

## DEVELOPMENT / TRANSPORTATION

Existing LCP Policy	Removed (REM), Retained (RET), or Revised REV)	Proposed LCP Policy	Reason for REV or REM
<i>Highway 1 Safety, Capacity and Access Improvements</i>			
1. Encourage construction of the long bypass (Alternate 4) around Bodega Bay from Lucas Wharf to south of Bay Hill Road.	REM	No specific corresponding policy identified.	Bodega Bay Bypass is no longer being considered
2. Consider the shorter new Bodega Bay bypass (Alternate 3) alignment from Lucas Wharf to south of Eastside Road as a second option in lieu of no bypass.	REM	No specific corresponding policy identified.	Bodega Bay Bypass is no longer being considered
3. Initiate a plan line study for bypass routes.	REM	No specific corresponding policy identified.	Bodega Bay Bypass is no longer being considered
4. Construct intersection improvements illustrated on Figure VII-4 to increase the capacity and safety of Highway 1 through Bodega Bay.	REV	<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:</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</li> </ul> <p><b>(Existing LCP Revised)</b></p>	Same
5. Encourage continued maintenance and minor improvements along Bay Hill Road.	RET	<p><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.</p> <p><b>(Existing LCP Revised)</b></p>	Same
6. Implement transportation improvement recommendations for Jenner illustrated on Figure VII-5. Implementation should include consultations with the community.	REV	<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> <ul style="list-style-type: none"> <li>(1) State Highway 1 - from western property line of assessor's parcel number (APN) 099-150-013 (10990 State Highway 1) to 200 feet from intersection with Burke Avenue; and Burke Avenue - 200 feet: road realignment and widening, curbing, turn lane for parking and Burke Avenue, one-way parking circulation, and parking restrictions.</li> </ul>	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised (REV)	Proposed LCP Policy	Reason for REV or REM
<b>Highway 1 Safety, Capacity and Access Improvements (cont.)</b>			
		<p>(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.</p> <p>(3) Intersection of Highway 1 and 116 – Roundabout, minor realignment to provide more sight distance and/or signalization to improve safety. Consider minor realignment consistent with protection of Coastal resources.</p> <p><b>(Existing LCP Revised)</b></p>	
7. Replace Highway 1 bridges over Salmon Creek and the Russian River and include citizens in the planning process.	REM	No specific corresponding policy identified.	Bridges already replaced
8. 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 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.	REV	<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></p> <ul style="list-style-type: none"> <li>The Stables and North Recreation Center entrance (already widened)</li> <li>Annapolis Road</li> <li>Longmeadow Road</li> <li>Moonraker and Whalebone Reach</li> </ul> <p>(2) <b>Priority II</b></p> <ul style="list-style-type: none"> <li>Lodge Entrance</li> </ul> <p>(3) <b>Priority III</b></p> <ul style="list-style-type: none"> <li>Leeward Spur</li> <li>Deerfield Road</li> <li>Breaker Reach</li> <li>Vantage Road</li> <li>Pine Meadow</li> <li>Whitebluff Road</li> <li>Headlands Reach</li> <li>Navigators Reach</li> <li>Lodge Entrance and Halcyon</li> </ul> <p><b>(Existing LCP Revised)</b></p>	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised REV)	Proposed LCP Policy	Reason for REV or REM
<i>Highway 1 Safety, Capacity and Access Improvements (cont.)</i>			
9. Encourage continued highway safety improvements such as striping, marking and signing.	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(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.</p> <p>(2) Restrict turning movements at parking areas where necessary to promote safe entry and exit.</p> <p>(3) Construct turning lanes and entry improvements at parking areas listed in The Public Access Plan.</p> <p><b>(Existing LCP Revised)</b></p>	Same
10. Eliminate parallel parking at hazardous locations.	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(1) Where visibility and prevailing traffic speeds create potential hazards, consider measures to enhance safety and maintain public access. Where no other practical measures are available, consider eliminating parallel parking and small turnouts to minimize risk to public safety.</p> <p><b>(Existing LCP Revised)</b></p>	Same
11. Implement turning lanes and entry improvements at parking areas as specified in Table VII-8.	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(3) Construct turning lanes and entry improvements at parking areas listed in The Public Access Plan.</p> <p><b>(Existing LCP Revised)</b></p>	Same
12. Develop turning lanes according to standards illustrated in Figure VII-6.	REM	No specific corresponding policy identified.	No longer necessary; standards are out-of-date
13. Encourage road improvements on Highway 116-River Road, Bodega Highway and Petaluma-Valley Ford Road to improve east-west access to Highway 1.	RET	<p><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></p>	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised (REV)	Proposed LCP Policy	Reason for REV or REM
