

Introduction

The Sonoma County Transportation Authority (SCTA) acts as the county-wide planning and programming agency for transportation related issues. The SCTA plays a leading role in transportation: securing funds, project oversight and long term planning.

The SCTA has various legal and administrative requirements to fulfill in the capacity of a countywide transportation agency – some of these requirements are derived from regional agencies such as the Metropolitan Transportation Commission and the Bay Area Air Quality Management District (BAAQMD), while others, like California Department of Transportation (Caltrans) come directly from the state, or federal government.

The *Sonoma County Comprehensive Transportation Plan* is the latest countywide planning document approved by the SCTA. The purpose of the Plan is primarily to update past transportation planning efforts in order to prioritize transportation needs throughout Sonoma County for the next 25 years.

The importance of maintaining an updated planning document is two-fold. *First*, the Metropolitan Transportation Commission (MTC) requires local transportation authorities such as the SCTA to establish transportation plans that can feed into the larger Regional Transportation Plan (RTP). The RTP is a federally required, 25-year planning document. *Second*, the SCTA is responsible for programming numerous state and federal funding sources to transportation projects. In order to meet this requirement, the SCTA needs a policy and planning document to help guide the programming process. If the SCTA does not meet these two requirements it is at risk of losing critical transportation dollars.

The **Comprehensive Transportation Plan (CTP)** is a multi-modal plan that updates the 2001 Countywide Transportation Plan for Sonoma County and incorporates feedback from the series of Public Planning Sessions held in the summer of 2003. The CTP is also built on the efforts of local elected officials and staff from the cities and the County of Sonoma. This update is formatted in a way that emphasizes modes, whereas the 2001 Plan was oriented around the subareas. However, the subarea context remains important to the planning process and is the backbone of the CTP.

Since 2001 the Countywide Bicycle Plan has been updated. This information has been translated to the Bicycle section of CTP.

The Transportation and Land Use connection is also explored in greater detail and begins the process of the SCTA's next endeavor, a Transportation and Land Use toolkit and Best Practices Manual.

Overall, the **CTP** is meant to refine the vision, goals, and objectives for improv-

ing mobility on Sonoma County's streets, highways, and transit system and bicycle/pedestrian facilities. To that end, the Plan provides policy guidance and specific transportation improvements for development over the next 25 years.

Sonoma County Transportation Authority

The Sonoma County Transportation Authority, SCTA, was formed as a result of legislation passed in 1990. Proposition 111 resulted in changes to the way transportation projects are planned and funded. This led to the formation of Congestion Management Agencies for most of the counties in the State. In November 1990, the SCTA was formed under the Local Transportation Authority and Improvement Act (Public Utilities Code Section 180000) and designated as the Congestion Management Agency for Sonoma County. In 1997, the SCTA relinquished its position as the CMA under new state legislation that made this function optional. The SCTA now serves as the coordinating and advocacy agency for transportation funding for Sonoma County.

Mission Statement

As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and by providing comprehensive, countywide planning. Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning.

Membership of the SCTA

The SCTA is governed by a twelve member Board of Directors. Nine of these members are chosen from the Councils of the nine incorporated cities or towns, the remaining three are chosen from the County Board of Supervisors. Officers are elected annually. The Authority holds public meetings on the second Monday (except holidays) of each month at the Sonoma County Permit and Resource Management Department hearing room in Santa Rosa.

Function

The SCTA performs several important functions in the local and regional transportation arena. The three major responsibilities of the SCTA are:



Programming transportation funds

Coordinating transportation funds and projects among jurisdictions (local/regional/ state/federal)

Preparing and implementing the comprehensive transportation plan

Programming Transportation Funds

The SCTA is responsible for programming most of the state and federal funds available to Sonoma County for roadway, transit and bicycle projects. This is discussed in greater detail in the following chapters. The SCTA ensures that these funds are granted and used properly in Sonoma County and assumes responsibility for assisting local jurisdictions in their applications for funds.

