

# Circulation and Transit Element

<i>Revised Public Review Draft LCP – June 2021</i>	<i>Public Review Draft LCP – September 2019</i>	<i>Reason for Change</i>	<i>Existing LCP – December 2001</i>
<b>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)</b>	<b>GOAL C-CT-1: Provide a well-integrated and sustainable circulation and transit network that supports community-centered growth and equitably meets the mobility needs of all. (GP2020 Revised)</b>	Clarified to specify coastal access.	No corresponding LCP goals or objectives previously identified
<b>Objective C-CT-1.1:</b> 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.	<b>Objective C-CT-1.1:</b> 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.	Transportation funding is not coastal specific. General Plan policy for funding applies countywide.	
<b>Objective C-CT-1.2:</b> Where alternate modes of travel are available, <del>R</del> reduce the need for future automobile use by a combination of infrastructure improvements and incentives that favor alternate modes over automobile use.	<b>Objective C-CT-1.2:</b> 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.	Objective strengthened.	
<b>Objective C-CT-1.3:</b> Reduce greenhouse gas emissions by minimizing future increase in vehicle miles travelled (VMT).	<b>Objective C-CT-1.3:</b> Reduce greenhouse gas emissions by minimizing future increase in vehicle miles travelled (VMT).	Acronym use	
<b>Objective C-CT-1.4:</b> 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.	<b>Objective C-CT-1.4:</b> 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.	Changed to Policy C-CT-1c	
<b>Objective C-CT-1.5:</b> 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.	<b>Objective C-CT-1.5:</b> 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.	Revised and moved to Policy C-CT-1c.	

Notes:  
D/T = Development/Transportation  
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<del><b>Objective C-CT-1.6:</b> 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.</del>	<b>Objective C-CT-1.6:</b> 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.	Not applicable to coastal communities due to small size, visitor serving economy and large distances between population centers.	
<del><b>Policy C-CT-1a:</b> Transportation improvements shall minimize adverse impacts to biotic resource and Environmentally Sensitive Habitat Areas, and disruption of neighborhoods and communities to the maximum extent feasible. Where practical, locate and design improvements and new circulation and transit facilities to minimize disruption of neighborhoods and communities, disturbance of biotic resource and environmentally sensitive habitat areas (ESHAs), destruction of trees, and noise impacts. (GP2020 Revised)</del>	<b>Policy C-CT-1a:</b> Where practical, locate and design improvements and new circulation and transit facilities to minimize disruption of neighborhoods and communities, disturbance of biotic resource and environmentally sensitive habitat areas (ESHAs), destruction of trees, and noise impacts. <b>(GP2020)</b>	Revised to specify protection of coastal resources.	<b>D/T 14:</b> Mitigate environmental and visual impacts in parking lot development or expansion.
No change	<b>Policy C-CT-1b:</b> Require new development to reduce vehicle miles traveled to the maximum extent feasible. <b>(GP2020 Revised)</b>	No change	No corresponding LCP policy previously identified.
<del><b>Policy C-CT-1c:</b> 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)</del> <del><b>Objective C-CT-1.5:</b> 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.</del>	<b>Objective C-CT-1.5:</b> 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.	Revised and moved to Policy C-CT-1c with new emphasis on developing telecommunication infrastructure to reduce need for commuting.	<b>D/H10:</b> Concentrate housing production efforts in areas where public sewer and water service is available.
<del><b>Policy C-CT-1d:</b> 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</del>	<b>Objective C-CT-1.4:</b> 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.	Revised and moved to Policy C-CT-1d with new emphasis on reducing vehicle miles traveled, consistent with provisions of SB 743.	<b>D/H10:</b> Concentrate housing production efforts in areas where public sewer and water service is available.

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<p><del>minimizing vehicle miles traveled. (Policy Option. Was Objective C-CT-1.4)</del></p> <p><del><b>Objective C-CT-1.4:</b> 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.</del></p>			
<p><del><b>GOAL C-CT-2: Provide increase the opportunities for people to use , where appropriate, public for transit systems, walking pedestrians, and bicycling, and other alternative modes to reduce the demand for automobile travel as an alternative to travel by automobile. (GP2020 Revised)</b></del></p>	<p><b>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.</b></p>	Goal clarified.	No corresponding LCP goals or objectives previously identified
<p><del><b>Objective C-CT-2.1:</b> Increase ridership on public transit systems <u>Improve bus transit services to and within the Coastal Zone.</u></del></p>	<p><b>Objective C-CT-2.1:</b> Increase ridership on public transit systems.</p>	Increasing ridership requires improved bus transit service to and within the coastal zone.	
No change	<p><b>Objective C-CT-2.2:</b> Increase the share of home based work or commute trips taken by public transit.</p>	No change	
<p><del><b>Objective C-CT-2.3:</b> Coordinate bus transit services.</del></p>	<p><b>Objective C-CT-2.3:</b> Coordinate bus transit services.</p>	Vague objective and there are only two bus transit agencies serving the coast with a single trip every day.	
<p><del><b>Objective C-CT-2.35:</b> 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.</del></p>	<p><b>Objective C-CT-2.5:</b> 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.</p>	Numbering change only	
<p><del><b>Objective C-CT-2.47:</b> Use Traffic Demand Management measures to reduce peak period congestion.</del></p>	<p><b>Objective C-CT-2.7:</b> Use Traffic Demand Management measures to reduce peak period congestion.</p>	Numbering change only	

