



COTATI GENERAL PLAN UPDATE

Planning Commission
Hearing
February 17, 2015

DE NOVO PLANNING GROUP

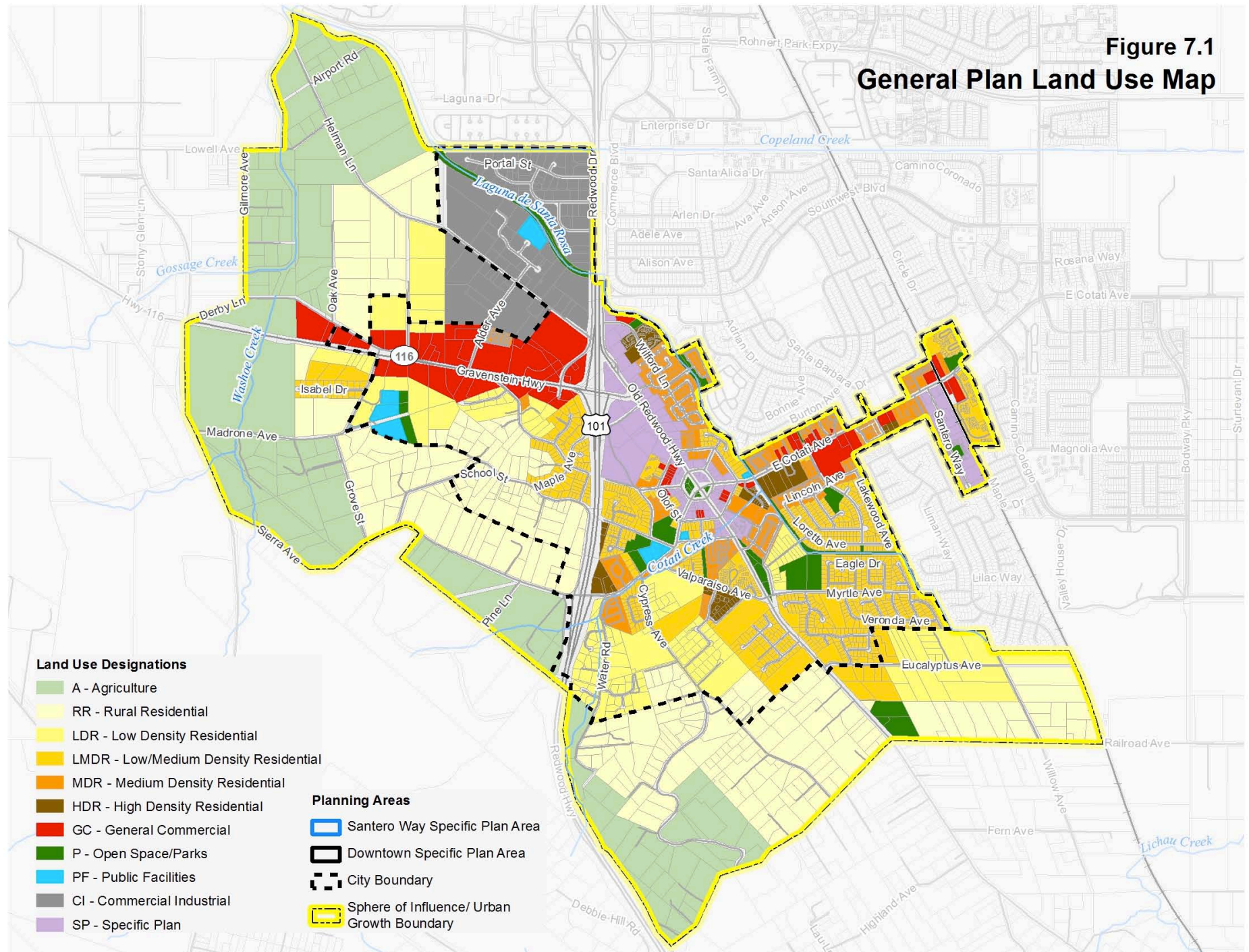


Today's Meeting

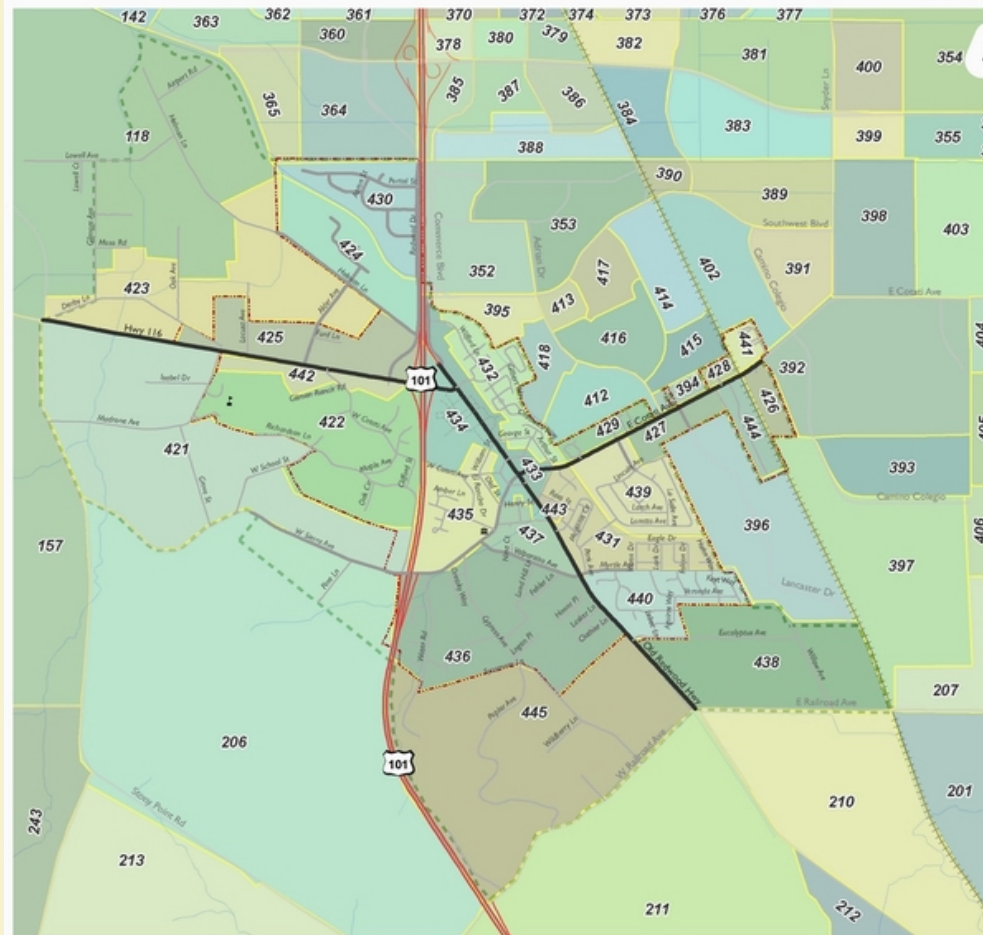


- Circulation Planning Process and Draft Circulation Diagram
- Circulation Element includes robust policies for pedestrian, bicycle, transit, and Complete Streets but today's focus is on the vehicular street network

