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Circulation and Transit Element

1 INTRODUCTION

1.1 PURPOSE

The Circulation and Transit Element addresses the planned transportation routes and facilities along the coast, including goals, objectives, and policies affecting the mobility of future residents, businesses, and visitors. The 1976 California Coastal Act (Coastal Act) encourages-allows maintenance and improvement of transportation facilities that provide access to coastal resources and within the Coastal Zone, and requires that Highways 1 and 116 in the Coastal Zone continue to be maintained as scenic rural two-lane highways.

Commented [A1]: The purpose should also note the need to create a resilient transportation in the face of SLR (Erosion and flooding) and fire.

Commented [A2]: Numerous other Coastal Act policies influence transportation decisions and should be mentioned here including polices on hazards(30250) and visual resources(30251).

Commented [A3]: Please reference Section 30254 here.

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, 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.

3 CIRCULATION AND TRANSIT SYSTEM

3.1 EXISTING AND PROJECTED TRANSPORTATION CONDITIONS IN 2020

The Sonoma Coast/Gualala Basin region has a sparse roadway network due to its remote location and very low population density. The major roadways, all two-lane rural roads, are State Highway 1, State Highway 116, Bodega Highway, Stewarts Point-Skaggs Springs Road, Coleman Valley Road,

Annapolis Road, and Valley Ford-Freestone Road. With the exception of State Highway 1, these roadways run east-west (**Figures C-CT-1a-c**). Other roads serve only as minor access routes, but could be important as alternate routes in emergencies. Daily buses connect the small communities along State Highway 1 to Sebastopol, Santa Rosa, and Mendocino County. With limited public transportation and lack of adequate bicycle and pedestrian facilities, private automobiles are the most common transportation mode to the Coastal Zone.

Full time residential population of the Coastal Zone is low, and the majority of trips are generated by visitors to the coast, particularly on weekends.

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.

Table C-CT-1. Traffic Volume Trends Highway 1 2007-2017

<i>Intersection</i>	<i>Peak Hour Increase</i>	<i>Peak Month Daily Average</i>	<i>Annual Average Daily Traffic</i>
Valley Ford Road	150.0%	34.7%	31.0%
Valley Ford/Freestone Road	96.1%	31.8%	28.9%
Bodega Highway	77.8%	136.8%	116.7%
Bodega Eastshore Road	16.9%	-1.8%	-9.6%
JCT. RTE. 116 East	29.0%	7.7%	11.1%
Jenner	51.5%	7.7%	11.1%
Fort Ross, Fort Ross Road	73.9%	6.7%	8.1%
Stewarts Point/Skaggs Springs Road	42.9%	-2.3%	0.0%

The large increase in peak hour volumes at the southernmost intersections shows a growing trend for commuters living in the Sebastopol area to use Highway 1 as an alternative route to job centers in Petaluma and Marin County. The increase in traffic volume between Bodega Highway and Jenner appears directly related to tourism, as commute traffic heading south will generally use Valley Ford / Freestone Road.

Roadway Safety, Maintenance, and Existing Conditions

Highway 1 provides the only north-south transportation corridor in the Coastal Zone, and is extremely vulnerable to erosion from storms, landslides, and sea level rise, as well as damage from wildfires. These hazards are increasing in frequency and severity due to climate change, and maintenance of Highway 1 must shift from armoring and reinforcement to a strategy of planned retreat that includes the entire road network in the Coastal Zone.

Roads in the Coastal Zone have narrow shoulders, inadequate sight lines, narrow travel lanes, and limited opportunity for safe passing, creating unsafe conditions for all road users, especially bicyclists

Commented [A4]: Please include content on the potential for softer solutions such as living shorelines and elevated roadways. These solutions may not be appropriate in much of Sonoma Coastlines, but would be worth to analyze where these solutions might be appropriate.

and pedestrians. Improving these conditions will require increasing the overall road prism. Unstable geologic conditions, Environmentally Sensitive Habitat Areas, and lack of undeveloped land adjacent to the right-of-way in developed areas create a situation where improvements are challenging. Road improvements should be limited to those needed to improve safety or provide improved facilities for people traveling by bicycle, on foot, or public transit rather than increasing capacity or reducing congestion.