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<del>Objective C-CT-2.8: Accommodate bicycling and walking as a viable modes of transportation as an alternative to motor vehicle use through implementation of the Sonoma County Bicycle and Pedestrian Plan. (GP2020 Revised)</del>	<b>Objective C-CT-2.8:</b> Accommodate bicycling and walking as a viable modes of transportation as an alternative to motor vehicle use through implementation of the Sonoma County Bicycle and Pedestrian Plan. <b>(GP2020 Revised)</b>	Objectives C-CT-2.8 and C-CT-2.9 combined	
<del>Objective C-CT-2.9: Develop bicycle and pedestrian facilities in order to promote bicycling and walking as a practical alternative to automobile use through implementation of the Sonoma County Bicycle and Pedestrian Plan. (GP2020 Revised) as transportation modes to connect neighborhoods and community services.</del>	<b>Objective C-CT-2.9:</b> Develop bicycle and pedestrian facilities in order to promote bicycling and walking as transportation modes to connect neighborhoods and community services.	Objectives C-CT-2.8 and C-CT-2.9 combined	
<del>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.</del>	<b>Objective C-CT-2.10:</b> 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.	Not a coastal zone topic. Already allowed by California Vehicle Code.	
<del>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)</del>	<b>Policy C-CT-2a:</b> Provide efficient, affordable public transportation service in and to the Coastal Zone and require expansion of alternative modes of transportation where opportunities are identified. <b>(New)</b>	Redundant with Objective C-CT-2.1	<b>D/T 36:</b> Encourage implementation of daily transit service between Santa Rosa and Point Arena, and explore the possibility of a bus originating in Santa Rosa.  <b>D/T 37:</b> Reinvestigate the feasibility of implementing transit service along the South Sonoma Coast.
No change	<b>Policy C-CT-2b:</b> 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. <b>(New)</b>	No Change	No corresponding LCP policy previously identified
<del>Policy C-CT-2c: On transit routes, design the physical layout and geometrics of arterial and collector highways to be compatible with bus operations. (GP2020)</del>	<b>Policy C-CT-2c:</b> On transit routes, design the physical layout and geometrics of arterial and collector highways to be compatible with bus operations. <b>(GP2020)</b>	The only arterial or collector highway in the coastal zone is Highway 1, and natural constraints on this road make it infeasible to	No corresponding LCP policy previously identified

**Commented [ED1]:** County – please review against latest version on Permit Sonoma server, update accordingly.

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		change the road geometry.	
No change	<p><b>Policy C-CT-2d:</b> Wherever feasible, require development projects to implement measures that increase the average occupancy of vehicles, such as: <b>(GP2020 Revised)</b></p> <p>(1) Vanpools or carpools, ridesharing programs for employees, preferential parking, parking subsidies for rideshare vehicles, and transportation coordinator positions, and</p> <p>(2) Preferential parking space and fees for rideshare vehicles, flexibility in parking requirements. <b>(GP2020)</b></p>	No change	No corresponding LCP policy previously identified
No change	<p><b>Policy C-CT-2e:</b> Encourage measures that divert automobile commute trips to transit whenever possible, including:</p> <p>(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, and transportation kiosks for tenants of business;</p> <p>(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. <b>(GP2020)</b></p>	No change	No corresponding LCP policy previously identified
<p><del><b>Policy C-CT-2f:</b> Require major employment centers and employers to provide facilities and Traffic Demand Management (TDM) Provide incentive programs at businesses and visitor destinations that support alternative transportation modes reduce automobile trips, such as secure bike parking, and shower facilities,</del></p>	<p><b>Policy C-CT-2f:</b> 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</p>	Revised to reflect policy in context of coastal development and businesses.	<b>D/T 26:</b> Pursue bikeway projects as part of Highway 1 and Highway 116 road improvement projects.

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<del>telecommuting, flexible schedules, etc. These p</del> Programs may apply to existing employers as well as to new development. Establish measurable goals for these programs, <u>collect data, and provide periodic reports</u> 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. <b>(GP2020 Revised)</b>	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. <b>(GP2020)</b>		
<b>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 motor vehicle automobiles, and improve public health. (GP2020)</b>	<b>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 motor vehicles, and improve public health. (GP2020)</b>	Clarification of “motor vehicle dependency”.	No corresponding LCP goals or objectives previously identified
No change	<b>Objective CT-3.1:</b> 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. <b>(GP2020)</b>	No change	
<del><b>Objective CT-3.3:</b> Encourage pedestrian, bicycle, and transit oriented development. <b>(GP2020)</b></del>	<b>Objective CT-3.3:</b> Encourage pedestrian, bicycle, and transit oriented development. <b>(GP2020)</b>	Patterns of coastal development make transit oriented development infeasible. Other policies require development of safe pedestrian and bicycle facilities.	
<del><b>Objective CT-3.24:</b> Increase use of non-motorized modes for commute trips by providing <u>Provide safe, convenient routes for bicyclists and pedestrians with</u> and adequate end of trip facilities at workplaces, with an emphasis on facilities that have potential to close gaps in</del>	<b>Objective CT-3.4:</b> Increase use of non-motorized modes for commute trips by providing safe, convenient routes and adequate end of trip facilities at workplaces, with an emphasis on facilities that have potential to	Revision to emphasize safety of pedestrians and bicyclists.	

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the network and/or reduce shorter trips. <b>(GP2020 Revised)</b>	close gaps in the network and/or reduce shorter trips. <b>(GP2020)</b>		
<b>Objective CT-3.35:</b> Provide incentives for business and public facilities to increase the use of walking and bicycling by employees for both commuting and daily operations. <b>(GP2020)</b>	<b>Objective CT-3.5:</b> Provide incentives for business and public facilities to increase the use of walking and bicycling by employees for both commuting and daily operations. <b>(GP2020)</b>	Numbering change only	
<b>Objective CT-3.46:</b> Eliminate all traffic fatalities and severe injuries by incorporating Vision Zero principles into roadway design and related policies including data collection and traffic modeling. Reduce bicycle and pedestrian accidents per mile traveled by at least 2% per year. <b>(GP2020 Revised)</b>	<b>Objective CT-3.6:</b> Reduce bicycle and pedestrian accidents per mile traveled by at least 2% per year. <b>(GP2020)</b>	Incorporate Sonoma County's Vision Zero principles into road design and operation	
<b>Objective CT-3.57:</b> Provide a diverse range of recreational opportunities through a well-designed network of bikeways, multi-use trails, sidewalks, and related support facilities. <b>(GP2020)</b>	<b>Objective CT-3.7:</b> Provide a diverse range of recreational opportunities through a well-designed network of bikeways, multi-use trails, sidewalks, and related support facilities. <b>(GP2020)</b>	Numbering change only	
<b>Objective CT-3.68:</b> 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. <b>(GP2020 Revised)</b>	<b>Objective CT-3.8:</b> 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. <b>(GP2020 Revised)</b>	Numbering change only	
<b>Objective CT-3.9:</b> Develop alternative mode trip and accident databases, to improve safety, allow regional coordination of improvements, and travel model development to improve the level of quantitative evaluation. <b>(GP2020)</b>	<b>Objective CT-3.9:</b> Develop alternative mode trip and accident databases, to improve safety, allow regional coordination of improvements, and travel model development to improve the level of quantitative evaluation. <b>(GP2020)</b>	Vague and redundant with Objective CT-3-4 (Vision Zero)	
<b>Policy CT-3a:</b> 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. <b>(GP2020)</b>	<b>Policy CT-3a:</b> Use the adopted Sonoma County Bicycle and Pedestrian Plan as the detailed planning document for existing and proposed bikeways and pedestrian facilities. <b>(GP2020)</b>	Coastal zone specified	<b>D/T 26:</b> Pursue bikeway projects as part of Highway 1 and Highway 116 road improvement projects.
No change	<b>Policy CT-3b:</b> Use the policies of the Bicycle and Pedestrian Plan whenever reviewing development projects to insure that projects are consistent with the	No change	No corresponding LCP policy previously identified

