Sonoma County
Local Coastal Plan

CIRCULATION & TRANSPORTATION ELEMENT
PRELIMINARY DRAFT

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Sonoma County Permit and Resource Management Department
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CIRCULATION & TRANSPORTATION ELEMENT
TABLE OF CONTENTS

LIST OF FIGURES

CIRCULATION & TRANSPORTATION ELEMENT

1. INTRODUCTION

Purpose and Background

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 maintenance and improvement of access to coastal resources, and requires that State Highway 1 in rural areas remain a scenic two-lane highway. Below are the applicable sections of the Coastal Act:

> ***30252.*** *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision of extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*
>
> ***30354.*** *…it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road.*

The current traffic congestion on the Coast has resulted from a combination of factors. Regional factors include growth in employment and population primarily within Sonoma County's cities. Local factors include increases in parkland acreage through expansions, acquisitions, and dedications; in the number and length of trails and associated hiking opportunities; in access to the beach and ocean; and lack of public transportation. Most importantly, the public continues to prefer the automobile as the primary means of transportation.

While the demand for mobility has increased, money for road and transit system improvements has dwindled. In addition, construction of improvements is often opposed by area residents due to environmental concerns, a desire for neighborhood preservation, or the fear that increased roadway capacity will spur unwanted growth and more congestion over time. The transportation system outlined in this Element recognizes the likely limitations of funding as well as the growth inducing potential of excessive capacity in areas not planned for growth.

Relationship to Other Elements

The Circulation and Transit Element and its implementing measures are coordinated with the Land Use Element in the following manner to assure that the transportation system serves future travel demand and helps attain the desired land use plan.

(1) The Circulation and Transit Element uses the Land Use Element projections of future population and job growth.

(2) The policies are designed to support the land use plan, maps, objectives and policies that emphasize cit-centered development and limited growth in rural areas.

Other Elements also address transportation issues. Pedestrian oriented urban design, bikeways, and air quality are also addressed in the Open Space and Resource Conservation and Public Access and Recreation Elements. Projected noise contours for highway sources are addressed in the Noise Element.

Scope and Organization

The Circulation and Transit Element contains five sections. These sections include an introduction and four sections containing goals, objectives, and policies for the planned circulation and transit system, alternative transportation modes and vehicle use reduction, highway system, and phasing and funding of improvements.

2. CIRCULATION AND TRANSIT SYSTEM

Existing and Projected Transportation Conditions In 2020

As part of the GP 2020 update of the Sonoma County General Plan, the County conducted a circulation and transit analysis of the entire County. This analysis formed the basis for a countywide strategy to provide mobility and access as well as to protect the character of small communities. The Sonoma County Coast was included in this analysis, but due to the projection of limited population growth in the area it was not emphasized.

The Sonoma Coast/Gualala Basin region has a sparse highway network due to its remote location and very low population density. The major highways, all two-lane rural roads, are State Highway 1, State Highway 116, Bodega Highway, Bohemian Highway, Stewarts Point-Skaggs Springs Road, Coleman Valley Road, Annapolis Road, and Valley Ford-Freestone Road. With the exception of State Highway 1, the highways run east-west (Figures 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 and Santa Rosa.

Traffic patterns are affected primarily by recreational travel, particularly on weekends. Tourism has increased as a result of growth in the Bay Area; growth in employment and population

primarily within the County's cities; dropping average vehicle occupancy; increases in parkland acreage through expansions, acquisitions, and dedications; increases in number and length of trails and associated hiking opportunities; increases in access to the beach and ocean; and the lack of public transportation along the Coast.

The 1981 Local Coastal Plan provided for a bypass route around Bodega Bay, primarily to reduce congestion during summer weekends. The Plan also allowed additional urban development if the bypass were constructed. Since that time, construction of a bypass appears to no longer be feasible because there is a lack of and different priorities for state highway funding, the area proposed for the bypass route contains habitat for the endangered red-legged frog, and the residents of Bodega Bay and nearby coastal communities don't desire the bypass. As a result, the bypass route is no longer included in the Local Coastal Plan.