Transportation Improvements

Providing turning lanes at intersections and parking areas is the most 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 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 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, 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 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 therefore, separated trails are the preference when feasible and in balance with consideration of other coastal act resources 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 should be considered as an option for making roads safer for all users. However, there

Commented [A5]: This should reference SLR improvements as well.

Commented [A6]: There is no reference in this chapter the need to encourage clean transportation and non GHG emission vehicles. Sonoma coast will continue to rely on automobiles and trucking for transportation, even with the improvements in pedestrian and bicycle access. Improvements could be a policy supporting the installation of EV charging stations which Santa Cruz recently incorporated into their LCP

Commented [A7]: This should mention SLR adaption as well.

Commented [A8]: Is it necessary here to call this out in the LCP given it seems to hinder the development of separated bike trails? Seems like we will be dealing with those issues regardless, and putting this language in here just makes it harder to add in separated bike/ped routes. Edits included as a recommendation.

[should be special consideration when reconfiguring shoulders so that shoulders do not impinge on habitat and necessary buffers, as well as continues protection of visual resources.](#)

Public transit is provided by Mendocino Transit Authority and Sonoma County Transit. Mendocino Transit Authority operates bus route 95, which is the only year-round transit service in the Coastal Zone. Service is limited to a single daily trip running southbound to Santa Rosa in the morning and returning in the afternoon. Service frequency and routes must be improved in order to provide a viable alternative to driving for residents of the Coastal Zone.

Sonoma County Transit routes 29A and 29B provide seasonal service on weekends to the Coastal Zone from June through early September. These routes provide several trips per day, with Route 29A connecting Bodega Bay to Sebastopol and Santa Rosa. Route 29B connects Bodega Bay to Jenner, Duncan's Mills, Monte Rio, and Guerneville.

California Coastal Trail

The 1975 California Coastal Plan mandated the California Coastal Conservancy (Coastal Conservancy) to develop and implement the California Coastal Trail, a continuous public trail or system of trails along the length of the coastline, with the exact alignment and location to be determined locally through community input. In some locations, the Sonoma County segment of the California Coastal Trail could also function as a local transportation facility for bicyclists and pedestrians. Details on the California Coastal Trail can be found in the Public Access Element.

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 improvements and incentives that favor alternate modes over automobile use.

Objective C-CT-1.3: Reduce greenhouse gas emissions by [minimizing future increase in reducing](#) vehicle miles travelled, [especially gasoline powered vehicles with GHG emissions.](#)

The following policies shall be used to achieve these objectives:

Policy C-CT-1a: Transportation improvements shall [first avoid, then lessen, and finally minimize adverse impacts](#) to biotic resource and Environmentally Sensitive Habitat Areas, and disruption of neighborhoods and communities to the maximum extent feasible. [Adverse impacts will be mitigated using appropriate mitigation ratios](#)(GP2020 REVISED)

Commented [A9]: The Coastal Act has policies that also should be considered here, such as impact on coastal views, public access, etc.

Policy C-CT-1b: Require new development to reduce vehicle miles traveled to the maximum extent feasible. (GP2020 REVISED)

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-CT-2.1: Improve bus transit services to and within the Coastal Zone.

Objective C-CT-2.2: Increase the share of home based work or commute trips taken by public transit.

Objective C-CT-2.3: Design, implement, and maintain a transit system that serves 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 a practical alternative to automobile use through implementation of the Sonoma County Bicycle and Pedestrian Plan. (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 modes of transportation where opportunities are identified. (NEW – CONSIDER DELETING)

Policy C-CT-2b: Provide convenient, accessible transit facilities 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 increase the average occupancy of vehicles, such as: (GP2020 REVISED)

Commented [A10]: Please include information as to what standard this is referring to

Commented [A11]: Is this referencing Appendix H? If so this should be cited here. If it's a new document, if it contains relevant information to this chapter it should be included in the appendix.