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	Bicycle and Pedestrian Plan and incorporate necessary bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Plan as a condition of project approval. <b>(GP2020)</b>		
No change	<b>Policy CT-3c:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3d:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<b>Policy CT-3e:</b> 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. <b>(GP2020 Revised)</b>	<b>Policy CT-3e:</b> 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. <b>(GP2020)</b>	No Change	No corresponding LCP policy previously identified
<b>Policy CT-3f:</b> 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 <u>projects generating additional vehicle miles travelled</u> congestion and greenhouse gas emission impacts. <b>(GP2020 Revised)</b>	<b>Policy CT-3f:</b> 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 congestion and greenhouse gas emission impacts. <b>(GP2020)</b>	Reference to congestion replaced with vehicle miles travelled, consistent with SB743	<b>D/T 26</b> (see Policy CT-3a, above)

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<p><b>Policy CT-3g:</b> Develop an <u>objective</u> Level of Service standard for identifying safety and connectivity of the bicycle and pedestrian transportation network <u>within and connecting to the Coastal Zone</u> that takes into consideration travel distance, <del>potential</del> bicycle and pedestrian transportation needs, <del>potential for improved mode split with improved facilities</del>, and existing network deficiencies <u>and gaps</u>. <b>(GP2020 Revised)</b></p>	<p><b>Policy CT-3g:</b> Develop a Level of Service standard for identifying safety and connectivity of the bicycle and pedestrian transportation network that takes into consideration travel distance, potential bicycle and pedestrian transportation needs, potential for improved mode split with improved facilities, and existing network deficiencies. <b>(GP2020 Revised)</b></p>	<p>Policy revised to emphasize safety as the priority metric.</p>	<p><b>D/T 26</b> (see Policy CT-3a, above)</p>
<p><b>Policy CT-3h:</b> Use the <del>Level of Service performance</del> standard developed by <b>Policy CT-3g</b> 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. <b>(GP2020)</b></p>	<p><b>Policy CT-3h:</b> Use the Level of Service 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. <b>(GP2020)</b></p>	<p>Reference to congestion replaced with vehicle miles travelled, consistent with SB743</p>	<p>No corresponding LCP policy previously identified</p>
<p><b>Policy CT-3i:</b> Use the following standards for selection of new routes: <b>(GP2020 Revised)</b></p> <ol style="list-style-type: none"> <li>(1) Route shall be located along the most direct line of travel that is convenient and safe for bicyclists and pedestrians. <del>Less direct routes may be used near schools and recreational facilities if necessary to provide increased safety.</del></li> <li>(2) Routes and bikeway design shall be ADA compliant.</li> <li>(3) Avoid routes that cross driveways serving large <del>retail and commercial and visitor serving</del> uses. Where no alternative route can be identified, consider reconfiguration of on-street parking in these areas to improve safety.</li> <li>(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.</li> </ol>	<p><b>Policy CT-3i:</b> Use the following standards for selection of new routes: <b>(GP2020 Revised)</b></p> <ol style="list-style-type: none"> <li>(1) Route shall be located along the most direct line of travel that is convenient and safe for cyclists and pedestrians. Less direct routes may be used near schools and recreational facilities if necessary to provide increased safety.</li> <li>(2) Routes and bikeway design shall be ADA compliant.</li> <li>(3) Avoid routes that cross driveways serving large retail and commercial uses. Where no alternative route can be identified, consider reconfiguration of on-street parking in these areas to improve safety.</li> <li>(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.</li> </ol>	<p>Previous policy from General Plan 2020 revised to provide a coastal zone-specific context.</p>	<p><b>D/T 27:</b> Pursue bikeway funding for bicycle lane construction projects and to correct identified hazards for bicyclists.</p>

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(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.	(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.		
No change	<b>Policy CT-3j:</b> 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. <b>(GP2020)</b>		No corresponding LCP policy previously identified
<b>Policy CT-3k:</b> In addition to the general standards found in <b>Policy CT-3j</b> above, use standards found in the most recently adopted Bicycle and Pedestrian Plan for selection, design, construction, and maintenance of Class I, II, and III, and IV bikeways. <b>(GP2020)</b>	<b>Policy CT-3k:</b> 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 and III bikeways. <b>(GP2020)</b>	California Vehicle Code and Caltrans Highway Design Guidelines now recognize 4 classes of bicycle facilities.	<b>D/T 28:</b> Where off-road facilities are not feasible, provide adequate shoulder width to accommodate bicyclists and pedestrians on Highway I through Sonoma County.
No change	<b>Policy CT-3l:</b> Where an existing or proposed bicycle is located on a bridge or over a culvert, bicycle and pedestrian facilities shall be included as part of replacement or major maintenance. "Major reconstruction" is defined as any activity requiring a Coastal Development Permit and/or Streambed Alteration Agreement. Improvements are required regardless of priority of the remainder of the bicycle route served by the bridge or culvert. <b>(GP2020 Revised)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3m:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified

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<p><b>Policy CT-3n:</b> Use the following criteria to determine consistency of public and private projects with the Bicycle and Pedestrian Plan: <b>(GP2020 Revised)</b></p> <p>(1) <u>Class I bikeways are a component of coastal access, and</u> 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.</p> <p>(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.</p>	<p><b>Policy CT-3n:</b> Use the following criteria to determine consistency of public and private projects with the Bicycle and Pedestrian Plan: (GP2020 Revised)</p> <p>(1) 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.</p> <p>(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.</p>	Reference to coastal access added.	<b>D/T 28</b> (see Policy CT-3k, above)
No change	<p><b>Policy CT-3o:</b> 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. <b>(GP2020)</b></p>	No change	No corresponding LCP policy previously identified
<p><b>Policy CT-3p:</b> 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: <b>(GP2020)</b></p> <p>(1) Road widening projects.</p> <p>(2) Road capacity improvement projects.</p> <p>(3) Resurfacing, restoration, and/or rehabilitation of roads with existing or proposed Class II, III, or Class IV bikeways.</p> <p>(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.</p>	<p><b>Policy CT-3p:</b> 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: <b>(GP2020)</b></p> <p>(1) Road widening projects.</p> <p>(2) Road capacity improvement projects.</p> <p>(3) Resurfacing, restoration, and/or rehabilitation of roads with existing or proposed Class II or Class III bikeways.</p> <p>(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.</p>	California Vehicle Code and Caltrans Highway Design Guidelines now recognize 4 classes of bicycle facilities.	<b>D/T 28</b> (see Policy CT-3k, above)

