



From Transportation to Climate Protection: Coordination at the Countywide Level

New Partners for Smart Growth

February 2011

Moving Forward – Countywide

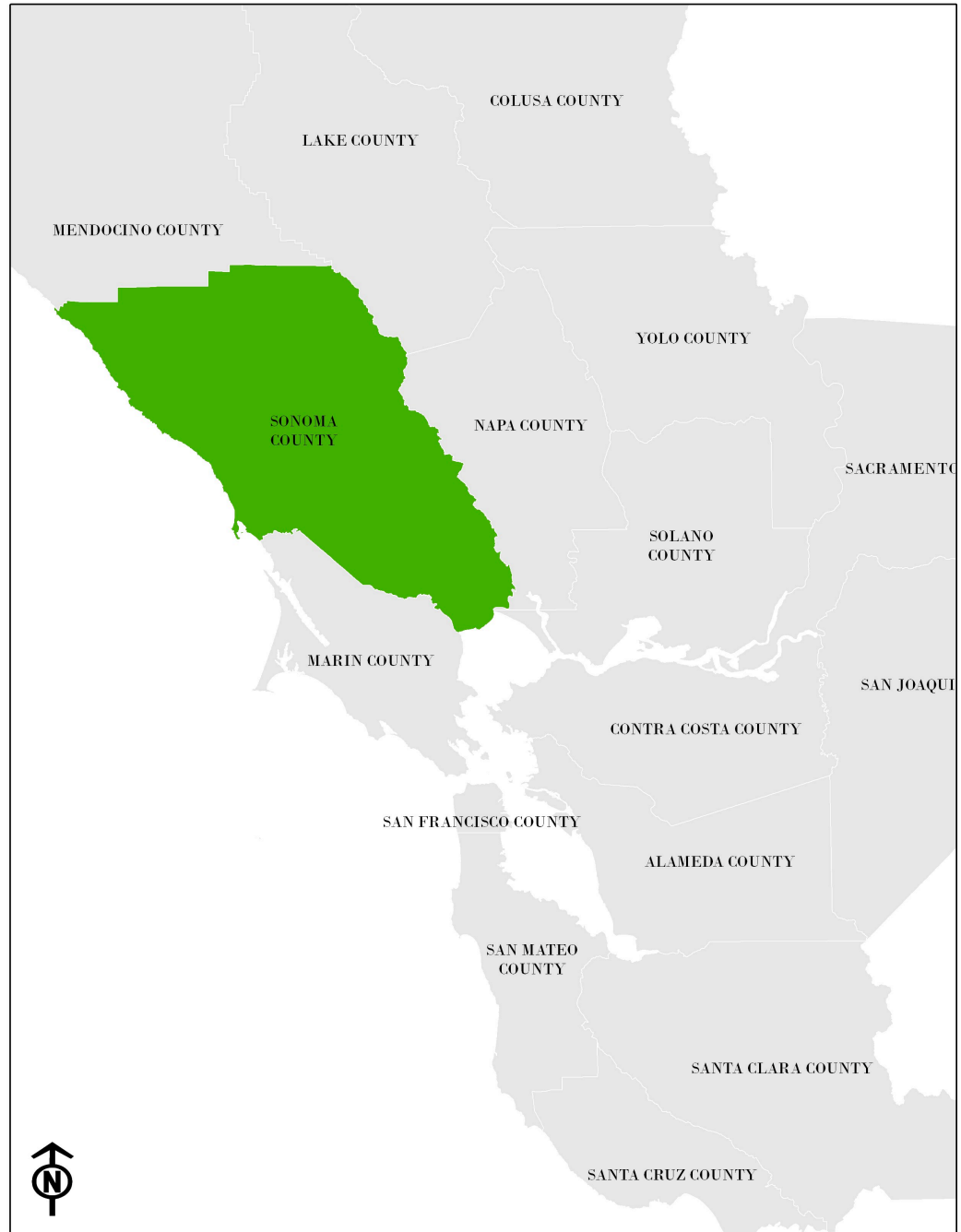
- Janet Spilman, Deputy Director, Planning and Public Outreach, SCTA/RCPA
- Jake Mackenzie, Chair, SCTA/RCPA, Vice Mayor, City of Rohnert Park
- Pete Parkinson, Planning Director, Sonoma County
- Alex Hinds, Interim Director, The Center for Sustainable Communities