State Highway 1

Traffic and Circulation Conditions

Traffic on State Highway 1 has increased since the transportation study was conducted for the 1981 Local Coastal Plan. Tourism has increased substantially in recent years and has had an impact on traffic levels on State Highway 1 during peak weekend periods, especially in the summer and fall. State Highway 1 through Bodega Bay and Bodega Avenue are the most congested on weekends. Peak traffic volumes on the stretch of State Highway 1 adjacent to the Sonoma Coast State Beaches occur on summer weekends, particularly on Sundays, during which visitors and local residents often experience severe traffic congestion and shortage of parking spaces. As there are no signalized intersections in the immediate vicinity of the State Beaches, maximum delays occur at the intersection of State Highway 1 with roadways and parking lot driveways as a result of turning movements.

While a specific traffic study was not conducted for this update of the Local Coastal Plan, the traffic impact study for the former Harbor View Subdivision in Bodega Bay and the EIR on the Sonoma Coast State Beaches General Plan provide information on changes in traffic conditions on the Coast since the 1981 Local Coastal Plan was prepared.

The traffic analysis for the Harbor View Subdivision relies on 1993 and 2003 traffic data that indicates there is a significant increase in traffic in the Bodega Bay area caused by weekend recreational activity. The almost tripling of traffic volumes from a typical weekday to weekend conditions during the peak hour indicates that the level of increase can be attributed to recreational traffic. The historical traffic counts indicate that traffic volumes on State Highway 1 vary substantially on weekends depending on weather conditions and special events in coastal communities, substantiated by weekend day counts that showed peak hour volumes varying from 500 to 1,350 vehicles per hour along State Highway 1. A comparison of 1993 and 2003 traffic counts indicates that traffic levels along State Highway 1 in Bodega Bay increased by 7 percent during the weekday evening peak hour and by 4.5 percent during the weekend midday peak hour.

The EIR on the State Beaches General Plan states that most of the visitors to the Sonoma Coast State Beaches originate from Sonoma County, adjacent counties, and the metropolitan areas of San Francisco and Sacramento; and concludes that visitation to the State Beaches can increase

faster than local and regional population growth based on the strong latent demand for outdoor recreation facilities identified by the County in its 2003 Draft Outdoor Recreation Plan. Although the number of visitors to the Sonoma Coast State Beaches decreased from 1996 to 2001, the number of paying day users steadily increased in that period, and the State Beaches remain the fourth most visited State Park in the State and most visited unit in northern California.

The State Beaches General Plan EIR indicates that the General Plan would permit additional recreational development that may attract additional visitation, which would increase vehicular trips to and from the State Beaches; and concludes that most of these additional vehicular trips would occur during summer weekends, as is the current case.

Roadway Capacity and Conditions

Maintaining traffic flows and improving safety along State Highway 1 is the major transportation issue on the Sonoma County Coast. The variable terrain in and around the Sonoma Coast State Beaches is a major constraint on roadway capacity and conditions. Because State Highway 1 has only two narrow lanes and narrow shoulders, accommodates trips both by visitors and those passing through, and site distance is limited by curves and grades, variable driving speed and unsafe passing have led to traffic congestion, inconveniences, and traffic accidents. State Highway 1 capacity is also reduced due to the numerous visitor destinations; restaurants and other commercial uses in Bodega Bay and Jenner; parklands, beaches, and vista points; and several developments of vacation homes. Furthermore, the land near and beneath State Highway 1 and intersecting roadways is subject to a high level of erosion and instability, and roadway reconstruction and the resulting improvement projects have led to frequent lane closures. Future rises in sea level could further affect the portion of State Highway 1 near the Sonoma County coastline.

As traffic congestion is a problem along most of the length of State Highway 1, the Circulation and Transit Element focuses on capacity improvements at parking turnouts and intersections.