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(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.	(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.		
No change	<b>Policy CT-3q:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3r:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3s:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3t:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3u:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified

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No change	<b>Policy CT-3v:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<del><b>Policy CT-3w:</b> Encourage cooperation between Caltrans, Sonoma County Regional Parks, Sonoma County Transportation and Public Works TPW shall coordinate efforts, SCTA, and the Coastal Commission to close gaps in the bikeway network and ensure the system is constructed, and maintained. <b>(GP2020 Revised)</b></del>	<b>Policy CT-3w:</b> Encourage cooperation between Caltrans, Regional Parks, TPW, SCTA, and the Coastal Commission to close gaps in the bikeway network and ensure the system is constructed, and maintained. <b>(GP2020 Revised)</b>	Positive language added to emphasize that development by all agencies must be consistent with Local Coastal Plan policy.	<b>D/T 28</b> (see Policy CT-3k, above)
<del><b>Policy CT-3x:</b> Require dedication or purchase of right of way for Class I bikeways when a nexus can be established between the proposed development and the need for bikeways Class I bikeway projects identified by the Sonoma County Bicycle and Pedestrian Plan in the affected area. <b>(GP2020 Revised)</b></del>	<b>Policy CT-3x:</b> Require dedication or purchase of right of way for Class I bikeways when a nexus can be established between the proposed development and the need for bikeways in the affected area. <b>(GP2020)</b>	Clarification of policy intent.	<b>D/T 28</b> (see Policy CT-3k, above)
No change	<b>Policy CT-3y:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<del><b>Policy CT-3z:</b> Encourage local and regional transit agencies to accommodate bicycles on buses. <b>(GP2020 Revised)</b></del>	<b>Policy CT-3z:</b> Encourage local and regional transit agencies to accommodate bicycles on buses. <b>(GP2020)</b>	Positive language added to emphasize that development by all agencies must be consistent with Local Coastal Plan policy.	<b>D/T 27</b> (see Policy CT-3i, above)

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No change	<b>Policy CT-3aa:</b> 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. <b>(GP2020 Revised)</b>	No change	No corresponding LCP policy previously identified
<b>Policy CT-3bb:</b> Collect bicycle and pedestrian <del>crash</del> accident data in the <del>coastal zone</del> <u>Coastal Zone</u> on an annual basis. The BPAC shall review this data and <del>identify high risk areas, prioritizing improvements, or additional needs for future accident data collection</del> <u>provide recommendations on infrastructure improvements or policies that will prevent future crashes.</u> <b>(GP2020 Revised)</b>	<b>Policy CT-3bb:</b> Collect bicycle and pedestrian accident data in the coastal zone on an annual basis. The BPAC shall review this data and identify high risk areas, prioritizing improvements, or additional needs for future accident data collection. <b>(GP2020)</b>	Revise policy to be actionable and specific to the coastal zone.	<b>D/T 28</b> (see Policy CT-3k, above)
<b>Policy CT-3cc:</b> Give highest priority to <del>constructing</del> safety related improvements of pedestrian facilities in the vicinity of schools, public transit facilities, and crossings in communities, <del>and coastal access areas.</del> <b>(GP2020 revised)</b>	<b>Policy CT-3cc:</b> Give highest priority to safety related improvements of pedestrian facilities in the vicinity of schools, public transit facilities, and crossings in communities. <b>(GP2020)</b>	Increased emphasis on safety.	<b>D/T 28</b> (see Policy CT-3k, above)
<b>Policy CT-3dd:</b> Require <del>that Highway 1</del> improvements in pedestrian-oriented street design in developed areas such as, but not limited to, Bodega Bay and Jenner include pedestrian-oriented street design <del>local communities features such as sidewalks and crosswalks.</del> <b>(GP2020 revised)</b>	<b>Policy CT-3dd:</b> Require pedestrian-oriented street design in local communities. <b>(GP2020)</b>	Clarifies that Highway 1 serves as the main street for these communities.	<b>D/T 28</b> (see Policy CT-3k, above)
No change	<b>Policy CT-3ee:</b> Require centrally located shared parking in local communities whenever feasible for commercial uses rather than requiring individual businesses to provide separate parking areas. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3ff:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified

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<b>Policy CT-3gg:</b> 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. <b>(GP2020)</b>	<b>Policy CT-3gg:</b> 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 cyclists. <b>(GP2020)</b>	Changed “cyclist” to “bicyclist” for consistency with rest of element.	No corresponding LCP policy previously identified
No change	<b>Policy CT-3hh:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3ii:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy CT-3jj:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<del><b>Policy CT-3kk:</b> Distribute bicycle and pedestrian safety, educational, and promotional materials to students, parents, faculty, and staff at school orientations. Consider other opportunities for public education such as drivers training and citation diversion programs. <b>(GP2020)</b></del>	<b>Policy CT-3kk:</b> Distribute bicycle and pedestrian safety, educational, and promotional materials to students, parents, faculty, and staff at school orientations. Consider other opportunities for public education such as drivers training and citation diversion programs. <b>(GP2020)</b>	The Countywide Safe Routes to School program provides these services and activities. While opportunities are limited in the coastal zone, existing General	<b>D/T 36:</b> Encourage implementation of daily transit service between Santa Rosa and Point Arena, and explore the possibility of a bus originating in Santa Rosa.

