



*Keep Sonoma County Moving*

# Sonoma County Transportation Authority Comprehensive Transportation Plan Update

Review of Transportation System, Goals and Targets

November 2014



# PURPOSE OF THE CTP

- Update past transportation planning efforts to prioritize transportation needs throughout Sonoma County for the next 25 years.
- The CTP serves as a guide for local transportation investments
- The CTP is updated every 4-5 years, synchronized with the Regional Transportation Plan



# MEASURE M

- In 2004, Measure M sales tax measure passes, enabling SCTA to provide a significant portion of the funding needed to complete Highway 101 improvements
- Measure M increased funding for the maintenance and much needed improvements of our local streets and roads, local bus service, and our bicycle/pedestrian pathways
- Measure M also provided funds for making improvements to the SMART rail right-of-way such as improving signals and grade crossings and final engineering



# GHG REDUCTIONS

- **Green House Gas Emissions**
  - 60% of Sonoma County's GHG emissions come from our tailpipes
  - The State of California is committed to “vehicle miles traveled” or VMT as the litmus test of progress in achieving the goals set by Assembly Bill 32
  - SB 375 requires analysis of land use as part of transportation planning, to reduce GHG
  - Sonoma County jurisdictions have identified 19 areas for transit oriented development



# HIGHWAY 101 IMPROVEMENTS

- Highway 101 was constructed between 1954-1962
- A 1958 traffic count at the College Avenue interchange indicated that 15,000 cars a day were using the freeway
- A 2013 Caltrans traffic count at the same location found that over 145,000 cars a day were traveling on the same four-lane freeway
- One of the goals of the 2009 CTP was to create a safe, convenient, free flowing Highway 101 with a less intense rush hour period where traffic moves at a steady pace
- To reach this goal, SCTA developed a program to add a continuous HOV lane from Marin County to Windsor that would also address operational and safety problems throughout the corridor.
- See handout for current and completed projects.



# MAINTAINING STREETS & ROADS

- County of Sonoma is responsible for maintaining over 2,300 miles of city streets and county roads; more than any other Bay Area county. County Supervisors have been forced to make difficult choices about which roads to maintain.
- And this is in addition to the road miles within the cities.
- The condition of the condition or quality of road and highway pavement is indicated by the Pavement Condition Index (PCI)



# BICYCLE & PEDESTRIAN FACILITIES

- In 2008 there were 241+ miles of built bicycle infrastructure, of which the vast majority were in the form of bike lanes on street.
- Since then, more than 56 miles of bicycle infrastructure have been built.
- Nearly 1000 miles of bicycle and pedestrian infrastructure are planned to be built throughout Sonoma County in the years to come.
- Bicycle commute mode share has increased in 6 jurisdictions since 2008.



# SMART

## **Sonoma Marin Area Rail Transit**

- 70 mile right-of-way in public ownership
- Sales tax measure approved in 2008
- Funding identified for initial operating segment from San Rafael to Airport Station
- Construction in progress on tracks, train cars in production
- Stations in Cloverdale, Healdsburg, Windsor, Santa Rosa and Petaluma with more in construction
- Average trip time for Santa Rosa to San Rafael would be 50 minutes
- Ready for service in 2016





## □ Bus Transit

- All of the Sonoma County Transit operators use a clean form of energy, efficient technology for arrival information, improvement of bus, shelters, transit facilities.
- Sonoma County Transit: ridership in 2012 was 1,372,442, an 8.4% increase in 2 years, 45 heavy duty CNG buses, 4 smaller buses
- Santa Rosa Transit: ridership on CityBus is 3M annually, on 39 fleet buses.
- Petaluma transit carried over 310,000 riders on 10 buses.



# PARATRANSIT

- By the year 2020 the number of people living in Sonoma County between the ages of 65-79 is estimated to more than double from the year 2000
- Para-transit operators are required by the ADA to provide curb-to-curb service within 3/4 of a mile from any public fixed-route service
- Over 2000 paratransit trips a month are made by Sonoma County and Santa Rosa Transit



# INNOVATIVE TRANSPORTATION SOLUTIONS

- Electric vehicle network
- Carma Carpooling -smart phone based carpooling
- Ramp Metering
- Next bus messaging
- 511 phone and web based traffic condition information
- Telecommuting
- Bike share – coming soon!
- Car share –coming soon!