Coordinating Transportation Funds and Projects Among Jurisdictions (Local/Regional/ State/Federal)

The SCTA coordinates the activities of local jurisdictions with MTC, the regional transportation agency and Caltrans. As coordinator, the SCTA provides a forum for discussions among local and regional jurisdictions on transportation, congestion management and project delivery.

Preparing and Implementing the Comprehensive Transportation Plan

The CTP is representative of the long range planning and programming function of the SCTA, and effectively updates the 2001 Countywide Transportation Plan.

Other planning documents such as the Best Practices Manual for Smart Growth and the SCTA Bicycle Plan are also within the SCTA workplan.

SCTA Committees and Other SCTA Responsibilities

The SCTA also has the responsibility, through its committees, for reviewing and updating the Unmet Transit Needs Plan, reviewing and prioritizing TDA Article 3 Bicycle and Pedestrian projects, and reviewing and adopting the

Coordinated TDA/STA Claim. *The following standing Committees advise and give input into various issues for the SCTA:*

Technical Advisory Committee (**TAC**)

Citizens Advisory Committee (**CAC**)

Countywide Bicycle Advisory Committee (**CBAC**)

Paratransit Coordinating Committee (**PCC**)

The primary function of the **TAC** is to advise the SCTA on all technical matters. It is composed of Public Works Directors, Planning Directors and Transit Operators from each jurisdiction in Sonoma County. It also includes representatives from Caltrans, BAAQMD, MTC, the North Coast Air Quality District, and the Golden Gate Bridge, Highway and Transportation District.

The **CAC** is composed of fifteen members from specified interest groups and five members from the public-at-large. The primary function of the CAC is to review projects, policy statements and decisions, funding programs, and any other policy matter acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process. The CAC has also been active in promoting Countywide planning and has worked to develop this CTP document. The CAC has been active in addressing issues surrounding possible ballot initiatives to support transportation projects.

The **CBAC** was formed in July 1993 in response to MTC Resolution No. 875. The CBAC advises the SCTA on programming decisions for bicycle funds and aides in project coordination. The CBAC developed a Countywide Bicycle Plan that is available on line at www.sonoma-county.org/scta.

The **PCC** is composed of one potential transit user over 60 years of age, one who is disabled, two representing local social service providers for seniors, two representing social service providers for disabled persons, one representative from each fixed route public transit operator within the county, and a local transportation agency. Each City or Town Council may also appoint one representative. The PCC assists the SCTA in making funding decisions regarding paratransit and transit programs throughout the county. The PCC is responsible for holding the annual Transit Forum, and makes recommendations allocating Section 5310 funds and approval of the Coordinated Claim for Transit.

Sonoma County Transportation Planning Context

The County of Sonoma is located in the Northern California “Wine Country”, approximately 50 miles north of San Francisco. Sonoma County is the largest of the nine Bay Area counties covering 1,576 square miles along the North Coast of the Pacific Ocean.

The main geographical feature in Sonoma County is the Santa Rosa Plain, bordered on the East by the Sonoma and Mayacama Mountains and on the West by the Coastal Range. The Santa Rosa Plain is a flat, smooth valley in the center of the county. Two smaller valleys, the Dry Creek Valley and the Alexander Valley, occupy the northern end of the county. The Sonoma Valley and the Petaluma Valley occupy the southern end of the county. The Russia River, Sonoma County’s major waterway, creates a beautiful meandering path through the heart of the county and westward to the Ocean.



The CTP is designed to address the challenges and opportunities in Sonoma County as they relate to transportation.