Transportation Improvements

In the 1985 Caltrans Route Concept Report Summary on State Highway 1, Caltrans identifies the following potential roadway improvement projects: shoulder widening, passing lanes, channelization and intersection improvements to enhance turning movements, additional parking areas where unsafe parking conditions currently exist, and features that would minimize roadside parking on the highway. Improvements to State Highway 1 constructed since the last Local Coastal Plan Update in 1995 include left turn lanes at The Sea Ranch, at the intersection with State Highway 116 near Jenner, near The Tides restaurant, and at the Bodega Harbour Subdivision.

Providing turning lanes at intersections and parking areas is the most effective approach to improving the capacity of State Highway 1 while maintaining it as a two-lane scenic highway. It is expected that turning lanes would increase the capacity of State Highway 1 at any point by 10 to 40 percent. Turning lanes also provide considerable safety benefits. There are several sections of State Highway 1 where turning and parking movements cause significant traffic delays - at Jenner, Sonoma Coast State Beaches, and Bodega Bay.

Other minor highway capacity and safety improvements proposed for State 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 State Highway 1 such as construction of bicycle paths or widening of shoulders will be necessary to construct the Sonoma County segment of the California Coastal Trail (see discussion below).

Through the community of Bodega Bay minor road improvements will not be adequate to relieve traffic congestion. This section of State Highway 1 has the most critical capacity deficiency along the County Coast. Side friction effects and vehicle turning movements across the opposing traffic stream seriously reduce the available highway capacity. The section of State Highway 1 between The Tides and Johnson Gulch represents the worst case because of the narrow road width. Four alternatives for a bypass route for State Highway 1 around the community of Bodega Bay, primarily to reduce congestion during summer weekends, have been considered. As described above under "Existing and Projected Conditions," the bypass route is no longer included in the Local Coastal Plan.

Active Transportation and Transit

Elevating public transit and related infrastructure to an equal level of consideration as travel by automobile is one of the basic principles of 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 create a sustainable transportation network for Sonoma County, as well helping to meet greenhouse gas (GHG) emissions reduction standards established under the California Global Warming Solutions Act of 2006 (AB32).

Walking and bicycling are the most energy efficient modes of transportation. When all energy inputs are considered, walking or bicycling to work will consume less than 1% of the energy used by the most fuel efficient automobile. Given that transportation accounts for almost half of carbon emissions generated in Sonoma County, even small mode shifts away from automobiles to walking and bicycling will create significant reductions in the County's carbon footprint.

Bikeways are classified as Class I, II, III or Bicycle Boulevards, 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 motor vehicles.

Class II Bikeways are often referred to as "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 and geometric standards.

Class III Bikeways are facilities shared with motor vehicles that provide connection to Class I and II bikeways through signage, and design, creating advantages for bicyclists not available on other streets. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

(1) Reduced traffic speed and volume.

(2) Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic.

(3) Improving travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections with other roads wherever possible.

(4) Traffic controls that help bicycles cross major arterial roads.

(5) Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block, but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

A primary goal of the California Complete Streets Act of 2008 is to increase the likelihood of residents to choose bicycling and walking modes over the choice to drive. To meet this goal, it is necessary to elevate the commitment to providing walking and bicycling facilities. Continuous walkways, trails, and bikeways are necessary to provide safety and convenience to allow people to choose non-motorized transportation modes. Especially important is developing more pedestrian access ways and increasing the number of pedestrian street crossings. Substituting a ten minute walk for a five minute drive is feasible if bicycle and pedestrian facilities are continuous and link people from their neighborhoods to destinations such as schools, stores, jobs, public institutions, and parks.

If the needs of all, including children, seniors, and those with disabilities are considered when incorporating bicycle and pedestrian facilities into the countywide transportation network, it is likely there will be a substantial increase in the number of short trips traveled by foot or bike rather than by automobile.

Improvement of State Highway 1 to more safely accommodate bicycles is a major transportation issue on the Sonoma County Coast. Although the highway is narrow, winding,

and dangerous for bicyclists, it is increasingly popular as a bicycle touring route. Class I bicycle paths along State Highway 1 would alleviate these issues.

