



Sonoma County Planning Commission STAFF MEMO

FILE: Sonoma County Local Coastal Plan Update (PLP13-0014)
DATE: March 28, 2022 continued from July 26, 2021
TIME: At or after 1:05 PM
STAFF: Gary Helfrich, Project Planner

A Board of Supervisors hearing on the project will be held at a later date and will be noticed at that time.

BACKGROUND

On July 26, 2021, the Planning Commission opened the public hearing to recommend the Revised Public Review Draft of the Local Coastal Plan ("Draft LCP") to the Board of Supervisors. Three hours of public comment was received and Commissioner Koenigshofer moved to continue the hearing to October 7, 2021 and the public comment period to remain open. On October 7, 2021, the Planning Commission reopened the hearing and motioned on a 4-0-1-0 vote for a scheduled review once a month of individual element of the Local Coastal Plan. A review of Planning Commission changes on is anticipated for March 28, 2022, with final review tentatively scheduled for April 7, 2022.

Chronology of Review by the Planning Commission:

November 10, 2021: Noise, Vibration, and Light Policy, Public Safety Element, Public Facilities & Service Element.

December 9, 2021: Circulation and Transit Element, Water Resources Element, Agricultural Resources Element.

January 13, 2022: Cultural & Historic Resources Element, Land Use Element (partial)

February 3, 2022: Land Use Element, Open Space & Resource Conservation Element (partial)

March 3, 2022: Open Space & Resource Conservation Element (complete), Public Access Element.

March 28, 2022 (This meeting): Initial review of Local Coastal Plan incorporating Planning Commission changes

April 7, 2022: Continue Review and Recommendation to Board of Supervisors

The Commission directed staff to work with California Coastal Commission staff to complete a line-by-line review of the Draft LCP that includes consistency with the California Coastal Act and consideration of public input received on the Draft LCP to date. Appendices and maps associated with each element will be reviewed concurrently.



At the March 3, 2022 reopened hearing, the Planning Commission completed their initial review of the Public Review Draft of the Local Coastal Plan. At today’s meeting, the Planning Commission will consider the following:

- Recommendations for final changes to the Circulation and Transit Element
- Provide staff with specific direction regarding format of elements and recommendations for final review.

Staff will be returning on April 7, 2022 to the reopened public hearing with recommendations for revisions to remaining elements of the Local Coastal Plan.

LCP REVIEW RECOMMENDATION

The Local Coastal Plan is a very complex document with a multi-year history of revisions. As part of review during this continued hearing, Coastal Commission staff has provided input on a line-by-line basis using Coastal Act consistency as their standard of review. No objections to the Coastal Commission recommendations have been raised, and the Commission has supported incorporating Coastal Commission recommendations in all elements of the Local Coastal Plan. The Commission recommendations included two substantial organizational changes to the elements: (1) Add a section that includes the complete text of Coastal Act Policies that directly relate to each element and (2) Move policies and incentives closer to policy sections that they support.

In addition to the Coastal Commission reorganization, policy numbering was inconsistent and a number of redundant policies were identified.

Staff is in the process of updating all of the elements to incorporate the Coastal Commission recommendations and correct typos, redundancies, and minor technical errors. The first element that has been prepared is the Circulation and Transit element, which is recommended for your review at this meeting. Text that has been changed to incorporate Coastal Commission recommended changes is followed by “(CCC REVISED)” in grey text.

1. Revise Program C-CT-4-P2 as follows:

Program C-CT-4-P2: Monitor traffic volumes on County-maintained road segments, and work with Caltrans on similar State Highway 1 segments that are projected to experience high traffic volumes during peak weekend periods, particularly in the summer and fall months- **and produce a report summarizing this data and analyzing trends. The report shall be updated every two years and provided to Sonoma County, SCTA, and Caltrans and include forecasts on origin and destination of trips where data exists to support this analysis.** Use this information to develop strategies for transportation alternatives, such as shuttle bus routes, to reduce coastal visitor’s dependency on automobiles while maintaining convenient and equitable access to the coast for all visitors.