<b>Parking Improvements – General</b>			
14. Mitigate environmental and visual impacts in parking lot development or expansion.	REV	<p><b>Policy C-PA-4a:</b> Encourage new parking facilities in conjunction with development of new public access facilities. Parking may be developed in phases as use levels increase. At public access facilities, provide the maximum parking capacity that does not reduce public safety or significantly impact the environment. <b>(New)</b></p> <p><b>Policy C-PA-4b:</b> Locate parking areas to directly connect with trails if possible. In locating new, large parking lots, consider the landward (east) side of State Highway 1 to reduce impacts to ocean views if safe trail crossings of the highway can be provided. <b>(New)</b></p> <p><b>Policy C-PA-4c:</b> When feasible locate parking in areas screened from public view. <b>(Existing LCP Revised)</b></p>	More detailed
15. Locate parking areas to provide wide accessibility to coastal beaches rather than consolidating parking facilities.	REV	<p>No specific corresponding policy identified. Related policy presented below.</p> <p><b>Policy C-PA-4b:</b> Locate parking areas to directly connect with trails if possible. In locating new, large parking lots, consider the landward (east) side of State Highway 1 to reduce impacts to ocean views if safe trail crossings of the highway can be provided. <b>(New)</b></p>	More detailed
16. Close small, poorly located turnouts.	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(1) Where visibility and prevailing traffic speeds create potential hazards, consider measures to enhance safety and maintain public access. Where no other practical measures are available, consider eliminating parallel parking and small turnouts to minimize risk to public safety.</p> <p><b>(Existing LCP Revised)</b></p>	Same
17. Restrict turning movements at parking areas where necessary to promote safe entry and exit.	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(2) Restrict turning movements at parking areas where necessary to promote safe entry and exit.</p> <p><b>(Existing LCP Revised)</b></p>	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised (REV)	Proposed LCP Policy	Reason for REV or REM
<b>Parking Improvements – General (cont.)</b>			
18. Institute one-way circulation patterns in small, narrow parking areas.	REM	No specific corresponding policy identified.	Parking plans must be approved with project
19. Develop new parking facilities in conjunction with development of new parklands and public accessways.	REV	<b>Policy C-PA-4a:</b> Encourage new parking facilities in conjunction with development of new public access facilities. Parking may be developed in phases as use levels increase. At public access facilities, provide the maximum parking capacity that does not reduce public safety or significantly impact the environment. <b>(New)</b>	Same
20. Develop new parking lots and other recreational support facilities (such as public restrooms) generally on the landward side of Highway 1.	REV	<b>Policy C-PA-4b:</b> Locate parking areas to directly connect with trails if possible. In locating new, large parking lots, consider the landward (east) side of State Highway 1 to reduce impacts to ocean views if safe trail crossings of the highway can be provided. <b>(New)</b>	Same
21. Develop a parking management program for Bodega Bay commercial areas.	REV	<b>Program C-LU-3:</b> Consider developing a parking management program for Bodega Bay commercial areas. <b>(New)</b>	Same
<b>Parking Improvements – Specific</b>			
22. Consider expanding parking opportunities in the Salmon Creek Beach area by providing signs to direct overflow parking from the South Salmon Creek parking lot to the existing Dunes contact station lot and by moving the Salmon Creek Parks Headquarters and developing that area for parking.	REV	<b>Policy C-PA-3a:</b> Implement the Public Access Plan as the set of primary policies for development of public access on the Sonoma County coast. <b>(Existing LCP Revised)</b>  <b>Appendix B, Bodega Bay SubArea 9, I-16:</b>  (2) Parking improvements for South Salmon Creek Beach identified by State Parks include: 1) expanding the South Salmon Creek parking lot; 2) constructing new parking lots further south along State Highway 1 and developing an alternative access to those lots; 3) moving the State Parks headquarters and using that area for parking and beach access; and 4) providing signs at both the Bean Avenue entrance to the South Salmon Creek parking lot and at the entrance to the Dunes Campground directing vehicles to an existing parking lot at the Dunes kiosk for overflow parking.	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised (REV)	Proposed LCP Policy	Reason for REV or REM
<i>Parking Improvements – Specific (cont.)</i>			