- (1) Vanpools or carpools, ridesharing programs for employees, preferential parking, parking subsidies for rideshare vehicles, and transportation coordinator positions, and
- (2) Preferential parking space and fees for rideshare vehicles, flexibility in parking requirements. (GP2020)

Policy C-CT-2d: Encourage measures that divert automobile commute trips to transit whenever possible, including:

- (1) Establishment of [site design](#) standards ~~for site design~~ to allow for transit access, bus turnouts and passenger shelters, pedestrian access ways between transit stops and buildings, secure bicycle lockers and shower facilities, complementary street layouts and geometrics that accommodate buses and bicycles, and transportation kiosks for tenants of business;
- (2) Programs that promote transit use to existing job centers and schools, such as transit information centers, on-site sale of transit tickets and passes, shuttles to transit stations or stops, transit ticket subsidies for employees and students, private or subscription transit service, parking fees and transportation allowances. (GP2020)

Policy C-CT-2e: Provide incentive programs at businesses and visitor destinations that reduce automobile trips [and/or greenhouse gas emissions](#), such as secure bike parking, shower facilities, telecommuting, flexible schedules, [electric charging stations](#) 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 program effectiveness. (GP2020 REVISED)

Bicycle and Pedestrian Facilities

Bicycle transportation facilities (bikeways) are classified as Class I, II, III, and IV as defined below.

Class I Bikeways are also known as multi-use paths. Class I bikeways provide bicycle travel on an all-weather surface within a right-of-way that is for exclusive use by pedestrians, bicyclists and other non-motorized modes. Class I bikeway surface must be compliant with provisions of the Americans with Disabilities Act (ADA). These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share right-of-way with automobiles.

Class II Bike Lanes are on-street bike lanes and provide a striped and stenciled lane for one-way travel on either side of a street or highway. Unlike Class III bikeways (below), Class II bikeways have [specific width, geometric, and maintenance standards](#).

Class III Bike Routes identify roads that are preferred routes for people riding bicycles, and have signs reminding motorists of the California Vehicle Code safe passing regulations and to be aware of bicyclists using the road. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists

Commented [A12]: Policy edited to match **Objective C-CT-1.3**

Commented [A13]: Add a footnote here that references industry standards and where they come from.

Class IV Protected Bike Lane is physically separated from the vehicle travel lane by grade separation, flexible bollards or permanent barriers and provide enhanced safety and comfort for people riding bicycle on roadways.

GOAL C-CT-3: Establish a safe and convenient bicycle and pedestrian transportation network, well integrated with transit, to reduce greenhouse gas emissions, increase outdoor recreational opportunities, reduce dependency on automobiles, and improve public health. (GP2020)

Objective CT-3.1: Design, construct and maintain a comprehensive Bikeways Network that links communities, coastal access points, and other major activity centers including, but not limited to, schools, public facilities, commercial centers, recreational areas and employment centers. (GP2020)

Commented [A14]: We should strive for a regional vision for a bike network including bike transportation highways. Ultimately a map/figure of this vision would be ideal.

Objective CT-3.2: Provide safe, convenient routes for bicyclists and pedestrians with adequate end of trip facilities at workplaces. (GP2020 REVISED)

Objective CT-3.3: Provide incentives for business and public facilities to increase the use of walking and bicycling by employees for both commuting and daily operations. (GP2020)

Objective CT-3.4: Eliminate all traffic fatalities and severe injuries by incorporating Vision Zero principles into roadway design and related policies including data collection and traffic modeling. (GP2020 REVISED)

Commented [A15]: What are the vision zero principles that might be incorporated and how will they be implemented?

Objective CT-3.5: Provide a diverse range of recreational opportunities through a well-designed network of bikeways, multi-use trails, sidewalks, and related support facilities. (GP2020)

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 short trips within developed coastal communities. (GP2020 REVISED)

The following policies shall be used to achieve these objectives:

Commented [A16]: These polices should include:
1. Allowing bike turnouts/climbing lanes on steep climbs and blind curves, where appropriate.
2. The possible installation of bike safety signs (e.g. "Pass 3ft min" etc.) in limited numbers when balanced with visual impacts.
3. Bike pull-overs/rest stop improvements. This may be a general point that bike and ped path improvements should include rest areas especially in highly scenic locations in parks, above beaches, or scenic pull-outs with sufficient room.

Policy CT-3a: Use the 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 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)

Commented [A17]: At the moment the Bicycle and Pedestrian plan is just a list of projects and does not include any policies or design guidelines. This should also be cited as Appendix K

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 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 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)

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 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 [when feasible](#).
- (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 conflicts between passengers, buses, and bicycles.