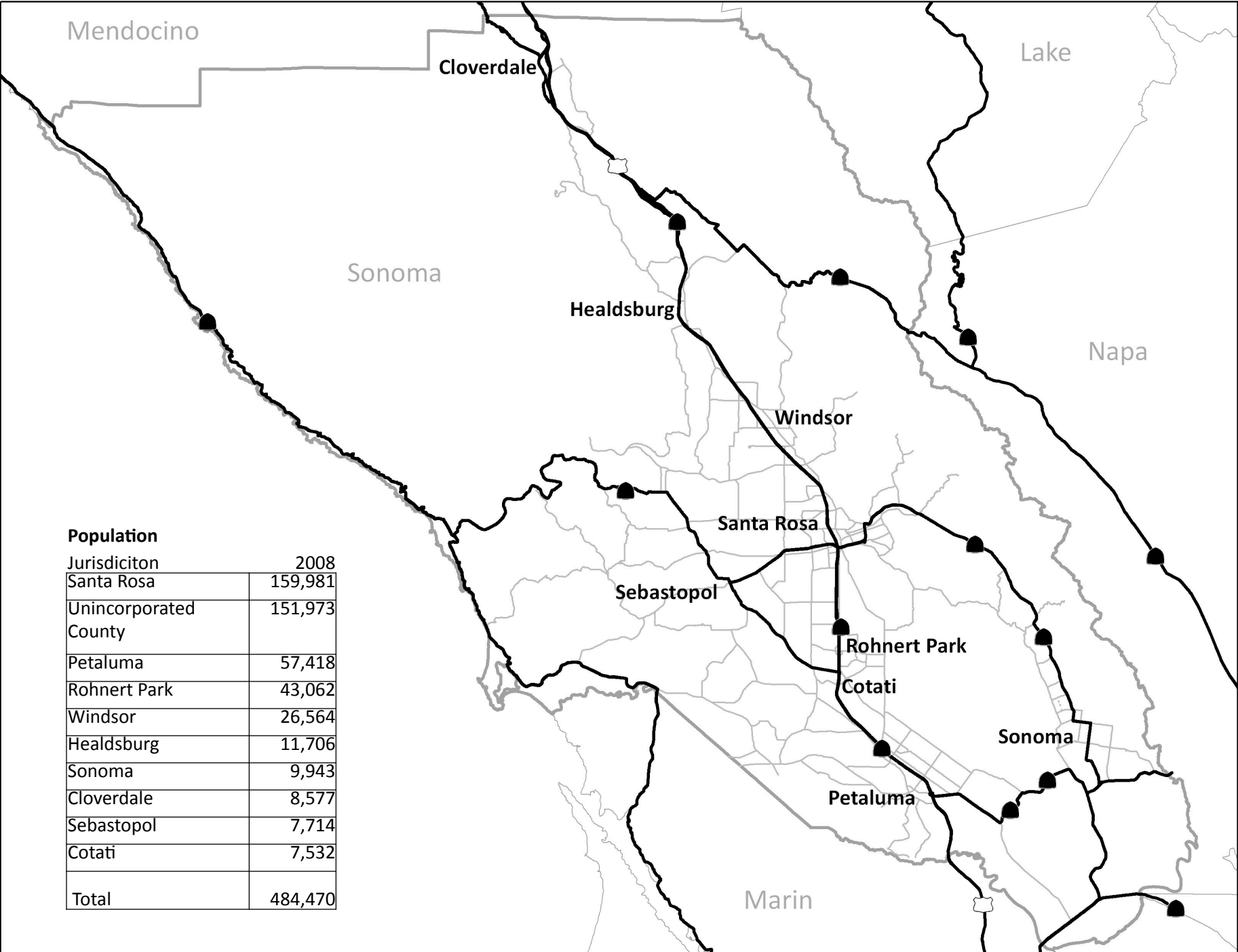
Where we started...