General Plan Land Use Map



Development of the Circulation Diagram

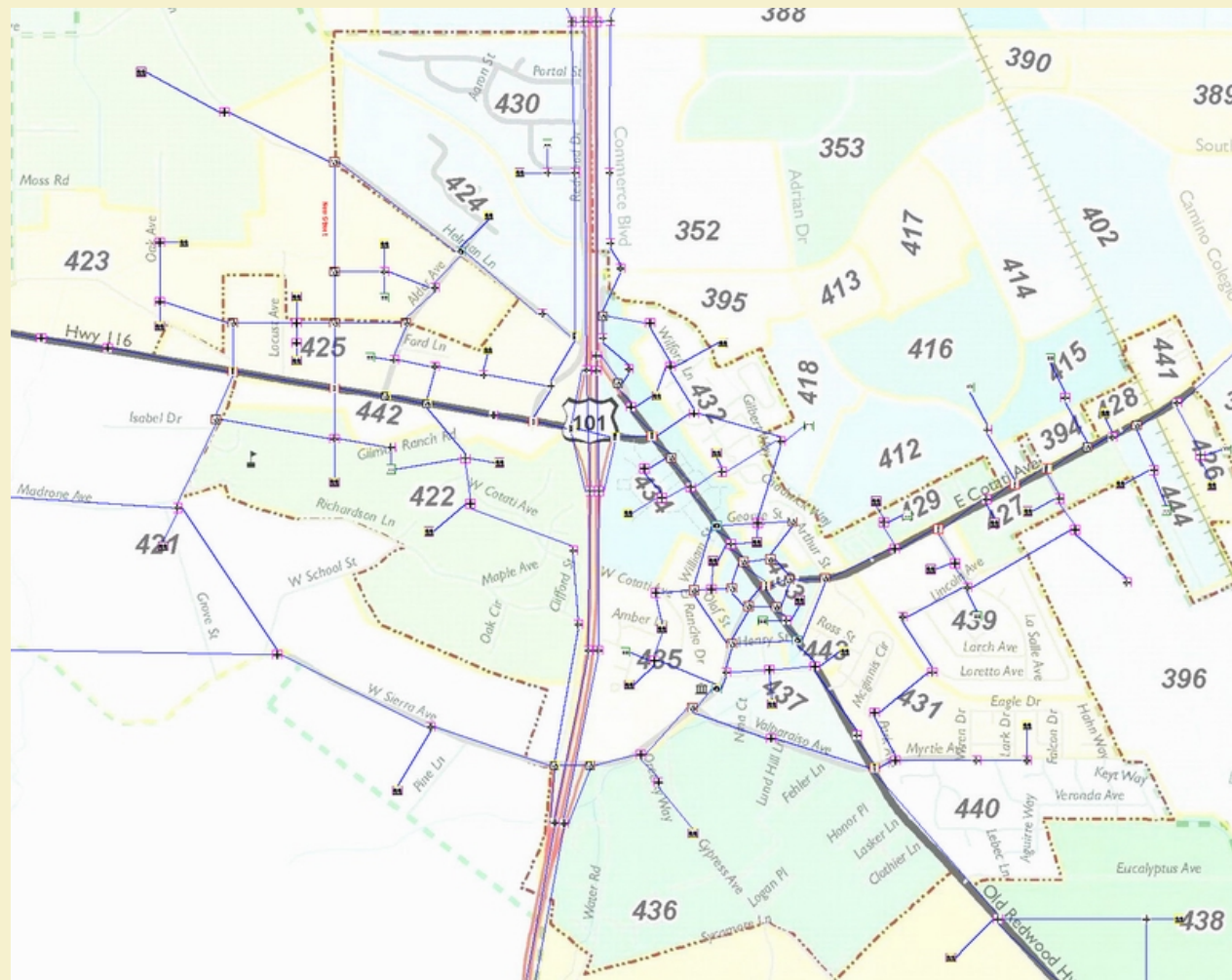


COTATI TRAFFIC ANALYSIS ZONES (TAZ)

