

1 INTRODUCTION 1. 1 PURPOSE

2 BACKGROUND

The road network in the Coastal Zone is a critical component of coastal access, as well as providing essential transportation infrastructure necessary to supply goods, services, and emergency response for residents and businesses located along the Coastal Zone. Coastal roads also provide recreational and transportation opportunities for bicyclists and pedestrians, but use is limited by narrow roadways that lack adequate shoulders, sidewalks and bike lanes.

Numerous public access areas, large areas of protected open space, and attractive public beaches are distributed across over 55 miles of coastline with virtually no public transit available, making automobiles the primary means of transportation for visitors to the coast. This dependency on automobile transportation, ~~combined with limited parking~~, results in congestion and ~~lack of adequate parking~~ **on the shoulder of the road**, especially during weekends and holidays.

Safety of all road users, especially bicyclists and pedestrians, remains a challenge in the Coastal Zone due to limited rights of way and the need to balance impacts to coastal resources with road improvements and trail development necessary to improve safety.

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State Highway 1

Traffic and Circulation Conditions

Traffic volume on State Highway 1 has increased since the first transportation study was conducted for the 1981 Local Coastal Plan. Most traffic is related to tourism, with trips originating outside of the Coastal Zone. The steady increase in tourism has resulted a corresponding increase in traffic and congestion along Highway 1, and is especially acute on the weekends in the region south of Jenner and adjacent to public beaches, trailheads, and campgrounds. This traffic often results in delayed emergency response and residents experiencing difficulty accessing their homes and local businesses.

Historic trends do not indicate future traffic conditions, because the climate crisis is likely to lead to reductions in traffic volumes. The California Air Resources Board expects to achieve carbon neutrality for the entire State by 2045 and Sonoma County has adopted a goal of carbon neutrality by 2030. In order to reach these goals, it will be necessary to reduce vehicle miles traveled, in addition to shifting to electric vehicles. Worldwide declining “carbon budgets” suggest that overall driving should be cut in half over the next decade, and should continue to decline thereafter.

Roadway Safety, Maintenance, and Existing Conditions ****

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Transportation Improvements

Providing ~~turning lanes~~ **stop signs** at intersections and parking areas is the most **affordable and** effective approach to improving safety along Highway 1 ~~as well as potentially reducing traffic delays in Jenner, Bodega Bay, and at entrances to public beaches.~~

Other safety improvements proposed for Highway 1 are selective ~~widening and~~ road **re-alignments**; parking management, development and enforcement programs; and other types of road improvements such as roadway striping and marking, bicycle lanes and pedestrian ways. Improvements to Highway 1 such as construction of **protected (class IV) bicycle paths** ~~or widening of shoulders~~ will be necessary to construct portions of the Sonoma County segment of the California Coastal Trail (see discussion below).

Minor road improvements in the community of Bodega Bay will not relieve traffic congestion, and establishing a bypass route has proven infeasible. While capacity along this section of Highway 1 will remain ~~inadequate~~ **limited**, there are opportunities to improve pedestrian safety and reduce dependency on automobiles for local trips by adding pedestrian walkways, restricting turning movements across traffic, and reducing vehicle speeds.

Active Transportation and Transit

The Complete Streets Act of 2008, ~~which~~ mandates that all cities and counties modify the circulation element of their general plans to provide for 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.

A comprehensive, safe, and convenient bicycle and pedestrian transportation network is a critical component of an overall strategy to reduce automobile dependency for residents and visitors, as well helping to meet greenhouse gas (GHG) emissions reduction standards established under the California Global Warming Solutions Act of 2006 (AB 32).

Improving bicyclist and pedestrian safety along the Coastal Zone is critical to enabling people to choose to walk or bike rather than drive. Highway 1 is narrow, winding, and dangerous for bicyclists, and lacks sidewalks in developed areas. The lack of ~~shoulders~~ **protected bicycle lanes** and sidewalks is especially acute in Bodega Bay, forcing residents to drive even when running short distance local errands.