- (6) Identification of a reliable source of funds to support maintenance and operation shall be considered before identifying a new Class I Bikeway alignment.
- (7) Bikeway design and route selection shall maximize public benefit and safety per dollar invested.

Policy CT-3j: The most recent version of 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 route is located on a bridge or over a culvert, bicycle and pedestrian facilities shall be included as part of replacement or major maintenance/reconstruction. "Major reconstruction" is defined as any activity requiring a Coastal Development Permit, Coastal Development Waiver, 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)

Commented [A18]: Please insure that this policy aligns with CalTrans Sonoma State Route 1 Repair Guidelines.

Commented [A19]: Is "major reconstruction" supposed to be the same as "major maintenance" here? Reconstruction and maintenance have different connotations and should be defined here.

Policy CT-3m: Where several bikeways of different classes follow a similar route or provide similar connectivity, the BPAC shall be consulted when construction of one facility appears to reduce the need or function of other facilities. (GP2020)

Policy CT-3n: Use the following criteria to determine consistency of public and private projects with the Bicycle and Pedestrian Plan: (GP2020 REVISED)

- (1) Class I bikeways are a component of coastal access, and development of lands traversed or adjoined by an existing or future Class I bikeway shall not preclude establishment of the bikeway, nor conflict with use and operation of the bikeway or adversely affect long term maintenance and safety of the facility.
- (2) Construction, widening, or maintenance of roads with designated bikeways shall be consistent with design and maintenance standards for the appropriate class of bikeway as specified by the Bicycle and Pedestrian Plan.

Policy CT-3o: Design, construct, and improve bikeways consistent with the Bicycle and Pedestrian Plan Project Priority List. This list shall establish the priority, class, and location of Sonoma County bikeways projects. (GP2020)

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 bikeways.
- (7) Discretionary projects anticipated to be conditioned with roadway improvements along existing or proposed Class I, II or III 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 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, shoulder widening, safety improvements and signage that will improve bicycle access to destinations located within 3 miles of the project site. (GP2020)

Policy CT-3t: Require mitigation either through in-lieu fees, or development of alternative facilities that have been recommended by the BPAC, when development projects or road improvements are anticipated to result in a loss of existing bicycle and pedestrian facilities or jeopardize development of future facilities identified in the Bicycle and Pedestrian. (GP2020)

Policy CT-3u: Develop a maintenance reporting system for bikeways with a central point of contact that can be used to report, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner. (GP2020)

Policy CT-3v: Require road construction projects to minimize their impacts on bicyclists and pedestrians through the proper placement of construction signs and equipment and by providing adequate, safe, well-marked detours. Where it is safe to do so, allow bicyclists and pedestrians to pass through construction areas in order to avoid detours. Where two-way bicycle and pedestrian travel can be safely accommodated in a one-way traffic control zone, adequate signage shall be placed to alert motorists of bicycles and pedestrians in the lane. (GP2020)

Policy CT-3w: Caltrans, Sonoma County Regional Parks, Sonoma County Transportation and Public Works shall coordinate efforts to close gaps in the bikeway network and ensure the system is constructed, and maintained. (GP2020 REVISED)

Policy CT-3x: Require dedication or purchase of right of way for Class I bikeways when a nexus can be established between the proposed development and Class I bikeway projects identified by the Sonoma County Bicycle and Pedestrian Plan. (GP2020 REVISED)

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 Plan. (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 parking and on-board accommodations can be met. (GP2020 REVISED)

Policy CT-3bb: Collect bicycle and pedestrian crash data in the Coastal Zone on an annual basis. The BPAC shall review this data and provide recommendations on infrastructure improvements or policies that will prevent future crashes. (GP2020 REVISED)

Policy CT-3cc: Give highest priority to constructing safety related pedestrian facilities in the vicinity of schools, public transit facilities, crossings in communities, and coastal access areas. (GP2020 REVISED)

Policy CT-3dd: Require that Highway 1 improvements in developed areas such as, but not limited to, Bodega Bay and Jenner include pedestrian-oriented street design features such as sidewalks and crosswalks. (GP2020 REVISED)