Where Class I or separate bicycle paths are not feasible, Class II bicycle paths are safer than the existing narrow shoulder along the highway. However, under that option parking restrictions and enforcement would be needed to keep parked vehicles out of roadside bicycle lanes.

The existing transit service on the County Coast operated by Mendocino Transit Authority started in July 1979 and runs from Point Arena in Mendocino County to Santa Rosa. The buses run along State Highway 1 in Point Arena to Timber Cove, Timber Cove Road to Seaview Road, Meyers Grade Road until it intersects State Highway 1 again north of Jenner, then State Highway 1 to State Highway 116 and Highway 101 north of Santa Rosa.

California Coastal Trail

The 1975 California Coastal Plan mandated the California Coastal Conservancy (Coastal Conservancy) to develop and implement the California Coastal Trail (CCT), 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. The Sonoma County segment of the CCT will provide opportunities for a variety of users. (Also see Public Access Element).

Assembly Bill 1396, passed in August 2008, enhances coordination for development of the CCT. The bill requires Caltrans to notify certain agencies involved in development of the CCT of any excess State property that could be used as part of the trail, requires transportation planning agencies whose jurisdiction includes a part of the CCT to coordinate with certain agencies in its development.

Circulation and Transit System Policy

Goal C-CT-1: **Provide a well-integrated and sustainable circulation and transit system that supports a community-centered growth philosophy. (GP2020)**

Objective C-CT-1.1: Pay for development of the circulation and transit system through a combination of funding sources, including Federal and State programs, local bonds and taxes, development fees, and fair share formulae for cooperative funding of improvements. **(GP2020)**

Objective C-CT-1.2: Where alternate modes of travel are available, reduce the need for future automobile use by a combination of improvements and incentives that favor alternate modes over automobile use. **(GP2020)**

Objective C-CT-1.3: Reduce greenhouse gas emissions by minimizing future increase in vehicle miles travelled (VMT). **(GP2020)**

Objective C-CT-1.4: Require that circulation and transit system improvements be done in a manner that, to the extent practical, is consistent with community and rural character, minimizes disturbance of the natural environment, minimizes air and noise pollution, and helps reduce greenhouse gas emission. **(GP2020)**

Objective C-CT-1.5: Reduce travel demand by striving to provide jobs/housing balance of approximately 1.5 jobs per household, and encourage creation of jobs and housing in urbanized areas and transit centers. **(GP2020)**

Objective C-CT-1.7: Improve demand for transit by developing a growth management strategy encouraging projects in urbanized areas that decrease distance between jobs and housing, increase the stock of affordable housing, and increase density. **(GP2020)**

The following policies shall be used to achieve these objectives:

Policy CT-1a: Where practical, locate and design improvements and new circulation and transit facilities to minimize disruption of neighborhoods and communities, disturbance of biotic resource areas, destruction of trees, and noise impacts. **(GP2020)**

Policy CT-1b: Encourage development that reduces vehicle miles travelled (VMT), decreases distances between jobs and housing, reduces traffic impacts, and improves housing affordability. **(GP2020)**

Policy CT-1c: Support a sales tax or similar local funding mechanism to pay for the major regional circulation and transit system improvements. Support similar funding for County operational and maintenance expenses. **(GP2020)**

Policy CT-1d: Monitor the effectiveness of the planned circulation and transit system on an ongoing basis. Cooperate with the SCTA 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 the LOS and how well planned improvements are keeping pace with Countywide growth and development;

(2) Establishes the nexus for allocating fair share funding of regional and subregional improvements;

(3) Identifies the impacts of projects and appropriate mitigation measures on the circulation and transit system;

(4) Assists in the planning of detailed operation improvements in individual communities, and

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

Consider the use of moratoria or other growth management measures in areas where the monitoring program shows that the LOS objectives are not being met due to lack of improvements. **(GP2020)**