# GOODS MOVEMENT

- Freight traffic continues to result in significant road and highway wear
- Freight rail service is currently in service and will share the tracks with SMART
- Target corridors: Highway 101, Route 37, Rt. 116, Rt. 121 and on rail
- Heightened attention to goods movement by the Federal govt., State, and region. Likely a separate distinct Fed program in the future.



# CTP GOALS

## **Goal 1. Maintain the system**

Objective: Protect the investment in public transportation infrastructure.

## **Goal 2. Relieve Traffic Congestion**

Objective: Reduce person hours of delay through strategic improvements, technology and changes in driving habits.

## **Goal 3. Reduce Greenhouse Gas Emissions**

Objective: Meet the targets to reduce GHG emissions in the transportation sector.

## **Goal 4. Planning for Safety and Health**

Objective: Increase safety and emphasize health aspects of transportation planning strategies.

## **Goal 5. Promote Economic Vitality - NEW**

Objective: Reduce travel time and cost and increase mobility in communities of concern. **DRAFT**



# PERFORMANCE MEASURES

| CTP GOAL                   | Performance Measure   | Method                                   |
|----------------------------|---|--|
| Maintain the System        | PCI, Transit System Condition                                       | Credit assigned for Maintenance Projects |
| Relieve Traffic Congestion | Person Hours of Delay   | SCTM                                     |
| Reduce GHG Emissions       | Greenhouse Gas Emissions  | SCTM, EMFAC                              |
| Plan for Safety and Health | a. Share of trips made by walking, bicycling, and transit           | SCTM                                     |
|                            | b. Accident Rates   | SCTM, SMARTGAP                           |
| Promote Economic Vitality  | a. Average Peak Period Motorized Travel Time (per trip)             | SCTM                                     |
|                            | b. Economic Equity - Does the project serve a Community of Concern? | Communities of Concern Map               |

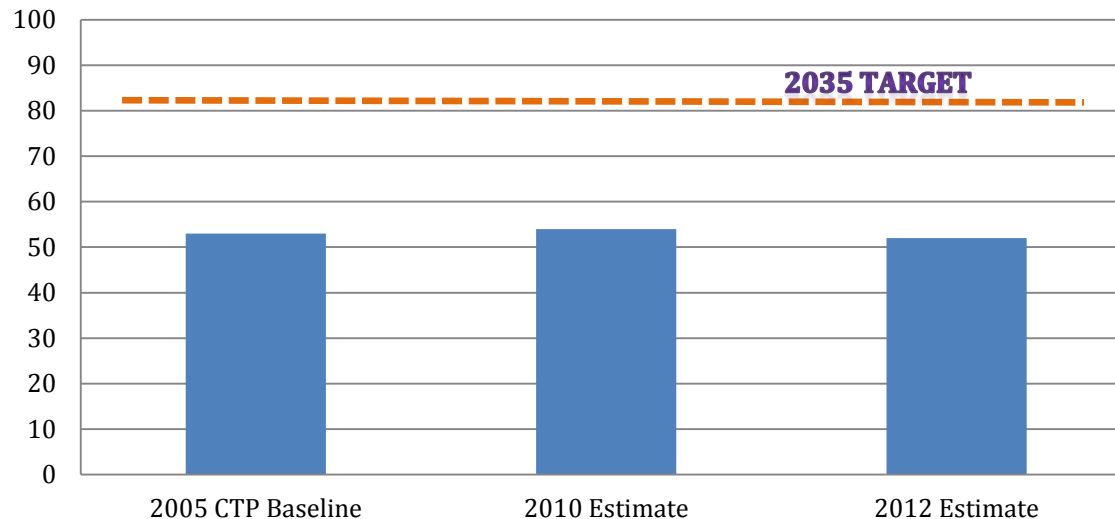
Some of the measures may be adjusted as staff reviews new methods and data.

# SETTING OUR TARGETS

## *Goal: Maintain the System – Roads*

CURRENT 2009 CTP TARGET for 2035: Improve countywide PCI to 80 by 2035, with a minimum road PCI of 70 by 2035. Recommend extending 2035 target to 2040.