Class I bicycle paths or multi-use trails along Highway 1 would alleviate these issues, but is difficult to identify routes that will provide equivalent connectivity without adverse impacts on coastal resources. ~~Reconfiguration of the existing roadway to create larger shoulders~~ **Creation of protected bike-pedestrian paths** should be considered as an option for making roads safer for all users.

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4 CIRCULATION AND TRANSIT SYSTEM

4.1 GOALS, OBJECTIVES, AND POLICIES | GENERAL TRANSPORTATION

GOAL C-CT-1: Provide a well-integrated and sustainable circulation and transit network that provides coastal access, supports community-centered growth, and equitably meets the mobility needs of all. (GP2020 REVISED)

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.**

The following policies shall be used to achieve these objectives:

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.~~ (GP2020 REVISED)

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.~~ (GP2020 REVISED)

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Policy C-CT-1c: Reduce vehicle miles travelled by locating new housing near areas where jobs are concentrated and encourage development of communication infrastructure necessary to make telecommuting feasible in the Coastal Zone. (WAS OBJECTIVE C-CT-1.5)

Policy C-CT-1d: Circulation and transit system improvements shall be done in a manner that is consistent with protection of Coastal resources, preserving community and rural character, and minimizing vehicle miles traveled. (POLICY OPTION. WAS OBJECTIVE C-CT-1.4)

4.2 GOALS, OBJECTIVES, AND POLICIES | PUBLIC TRANSIT AND AUTOMOBILE TRIP REDUCTION

GOAL C-CT-2: Provide opportunities for people to use public transit, walking, and bicycling as an alternative to travel by automobile. (GP2020 REVISED)

Objective C-C T -2. 1: Improve ~~bus~~ transit services to and within the Coastal Zone.

Objective C-C T -2. 2: Increase the share of home based work or commute trips taken by public transit.

Objective C-C T -2. 3: Increase the share of home based work or commute trips taken by seniors, persons with disabilities, youth and persons with limited incomes so that they may participate in a full range of activities.

Objective C-CT-2.4: Use Traffic Demand Management measures to reduce peak period congestion.

Objective C-CT-2.5: Develop bicycle and pedestrian facilities in order to promote bicycling and walking **as** a practical alternative to automobile use through implementation of the Sonoma County Bicycle and Pedestrian Plans. (GP2020 REVISED)

The following policies shall be used to achieve these objectives:

Public Transportation Access and Facilities

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-2b: Provide convenient, accessible transit facilities, **especially** for youth, seniors, and persons with disabilities, and paratransit services as required by ADA. Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance facilities. (NEW)

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:
(GP2020 REVISED)

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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. (GP2020 REVISED)

Bicycle and Pedestrian Facilities

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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. (GP2020 REVISED)

The following policies shall be used to achieve these objectives:

Policy CT-3a: Use the current adopted Sonoma County Bicycle and Pedestrian Plan as the detailed planning document for existing and proposed bikeways and pedestrian facilities in the Coastal Zone. (GP2020)

Policy CT-3b: Use the policies of the current Bicycle and Pedestrian Plan whenever reviewing development projects to insure that projects are consistent with the Bicycle and Pedestrian Plan and incorporate necessary bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Plan as a condition of project approval. (GP2020)

Policy CT-3c: BPAC shall be responsible for advising the Coastal Commission, Board of Supervisors, Planning Commission, Board of Zoning Adjustments, Project Review Advisory Committee, and County staff on the ongoing planning, updates in the plans, and coordination of the County's bicycle and pedestrian transportation network. (GP2020)

Policy CT-3d: The Regional Parks Department shall be responsible for establishing and maintaining Class I & IV bikeways, and the Department of Transportation and Public Works (TPW) shall be responsible for establishing and maintaining Class II and III bikeways and pedestrian facilities along County rights-of-way in unincorporated areas. (GP2020)

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Policy CT-3e: Regional Parks and TPW shall be responsible for periodically collecting bicycle and pedestrian counts at locations shown in the Bicycle and Pedestrian Plan consistent with Metropolitan Transportation Commission standards. The BPAC, in consultation with Regional Parks and TPW, shall review this data **together with other reliable data** to determine effectiveness in applying such data for County improvement projects and update the count locations as needed. (GP2020 REVISED)