2. Sea Level Rise Adaptation:

At the December 9, 2021 continued hearing, Commission direction to develop policy and program that identifies road segments at risk from sea level rise and a program to implement this policy. Coastal Commission staff had provided similar input but not provided exact text to be incorporated into the LCP. Permit Sonoma Staff has subsequently met with Coastal Commission staff and clarified the policy and program found it the Coastal Commission recommended change to include establishing a priority list.

“Policy C-CT-4i: Identify road segments at risk from sea level rise and coastal erosion and routes for realignment or alternative routes in the event that maintaining the roadway is not feasible. (CCC REVISED)”



“Program C-CT-1-P2: Monitor coastal erosion and flooding to identify road segments that will require realignment, elevation, or abandonment due to sea level rise and climate change. As part of this program evaluate existing development served by these road segments and develop a plan for relocation of development served by the road segment or alternative routes that are adequate to support continued use of existing development. **The plan shall establish priorities for these sea level rise resiliency measures and** Plans shall include an evaluation of the useful economic life of development served by a road segment and provide a fiscal analysis of the cost of maintain road connectivity as compared to the economic value of development that is dependent on the road segment. Where road segments are necessary to support a coastal access point, consider alternative means of access as an alternative to maintaining a roadway designed for motor vehicle use (CCC REVISED)”

3: Recommendations provided the public subsequent to the December 9, 2021 meeting:

Staff recommends incorporating the following revisions to the Circulation and Transit Element:

Objective C-CT-1.2: Reduce the need for automobile use by a combination of infrastructure **and transit** improvements and incentives that favor ~~alternate modes~~ **active transportation** over automobile use.

Objective C-CT-1.3: Reduce greenhouse gas emissions by ~~minimizing future increase in~~ **reducing** vehicle miles travelled **and providing sufficient charging stations for electric vehicles.**

Policy C-CT-1a: Transportation improvements shall minimize adverse impacts to biotic resource and Environmentally Sensitive Habitat Areas, and disruption of neighborhoods and communities ~~to the maximum extent feasible.~~

Policy C-CT-1b: Require new development **to include adequate charging stations for electric vehicles and to** reduce vehicle miles traveled ~~to the maximum extent feasible.~~

Policy C-CT-2a: Provide efficient, affordable public transportation service in and to the Coastal Zone and require expansion of ~~alternative~~ **active** modes of transportation where opportunities are identified.
(NEW – CONSIDER DELETING)

Policy C-CT-2c: Wherever feasible, require development projects to implement measures that **favor** pedestrians, increase the average occupancy of vehicles, **and reduce vehicle miles traveled**, such as:

Policy C-CT-2e: Provide incentive programs at businesses and visitor destinations that reduce automobile trips, such as secure bike parking, shower facilities, telecommuting, flexible schedules, etc. Programs may apply to existing employers as well as to new development. Establish measurable goals for these programs, collect data, and provide periodic reports on **vehicle miles traveled in the Coastal Zone, and on** program effectiveness.

Objective CT-3.6: Eliminate potential obstacles to walking and cycling by providing continuous and well-connected pedestrian walkways and bicycle facilities, and safe road crossings, with a focus on **trips of 3 miles or less in and near** ~~short trips~~ within developed coastal communities.

Policy CT-3d: The Regional Parks Department shall be responsible for establishing and maintaining Class I bikeways, and the Department of Transportation and Public Works (TPW) shall be responsible for establishing and maintaining Class II, III, **and IV** bikeways and pedestrian facilities along County rights-of-way in unincorporated areas.



Policy CT-3j: The most recent version of **design guidelines for bicycle and pedestrian facilities, such as those published by NACTO**, Chapter 1000 of the Caltrans Highway Design Manual, AASHTO's "Guide for the Development of Bicycle Facilities", and the "California Manual on Uniform Traffic Control Devices" (MUTCD) shall be used as general design guidelines for design, construction and maintenance of bikeways.

Policy CT-3p: The following projects shall be referred to the BPAC for a determination of consistency with the Bicycle and Pedestrian Plan and to evaluate potential for creating hazards or barriers to walking or bicycling: (GP2020)

- (1) Road widening projects.
- (2) Road capacity improvement projects.
- (3) Resurfacing, restoration, and/or rehabilitation of roads with existing or proposed Class II, III, or Class IV bikeways.
- (4) Resurfacing, restoration, and/or rehabilitation of roads that include the installation of rumble strips, AC berms or similar barriers, and/or roadway dots in the shoulder area.
- (5) Traffic calming improvements.
- (6) Discretionary projects adjacent to existing or proposed Class I bikeways and/or roads with existing or proposed Class II, ~~or Class III~~, **or IV** bikeways.
- (7) Discretionary projects anticipated to be conditioned with roadway improvements along existing or proposed Class I, II, ~~or III~~, **or IV** bikeways.