GENERAL PLAN UPDATE



Development of the Circulation Diagram



Development of the Circulation Diagram



Trips Generated at Full Theoretical Buildout

- AM Peak: 3,400 to 4,600 new car trips
- PM Peak: 4,600 to 6,100 new car trips

Sources of Added Traffic

- Residential: 30%
- Retail: 35%
- Office and Industrial: 35%

Development of the Circulation Diagram



PM Peak Hour Traffic Growth by Location

- West of US 101: 53-62%
- East of US 101: 38-47%



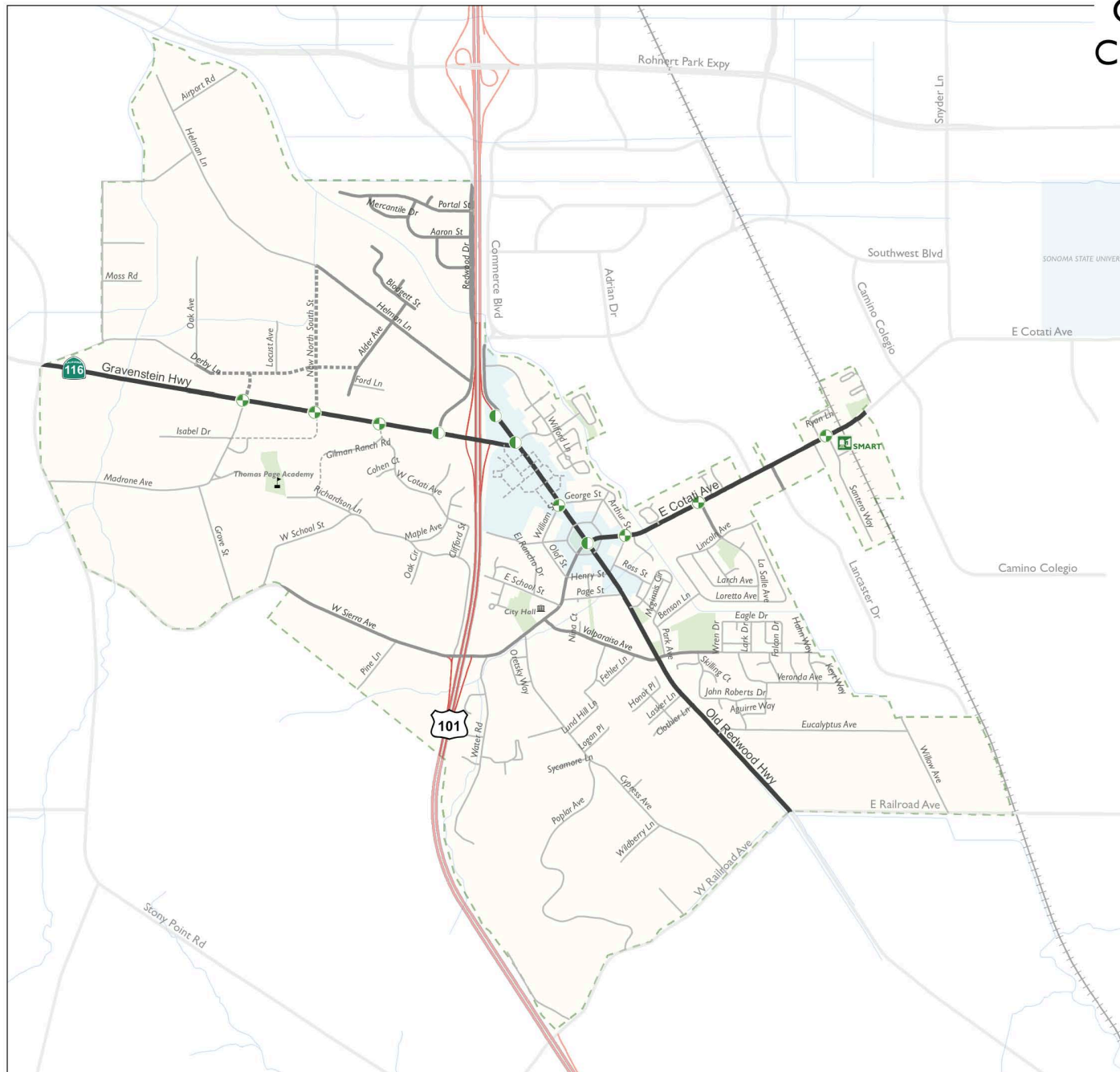
PM Peak Hour Added Traffic on Gravenstein Highway at Redwood Drive

- Theoretical buildout to City Limits
2,200 trips (+124%)
- Theoretical buildout to Sphere
3,000 trips (+169%)



COTATI GENERAL PLAN CIRCULATION DIAGRAM

DRAFT



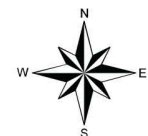
General Plan Designation	Example Street Types from Zoning Code and Downtown Specific Plan
Arterial	Zoning: Crosstown Connector, Commercial Street ¹ DSP: Highway, Main Street, Avenue (E Cotati Ave)
Collector	Zoning: Industrial Street, Commercial Street DSP: Avenue (Commerce Blvd and W Sierra Ave)
Local	Zoning: Neighborhood Street, Rural Lane DSP: Urban Street

¹ portions of Old Redwood Hwy within DSP

- Freeway
- Freeway Ramp
- Arterial
- Collector
- - - - - Collector(Future)
- Local
- - - - - Local (Future)
- Modify Signal
- New Signal
- SMART
- Downtown Specific Plan (DSP)
- Urban Growth Boundary

Refer to the current Bicycle and Pedestrian Master Plan for planned improvements to trails, bicycle facilities, and crossings