Policy CT-1e: Monitor traffic volumes on County-maintained road segments, and work with Caltrans on similar State Highway 1 segments that are projected to experience unacceptable Levels of Service during peak weekend periods, particularly in the summer and fall months. Assemble these data for use in future assessment of development project impacts on weekend traffic patterns. **(GP2020)**

Alternative Transportation Modes and Vehicle Use Reduction Policy

Goal C-CT-2: **Increase the opportunities, where appropriate, for transit systems, pedestrians, bicycling, and other alternative modes to reduce the demand for automobile travel. (GP2020)**

Objective C-CT-2.1: Increase ridership on public transit systems. **(GP2020)**

Objective C-CT-2.2: Increase the share of home based work or commute trips taken by public transit to 10 percent by 2020. **(GP2020)**

Objective C-CT-2.3: **Coordinate regional, express, and local bus transit services. (GP2020)**

Objective C-CT-2.4: Improve bus headway to 30 minutes or less. **(GP2020)**

Objective C-CT-2.5: 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. **(GP2020)**

Objective C-CT-2.6: In areas designated for through traffic, use existing circulation and transit facilities more efficiently, especially highways, to reduce the amount of investment required in new or expanded facilities, reduce greenhouse gas emissions, and increase the energy efficiency of the transportation system. **(GP2020)**

Objective C-CT-2.7: Use Traffic Demand Management measures to reduce peak period congestion. **(GP2020)**

Objective C-CT-2.8: Accommodate bicycling as a viable mode of transportation that provides an alternative to vehicle travel through implementation of

the Sonoma County Bikeways Plan as described in the Public Access and Outdoor Recreation Element. **(GP2020)**

Objective C-CT-2.9: Develop bicycle and pedestrian facilities in order to promote bicycling and walking as transportation modes to connect neighborhoods and community services. **(GP2020)**

Objective C-CT-2.10 Use shoulders, paths, and bike lanes for other alternative transportation modes along existing streets, roads, and bicycle routes where consistent with public safety and the Vehicle Code. **(GP2020)**

Objective C-CT-2.11 Seek legislative changes necessary to revise transit funding requirements to provide more flexibility in the available funding sources that can be used to supplement fare box revenues. **(GP2020)**

Policy C-CT-2a: Provide convenient, accessible transit facilities for youth, seniors, and persons with disabilities, and paratransit services as required by the American Disabilities Act (ADA). Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance and other facilities.

Policy C-CT-2b: Establish transfer facilities and supportive park-and-ride lots that provide convenient connection to the transit routes. Locate transit centers to avoid rerouting by buses, provide adequate off street parking, and provide convenient pedestrian access from activity centers.

Policy C-CT-2c: On transit routes, design the physical layout and geometrics of arterial and collector highways to be compatible with bus operations.

Policy C-CT-2d: Require major traffic generating projects on existing or planned transit routes to provide fixed transit facilities, such as bus turnouts, passenger shelters, bike lockers, and seating needed to serve anticipated or potential transit demand from the project.

Policy C-CT-2e: Require major employment centers and employers to provide facilities and Traffic Demand Management (TDM) programs that support alternative transportation modes, such as bike and shower facilities, telecommuting, flexible schedules, etc. These programs may apply to existing employers as well as to new development. Establish measurable goals for these programs, and use a transportation coordinator that will provide information, select TDM measures, and monitor and report on program effectiveness. If voluntary TDM measures do not effectively reduce peak congestion, impose mandatory TDM measures by ordinance. **(GP2020)**

Policy C-CT-2f: Encourage and participate in joint efforts by the various transit operators to coordinate services by reducing route duplication, coordinating schedules to increase transfer potential, encouraging joint transit fare prepayment, joint marketing of transit services, and discounting fares for intersystem transfers. **(GP2020)**

Policy C-CT-2g: Work with transit providers to prepare short-range transit plans that assure that local transit routes and services provide feeder transit service connections with inter-county routes. Coordinate routes, schedules, and fares among transit providers to make transfers convenient between the various transit systems, especially during commute periods. **(GP2020)**