Policy CT-3ee: Require centrally located shared parking in local communities whenever feasible for commercial uses rather than requiring individual businesses to provide separate parking areas. (GP2020)

Policy CT-3ff: Where discretionary projects are found to create additional demand for pedestrian travel, require the project to directly provide or participate in the funding of pedestrian improvements such as sidewalks, gap closures, steps, safety improvements, and/or

trails that will improve pedestrian access to destinations located within 2 miles of the project site. (GP2020)

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

Policy CT-3hh: Inventory safety needs/hazards along routes to and around schools in order to identify improvements necessary to improve safety and create a priority list of projects necessary to correct these hazards. (GP2020)

Policy CT-3ii: Encourage school districts to participate in providing safe bicycle and pedestrian connections that serve students from surrounding neighborhoods when constructing or improving schools. Encourage school districts to provide secure bicycle parking areas for students, faculty, and staff. Require private schools to provide continuous pedestrian pathways and bicycle facilities from adjacent residential communities to the school grounds. (GP2020)

Policy CT-3jj: Coordinate Bicycle Safety Education Programs at schools, with law enforcement agencies, school districts, advocacy groups, local bicycle shops, and other interested organizations. The program shall include traffic rules, bicycle handling skills, the importance of good helmets, lights and reflectors, bicycling clothing, and bicycle maintenance courses in cooperation with local bicycle shops and organizations. (GP2020)

Policy CT-3ll: Support constructive efforts from advocacy groups to address bicycle and pedestrian transportation issues. (GP2020)

Policy CT-3mm: Provide the option of flexible work schedules to County employees who live or work in the Coastal Zone in order to accommodate commuting by bicycle, walking, or transit. (GP2020 REVISED)

Policy CT-3nn: Develop a Guaranteed Ride Program for County workers and employees of other employers with participating programs who regularly bicycle, walk, vanpool, carpool, or use transit for their trip to work. The program would encourage use of alternative transportation modes by providing free transportation in the event of personal emergencies, illness, or unscheduled overtime. (GP2020)

~~**Policy CT-3oo:** Consider establishing greenhouse gas impact fees for new development. Use a portion of this fee to fund planning, design, and construction of bikeways and pedestrian facilities. (GP2020 APPLIES TO ENTIRE COUNTY)~~

~~**Policy CT-3pp:** Work with Federal, State, regional, and local agencies and any other available public or private funding sources to secure funding for bikeways and pedestrian facilities. (GP2020 NOT COASTAL SPECIFIC)~~

~~Policy CT-3qq: Encourage coordination with Caltrans to fund design, construction and maintenance of bikeways and pedestrian facilities. (GP2020 NOT COASTAL SPECIFIC)~~

Policy CT-3rr: Develop a long range strategy to provide long term funding necessary to maintain Class I bikeways and multi-use trails in the Coastal Zone. (GP2020 REVISED)

4.3 GOALS, OBJECTIVES, AND POLICIES | CAPACITY AND SAFETY

GOAL C-CT-4: Provide and maintain a highway system capacity that 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 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 American Association of State Highway Transportation Officials (AASHTO) functional classification system and guidelines for geometric design for the highway network. (GP2020 OBJECTIVE BECAME POLICY)

Policy C-CT-4d: Road 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)

Policy C-CT-4e: The following policies apply to Highway 1 and Highway 116 within the Coastal Zone:

- (1) Protection of Coastal resources shall have priority over strict adherence to Caltrans design standards. Require Caltrans to use Design Exceptions for Highways 1 and 116 when necessary to minimize impacts to Coastal resources, including preservation of community character.
- (2) Prohibit development of new driveways along Highway 1 and Highway 116 except where reasonable access cannot be provided by using existing driveways or local roads for access.

Commented [A20]: This program needs to be developed in consultation with the CCC and Caltrans as it could conflict with Coastal Act Policies and create a burden for Caltrans.

Commented [A21]: What are the design exemptions defined here?

(3) Set and enforce access standards for new driveways and other encroachments to the Arterial Road system. These standards may include functional layout, location, and spacing requirements to minimize side frictions.