Our first roadway system.

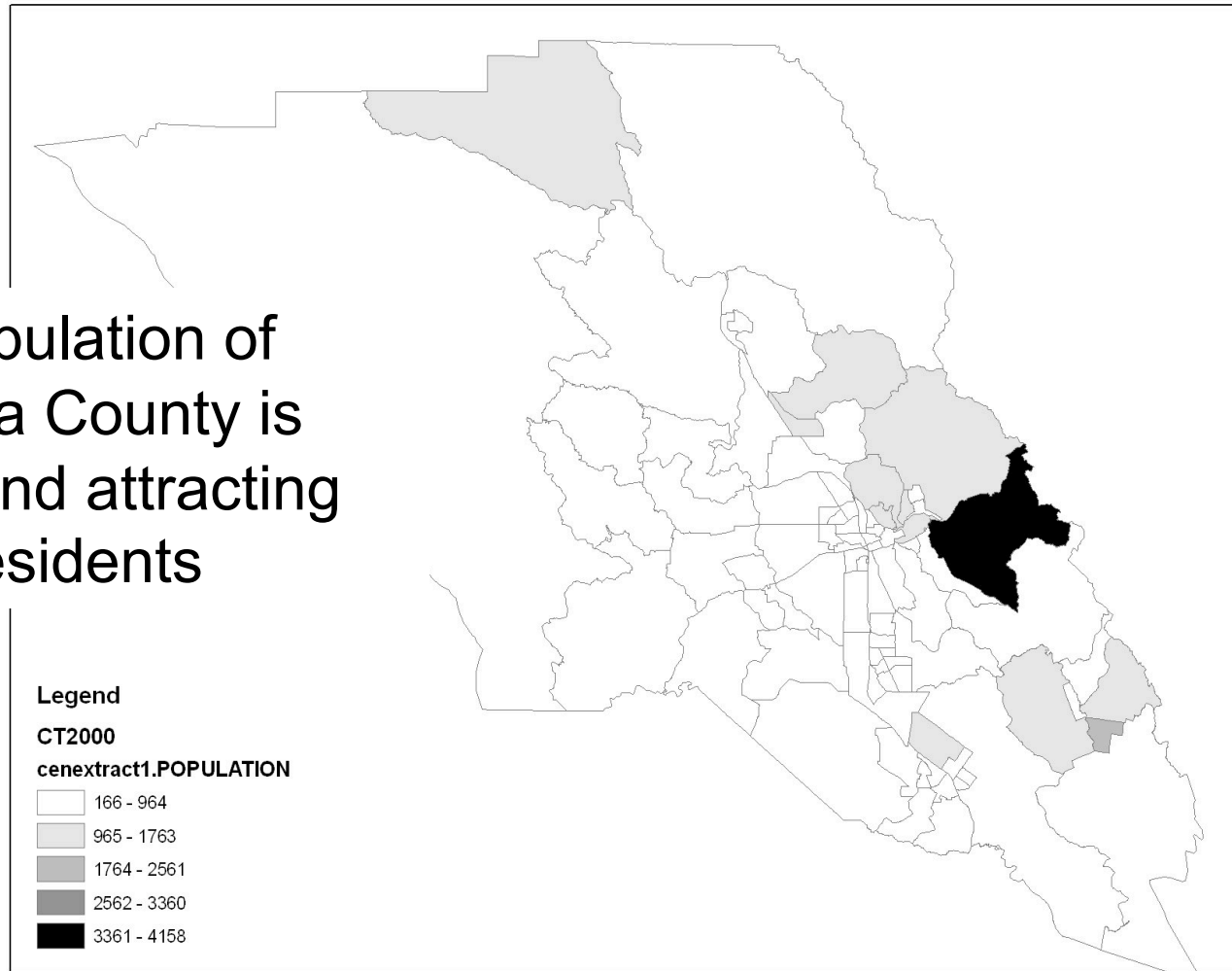
Where we are...