Policy C-CT-2h: Support regional and commute bus service from Sonoma County to employment centers in San Francisco and Marin County. **(GP2020)**

Policy C-CT-2i: Encourage additional commute service routes within Sonoma County if efficient and cost effective. **(GP2020)**

Policy C-CT-2j: Encourage greater frequency of service and express commuter service along the various inter-county routes where warranted. **(GP2020)**

Policy C-CT-2k: Provide a system of bus routes that is responsive to commuters, transit dependent groups, and persons with low mobility; and provides convenient access to major job centers, retail and recreational areas, and high and medium density residential areas. **(GP2020)**

Policy C-CT-2l: Promote a Traffic Demand Management program for County government and schools. **(GP2020)**

Policy C-CT-2m: Encourage measures that increase the average occupancy of vehicles, including:

(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, HOV lanes on freeways, and residential parking permit restrictions around major traffic generators. (**GP2020)**

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

(1) Establishment of 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, exclusive bus lanes, land dedication for transit, and transportation kiosks for tenants of business and industrial parks;

(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; and

(3) Street and highway design and geometrics to accommodate transit vehicles and bicycles, bus turnouts and passenger shelters, access to transit stops, park-and-ride lots,

HOV lanes on major highways, signal preempting for buses, and transit centers at rail stations and major focal points in the bus route network. (**GP2020)**

Policy C-CT-2o: Encourage measures to modify the timing of peak commute and school trips to reduce congestion, including reduced work weeks and flexible, variable, or staggered work hours. Consider adoption of standards requiring Traffic Demand Management programs and telecommuting for new businesses and employment centers. (**GP2020)**

Policy C-CT-2p: Work with school districts and private school developers to provide safe pedestrian access to public and private schools. (**GP2020)**

Policy C-CT-2q: Provide for pedestrian friendly and safe design features in unincorporated communities, including pedestrian access ways, street crossings, landscaping, and related amenities, that are consistent with the character of the community. (**GP2020)**

Policy C-CT-2r: Promote a Traffic Demand Management program for County Government and school. (**GP2020)**

Goal C-CT-3: **Provide and maintain a highway system capacity that serves projected highway travel demand at acceptable levels of service in keeping with the character of rural and urban communities.** (**GP2020)**

Objective C-CT-3.1: Maintain a LOS C or better on roadway segments unless a lower LOS has been adopted as shown on Figure CT-1. (**GP2020)**

Objective C-CT-3.2: Maintain a LOS D or better at roadway intersections. (**GP2020)**

Objective C-CT-3.3: Allow the above Levels of Service to be exceeded if it is determined to be acceptable due to environmental or community values, or if the project(s) has an overriding public benefit that outweighs the lower Levels of Service and increased congestion. (**GP2020)**

Objective C-CT-3.4: Use the American Association of State Highway Transportation Officials (AASHTO) functional classification system and guidelines for geometric design for the highway network. (**GP2020)**

Objective C-CT-3.5: Consider developing a Heritage Road Program for Sonoma County. Heritage Roads would be subject to special design guidelines protecting their unique character while meeting accepted AASHTO safety standards. (**GP2020)**

Objective C-CT-3.6: Improve east-west access to State Highway 1. Increase capacity and safety along State Highway 1 by improving intersections and reducing hazards at parking locations and turnouts. (**LP)**

The following policies shall be used to achieve these objectives:

Policy C-CT-3a: Use the Levels of Service established in Objectives 3.1 and 3.3 to determine whether or not roadway segment congestion would exceed the desired LOS on the road system. In cases where a roadway segment is designated as LOS F on **Figure CT-1**, a PM peak volume to capacity ratio of 1.2 is the acceptable LOS. (**GP2020)**

Policy C-CT-3b: Use area and/or project traffic analyses to determine if intersections meet the LOS standards of Objectives CT-3.2 and CT-3.3. Based on this analysis, identify and implement intersection improvements needed to achieve LOS D. (**GP2020)**