Policy CT-3f: Revise County Traffic Guidelines to require that traffic studies identify impacts to existing and planned bicycle and pedestrian facilities. Consider development of bicycle and pedestrian facilities as mitigation measures for projects generating additional vehicle miles travelled and greenhouse gas emission impacts. (GP2020 REVISED)

Policy CT-3g: Develop an objective standard for identifying safety and connectivity of the bicycle and pedestrian transportation network within and connecting to the Coastal Zone that takes into consideration travel distance, bicycle and pedestrian transportation needs, and existing network deficiencies and gaps. (GP2020 REVISED)

Policy CT-3h: Use the performance standard developed by Policy CT-3g to evaluate impacts to bicycle and pedestrian facilities that may result from discretionary projects, and identify corrections and/or improvements necessary to mitigate those impacts. (GP2020)

Policy CT-3i: Use the following standards for selection of new routes: (GP2020 REVISED)

- (1) Route shall be located along the most direct line of travel that is convenient and safe for bicyclists and pedestrians.
- (2) Routes and bikeway design shall be ADA compliant.
- (3) Avoid routes that cross driveways serving commercial and visitor serving uses. Where no alternative route can be identified, consider reconfiguration of on-street parking in these areas to improve safety.
- (4) Pavement surface quality - Bikeways shall be free of surface defects that compromise bicycle safety. Utility covers and drains shall align with the bikeway surface and be located outside of the bikeway when feasible. Drainage grates shall be aligned perpendicular to the direction of travel in order to avoid catching bicycle wheels.
- (5) Where bus stops are located along bikeways, design bus turnouts and the bike lane to **avoid** conflicts between passengers, buses, and bicycles.
- (6) Identification of a reliable source of funds to support maintenance and operation shall be considered **during the process of** before identifying a new Class I Bikeway alignment.
- (7) Bikeway design and route selection shall maximize public benefit and safety per dollar invested.

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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. (GP2020)

Policy CT-3k: In addition to the general standards found in Policy CT-3j above, use standards found in the most recently adopted Bicycle and Pedestrian Plan for selection, design, construction, and maintenance of Class I, II, III, and IV bikeways. (GP2020)

Policy CT-3l: Where an existing or proposed bicycle **path** is located on a bridge or over a culvert, bicycle and pedestrian facilities shall be included as part of replacement or major maintenance. "Major reconstruction" is defined as any activity requiring a Coastal Development Permit and/or Streambed Alteration Agreement. Improvements are required regardless of priority of the remainder of the bicycle route served by the bridge or culvert. (GP2020 REVISED)

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- (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 Class IV** bikeways.
- (7) Discretionary projects anticipated to be conditioned with roadway improvements along existing or proposed Class I, II or III **or Class IV** bikeways.

Policy CT-3q: Require that bikeway improvements be included as part of all road maintenance or improvement projects along road segments with existing or proposed bikeways to the maximum extent feasible. (GP2020)

Policy CT-3r: Where nexus exists, require private or public development to plan, design, and construct bicycle and pedestrian facilities **that** to integrate with the existing and planned bicycle and pedestrian network. (GP2020)

Policy CT-3s: Where discretionary projects are found to create additional demand for bicycle travel, require the project to directly provide or participate in the funding of bikeway improvements such as gap closures, **class IV bike lanes** shoulder widening, safety improvements and signage that will improve bicycle access to destinations located within 3 miles of the project site. (GP2020)

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Policy CT-3y: Provide adequate bicycle parking as part of all new school, public transit stops, public facilities, and commercial, industrial, and retail development following standards established in adopted Bicycle and Pedestrian Plans. (GP2020)

Policy CT-3z: Require transit agencies to accommodate bicycles on buses. (GP2020 REVISED)

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. (GP2020 REVISED)

Policy CT-3gg: Provide high-visibility crosswalk marking at all pedestrian crossings. Wherever possible, install pedestrian signalization, refuge islands ~~or~~ and signage warning vehicles to stop for pedestrians and watch for bicyclists. (GP2020)

