Measure	Objective(s)	Responsible Department
<b>SAFE AND EFFICIENT MOVEMENT</b>		
<b>CE-1. CIP Circulation Improvements</b>	Prioritize and implement circulation improvements through the five-year capital improvement program.	Public Works
<b>CE-2. Impact Fee Program</b>	Prepare and adopt a transportation impact fee program that establishes a mechanism for new development to pay its proportional share of circulation improvements.	Public Works
<b>CE-3. Monitor Safety</b>	Routinely monitor collision trends in order to proactively respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.	Public Works
<b>CE-4. Seek Outside Funding</b>	Continually seek opportunities to fund maintenance of and improvements to the circulation network, including through pursuit of grants.	Public Works, Planning
<b>CE-5. Roadway Improvements</b>	<p>If and when deemed clearly necessary, complete the following roadway improvements to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.</p> <p><b>Roadway Segments</b></p> <ul style="list-style-type: none"> <li>• Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center: widen street to two lanes in each direction, including a center turn lane and bicycle lanes</li> <li>• West Napa Street (SR 12) from Riverside Drive to Fifth Street West: widen street to two lanes in each direction, including a center turn lane and bicycle lanes</li> <li>• Broadway (SR 12) from MacArthur Street to West Napa Street: implement a “road diet” consisting of one travel lane in each direction plus center turn lane and bicycle lanes</li> <li>• Broadway (SR 12) from Napa Road-Leveroni Road to MacArthur Street: limit further widenings to spot improvements such as adding turn lanes where needed to maintain traffic flow and safety. Design and implement a plan that reduces the paved section, where possible, enhances conditions for pedestrians and bicyclists, and improves the visual quality and consistency of the corridor.</li> </ul> <p><b>Intersections</b></p> <ul style="list-style-type: none"> <li>• Fifth Street West/West Spain Street: restripe the eastbound and westbound approaches to add right-turn lanes, or install a mini-roundabout within the available right-of-way</li> <li>• Fifth Street West/West Napa Street (SR 12): construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase</li> <li>• Fifth Street East/Napa Road: install a traffic signal; this intersection is under County of Sonoma jurisdiction and the costs of designing, funding, and implementing the improvement should be shared by the City and County</li> </ul>	Public Works

Implementation Measure	Objective(s)	Responsible Department
<b>CE-6. Design Intersections for all modes</b>	Review plans for new or modified intersections to ensure that lane configurations are limited where possible to provide for moderate speeds and pedestrian and cyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.	Public Works
<b>CE-7. Mitigate Development Impacts</b>	Require development projects to mitigate circulation impacts through installation of necessary associated improvements or payment of in-lieu fees, consistent with a nexus between the level of impact and required improvements and/or contributions.	Public Works, Planning
<b>CE-8. Review of Development Impacts</b>	<p>As part of the development review process, the Planning and Public Works Departments shall review development projects to ensure that developers:</p> <ul style="list-style-type: none"> <li>• Construct transportation improvements along property frontages when appropriate</li> <li>• Address the project's proportional share of impacts to the City's circulation network through payment of traffic mitigation and other fees</li> <li>• For local project-related circulation impacts requiring improvements that are not included in an adopted impact fee program, either complete the necessary improvements or pay a proportional share of the cost</li> <li>• Provide for complete streets to the extent feasible, facilitating walking, biking, and transit modes</li> <li>• Fund transportation impact studies that identify on-site and off-site project effects and mitigation measures</li> <li>• Provide adequate emergency vehicle access</li> </ul>	Public Works, Planning
<b>CE-9. Improvements at Broadway/Napa Street</b>	Engage the community in discussions to evaluate and select among alternatives to improve pedestrian circulation and alleviate congestion at the intersection of Broadway (SR 12)/Napa Street in a context-sensitive manner, and work with Caltrans to fund and implement the improvements.	Planning, Public Works
<b>CE-10. Multimodal LOS</b>	Monitor ongoing efforts to establish multimodal LOS methodologies and assess whether implementation of multimodal LOS is appropriate for application in Sonoma. Should the City deem a multimodal LOS methodology to be suitable for application, the LOS standards described in Policy 1.5 shall be amended to include quantitative evaluation of designated non-auto modes where deemed applicable.	Public Works, Planning
<b>SUPPORT NON-AUTO TRAVEL</b>		
<b>CE-11. Add Pedestrian/Bicycle to CIP</b>	Create and fund pedestrian and bicycle improvement categories in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian and bicycle improvements, including constructing pathways and repairing and completing sidewalks.	Public Works
<b>CE-12. Provide Cut-Through Paths</b>	Require the preservation or replacement of cut-through paths in conjunction with proposed development projects.	Planning
<b>CE-13. Prioritize Pedestrian Improvements</b>	Monitor and prioritize the need for pedestrian improvements through the Traffic Safety Committee.	Public Works
<b>CE-14. Non-Auto</b>	Work with Caltrans, the County of Sonoma, Sonoma County Transit, Sonoma County Bicycle Coalition, and the SCTA to coordinate bicycle improvements within Sonoma	Public Works, Planning