Policy C-CT-3c: Classify and designate roadways according to the functional classifications of the AASHTO manual as depicted on **Figure CT-1** of the Circulation and Transit Element. (**GP2020)**

Policy C-CT-3d: Designate road segments in Urban Service Areas and in unincorporated communities as shown on **Figure CT-1** for traffic calming improvements in the Circulation and Transit Element. Designations do not preclude traffic calming in other areas. Consider traffic calming on local roads where needed to improve safety. Avoid traffic calming on collectors and arterials unless designated on **Figure CT-1**. Traffic calming improvements are primarily intended to accommodate local circulation and decrease speeds in order to promote the safety of pedestrians and bicycles. The latter include, but are not limited to, one way streets, turn restrictions, traffic signals, stop signs, narrow lanes, roundabouts, road closures, and pavement undulations. (**GP2020)**

Policy C-CT-3e: Use AASHTO's "A Policy on Geometric Design of Highways and Streets" to guide design standards for County Roads. Where these guidelines conflict with adopted design guidelines for a local community, with the Sonoma County Bikeways Plan, or with rural or community character, use the flexibility provisions in the AASHTO guidelines to avoid these conflicts while addressing traffic flow and safety. (**GP2020)**

Policy C-CT-3f: Implement safety improvements when and where problems arise. Where safety problems may result from a proposed project, require the safety improvements as a condition of approval. (**GP2020)**

Policy C-CT-3g: Designate and design Urban and Rural Principal and Minor Arterial Roads as highway routes that carry large volumes of intercity traffic and that place priority on the flow of traffic rather than on access to property. The following policies apply to Urban and Rural Arterials:

(1) Work with Caltrans to modify Caltrans design standards (i.e. Design Exceptions) for Arterial Roads that are part of the State highway system where necessary to address neighborhood and community compatibility when conflicts arise.

(2) Design Principal and Minor Arterial Roads to discourage access from abutting parcels and to prohibit such access if reasonable access is available elsewhere, to encourage driveway consolidations, to avoid parking during peak travel periods, and to provide turn deceleration and acceleration lanes at intersections where warranted. Operate traffic signals so that they favor the Arterial Roads.

(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. (**GP2020)**

Policy C-CT-3h: Designate and design Urban and Rural Major and Minor Collector Roads as routes that are intended to carry the internal traffic of a local area from the local road system to Arterial Roads and provide access to property. Collector Roads that are designated for traffic calming improvements are primarily intended to serve the local community. The following policies apply to Urban and Rural Collectors:

(1) Allow access from abutting parcels and on-street parking.

(2) Design traffic calming improvements to accommodate local circulation, to accommodate emergency vehicles, to reduce speeds, to promote the safety of pedestrian and bicycle traffic, and to discourage truck traffic and through traffic, particularly during peak periods.

(3) 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. (**GP2020)**

Policy C-CT-3i: Designate and design Local Roads as routes that are intended to provide access to property and to carry local traffic to Collector Roads. Local Roads that are designated for traffic calming improvements are primarily intended to serve the local community. The following policies apply to Local Roads:

(1) Design local roads for reasonable access by emergency and service vehicles.

(2) Design traffic calming improvements to accommodate local circulation, to accommodate emergency vehicles where possible, to reduce speeds, to promote the safety of pedestrian and bicycle traffic, and to discourage truck traffic and through traffic, particularly during peak periods.

(3) When practical, locate horizontal and vertical road alignments to correspond to natural topography.