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		Plan 2020 policy is adequate to encourage these services is an opportunity is identified.	
No change	<b>Policy CT-3ll:</b> Support constructive efforts from advocacy groups to address bicycle and pedestrian transportation issues. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<b>Policy CT-3mm:</b> 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. <b>(GP2020 Revised)</b>	<b>Policy CT-3mm:</b> Provide the option of flexible work schedules to County employees in order to accommodate commuting by bicycle, walking, or transit. <b>(GP2020)</b>	Revised to specify coastal zone.	<b>D/T 36</b> (see Policy CT-3kk, above)
No change	<b>Policy CT-3nn:</b> 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. <b>(GP2020)</b>	No change	No corresponding LCP policy previously identified
<del><b>Policy CT-3oo:</b> 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. <b>(GP2020)</b></del>	<b>Policy CT-3oo:</b> 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. <b>(GP2020)</b>	GP 2020 policy applies countywide, not coastal-specific.	No corresponding LCP policy previously identified
<del><b>Policy CT-3pp:</b> 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. <b>(GP2020)</b></del>	<b>Policy CT-3pp:</b> 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. <b>(GP2020)</b>	GP 2020 policy applies countywide, not coastal-specific.	No corresponding LCP policy previously identified
<del><b>Policy CT-3qq:</b> Encourage coordination with Caltrans to fund design, construction and maintenance of bikeways and pedestrian facilities. <b>(GP2020)</b></del>	<b>Policy CT-3qq:</b> Encourage coordination with Caltrans to fund design, construction and maintenance of bikeways and pedestrian facilities. <b>(GP2020)</b>	Redundant with other bicycle and pedestrian policies (CT-3w, CT-3x, CT-3bb, CT-3cc, CT-3dd)	No corresponding LCP policy previously identified

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<b>Policy CT-3rr:</b> Develop a long range strategy to provide long term funding necessary to maintain <u>Class I bikeways and multi-use trails in the Coastal Zone</u> , and operate the Class I bikeway network. <b>(GP2020 Revised)</b>	<b>Policy CT-3rr:</b> Develop a long range strategy to provide long term funding necessary to maintain and operate the Class I bikeway network. <b>(GP2020)</b>	Clarification of policy	<b>D/T 28</b> (see Policy CT-3k, above)
No change	<b>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)</b>	No change	No corresponding LCP goals or objectives previously identified
<del><b>Objective C-CT-4.1:</b> Maintain an LOS C or better on roadway segments unless a lower LOS has been adopted. Establish road design and maintenance standards that protect Coastal resources while providing public access to the Sonoma Coast.</del>	<b>Objective C-CT-4.1:</b> Maintain an LOS C or better on roadway segments unless a lower LOS has been adopted.	Level of Service standard removed, consistent with provisions of SB 743	
<del><b>Objective C-CT-4.3:</b> Allow the above LOS 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.</del>	<b>Objective C-CT-4.3:</b> Allow the above LOS 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.	Level of Service standard removed, consistent with provisions of SB 743	
<b>Objective C-CT-4.24:</b> 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. <b>(GP2020 Revised)</b>	<b>Objective C-CT-4.4:</b> 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. <b>(GP2020 Revised)</b>	Numbering change only	
<del><b>Policy C-CT-4a:</b> Use the LOS 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, a particular matter (PM) peak volume to capacity ratio of 1.2 is the acceptable LOS. <b>(GP2020)</b></del>	<b>Policy C-CT-4a:</b> Use the LOS 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, a particular matter (PM) peak volume to capacity ratio of 1.2 is the acceptable LOS. <b>(GP2020)</b>	Level of Service standard removed, consistent with provisions of SB 743. Special congestion standards do not apply	No corresponding LCP policy previously identified

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		to any roadways in the coastal zone.	
<del><b>Policy C-CT-4b:</b> Use area and/or project traffic analyses to determine if intersections meet the LOS standards of <b>Objectives C-CT-3.2 and C-CT-3.3</b>. Based on this analysis, identify and implement intersection improvements needed to achieve LOS D. <b>(GP2020)</b></del>	<b>Policy C-CT-4b:</b> Use area and/or project traffic analyses to determine if intersections meet the LOS standards of Objectives C-CT-3.2 and C-CT-3.3. Based on this analysis, identify and implement intersection improvements needed to achieve LOS D. <b>(GP2020)</b>	Level of Service standard removed, consistent with provisions of SB 743.	No corresponding LCP policy previously identified
No change	<b>Policy C-CT-4c:</b> Use the American Association of State Highway Transportation Officials (AASHTO) functional classification system and guidelines for geometric design for the highway network. <b>(GP2020 Objective became policy)</b>	No change	No corresponding LCP policy previously identified
No change	<b>Policy C-CT-4d:</b> 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. <b>(New)</b>	No change	No corresponding LCP policy previously identified

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<p><del>Policy C-CT-4e: Designate and design 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 Highway 1 and Highway 116 within the Coastal Zone Urban and Rural Arterials:</del></p> <p>(1) <del>Protection of Coastal resources shall have priority over strict adherence to Caltrans design standards. Require Work with Caltrans to use modify Caltrans design standards (i.e. Design Exceptions) for State Highways 1 and 116 when necessary to minimize address impacts to coastal resources, including preservation of community character, community compatibility and protection of Coastal resources when conflicts arise.</del></p> <p>(2) <del>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. 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.</del></p> <p>(3) <del>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.</del></p> <p>(4) <del>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 not impeding public access. (GP2020 Revised)</del></p>	<p><b>Policy C-CT-4e:</b> Designate and design 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:</p> <p>(1) Work with Caltrans to modify Caltrans design standards (i.e. Design Exceptions) for State Highways 1 and 116 to address community compatibility and protection of Coastal resources when conflicts arise.</p> <p>(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.</p> <p>(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.</p> <p>(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 not impeding public access. <b>(GP2020)</b></p>	<p>Highway 1 and 116 are the only roads classified as arterial roadways in the coastal zone. Remainder of policy revised to emphasize protection of coastal resources and improving public safety.</p>	<p>No corresponding LCP policy previously identified</p>

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<p><b>Policy C-CT-4f:</b> Designate and design 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 Rural Collectors:</p> <p>(1) Allow access from abutting parcels and on-street parking.</p> <p>(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.</p> <p>(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. <b>(GP2020)</b></p>	<p><b>Policy C-CT-4f:</b> Designate and design 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 Rural Collectors:</p> <p>(1) Allow access from abutting parcels and on-street parking.</p> <p>(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.</p> <p>(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. <b>(GP2020)</b></p>	<p>Policy not relevant to the coastal road network. Other policies protect pedestrian and bicycle safety. Opportunity to widen roads in the coastal zone is extremely limited due to topography, unstable geologic conditions, and protection of natural resources.</p>	<p>No corresponding LCP policy previously identified</p>
<p><b>Policy C-CT-4g:</b> 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 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:</p> <p>(1) Design local roads for reasonable access by emergency and service vehicles.</p> <p>(2) Design roads to maximize safety of pedestrians and bicyclists, traffic calming improvements to accommodate local circulation, to accommodate emergency vehicles where possible, to reduce speeds, to promote the safety of pedestrian and</p>	<p><b>Policy C-CT-4g:</b> 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:</p> <p>(1) Design local roads for reasonable access by emergency and service vehicles.</p> <p>(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.</p>	<p>Policy revised within the context and constraints of the coastal zone.</p>	<p>No corresponding LCP policy previously identified</p>