Policy CT-3aa: The BPAC shall review bicycle parking at transit facilities and accommodations to carry bicycle on-board buses every 2 years to assure that anticipated demand for **bicycle** parking and on-board accommodations can be met.

Policy CT-3nn: ~~Develop a Guaranteed Ride Home Program for those County workers and employees of other employers with participating programs who regularly bicycle, walk, vanpool, carpool, or use transit for their trip to work or school. The program would encourage use of alternative transportation modes by providing free transportation in the event of personal emergencies, illness, or unscheduled overtime.~~

GOAL C-CT-4: Provide and maintain a highway **and trail** system capacity that **is consistent with necessary reductions in vehicle miles traveled** ~~serves projected travel demand~~ and creates a transportation network that equitably meets the mobility needs of all, including pedestrians, bicyclists, children, students, persons with disabilities, users of public transportation, together with motorists and movers of commercial goods.

Objective C-CT-4.1: Establish road **and trail** design and maintenance standards that protect Coastal resources while providing public access to the Sonoma Coast.

Policy C-CT-4a: Use the **current version of design guidelines for road, bicycle and pedestrian facilities, such as the Caltrans Highway Design Manual, the State Parks Trails Handbook, and publications of the National Association of City Transportation Officials (NACTO)**, as well as the ~~American Association of State Highway Transportation Officials (AASHTO) functional classification system and guidelines~~ **and the "California Manual on Uniform Traffic Control Devices"** for geometric design for the highway and trail network.

Policy C-CT-4d: Road and trail design and maintenance activities shall be consistent with the principals of the Complete Streets Act of 2008 and consider the mobility needs of all road users on an equitable and equal basis.

Policy C-CT-4g: Provide intersection management improvements at intersections with high crash rates and/or long delays for turning movements. These may include installation of **stop signs**, traffic signals, signal timing, re-striping, lengthening, turn lane additions, or other improvements, provided the improvements are consistent with the applicable road classifications and protection of coastal resources. **Only where clearly identified as necessary to lower crash rates, turn lane additions may be constructed.**

Objective C-CT-5.1: Equitably allocate the costs of circulation, **trail**, and transit system improvements among the responsible public and private entities responsible for creating the need for system improvements.

Objective C-CT-5.2: Work with the SCTA and Federal and State governments to obtain the necessary funding for the planned circulation, **trail**, and transit system.

Policy C-CT-5c: Carry out on an as needed basis projects that enhance traffic safety but do not **measurably significantly** increase capacity, including but not limited to traffic control devices (signals and signs), curvature reduction, turn lanes at intersections, shoulder improvements, reconstruction, and resurfacing. Approval of these projects should be balanced with impacts on coastal resources and be consistent with Coastal Act Polices and this LCP including but not limited to habitat, habitat buffers, as well as view protections.

Program C-CT-2-P1: Work with Sonoma County Transit to ~~develop~~ increase bus service between Bodega Bay and Jenner with regular connections to inland communities and job centers that will provide an alternative to commuting by automobile. Coordinate routes, schedules, and fares among transit providers to make transfers convenient between the various transit systems during commute periods.

Program C-CT-5: Classify, designate, and design roadways **and trails** according to ~~the functional classifications of the AASHTO manual. Use flexibility of the AASHTO manual to reduce adverse impacts on coastal resources and provide maximum safety and convenience for bicyclists and pedestrians.~~ **current version of guidelines for road, bicycle and pedestrian facilities, such as the Caltrans Highway Design Manual, the State Parks Trails Handbook, and publications of the National Association of City Transportation Officials (NACTO), as well as the American Association of State Highway Transportation Officials (AASHTO).**



RECOMMENDATIONS

Provide staff with format recommendations for final review remaining elements and recommend the Circulation and Transit Element as modified to the Board of Supervisors.