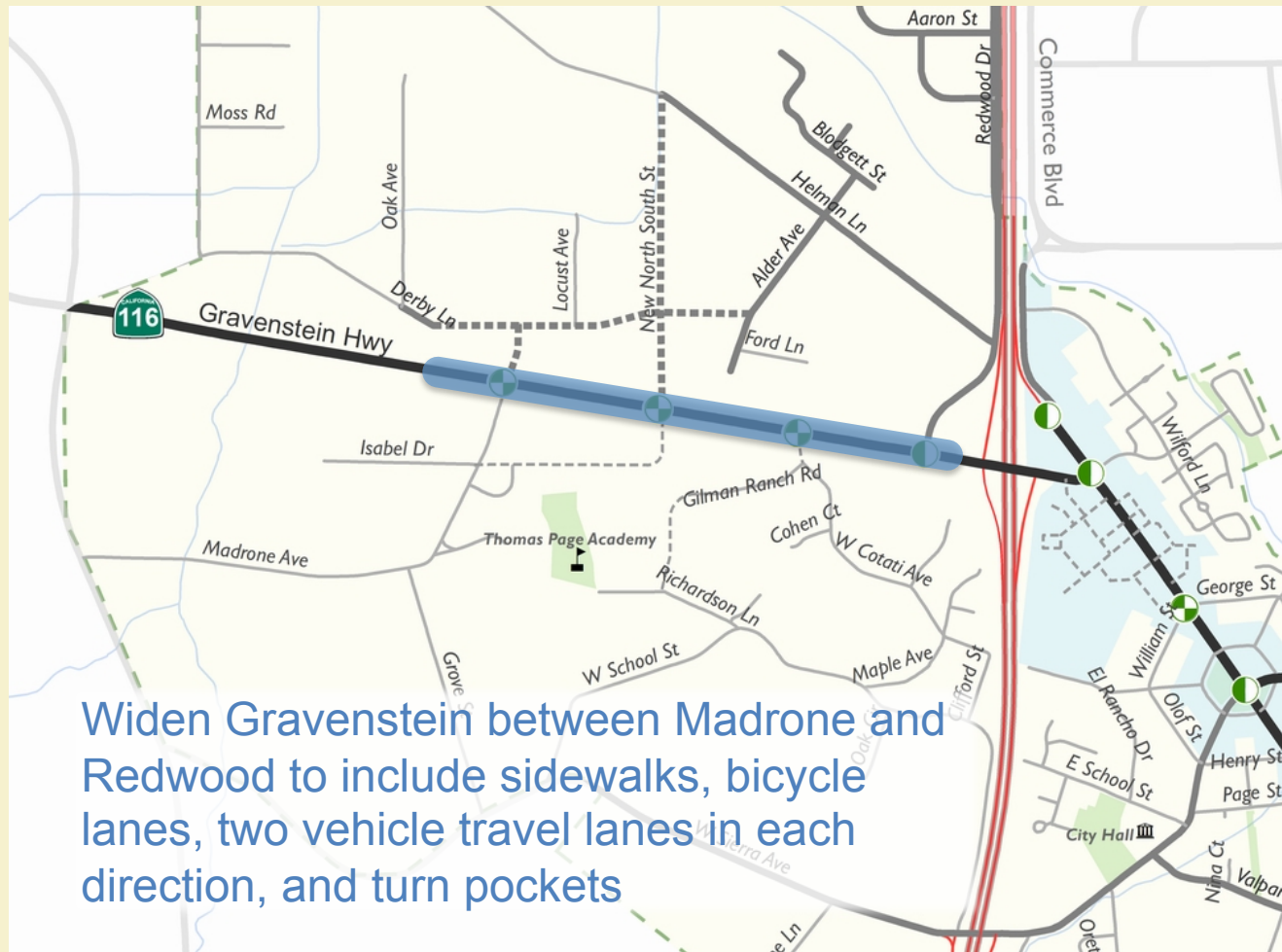
GENERAL PLAN UPDATE



Circulation Components

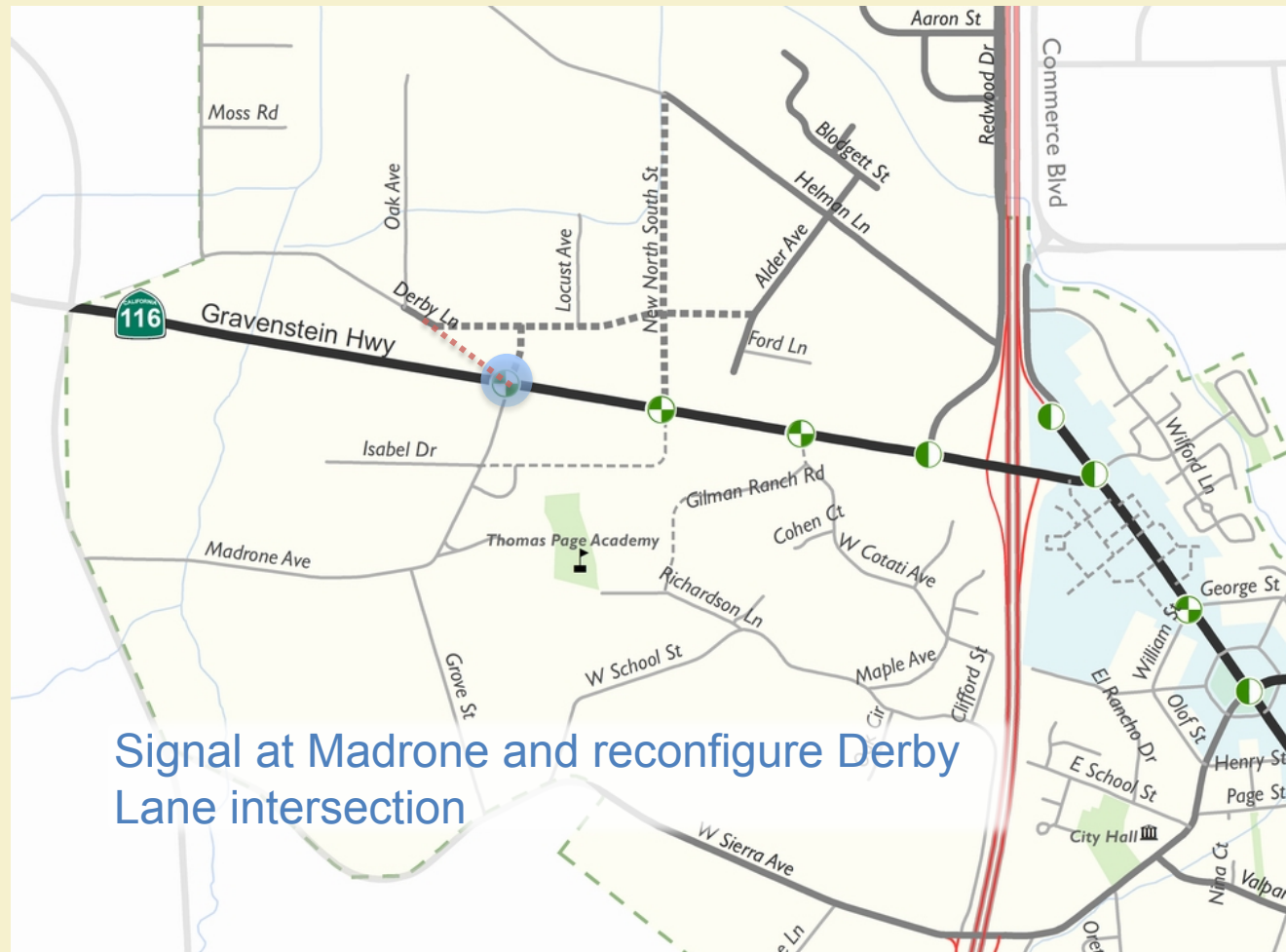


Circulation Components