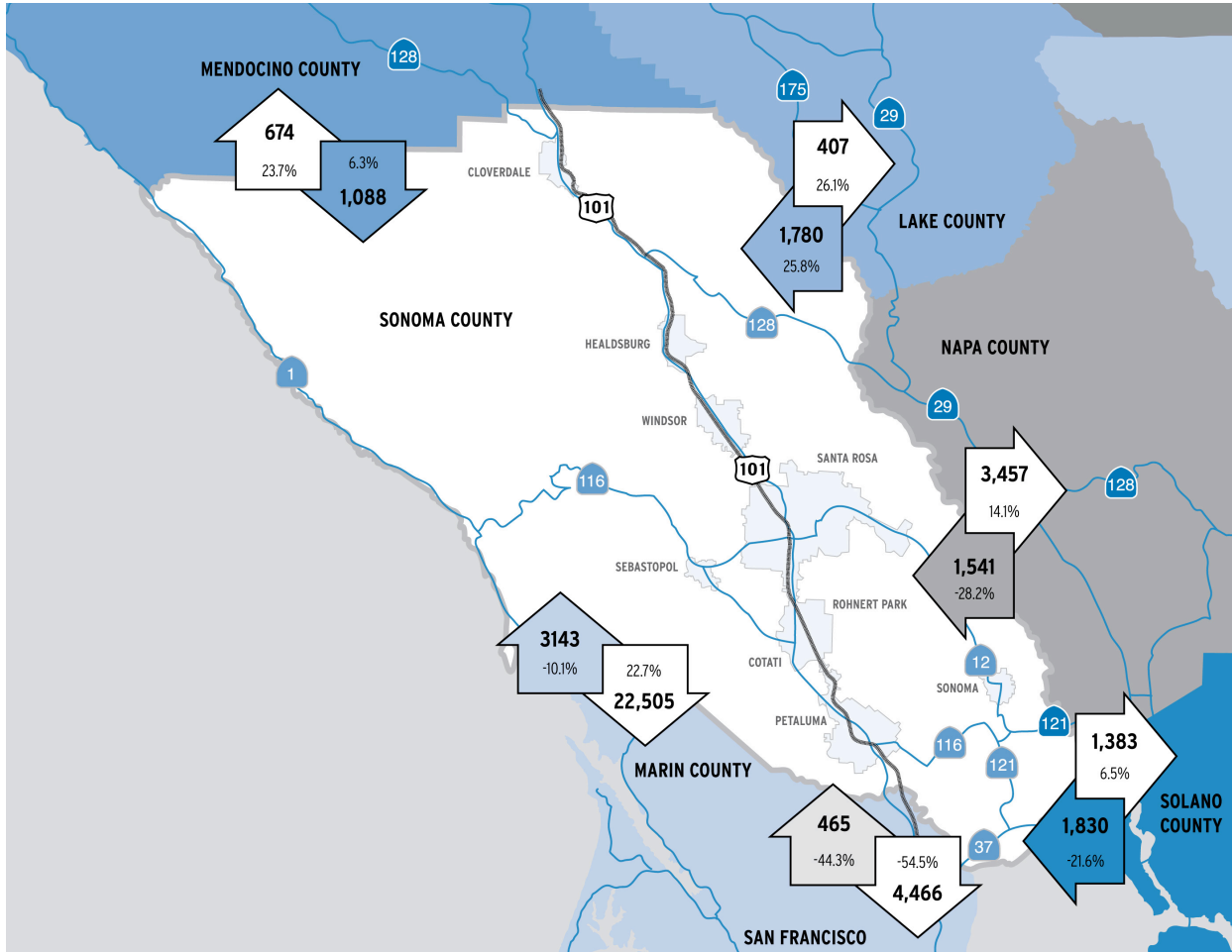


Demographic Trends

The population of Sonoma County is aging and attracting older residents



Commute Trends 2000-2006



% = percent shift in commute trips from 2000 to 2006
 # = actual number of commute trips between counties in 2006

2009 CTP

Goals and Objectives:

- Maintain the System
- Relieve Congestion
- Plan for Safety & Health
- Reduce Emissions

Goal 1 – Maintain the System

Protect the investment in public transportation infrastructure.