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Policy CT-3nn: ~~Expand the~~ 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~~s use of alternative transportation modes by providing free transportation in the event of personal emergencies, illness, or unscheduled overtime. (GP2020)

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4.3 GOALS, OBJECTIVES, AND POLICIES | CAPACITY AND SAFETY

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. (GP2020 REVISED)

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

Objective C-CT-4.2: Develop a Heritage Road Program for coastal roadways. This program will create special design guidelines to protect the unique character of these roads while maintaining safety. (GP2020 REVISED)

The following policies shall be used to achieve these objectives:

Transportation Design Guidelines

Policy C-CT-4c: 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. (GP2020 OBJECTIVE BECAME POLICY)

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. (NEW)

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Roadway Safety Improvements

Policy C-CT-4j: 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. In rare situations, turn lane additions may be constructed. (GP2020/EXISTING LCP)

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Policy C-CT-4q: Implement the following safety improvements along State Route 1:

- (1) Reduce vehicle speeds where Highway 1 passes through developed areas to the maximum extent permitted by State law. (EXISTING LCP REVISED)
- (2) Restrict turning movements at parking areas where necessary to promote safe entry and exit.
- (3) Construct turning lanes and entry improvements or install stop signs at parking areas listed in The Public Access Plan. (EXISTING LCP REVISED)

Policy C-CT-4r: Consider traffic calming improvements on Highway 1 in the unincorporated communities of Bodega Bay, Jenner, and Timber Cove. (GP2020 REVISED)

Policy C-CT-4s: Roads may not be expanded beyond two lanes, except rarely for lanes associated with safety improvements such as turn pockets, center turn lanes, emergency vehicle access, and similar road features. (NEW)

4.4 GOALS, OBJECTIVES, AND POLICIES | PHASING AND FUNDING OF IMPROVEMENTS

GOAL C-CT-5: Integrate the funding and development of planned circulation and transit system improvements with countywide transportation planning efforts and land use planning and development approval. (GP2020)

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.

The following policies shall be used to achieve these objectives:

Policy C-CT-5b: Require that new development provide project area improvements necessary to accommodate vehicle, pedestrian, bicycle, and transit movement in the vicinity of the project, including safety improvements, traffic calming, right-of-way acquisition, access to the applicable roadway, and other mitigation measures necessary to accommodate the development without inhibiting public access. (GP2020 REVISED)

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Policy C-CT-5c: Carry out on an as needed basis projects that enhance traffic safety but do not **measureably** 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. (GP2020)

Policy C-CT-5d: Continue to implement traffic mitigation fees. (GP2020)

5 IMPLEMENTATION PROGRAMS

5.1 CIRCULATION AND TRANSPORTATION IMPLEMENTATION PROGRAMS

Program C-CT-1: Monitor the effectiveness of the planned circulation, **trail** and transit system on an ongoing basis. Cooperate with the Sonoma County Transportation Authority to establish and maintain an ongoing Countywide traffic **and trail** modeling program that:

- (1) Maintains a coordinated land use database on an annual basis for cumulative impact analysis of the circulation, **trail** and transit system;
- (2) Assesses **reductions in** vehicle miles travelled generated and develop strategies for reducing automobile dependency for both tourists and local residents. The model must be capable of considering regional travel demand to accurately forecast trip generation for tourism and visitor serving uses in the Coastal Zone.

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Program C-CT-3: 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. (GP2020 REVISED)

Program C-CT-4: In partnership with Caltrans, Coastal Commission, and Sonoma County Transportation and Public Works develop a planned retreat strategy for transportation infrastructure that will be threatened by the effects of climate change, such as sea level rise, bluff retreat, and increased wildfire frequency and severity. This strategy shall also consider how short term maintenance projects, such as retaining walls and drainage can be designed to reduce impacts to coastal resources if these features are intended to be removed or abandoned in place as road segments are abandoned. (NEW)

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.~~ (GP2020 REVISED) ~~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).~~

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5.2 OTHER INITIATIVES