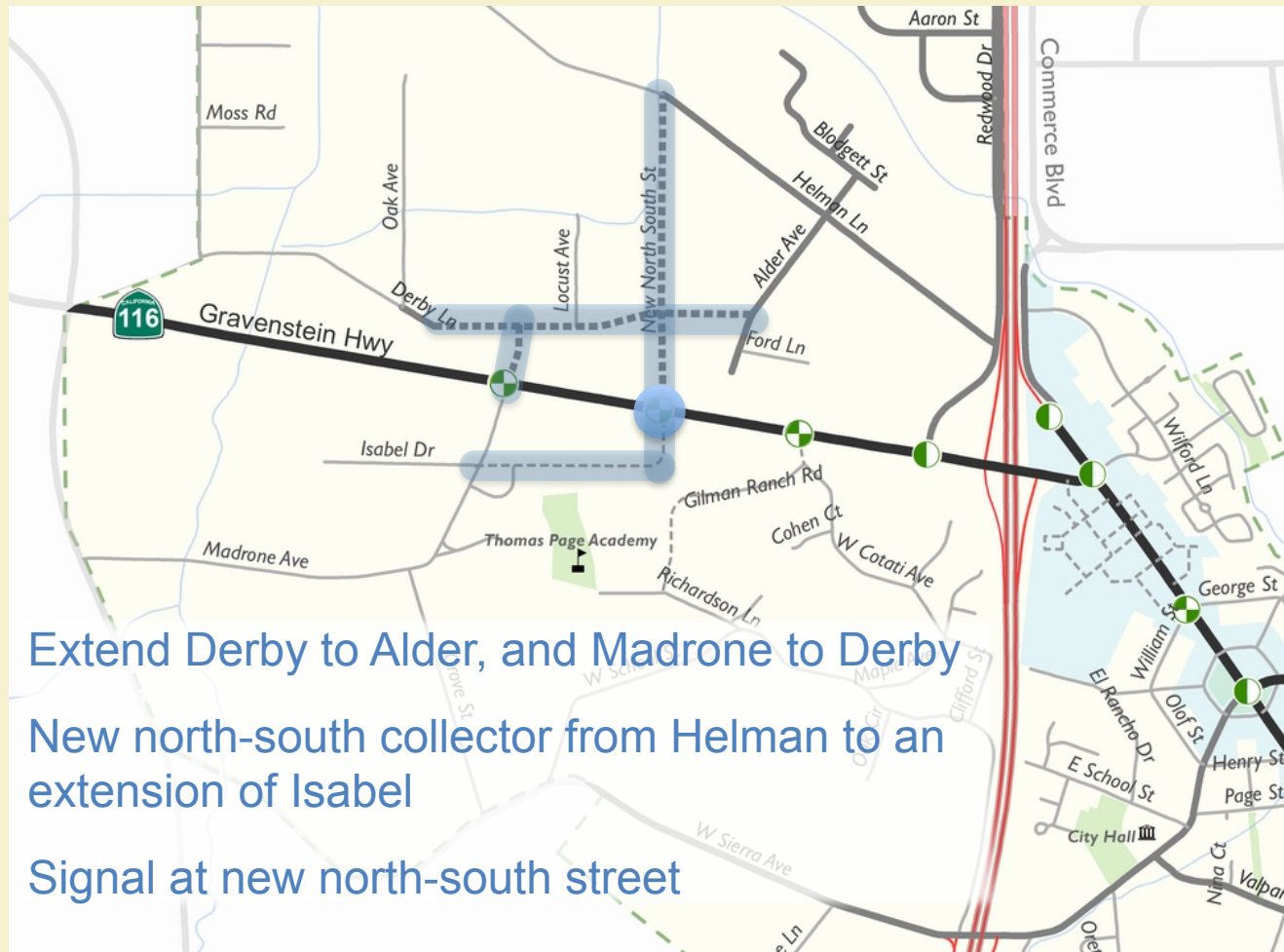
Widen Gravenstein between Madrone and Redwood to include sidewalks, bicycle lanes, two vehicle travel lanes in each direction, and turn pockets