(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. (**GP2020)**

Policy C-CT-3j: Consider establishment of 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 a Heritage Road Program, consider adoption of special design standards that would apply to

improvements and maintenance of these roads in order to retain and protect their unique character where consistent with public safety. (**GP2020)**

Policy C-CT-3k: In general, capacity improvements to Arterial Roads should be given a higher priority for funding than capacity improvements to Collector and Local Roads that may serve as alternate routes to those Arterial Roads. (**GP2020)**

Policy C-CT-3l: Consider intersection management improvements at key intersections throughout the County as needed to address intersection congestion and long delays for turning movements. These may include signal timing, re-striping, lengthening, turn lane additions, or other improvements, provided the improvements are consistent with the applicable road classifications. (**GP2020/Existing LCP)**

Policy CT-3m: Construct the following intersection improvements to increase the capacity and safety of State Highway 1 and other roads in Bodega Bay:

(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/LP)**

Policy C-CT-3n: 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 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/LP)**

Policy C-CT-3o: 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 (if developer improves)

(3) Priority III
Leeward Spur
Deerfield Road
Breaker Reach
Vantage Road
Pine Meadow
Whitebluff Road
Headlands Reach
Navigators Reach
Lodge Entrance and Halcyon (if developer does not improve) **(Existing LCP)**

Policy CT-3p: Encourage continued maintenance and minor improvements along Bay Hill Road. (**Existing LCP)**

Policy C-CT-3q: Encourage road improvements on State Highway 116-River Road, Bodega Highway and Petaluma-Valley Ford Road to improve east-west access to State Highway 1. (**Existing LCP)**

Policy C-CT-3r: Implement the following capacity and safety improvements along State Route 1:

(1) Eliminate parallel parking at hazardous locations

(2) Close small, poorly located turnouts which are traffic hazards

(3) Restrict turning movements at parking areas where necessary to promote safe entry and exit

(4) Construct turning lanes and entry improvements at parking areas listed in The Public Access Plan **(Appendix A).**

Policy C-CT-3s: Consider traffic calming improvements in the unincorporated communities of Bodega, Bodega Bay, Freestone, Jenner, Timber Cove, and Occidental. **(GP2020)**

Phasing and Funding Of Improvements Policy

Goal C-CT-4: **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-4.1: 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. **(GP2020)**

Objective C-CT-4.2: Work with the SCTA and Federal and State governments to obtain the necessary funding for the planned circulation and transit system. **(GP2020)**

Objective C-CT-4.3: Maintain acceptable Levels of Service as set forth in this Element by implementing funding strategies for planned improvements. **(GP2020)**

The following policies shall be used to achieve these objectives:

Policy C-CT-4a: Work with transit 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)**

Policy C-CT-4b: Implement a regional mitigation fee, by identifying highway and transit system improvements serving Countywide travel demand that are needed to accommodate new development. **(GP2020)**

Policy C-CT-4c: Identify improvements to the Countywide transportation system that primarily serve local travel demand and are needed to accommodate new growth. Based upon an established nexus, assign responsibility for funding of these improvements to new development in the affected area through the establishment and collection of development fees or fair share contributions. (**GP2020)**

Policy C-CT-4d: Coordinate with the SCTA to provide annual updates of the Countywide traffic model to implement Policy CT-1d. Use traffic counts, traffic impact studies, and the countywide traffic modeling program to determine whether or not the LOS objectives of Policies CT-3a and CT-3b are being met. Collect and report this information in a consistent format that will aid in development decisions. (**GP2020)**

Policy C-CT-4e: Review and condition discretionary development projects in the unincorporated area to assure that the LOS and/or public safety objectives established in Policies CT-3a and CT-3b are being met. If the proposed project would result in a LOS worse than these objectives, consider denial of the project unless one or more of the following circumstances exists:

(1) The improvements needed to meet the LOS and/or public safety objectives will be completed prior to occupancy of the use;

(2) Funding is identified and committed to completion of the needed improvements; or

(3) A fee or fair share contribution has been established for the needed improvement that will fully fund the project's fair share of the future improvements. **(GP2020)**

Policy C-CT-4f: Require that new development provide project area improvements necessary to accommodate vehicle and transit movement in the vicinity of the project, including capacity improvements, traffic calming, right-of-way acquisition, access to the applicable roadway, safety improvements, and other mitigation measures necessary to accommodate the development. (**GP2020)**

Policy C-CT-4g: 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, curvature reduction, turn lanes at intersections, shoulder improvements, reconstruction, and resurfacing. (**GP2020)**