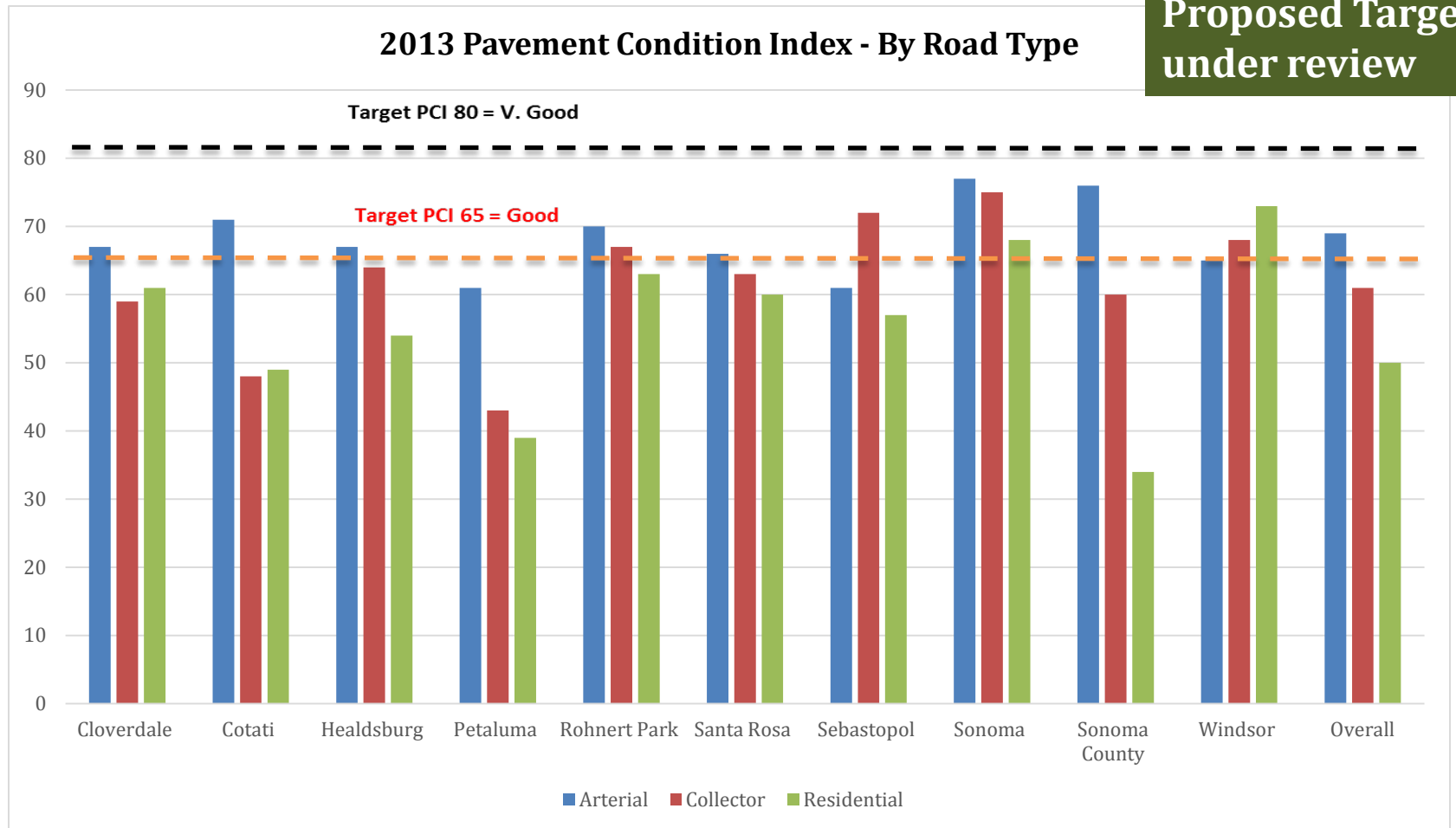
### Pavement Condition Index



# SETTING OUR TARGETS

## Goal: Maintain the System - Roads

Proposed Targets  
under review







# SETTING OUR TARGETS

## ***Goal: Maintain the System - Transit***

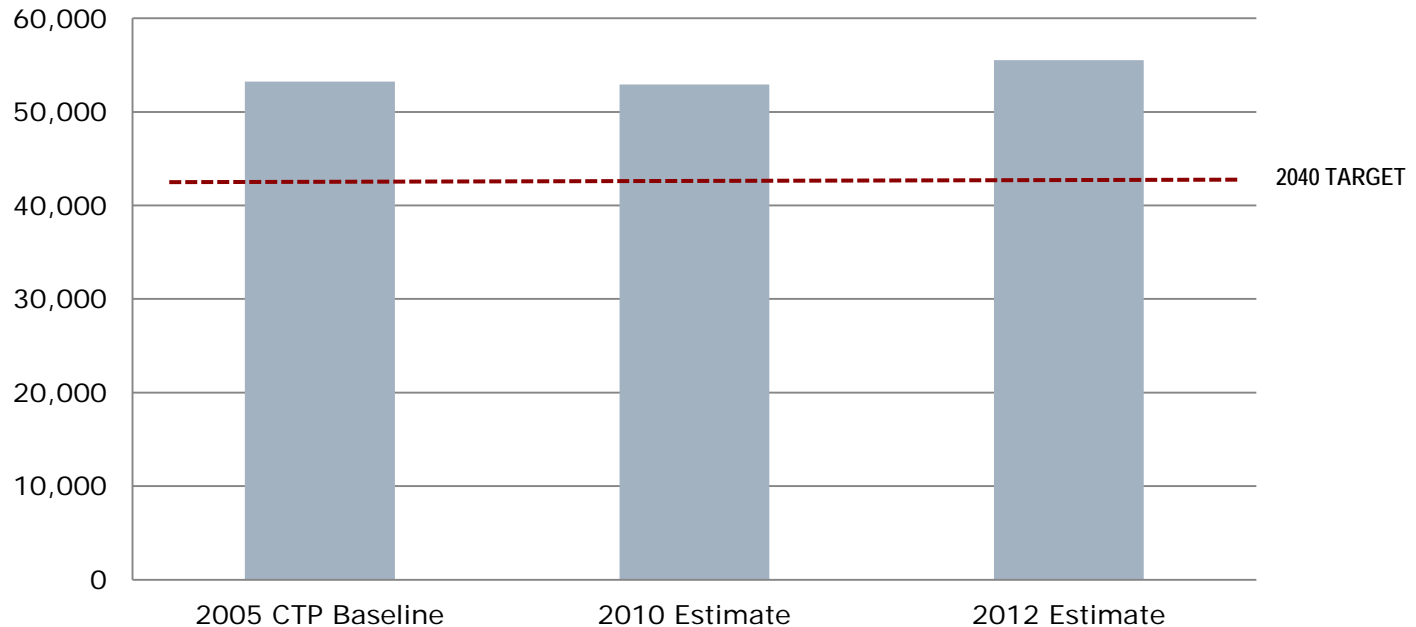
- *New objectives – under consideration*
  - *Reduce average age of fleet vehicles*
  - *Target measurable maintenance levels or fleets and facilities to good standards*