Circulation Components



Signal at Madrone and reconfigure Derby Lane intersection

Circulation Components

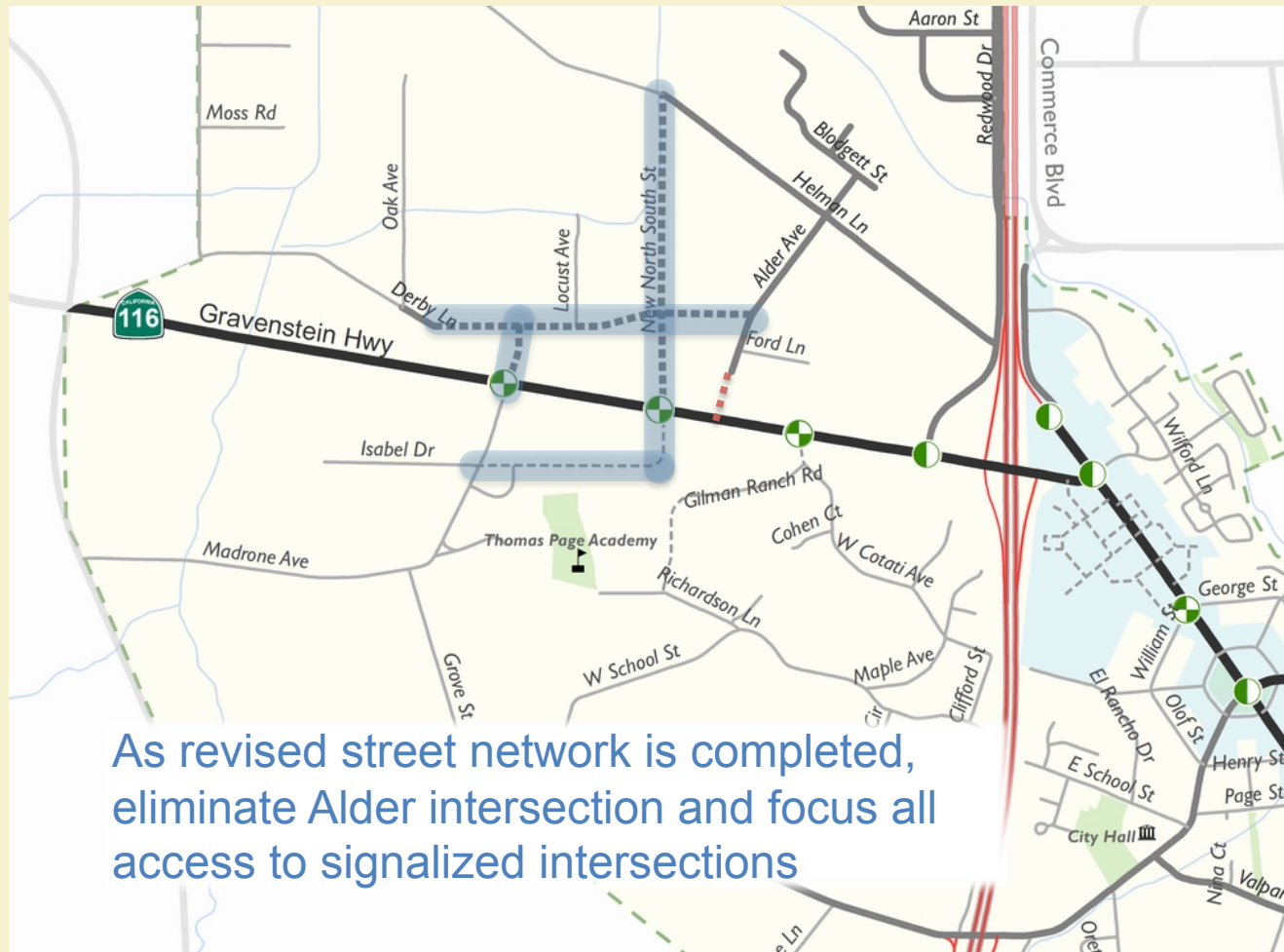


Extend Derby to Alder, and Madrone to Derby

New north-south collector from Helman to an extension of Isabel

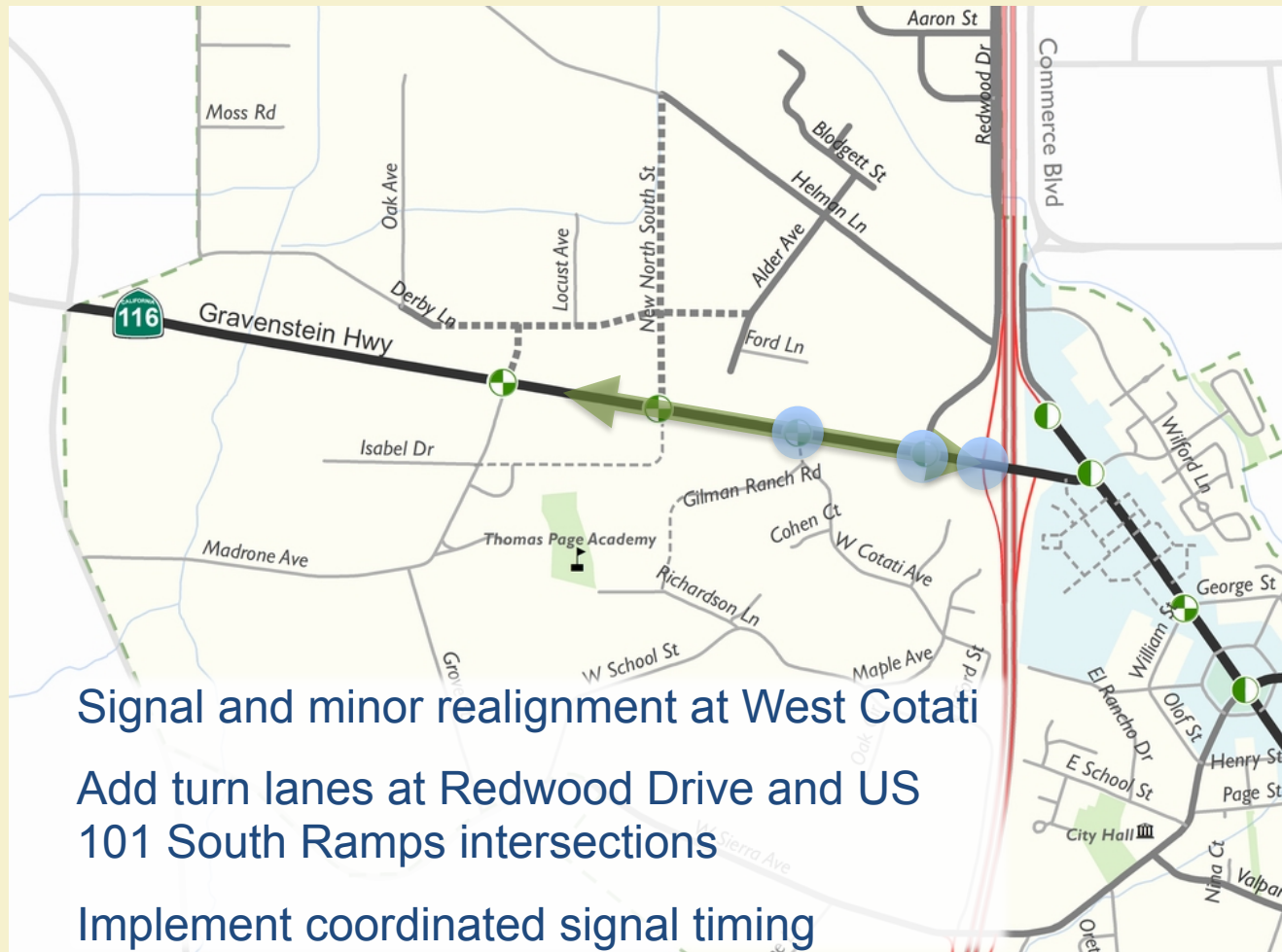
Signal at new north-south street

Circulation Components



As revised street network is completed,
eliminate Alder intersection and focus all
access to signalized intersections