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<p>bicycle traffic, and to discourage truck traffic and through traffic, particularly during peak periods.</p> <p>(3) <del>When practical, 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.</del></p> <p>(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. <b>(GP2020 Revised)</b></p>	<p>(3) When practical, locate horizontal and vertical road alignments to correspond to natural topography.</p> <p>(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. <b>(GP2020)</b></p>		
No change	<b>Policy C-CT-4h:</b> When a nexus is identified between a project and the need for safety improvements, require the safety improvements as a condition of approval. <b>(GP2020 Revised)</b>	No change	No corresponding LCP policy previously identified
<del><b>Policy C-CT-4i:</b> In general, safety improvements to Arterial Roads should be given funding priority over capacity improvements with safety improvements serving coastal access areas being the highest priority given a higher priority for funding than capacity improvements to Collector and Local Roads that may serve as alternate routes to those Arterial Roads. <b>(GP2020 Revised)</b></del>	<b>Policy C-CT-4i:</b> In general, safety 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. <b>(GP2020)</b>	Policy revised to emphasize safety over capacity improvements.	No corresponding LCP policy previously identified
<del><b>Policy C-CT-4j:</b> Provide Consider intersection management improvements at key intersections with high crash rates and/or throughout the coast as needed to address intersection congestion and 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. <b>(GP2020/Existing LCP)</b></del>	<b>Policy C-CT-4j:</b> Consider intersection management improvements at key intersections throughout the coast as needed to address intersection congestion and 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. <b>(GP2020/Existing LCP)</b>	Policy revised to emphasize safety rather than congestion as metric for improvement, consistent with SB734.	D/T 4: Construct intersection improvements illustrated on Figure VII-4 to increase the capacity and safety of Highway 1 through Bodega Bay. D/T 8: Provide turn lanes at the following Sea Ranch intersections: Priority 1 (short range 0-5 years): The Stables and North Recreation Center entrance, Annapolis Road,

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			Longmeadow Road, Moonraker and Whalebone Reach. Priority II (Oceanic implementation if and when additional units are constructed in potential development areas and at the Lodge, when Lodge Road is relocated. Some of these roads are not yet constructed): Lodge entrance, Deer Trail and Halcyon: Priority III (longer range 5-20 years): Leeward Spur, Deerfield Road, Breaker Reach, Vantage Road, Pine Meadow, Whitebluff Road, Headlands Reach, Navigators Reach, and Lodge Entrance and Halcyon if developer does not improve.
No Change	<p><b>Policy C-CT-4k:</b> 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: <b>(GP2020/Existing LCP revised)</b></p> <ul style="list-style-type: none"> <li>(1) Bay Flat Road/Bodega and Cypress Dunes Campgrounds (Sonoma Coast State Beach)</li> <li>(2) Bay Flat Road/Eastshore Road</li> <li>(3) State Highway 1/Eastside Road</li> <li>(4) State Highway 1/Taylor Street</li> <li>(5) State Highway 1/ Bay Hill Road <b>(Existing LCP Revised)</b></li> </ul>	No change	<b>D/T 4:</b> Construct intersection improvements illustrated on Figure VII-4 to increase the capacity and safety of Highway 1 through Bodega Bay.
No Change	<p><b>Policy C-CT-4l:</b> 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. <b>(New)</b></p>	No change	No corresponding LCP policy previously identified

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No Change	<p><b>Policy C-CT-4m:</b> Construct the following sets of road improvements to increase the capacity and safety of State Highway 1 in Jenner:</p> <p>(1) <i>State Highway 1</i> – 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.</p> <p>(2) <i>State Highway 1</i> – 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. <b>(Existing LCP Revised)</b></p> <p>(3) <i>Intersection of Highway 1 and 116</i> – Roundabout, minor realignment to provide more sight distance and/or signalization to improve safety. Consider minor realignment consistent with protection of Coastal resources. <b>(New)</b></p>	No change	<b>D/T 6:</b> Implement transportation improvement recommendations for Jenner illustrated on Figure VII-5. Implementation should include consultations with the community
No Change	<p><b>Policy C-CT-4n:</b> 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.</p> <p>(1) <b>Priority I</b> The Stables and North Recreation Center entrance (already widened) Annapolis Road Longmeadow Road Moonraker and Whalebone Reach</p> <p>(2) <b>Priority II</b> Lodge Entrance</p> <p>(3) <b>Priority III</b></p>	No change	<b>D/T 8:</b> Provide turn lanes at the following Sea Ranch intersections: Priority I (short range 0-5 years): The Stables and North Recreation Center entrance, Annapolis Road, Longmeadow Road, Moonraker and Whalebone Reach. Priority II (Oceanic implementation if and when additional units are constructed in potential development areas and at the Lodge, when Lodge Road is relocated. Some of these roads are not yet constructed): Lodge entrance, Deer Trail and Halcyon: Priority III (longer range 5-20 years): Leeward

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	Leeward Spur Deerfield Road Breaker Reach Vantage Road Pine Meadow Whitebluff Road Headlands Reach Navigators Reach Lodge Entrance and Halcyon <b>(Existing LCP Revised)</b>		Spur, Deerfield Road, Breaker Reach, Vantage Road, Pine Meadow, Whitebluff Road, Headlands Reach, Navigators Reach, and Lodge Entrance and Halcyon if developer does not improve.
<del>Policy C-CT-4o: Repair and maintain Bay Hill Road to provide a safe access to homes and farmlands east of Bodega Bay. (Existing LCP)</del>	<b>Policy C-CT-4o:</b> Repair and maintain Bay Hill Road to provide a safe access to homes and farmlands east of Bodega Bay. <b>(Existing LCP)</b>	Not a coastal zone policy.	<b>D/T 5:</b> Encourage continued maintenance and minor improvements along Bay Hill Road.
<del>Policy C-CT-4p: Encourage safety improvements on State Highway 116 River Road, Bodega Highway and Freestone Petaluma Valley Ford Road to improve safety on east-west roads that connect State Highway 1. (Existing LCP)</del>	<b>Policy C-CT-4p:</b> Encourage safety improvements on State Highway 116-River Road, Bodega Highway and Petaluma-Valley Ford Road to improve safety on east-west roads that connect State Highway 1. <b>(Existing LCP)</b>	Road name correction.	<b>D/T 13:</b> Encourage road improvements on Highway 116-River Road, Bodega Highway and Petaluma-Valley Ford Road to improve east-west access to Highway 1.
<del>Policy C-CT-4q: Implement the following capacity and safety improvements along State Route 1:  (1) <del>Where visibility and prevailing traffic speeds create potential hazards, consider measures to enhance safety and maintain public access. Reduce vehicle speeds where Highway 1 passes through developed areas to the maximum extent permitted by State law. Remove parking areas or small turnouts where safety is increased by removal, except where these parking areas and turnouts are associated with an existing or future coastal access point. (Existing LCP Revised)</del>  (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. <b>(Existing LCP Revised)</b></del>	<b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:  (1) Where visibility and prevailing traffic speeds create potential hazards, consider measures to enhance safety and maintain public access. Remove parking areas or small turnouts where safety is increased by removal, except where these parking areas and turnouts are associated with an existing or future coastal access point. <b>(Existing LCP Revised)</b>  (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. <b>(Existing LCP Revised)</b>	Added emphasis on reducing vehicle speed though developed areas.	<b>D/T 9:</b> Encourage continued highway safety improvements such as striping, marking and signing.  <b>D/T 10:</b> Eliminate parallel parking at hazardous locations.  <b>D/T 11:</b> Implement turning lanes and entry improvements at parking areas as specified in Table VII-8.  <b>D/T 16:</b> Close small, poorly located turnouts.  <b>D/T 17:</b> Restrict turning movements at parking areas where necessary to promote safe entry and exit.