(4) In agricultural areas, include measures such as road signs, wider shoulders, and turnouts or over/under passes to provide safer roads for the agricultural industry, residents, and visitors where compatible with the character of the area, ~~and does not impeding~~ public access, and does not impact other sensitive coastal resources. (GP2020 REVISED)

Policy C-CT-4g: Designate and design Local Roads as routes that are intended to provide access to property and to carry local traffic to Highway 1 and Highway 116. The following policies apply to Local Roads:

- (1) Design local roads for access by emergency and service vehicles.
- (2) Design roads to maximize safety of pedestrians and bicyclists.
- (3) Locate horizontal and vertical road alignments to correspond to natural topography, except where these alignments will have an adverse impact on environmentally sensitive habitat areas or create unsafe conditions for road users.
- (4) In agricultural areas, include measures such as road signs, wider shoulders, and turnouts or over/under passes to provide safer roads for the agricultural industry, residents, and visitors where compatible with the character of the area and with protecting visual resources and public access. (GP2020 REVISED)

Roadway Safety Improvements

Policy C-CT-4h: When a nexus is identified between a project and the need for safety improvements, require the safety improvements as a condition of approval. (GP2020 REVISED)

Policy C-CT-4i: Safety improvements shall be given funding priority over capacity improvements with safety improvements serving coastal access areas being the highest priority. (GP2020 REVISED)

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 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. (GP2020/EXISTING LCP)

Policy C-CT-4k: Construct improvements such as realignment, signalization, roundabouts, turn restrictions, one-way streets, and traffic calming at the following intersections to improve safety at the following intersections: (GP2020/EXISTING LCP REVISED)

Commented [A22]: This section should include SLR adaptation.

Commented [A23]: A general overview of the safety improvements referenced here would be helpful, especially since we are asking Caltrans to make design exemptions for safety improvements.

Commented [A24]: Please define what "safety improvements" means here.

- (1) Bay Flat Road/Bodega and Cypress Dunes Campgrounds (Sonoma Coast State Beach)
- (2) Bay Flat Road/Eastshore Road
- (3) State Highway 1/Eastside Road
- (4) State Highway 1/Taylor Street
- (5) State Highway 1/ Bay Hill Road (EXISTING LCP REVISED)

Policy C-CT-4l: Relocate Highway 1 along Gleason Beach (Postmile 15.0 - 15.8) inland sufficient distance to avoid hazards created by bluff retreat and sea level rise. (NEW)

Policy C-CT-4m: Construct the following sets of road improvements to increase the capacity and safety of State Highway 1 in Jenner:

- (1) *State Highway 1* – from western property line of assessor’s parcel number (APN) 099-150-013 (10990 State Highway 1) to 200 feet from intersection with Burke Avenue; and Burke Avenue - 200 feet: road realignment and widening, curbing, turn lane for parking and Burke Avenue, one-way parking circulation, and parking restrictions.
- (2) *State Highway 1* – about eastern bank of Jenner Creek to about opposite northern property line of APN 099-113-012 (10469 Riverside Drive); Riverside Drive - about 65 feet; and 65 Willig Drive - about 80 feet: road widening, turn lanes, and parking restrictions. (EXISTING LCP REVISED)
- (3) *Intersection of Highway 1 and 116*– Roundabout, minor realignment to provide more sight distance and/or signalization to improve safety. Consider minor realignment consistent with protection of Coastal resources. (NEW)

Policy C-CT-4n: Provide turn lanes at The Sea Ranch intersections listed below. An intersection improvement of lower priority could be constructed before an intersection improvement of higher priority if funding is available.

- (1) **Priority I**
 - The Stables and North Recreation Center entrance (already widened)
 - Annapolis Road
 - Longmeadow Road
 - Moonraker and Whalebone Reach
- (2) **Priority II**
 - Lodge Entrance
- (3) **Priority III**
 - Leeward Spur

Commented [A25]: This is already approved so the specific reference is not needed. Instead there should be a general call out to evaluate and identify sections of roadway (or just Highway 1) that should be candidates for highway realignment away from coastal erosion. Gleason is not the only stretch likely to be affected in however many years this LCP is the governing standard.