Circulation Components

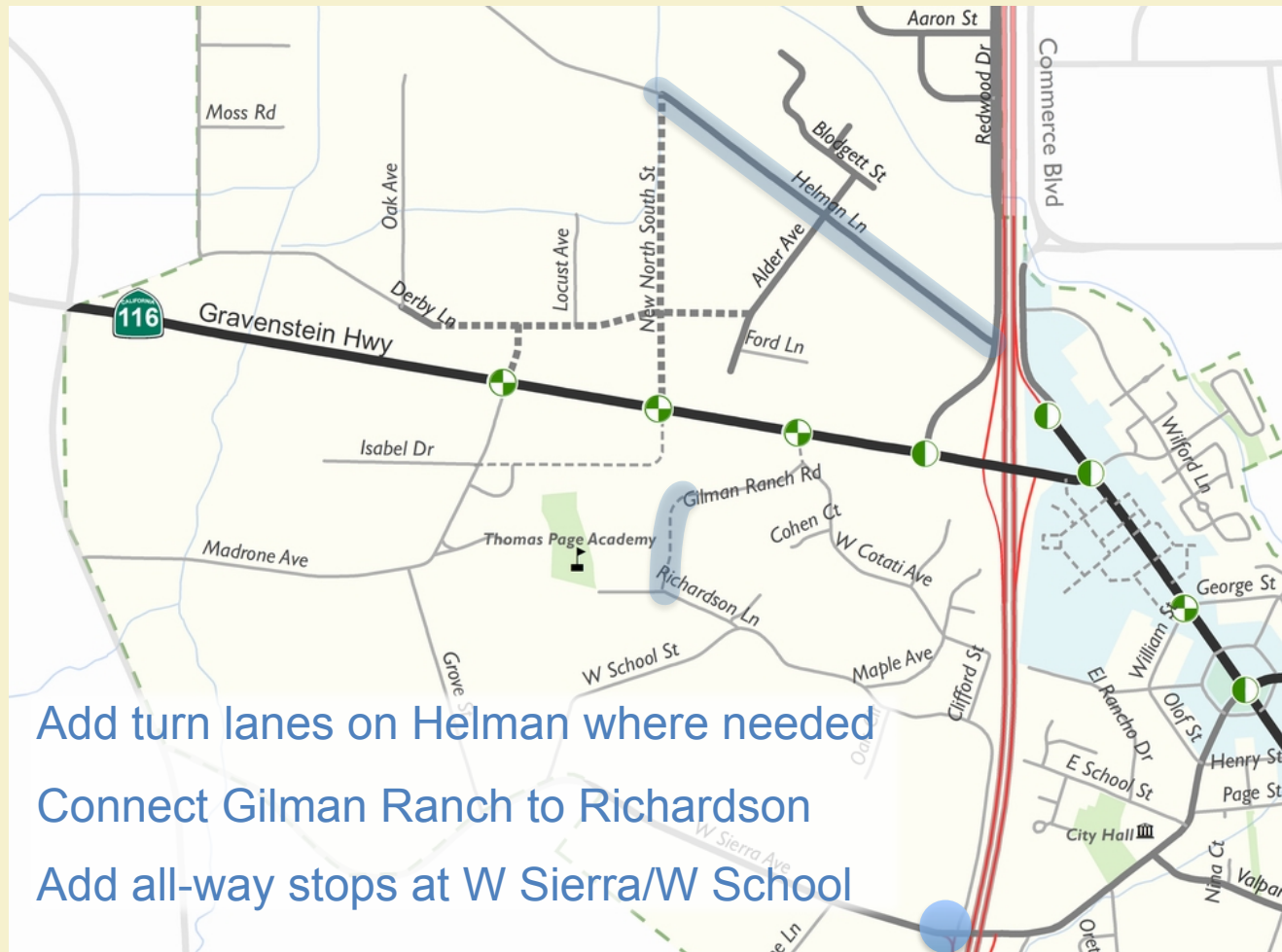


Signal and minor realignment at West Cotati

Add turn lanes at Redwood Drive and US 101 South Ramps intersections

Implement coordinated signal timing

Circulation Components

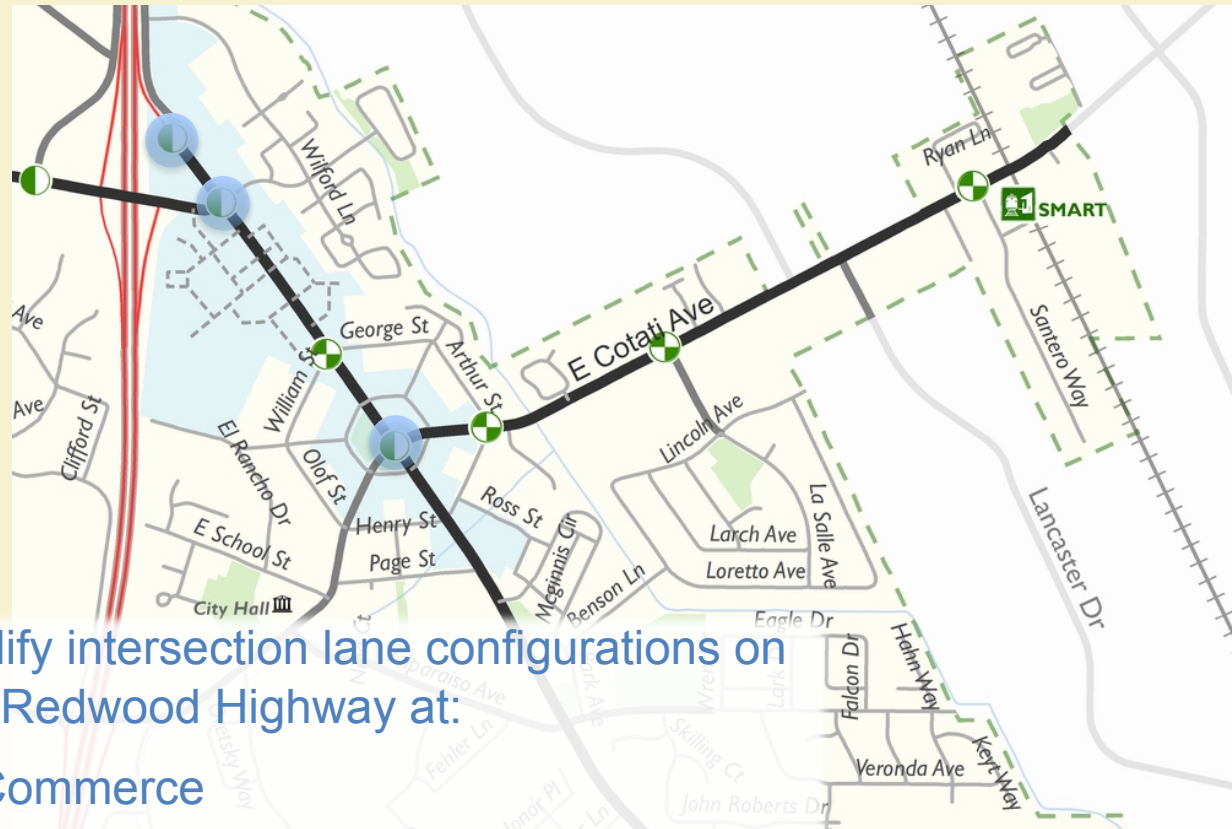


Add turn lanes on Helman where needed
Connect Gilman Ranch to Richardson
Add all-way stops at W Sierra/W School