# SETTING OUR TARGETS

## *Goal: Relieve Congestion*

*2009 objective: Reduce Person Hours of Delay by 20% below 2005 levels by 2035*

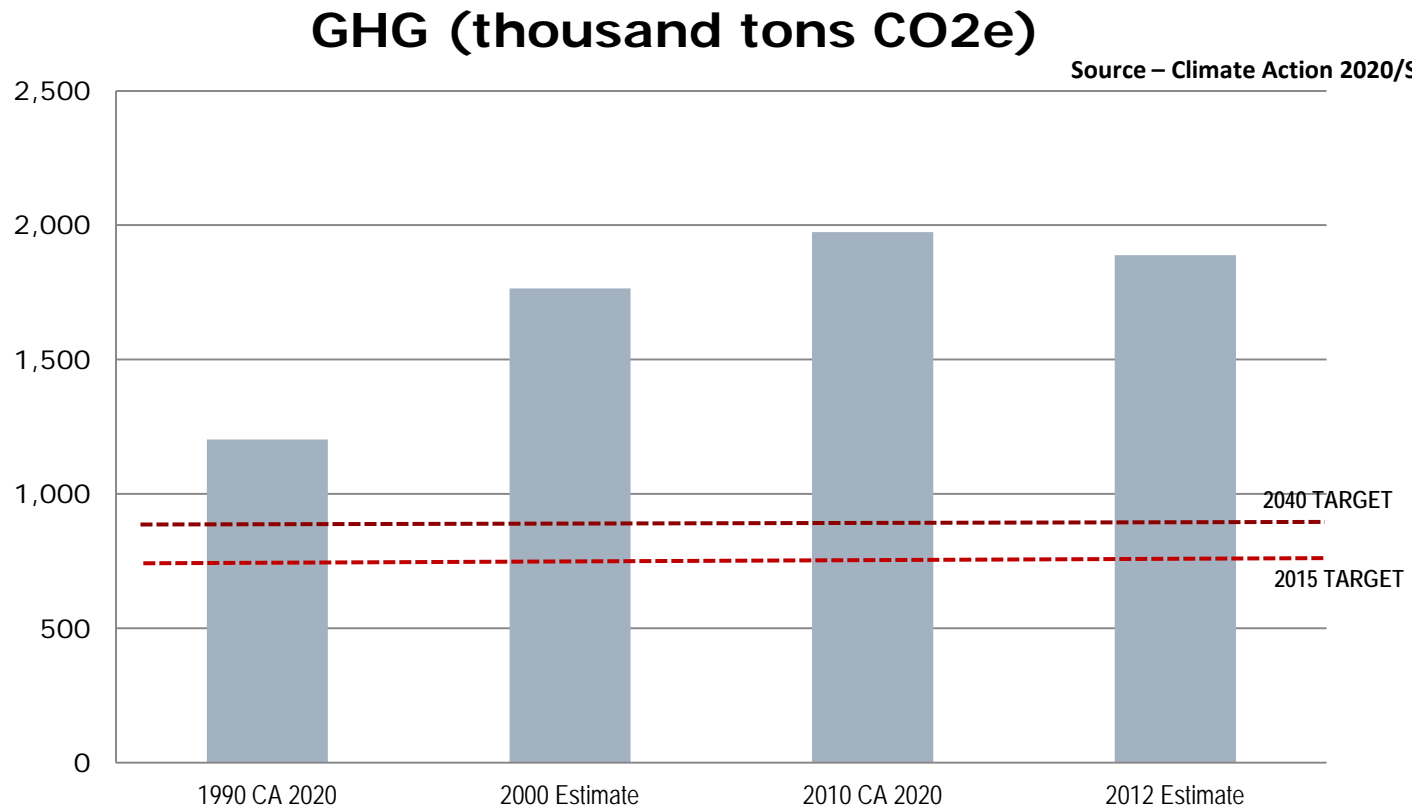
### Daily Person Hours of Delay



# SETTING OUR TARGETS

## ***Goal: Reduce Greenhouse Gas Emissions in transportation***

*2009 objective: Reduce GHG emissions to 25% below 1990 levels by 2015 and 40% below 1990 levels by 2035*