Maintaining transportation infrastructure covers many activities from keeping ditches clear so they drain properly to purchasing new buses to keeping bike lanes free of debris and sealing cracked pavement on a local roadway.

The transportation infrastructure is the most expensive asset owned by local governments and is also the most expensive to maintain. No one likes potholes, but it is a fact of life that many jurisdictions respond to funding shortages by deferring preventative maintenance for roads. This has drastic consequences on the condition of pavement and the eventual cost of repair.

The 25 year planning horizon must also account for replacement of the bus fleet—large fixed route vehicles as well as paratransit buses, vans and cars. This, in addition to important routine maintenance, is protection of a significant investment.

Goal 2 – Relieve Traffic Congestion

Reduce person hours of delay 20% below 2005 levels by 2035 through strategic improvements, technology and changes in driving habits.

Freeway congestion monitoring data for 2006 indicates that freeway congestion, measured in vehicle hours of delay, increased 75% between 2002 and 2006 in Sonoma County, and 45% between 2004 and 2006.

In 2007 it increased another three percent, to 7,900 vehicle hours of delay. By way of contrast, the remainder of the Bay area (eight counties) had less than a 15% increase in delay between 2004 and 2006. It is also noteworthy that the duration of congestion—from the time it starts until the time it ends—has also increased dramatically.

Future travel demand analysis shows that congestion will continue to worsen (roughly 6 times more congestion than current levels) given our current course.

Goal 3 – Planning for Safety and Health

Increase safety & emphasize health aspects of transportation planning strategies

There is a growing trend among transportation planners and health professionals to focus on the link between a healthy community and safe transportation options as a means to improving public health.

Transportation is intimately related to public health issues on a variety of fronts:

- *Traffic accidents are the leading cause of death for teenagers*
- *Fatality and injury accidents impact everyone in the community*
- *Air quality effects asthma sufferers*
- *Safe bicycle and pedestrian routes can benefit transportation and health.*

Goal 4 – Reduce Greenhouse Gas Emissions

**Reduce GHG emissions 25% below 1990 levels by 2015
and 40% below 1990 levels by 2035
by working with government agencies and the public.**

The California Global Warming Solutions Act (AB32) mandates that Co2 and other GHG emissions be reduced to 1990 levels by the year 2020.

Sonoma County's jurisdictions and the Bay Area have set a more ambitious and longer term goals of reducing GHG emissions.

In Sonoma County the transportation sector contributes roughly 60% of all county greenhouse gas (GHG) emissions.