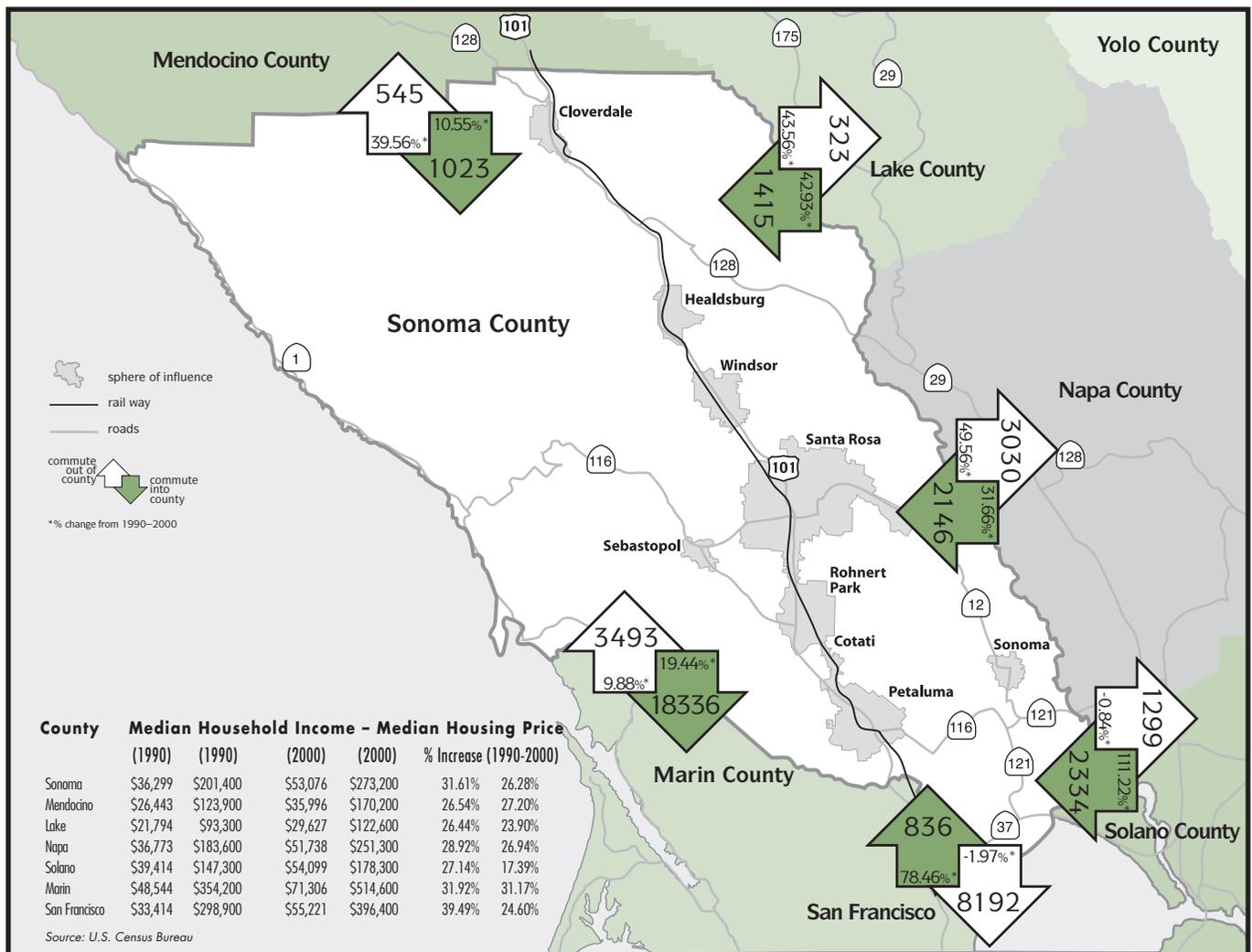
Population growth in the county combined with greatly increased number of vehicles per person (since our roadways were constructed) is leading to greater congestion, longer trips and poorer air quality. Add to this mix the current statewide budget crisis and failure in Sonoma County to pass a sales tax measure for transportation projects and the challenges grow larger.