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			<b>D/T 25:</b> Close the small, poorly located turnouts specified in Table VII-9.
<b>Policy C-CT-4r:</b> Consider traffic calming improvements on Highway I in the unincorporated communities of Bodega, Bodega Bay, Jenner, and Timber Cove. <b>(GP2020 Revised)</b>	<b>Policy C-CT-4r:</b> Consider traffic calming improvements in the unincorporated communities of Bodega, Bodega Bay, Jenner, and Timber Cove. <b>(GP2020 Revised)</b>	Town of Bodega is not in coastal zone. Highway I identified as specific road for improvements.	No corresponding LCP policy previously identified
<b>Policy C-CT-4s:</b> <del>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.</del> While providing for capacity and safety improvements, ensure that State Route I shall remain a scenic <b>two-lane highway</b> within rural areas. <b>(New)</b>	<b>Policy C-CT-4s:</b> While providing for capacity and safety improvements, ensure that State Route I shall remain a scenic two-lane highway within rural areas. <b>(New)</b>	Clarification of policy on expanding road capacity.	No corresponding LCP policy previously identified
No change	<b>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)</b> <b>Objective C-CT-5.1:</b> 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. <b>Objective C-CT-5.2:</b> Work with the SCTA and Federal and State governments to obtain the necessary funding for the planned circulation and transit system.	No change	No corresponding LCP goals or objectives previously identified
<b>Objective C-CT-5.3:</b> <del>Maintain acceptable Levels of Service as set forth in this Element by implementing funding strategies for planned improvements.</del>	<b>Objective C-CT-5.3:</b> Maintain acceptable Levels of Service as set forth in this Element by implementing funding strategies for planned improvements.	Level of Service objective deleted consistent with SB 743 provisions.	
<b>Policy C-CT-5a:</b> <del>Review and condition development projects to assure that the LOS and/or public safety objectives established in</del>	<b>Policy C-CT-5a:</b> Review and condition development projects to assure that the LOS and/or public safety objectives established in Policies C-CT-4a and C-CT-4b are being met. If the proposed project would result in	SB 743 states that roadway delay can no longer be considered an impact as part of	No corresponding LCP policy previously identified

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<p><del>Policies C-CT-4a and C-CT-4b are being met. If the proposed project would result in an LOS worse than these objectives, consider denial of the project unless one or more of the following circumstances exists:</del></p> <p><del>(1) The improvements needed to meet the LOS and/or public safety objectives will be completed prior to occupancy of the use;</del></p> <p><del>(2) Funding is identified and committed to completion of the needed improvements; or</del></p> <p><del>(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)</del></p>	<p>an LOS worse than these objectives, consider denial of the project unless one or more of the following circumstances exists:</p> <p>(1) The improvements needed to meet the LOS and/or public safety objectives will be completed prior to occupancy of the use;</p> <p>(2) Funding is identified and committed to completion of the needed improvements; or</p> <p>(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. <b>(GP2020)</b></p>	<p>environmental review. Objective C-CT-1.3 and Policy CT-3f identify vehicle miles travelled as the metric to be used when evaluating traffic impacts.</p>	
<p><b>Policy C-CT-5b:</b> Require that new development provide project area improvements necessary to accommodate vehicle, pedestrian, bicycle, and transit movement in the vicinity of the project, including <del>safety</del>capacity improvements, traffic calming, right-of-way acquisition, access to the applicable roadway, <del>safety improvements</del>, and other mitigation measures necessary to accommodate the development without inhibiting public access. <b>(GP2020 Revised)</b></p>	<p><b>Policy C-CT-5b:</b> 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 without inhibiting public access. <b>(GP2020 Revised)</b></p>	<p>Revised to emphasize safety and include pedestrians and bicyclists.</p>	<p>No corresponding LCP policy previously identified</p>
<p>No change</p>	<p><b>Policy C-CT-5c:</b> 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. <b>(GP2020)</b></p>	<p>No change</p>	<p>No corresponding LCP policy previously identified</p>
<p>No change</p>	<p><b>Policy C-CT-5d:</b> Continue to implement traffic mitigation fees. <b>(GP2020)</b></p>	<p>No change</p>	<p>No corresponding LCP policy previously identified</p>
<p><b>Program C-CT-1:</b> Monitor the effectiveness of the planned circulation and transit system on an ongoing basis. Cooperate with the Sonoma County Transportation Authority (SCTA) to establish and</p>	<p><b>Program C-CT-1:</b> Monitor the effectiveness of the planned circulation and transit system on an ongoing basis. Cooperate with the Sonoma County Transportation Authority (SCTA) to establish and</p>	<p>SB 743 states that roadway delay can no longer be considered an impact as part of environmental review.</p>	<p>No corresponding LCP policy previously identified</p>