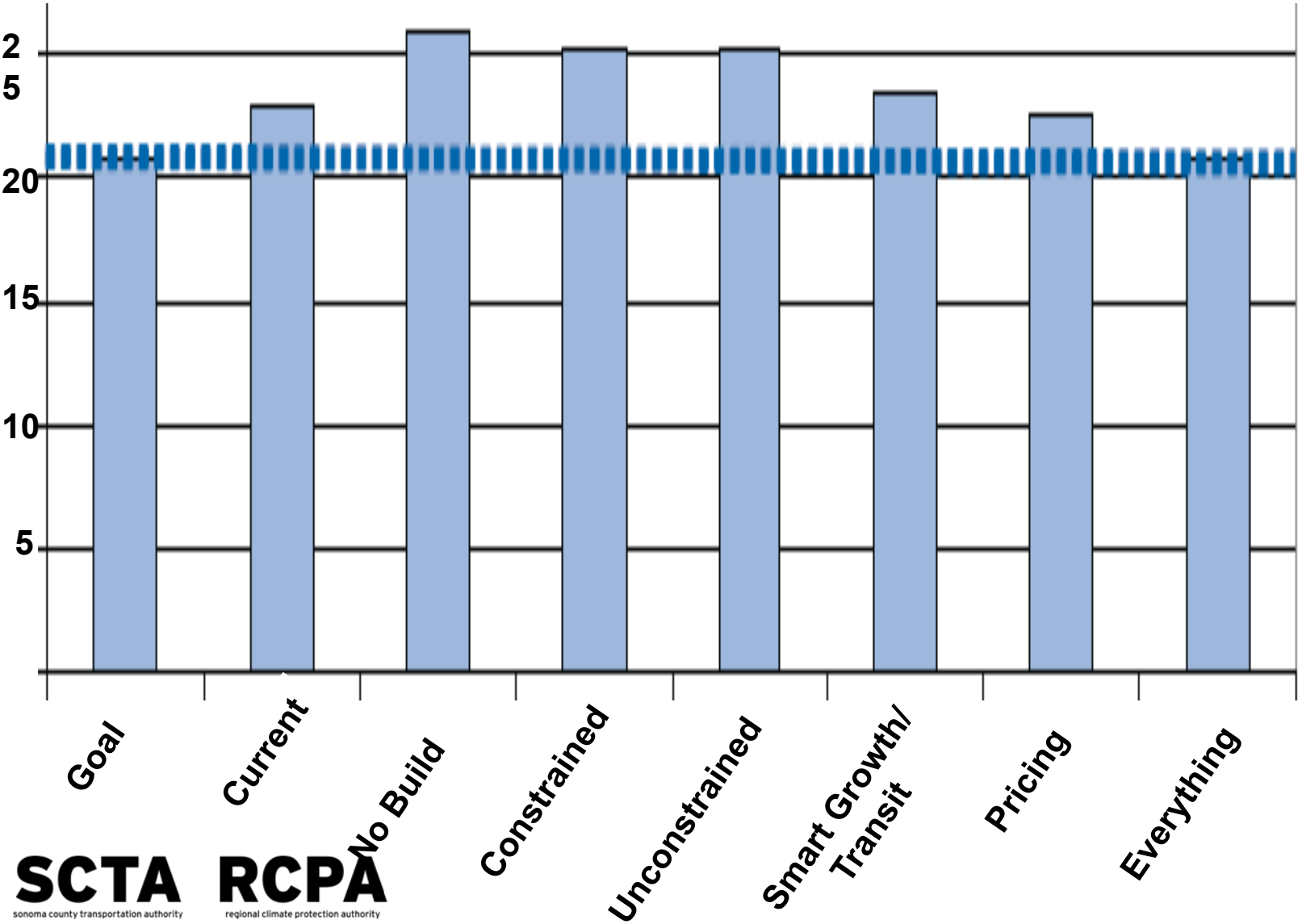
Goal 4 – Reduce GHG Emission cont.

**Reduce vehicle miles of travel (VMT)
per capita by 10% below 2005 levels by 2035.**

Transportation Strategies:

- Transit oriented development
- Infill development and carbon efficient design
- Address jobs-housing balance
- Encourage smaller neighborhood locations for daily goods and services
- Housing assistance
- Travel Demand Management (TDM)
- Public education
- Promote telecommuting
- Promote school based TDM
- Implement car-sharing programs

Daily VMT



Goal 4 – Reduce GHG Emission cont.

2009 CTP Policy: Increase transit use and productivity.

Transportation Strategies:

- Approve/implement passenger rail transit service (SMART)
- Transit marketing
- Implement pricing strategies
- Increase and Improve bus transit service
- Improve transit amenities
- Implement Bus Rapid Transit (BRT) and Express Bus Service
- Transit priority measures
- Lower fares
- Implement ferry service

Goal 4 – Reduce GHG Emission cont.

2009 CTP Policy:

**Implement 2008 Countywide Bicycle and Pedestrian Master Plan;
improve accessibility and safety for pedestrians.**

Transportation Strategies:

- Improve “walkability” of local streets
- Promote and seek funding for Safe Routes to Schools
- Improve roadway bicycle facilities and bike paths
- Improve transit and bicycle integration
- Require bicycle lockers/racks at park and ride lots
- Require bicycle facilities & showers at new commercial/business sites

Goal 4 – Reduce GHG Emission cont.