On the plus side, right of way for the rail line is in public ownership, there is some progress in HOV lane construction, there is increased funding for bicycle facilities and there is a growing movement recognizing the critical link between land use and transportation.

Transportation, Land Use, and the Jobs/Housing Balance

One of the major challenges facing Sonoma County over the next 25 years is striking a balance between economic prosperity and growth management. In order to prevent traffic congestion from growing out of control, the link between transportation and land use must be better managed in the planning process. A critical piece of this puzzle is improving the county's jobs/housing balance. The two maps on the following page show a comparison between the estimated growth in households and jobs in Sonoma County (2000-2030) as well as inter-county commute patterns (1990-2000). As a whole, the first map shows that more jobs are being created in Sonoma than housing. The second map shows how commute flows vary to and from the County in relation to varying levels of household income and housing costs. In the adjacent counties

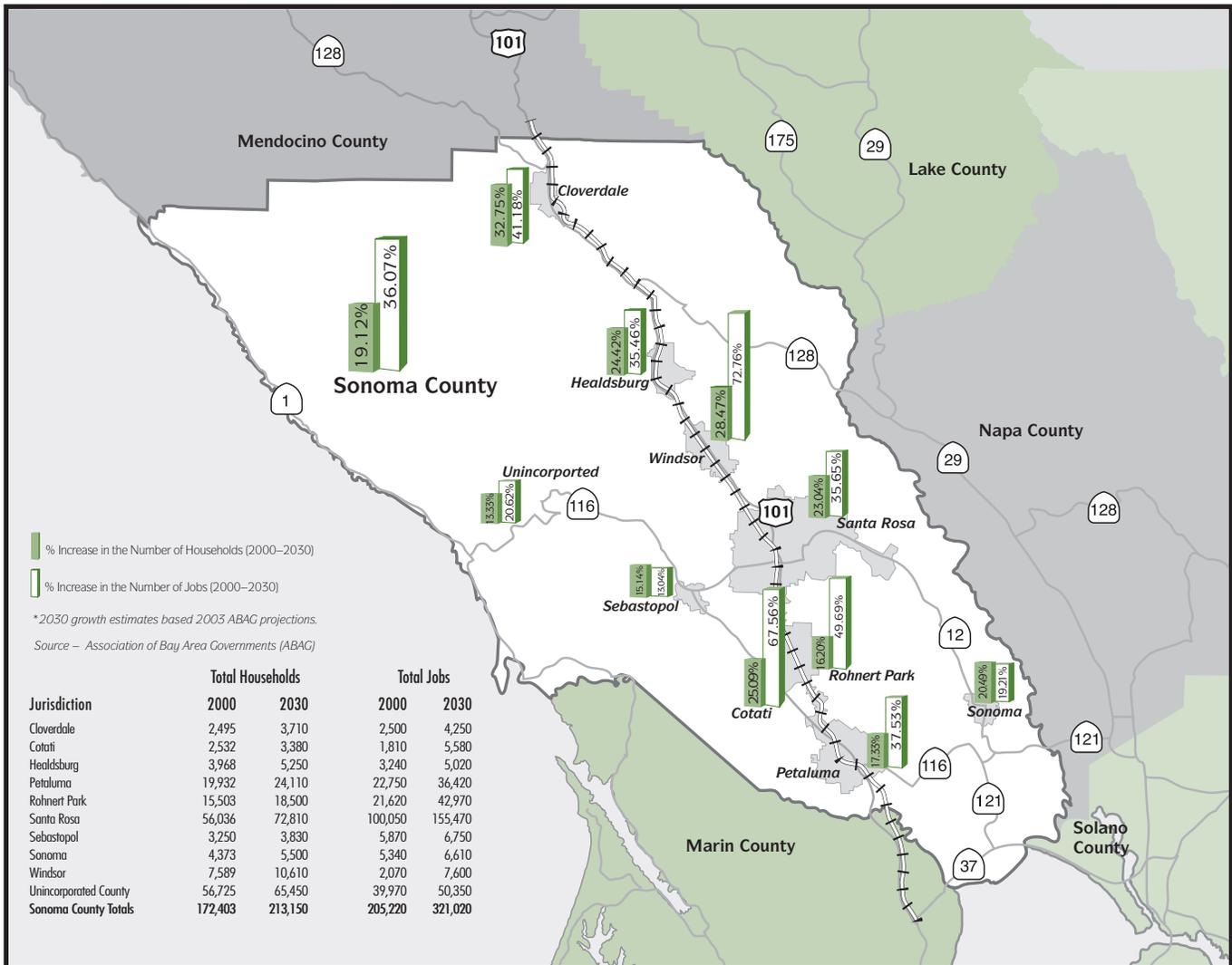
Housing Cost and Household Income for Sonoma and Neighboring Counties (1990-2000)