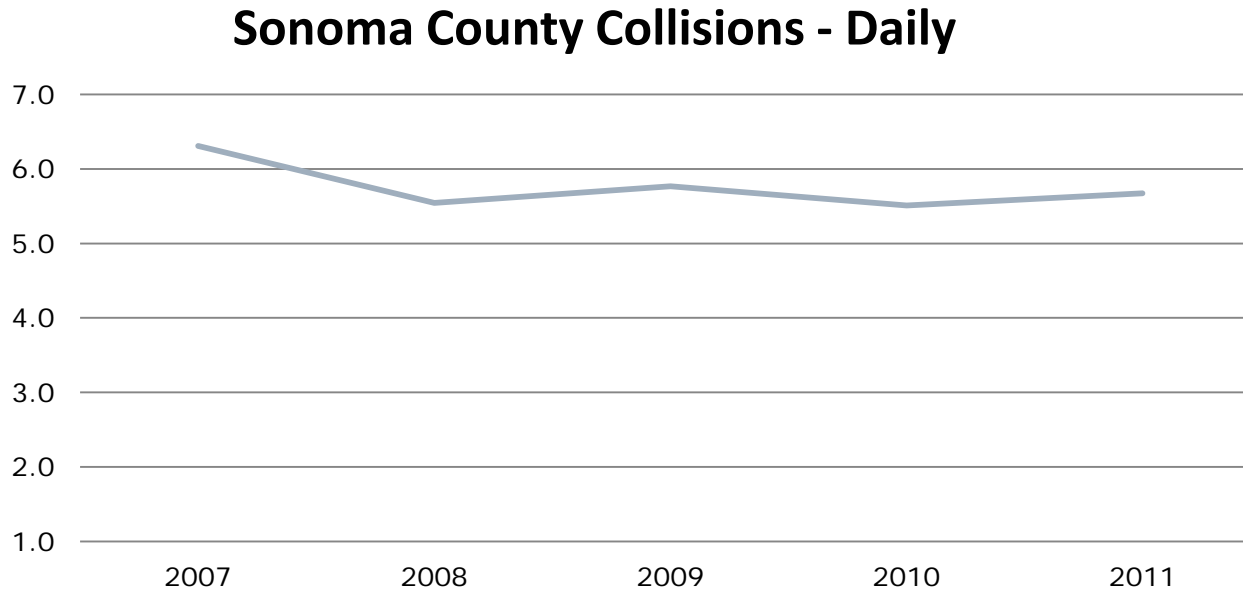




# SETTING OUR TARGETS

## *Goal: Plan for Safety and Health*

*2009 objective: Reduce Traffic Accident Rate*



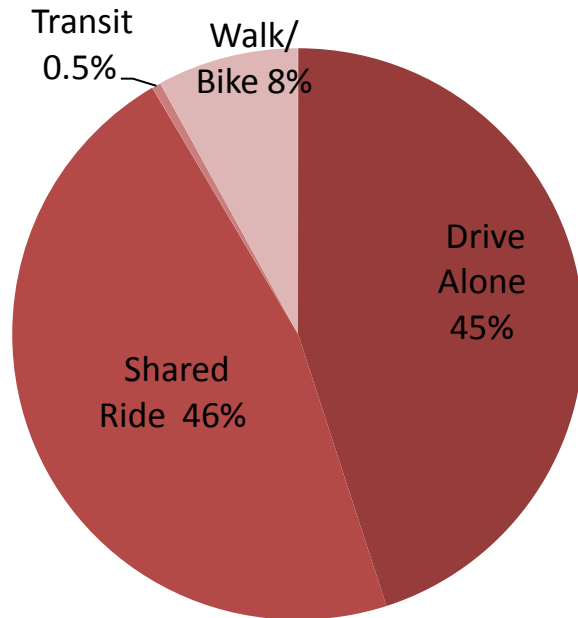
Source – California Statewide Integrated Traffic Records System/SWITRS

# SETTING OUR TARGETS

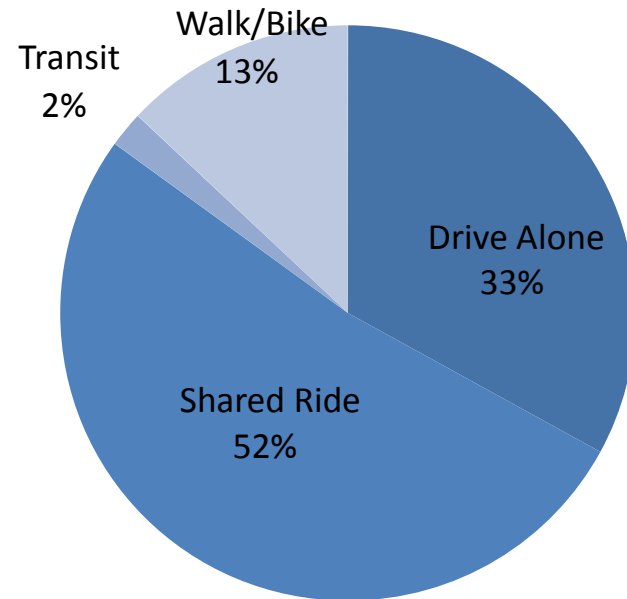
## ***Goal: Plan for Safety and Health***

*2009 objective: Increase share of trips made by walking biking and taking transit.*

**2010 Sonoma County Mode Shares  
ALL TRIP Purposes**



**2040 Target**



Source – Sonoma County Travel Model



# SETTING OUR TARGETS

## ***Goal: Promote Economic Vitality***

- *New objectives – under consideration*
  - *Reduce 2010 Average Peak Period Travel Time per trip for freight and passenger trips*
  - *Prioritize projects located in or serving a Community of Concern, reduce cost of travel as percentage of household income*