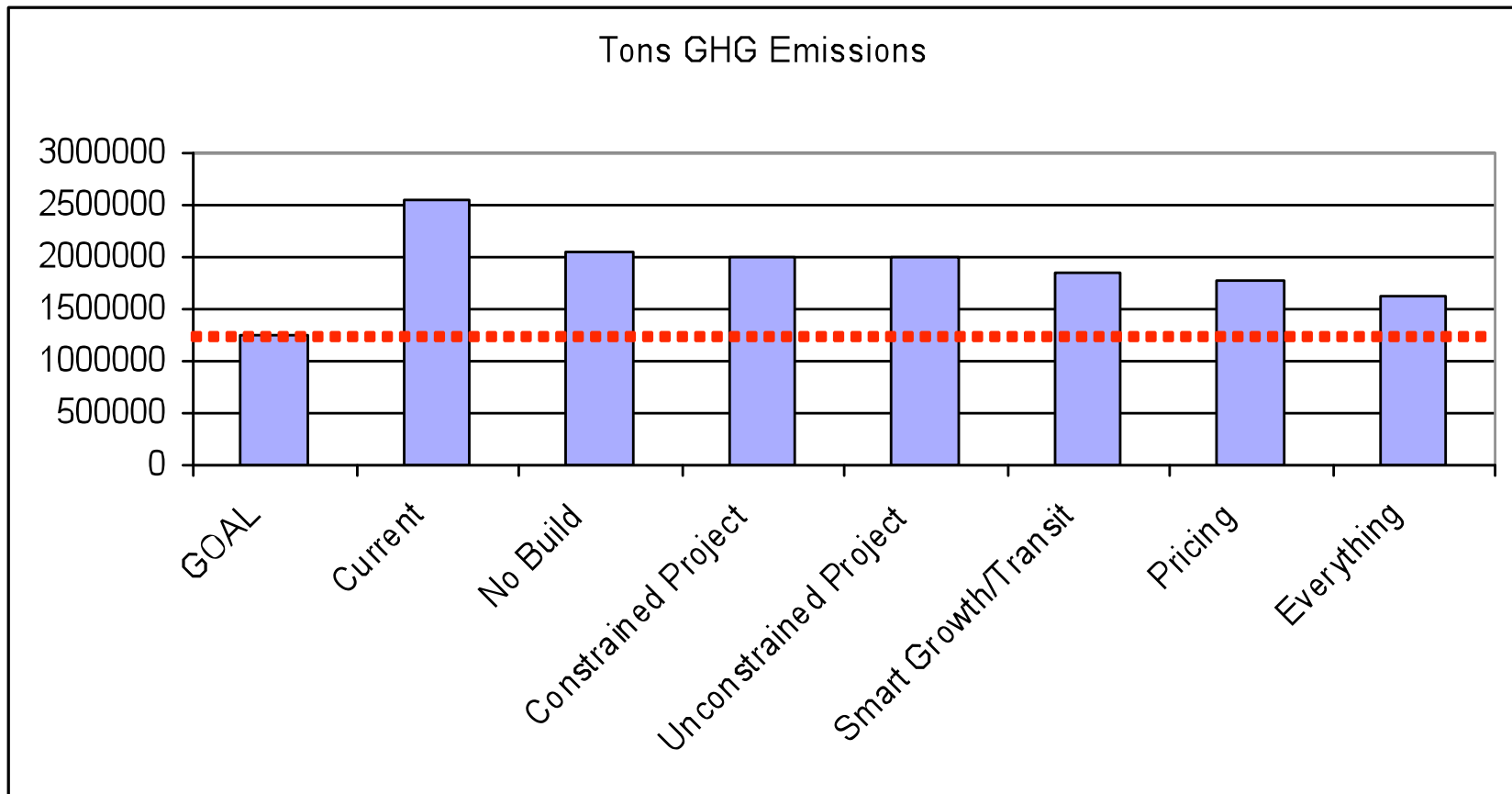
2009 CTP Policy: Support development and deployment of new technologies to reduce transportation emissions.

Transportation Strategies:

Support legislative efforts to:

- Increase fuel efficiencies
- Improve fuels/bio-fuels
- Accelerate school bus replacement
- Provide fuel at stabilized cost

Reaching our emission reduction target



Strategies Matrix



Moving Forward Conference



Sonoma County Transportation Authority/ Regional Climate Protection Authority

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