Deerfield Road
Breaker Reach
Vantage Road
Pine Meadow
Whitebluff Road
Headlands Reach
Navigators Reach
Lodge Entrance and Halcyon (EXISTING LCP REVISED)

Policy C-CT-4p: Encourage safety improvements on State Highway 116, Bodega Highway and Freestone-Valley Ford Road to improve safety on east-west roads that connect State Highway 1. (EXISTING LCP)

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 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 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 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 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)

Policy C-CT-5c: Carry out on an as needed basis projects that enhance traffic safety but do not 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.](#) (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 and transit system on an ongoing basis. Cooperate with the Sonoma County Transportation Authority to establish and maintain an ongoing Countywide traffic modeling program that:

- (1) Maintains a coordinated land use database on an annual basis for cumulative impact analysis of the circulation and transit system;
- (2) Assesses 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.
- (3) Establishes the nexus for allocating fair share funding of transportation improvements within the Coastal Zone;
- (4) Identifies the impacts of projects and appropriate mitigation measures on the circulation and transit system;
- (5) Assists in the planning of detailed operation improvements in individual communities, and

Commented [A26]: Similar to comments on **Policy C-CT-4I**. This chapter should consider monitoring for coastal erosion and studying HWY1 for sections that might need possible realignment? Consider adding a policy that monitors for sections of HWY1 that might need realignment in the future, similar to the project at Gleasons.

(6) Is capable of modeling weekend and off-peak travel demand in order to plan for tourism and special event traffic.

(GP2020 REVISED)

Program C-CT-2: 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. 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. (GP2020 REVISED)

Program C-CT-3: Work with Sonoma County Transit to develop 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 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)

Program C-CT-6: Develop a Heritage Road Program to preserve public roads with unique scenic, historic, recreational, cultural, archeological and/or natural qualities that may be compromised if the road is fully improved to meet current road standards. As part of this program, adopt special design standards to balance necessary improvements, safety, and maintenance with the unique character of these roads while maintaining coastal access for all road users as well as a sea level rise resilient highway. (GP2020 REVISED)

Program C-CT-7: Based upon an established nexus, assign responsibility for funding transportation improvements to new development in the affected area by assessing development fees or fair share contributions. (GP2020 REVISED)

Program C-CT-8: Coordinate with Caltrans, California State Department of Parks and Recreation, the California Coastal Commission, Sonoma County Transportation and Public

Commented [A27]: Is this feasible? What would this policy involve? Planned retreat is usually done as a solution to the effects of SLR such as erosion and flooding and may not be the best solution for wildfire resilience. Instead suggest including a policy that encourages identification of sections of H1 that are most at risk to wildfires, and create solutions to reduce that risk, such as vegetation management. There also could be a policy to create fire damage repair guidelines or policies to enable quick repair of fire damaged areas consistent with LCP/CA policies. At the same time this should reference polices in the hazards section on wildfire adaptation

Commented [A28]: Comments on Heritage Road Program above

Commented [A29]: Edits made to incorporate SLR. The heritage road program should not prevent climate change adaptation.

Works, Sonoma County Regional Parks, and other appropriate entities in developing and implementing guidelines for expediting the review and permitting of road repair and maintenance activities consistent with the policies of the Local Coastal Plan. These guidelines shall contain specific guidance for emergency repairs and procedure for determining if a project can be excluded from needing a Coastal Development Permit. (MOVED FROM OTHER INITIATIVES AND REVISED)

5.2 OTHER INITIATIVES

Other Initiative C-CT-1: Encourage ongoing development of the Safe Routes to School program by coordinating efforts of advocacy groups, school districts, and County departments. (GP 2020)

Other Initiative C-CT-2: Encourage Sonoma County Transit to coordinate with Mendocino Transit Authority and Marin Transit to improve and expand regional bus service for Sonoma County coast visitors and residents. (NEW)

Other Initiative C-CT-3: Work with transportation agencies to maximize funding from Federal and State governments to address existing deficiencies, improve safety, and support ongoing maintenance of the circulation and transit system. (GP2020 REVISED)

Figure C-CT-1a: Road and Bikeway Classification – SubAreas 1 - 3
(11x17)

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Figure C-CT-1b: Road and Bikeway Classification – SubAreas 4 - 6
(11x17)

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Figure C-CT-1c: Road and Bikeway Classification – SubAreas 7 - 10
(11x17)

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