Circulation Components



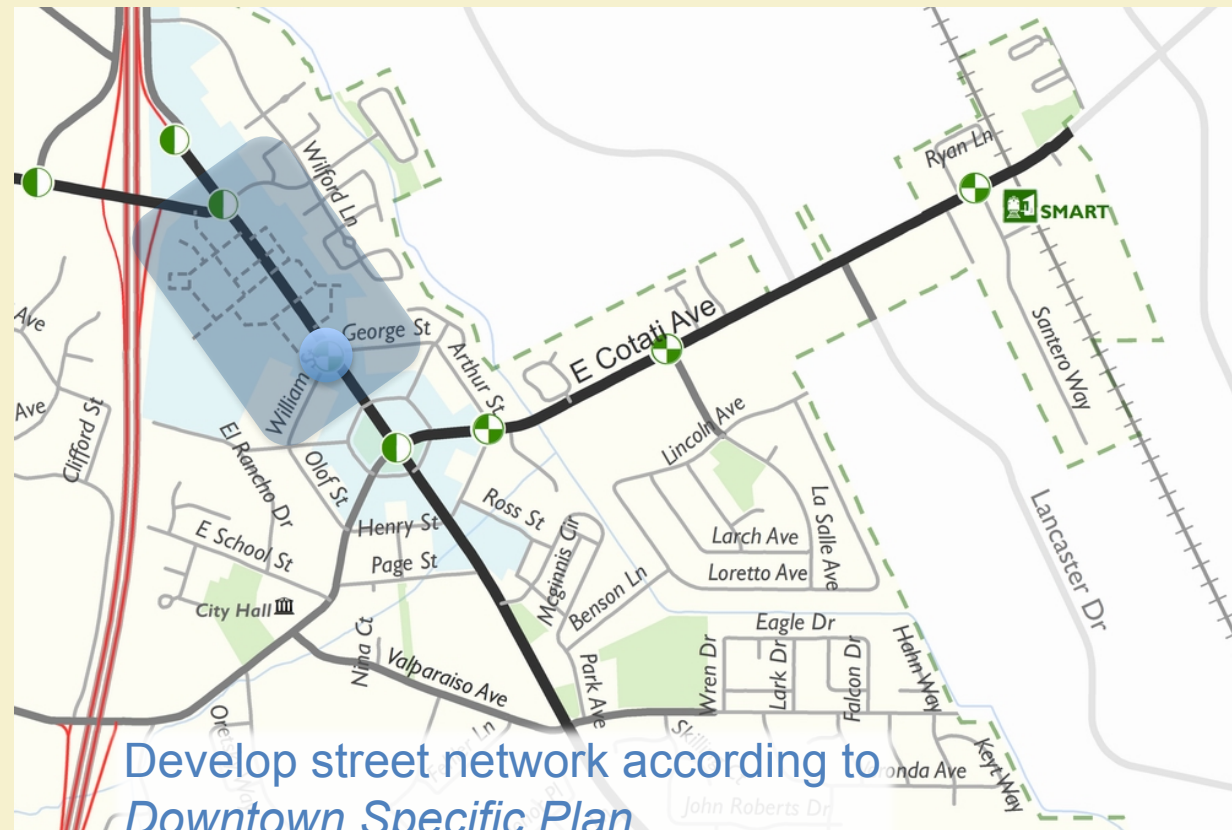
Circulation Components



Modify intersection lane configurations on
Old Redwood Highway at:

- Commerce
- Gravenstein Highway
- East Cotati Avenue-West Sierra Avenue

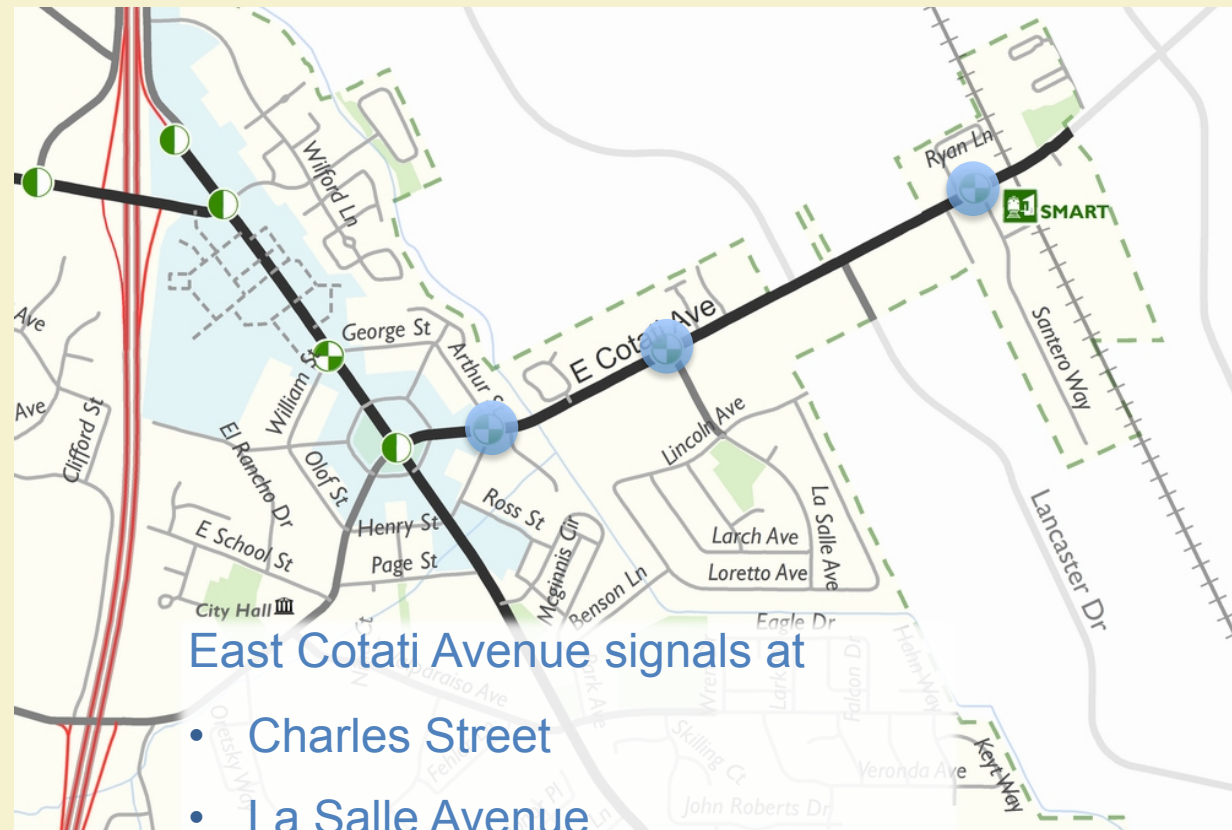
Circulation Components



Develop street network according to
Downtown Specific Plan

Signal at ORH/William-George

Circulation Components



East Cotati Avenue signals at

- Charles Street
- La Salle Avenue
- Santero Way

Circulation Components



Support of Regional Improvements

- Upgrade Railroad Avenue at US 101 to a full diamond interchange
- Capacity improvements on Railroad Avenue between Petaluma Hill Road and U.S. 101

Discussion Topics



Why new traffic signals?

- Accommodate the vision shown in the General Plan Land Use Map
- Focus access points on Gravenstein to maintain safety and traffic flow
- Facilitate efficient traffic flow with evenly-spaced signals
- Maintain mobility for all users including safe crossings for peds and bikes

Discussion Topics



West Cotati Neighborhood Traffic

- General Plan improvements on Gravenstein and ORH are intended to accommodate regional traffic and reduce neighborhood infiltration
- Realignment and signal at Gravenstein/W Cotati needed for safety and unlikely to substantially influence neighborhood traffic patterns
- GP Action CI 1k identifies volume thresholds at which traffic calming measures shall be considered on residential streets

Discussion Topics



Gilman Ranch Road Connection to Richardson

- Intended to provide additional access opportunities to Thomas Page Academy as well as access to private parcels

Discussion Topics



Isabel Drive Connection to Gravenstein Highway

- Minor street intended to provide access to private parcels
- Would complement facilities shown on Bicycle & Pedestrian Master Plan
- Minimal traffic beyond that generated by fronting land uses is anticipated

Planning Commission Discussion



Questions, Comments, and Discussion