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<p>maintain an ongoing Countywide traffic modeling program that:</p> <ol style="list-style-type: none"> <li>(1) Maintains a coordinated land use database on an annual basis for cumulative impact analysis of the circulation and transit system;</li> <li>(2) <del>Assesses the level of service (LOS) 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, and how well planned improvements are keeping pace with Countywide growth and development;</del></li> <li>(3) Establishes the nexus for allocating fair share funding of <u>transportation regional and subregional improvements within the Coastal Zone;</u></li> <li>(4) Identifies the impacts of projects and appropriate mitigation measures on the circulation and transit system;</li> <li>(5) Assists in the planning of detailed operation improvements in individual communities, and</li> <li>(6) Is capable of modeling weekend and off-peak travel demand in order to plan for tourism and special event traffic.</li> </ol> <p><del>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 Revised)</del></p>	<p>maintain an ongoing Countywide traffic modeling program that:</p> <ol style="list-style-type: none"> <li>(1) Maintains a coordinated land use database on an annual basis for cumulative impact analysis of the circulation and transit system;</li> <li>(2) Assesses the level of service (LOS) and how well planned improvements are keeping pace with Countywide growth and development;</li> <li>(3) Establishes the nexus for allocating fair share funding of regional and subregional improvements;</li> <li>(4) Identifies the impacts of projects and appropriate mitigation measures on the circulation and transit system;</li> <li>(5) Assists in the planning of detailed operation improvements in individual communities, and</li> <li>(6) Is capable of modeling weekend and off-peak travel demand in order to plan for tourism and special event traffic.</li> </ol> <p>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. <b>(GP2020)</b></p>	<p>Objective C-CT-1.3 and Policy CT-3f identify vehicle miles travelled as the metric to be used when evaluating traffic impacts.</p>	
<p><b>Program C-CT-2:</b> 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 <del>high traffic volumes during peak weekend periods, particularly in the summer and fall months. Use this information Assemble these data for use to develop</del></p>	<p><b>Program C-CT-2:</b> 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</p>	<p>Level of Service removed from policy, consistent with SB 743. Emphasis added to reduce automobile dependency in the coastal zone.</p>	<p>No corresponding LCP policy previously identified</p>

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<u>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. in future assessment of development project impacts on weekend traffic patterns. (GP2020 Revised)</u>	future assessment of development project impacts on weekend traffic patterns. <b>(GP2020)</b>		
<b>Program C-CT-3:</b> Work with transit providers Sonoma County Transit to develop improve 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, especially during commute periods. <b>(GP2020 Revised)</b>	<b>Program C-CT-3:</b> Work with transit providers to improve bus service between Bodega Bay and Jenner with regular connections to inland communities and job centers. Coordinate routes, schedules, and fares among transit providers to make transfers convenient between the various transit systems, especially during commute periods. <b>(GP2020 Revised)</b>	Clarification of policy and emphasize providing alternatives to automobile use in the coastal zone.	No corresponding LCP policy previously identified
<b>Program C-CT-4:</b> 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. 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 TDM programs and telecommuting for new businesses and employment centers. <b>(NEWGP2020)</b>	<b>Program C-CT-4:</b> 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 TDM programs and telecommuting for new businesses and employment centers. <b>(GP2020)</b>	Program C-CT-4 has limited relevance in the coastal zone, and redundant with Policy C-CT-1c: C-CT-2f. This policy is deleted, and the policy number is used for a new, unrelated program that will develop a planned retreat strategy for road infrastructure in the coastal zone.	No corresponding LCP policy previously identified
<b>Program C-CT-5:</b> Classify, and 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	<b>Program C-CT-5:</b> Classify and designate roadways according to the functional classifications of the AASHTO manual. <b>(GP2020)</b>	Program clarification.	No corresponding LCP policy previously identified

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<u>and provide maximum safety and convenience for bicyclists and pedestrians. (GP2020 Revised)</u>			
<b>Program C-CT-6:</b> Develop a <del>Establish</del> 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. <b>(GP2020 Revised)</b>	<b>Program C-CT-6:</b> Establish 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. <b>(GP2020 Revised)</b>	Coastal access added to program.	No corresponding LCP policy previously identified
No change	<b>Program C-CT-7:</b> 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. <b>(GP2020 Revised)</b>	No change	No corresponding LCP policy previously identified
<del><b>Program Other Initiative C-CT-8I:</b> Coordinate with Caltrans, California State Department of Parks and Recreation, the California Coastal Commission, Sonoma County Transportation and Public Works, Sonoma County Regional Parks, and other appropriate entities in developing and implementing guidelines for expediting the review and permitting approval of road State Route 1 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. <b>(Moved from Other Initiatives and Revised New)</b></del>	<b>Other Initiative C-CT-1:</b> Coordinate with Caltrans, California State Department of Parks and Recreation, the California Coastal Commission, and other appropriate entities in developing and implementing guidelines for expediting the review and approval of State Route 1 repair and maintenance activities consistent with the policies of the Local Coastal Plan. <b>(New)</b>	Other Initiative elevated to Program due to the urgent need to develop uniform standards to expedite maintenance of roadways in the coastal zone while preserving resources and responding to climate change.	No corresponding LCP policy previously identified
<b>Other Initiative C-CT-12:</b> Encourage ongoing development of the Safe Routes to School program by	<b>Other Initiative C-CT-2:</b> Encourage ongoing development of the Safe Routes to School program by	Number change only.	No corresponding LCP policy previously identified

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coordinating efforts of advocacy groups, school districts, and County departments. <b>(GP 2020)</b>	coordinating efforts of advocacy groups, school districts, and County departments. <b>(GP 2020)</b>		
<del><b>Other Initiative C-CT-3:</b> 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. <b>(GP2020)</b></del>	<b>Other Initiative C-CT-3:</b> 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. <b>(GP2020)</b>	A multi agency, multi mode transit system is not possible in the coastal zone. Program C-CT-2, which identifies the need for bus shuttle service, is more appropriate in the coastal zone.	No corresponding LCP policy previously identified
<del><b>Other Initiative C-CT-24:</b> Encourage Sonoma County Transit to coordinate and cooperate with Mendocino Transit Authority and Marin Transit to improve and expanding regional bus service for Sonoma County coast visitors and residents. <b>(New)</b></del>	<b>Other Initiative C-CT-4:</b> Encourage Sonoma County Transit to coordinate and cooperate with Mendocino Transit Authority and Marin Transit in improving and expanding bus service for Sonoma County coast visitors and residents. <b>(New)</b>	Clarify and simplify policy language.	No corresponding LCP policy previously identified
<del><b>Other Initiative C-CT-35:</b> 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. <b>(GP2020 Revised)</b></del>	<b>Other Initiative C-CT-5:</b> 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. <b>(GP2020)</b>	Number change only.	No corresponding LCP policy previously identified

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