<p>23. Allow expansion of the South Salmon Creek Bean Avenue parking lot or other new lots further south and a new access road to these lots only if impacts on the fragile dunes can be adequately mitigated.</p>	REV	<p><b>Policy C-PA-3a:</b> Implement the Public Access Plan as the set of primary policies for development of public access to on the Sonoma County coast. <b>(Existing LCP Revised)</b></p> <p><b>Appendix B, Bodega Bay SubArea 9, I-16:</b></p> <p>(2) Parking improvements for South Salmon Creek Beach identified by State Parks include: 1) expanding the South Salmon Creek parking lot; 2) constructing new parking lots further south along State Highway 1 and developing an alternative access to those lots; 3) moving the State Parks headquarters and using that area for parking and beach access; and 4) providing signs at both the Bean Avenue entrance to the South Salmon Creek parking lot and at the entrance to the Dunes Campground directing vehicles to an existing parking lot at the Dunes kiosk for overflow parking.</p>	Same
<p>24. Implement the other short range parking improvements specified in Table VII-8; as a lower priority the long range improvements specified in Table VII-8.</p>	REV	<p>No specific corresponding policy identified. Related policy presented below.</p> <p><b>Policy C-PA-4a:</b> Encourage new parking facilities in conjunction with development of new public access facilities. Parking may be developed in phases as use levels increase. At public access facilities, provide the maximum parking capacity that does not reduce public safety or significantly impact the environment. <b>(New)</b></p>	More detailed
<p>25. Close the small, poorly located turnouts specified in Table VII-9.</p>	REV	<p><b>Policy C-CT-4q:</b> Implement the following capacity and safety improvements along State Route 1:</p> <p>(1) Where visibility and prevailing traffic speeds create potential hazards, consider measures to enhance safety and maintain public access. Where no other practical measures are available, consider eliminating parallel parking and small turnouts to minimize risk to public safety.</p> <p><b>(Existing LCP Revised)</b></p>	Same

Existing LCP Policy	Removed (REM), Retained (RET), or Revised (REV)	Proposed LCP Policy	Reason for REV or REM
<i>Bikeways - Pedestrian Walks – Transit</i>			
26. Pursue bikeway projects as part of Highway 1 and Highway 116 road improvement projects.	REV	No specific corresponding policy identified. Related policy presented below.  <b>Program C-PA-2:</b> Encourage the provision of transit, bicycle and pedestrian pathways, and other vehicle use reduction measures to reduce vehicle use to and between public and private access facilities on the coast to reduce the number of vehicles on State Highway 1 and the demand for parking spaces. <b>(New)</b>	Same
27. Pursue bikeway funding for bicycle lane construction projects and to correct identified hazards for bicyclists.	REM	No specific corresponding policy identified.	Same
28. Where off-road facilities are not feasible, provide adequate shoulder width to accommodate bicyclists and pedestrians on Highway 1 through Sonoma County.	REM	No specific corresponding policy identified.	Sonoma County Bike and Ped plan Incorporated to document by reference with design and maintenance standards
29. Where engineering problems or gradient differences prevent standard four foot shoulders, a minimum of two foot shoulders on both sides of travel lanes is acceptable for bicyclists.	REM	No specific corresponding policy identified.	Design and Maintenance standards incorporated
30. Provide periodic bicycle turn-out lanes along Highway 1.	REM	No specific corresponding policy identified.	Safety improvements identified in Circulation and Transit Element
31. Include four foot wide striped shoulders on both sides of travel lanes of the proposed new Bridgehaven and Salmon Creek bridges.	REM	No specific corresponding policy identified.	No longer necessary; bridges already constructed
32. Provide off-road bicycle lanes through The Sea Ranch.	REM	No specific corresponding policy identified.	California Coastal Trail will travel through the Sea Ranch
33. Encourage Cal-Trans to cut and clear weed growth alongside Highway 1 at the earliest feasible date annually to improve safety for bicyclists.	REM	No specific corresponding policy identified.	More detailed

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<i>Bikeways - Pedestrian Walks – Transit (cont.)</i>			
34. Construct the sidewalk projects illustrated on Figures VII-4 and VII-5 in Bodega Bay and Jenner.	REM	No specific corresponding policy identified.	Bodega Bay Bicycle and Pedestrian Trail incorporates sidewalks in Bodega Bay.  Other policies on safety improvements identified in Circulation and Transit Element
35. Encourage a bay front promenade in Bodega Bay.	REM	No specific corresponding policy identified.	Bodega Bay Bicycle and Pedestrian Trail incorporates project
36. Encourage implementation of daily transit service between Santa Rosa and Point Arena, and explore the possibility of a bus originating in Santa Rosa.	REV	No specific corresponding policy identified. Related policy presented below.  <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> )	Same
37. Reinvestigate the feasibility of implementing transit service along the South Sonoma Coast.	REV	No specific corresponding policy identified. Related policy presented below.  <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> )	Same