<b>Implementation Measure</b>	<b>Objective(s)</b>	<b>Responsible Department</b>
<b>Modes Regional Coordination</b>	Valley, to provide connections to regional routes, and to incorporate bicycle facilities such as carriers and racks on transit buses and at bus stops.	
<b>CE-15. Bicycle Education</b>	Work with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with the Police Department bicycle education program.	Public Works, Police
<b>CE-16. Safe Routes to School</b>	Coordinate with the Sonoma Valley Unified School District to fund new Safe Routes to School plans for schools within the City of Sonoma.	Public Works
<b>CE-17. Accessible Transportation Improvements</b>	Review all transportation improvements to ensure installation in accordance with current accessibility standards.	Public Works
<b>CE-18. Identify and Remove Barriers</b>	Review transportation corridors to identify barriers encountered by persons with disabilities, including locations with damaged sidewalk surfaces and non ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program as funding permits.	Public Works
<b>CE-19. Incorporate Bicycle and Pedestrian Improvements</b>	Require development projects to provide all rights-of-way and improvements necessary to comply with the Bicycle and Pedestrian Master Plan and Development Code requirements pertaining to bicycle and pedestrian amenities and, through the discretionary review process, look for opportunities to consolidate or eliminate unneeded curb-cuts and driveways to improve pedestrian safety.	Planning
<b>CE-20. Update Bike Requirements in Development Code</b>	Implement Development Code requirements for bicycle access and amenities in commercial and multi-unit residential developments and update the provisions as necessary.	Planning
<b>CE-21. Improve Transit Availability</b>	Work with Sonoma County Transit to improve transit coverage and headways on routes serving Sonoma.	Planning
<b>CE-22. Add Bus Shelters</b>	Coordinate with Sonoma County Transit to construct attractive and consistently designed lighted bus shelters along Highway 12 and other transit corridors.	Public Works
<b>CE-23. Pedestrian Signal Timing</b>	Review traffic signal timing plans to ensure adequate crossing times for all users at signalized intersections.	Public Works
<b>CE-24. Upgrade Signals for Bicyclists and Pedestrians</b>	Prepare an inventory of bicycle and pedestrian facilities at signalized intersections, and develop a program to install crosswalk actuators, bicycle detectors with stencils, and bicycle safety signs as appropriate where they currently do not exist.	Public Works
<b>MAINTAIN NEIGHBORHOOD ACCESS AND TOWN CHARACTER</b>		
<b>CE-25. Caltrans Collaboration</b>	Work collaboratively with Caltrans to ensure that the City's vision for the design and implementation of Highway 12 improvements is achieved.	Public Works

<b>Implementation Measure</b>	<b>Objective(s)</b>	<b>Responsible Department</b>
<b>CE-26. Truck Routes</b>	Establish and enforce truck routes and regulations that apply to all heavy vehicles, including delivery trucks and tour buses.	Public Works
<b>CE-27. Traffic Calming</b>	Evaluate requests and proposed approaches to traffic calming through the Traffic Safety Committee.	Public Works
<b>CE-28. Casa Grande Parking Lot</b>	Work with the State Parks Department to retain and expand the use of the Casa Grande lot for public parking.	Planning
<b>CE-29. Parking Wayfinding</b>	Provide maps, signage, entrance lighting, and other improvements that advertise off-street public parking.	Planning
<b>CE-30. Develop Off-Street Parking</b>	Work with property-owners to acquire land and/or develop public off-street parking to serve the Plaza area.	Planning, Public Works
<b>CE-31. Parking Improvement District</b>	Explore the feasibility of creating a downtown improvement district to fund acquisition and development of parking as well as other types of improvements.	Planning
<b>CE-32. Tour buses</b>	Work with the Visitors Bureau and tour bus providers to minimize safety and parking conflicts associated with tour buses.	Public Works, Police
<b>INTEGRATE WITH REGIONAL CIRCULATION NETWORK</b>		
<b>CE-33. Regional Collaboration on Circulation</b>	Work with Caltrans, the County of Sonoma and the Sonoma Valley Citizens Advisory Commission to monitor potential traffic impacts of proposed development, to identify options for regional circulation improvements, and to implement methods of alleviating traffic congestion, such as improved signal timing along Highway 12.	Public Works
<b>CE-34. Regional Signage Program</b>	Work with Caltrans and the County of Sonoma to establish a unified directional signage scheme in the Sonoma Valley that directs through drivers to peripheral routes instead of through downtown Sonoma.	Public Works
<b>CE-35. Assist SCTA</b>	Provide land use and circulation data to the Sonoma County Transportation Authority (SCTA) as requested, and coordinate with SCTA in implementing and updating the regional Comprehensive Transportation Plan.	Planning, Public Works