where the median income and housing costs are lower, more people tend to commute to work in Sonoma than Sonoma residents make the out-commute to those counties. Where the income and housing costs are greater than Sonoma, the reverse trend holds true. The implications of these trends over the next 25 years will be discussed in more detail later in the report.

The maps show the ratio of households to jobs in 2000 and the correspondent commute patterns for Sonoma County. Generally, more jobs are being created in Sonoma than new housing. In the adjacent counties where the median income and housing costs are lower, more people commute to work in Sonoma than Sonoma residents make the out-commute to those counties. Where the income and housing costs are greater than Sonoma, the reverse trend holds true. The implications of these trends over the next 25 years will be discussed in more detail later in the report.

Projected Growth in Households and Jobs For Sonoma County*



Expectations of a Transportation System

People in Sonoma County expect a functioning transportation system now and in the future.

This expectation has been expressed again and again from hundreds of people who have spoken at public meetings about transportation over the past 15 years. They want a system that is quick, cost-effective, environmentally sensitive and convenient.

The CAC of the SCTA facilitated a series of Public Planning Sessions in the summer of 2003 for input into the CTP as well as the Regional Transportation Plan. These meetings were held in Petaluma, Santa Rosa, and Sebastopol. Hundreds of people participated by attending the meetings or by submitting written comments.

It was clear from these meetings that a successful plan must include the following elements:

- Maintenance and expansion of our existing transportation system to include freeway improvements, a passenger rail system, an expanded bus system and new bike and pedestrian paths;
- An easy to use transportation system with seamless linkages between bus systems, the future rail road, the freeway, local streets and roads and bike and pedestrian paths; and
- Maintenance of our quality of life.

Not surprisingly, these expectations did not vary much from the Community Vision created with input from a series of town hall meetings and documented in *Getting Around Sonoma County in 2020...A Vision for Our Future*.

This Community Vision includes:

- A community that is linked together by a transportation network that not only includes the traditional roads, but also buses, bicycle and pedestrian paths, commuter rail service, privately owned vans and tourist and freight trains.
 - A “seamless” transportation system, where people can use a variety of types of transportation for one trip without losing significant amounts of time or money.
 - Transit and road information available and easily accessible 24-hours a day.
 - The Highway 101 Northwestern Pacific Railroad corridor as a primary backbone of this network, with full-service rail complementing a smoothly flowing highway.
 - County roads and city streets that are safe, well maintained and have adequate room for pedestrians and bicyclists.
 - A bus system that is coordinated throughout the county, with frequent service on popular routes.
 - A bicycle and pedestrian path system that allows people to move through the county from East-to-West or from North-to-South on designated routes.
 - A ferry-railroad connection that can get people and goods to other parts of the Bay Area and beyond.
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Measuring Success

The following benchmarks will determine our level of success in achieving the Community Vision:

- No deterioration of current air quality
- Fewer miles traveled by single-occupancy vehicles
- More people using transit (as a percent of the population)
- Greater use of bicycles for commuting to work
- Improvement in flow of traffic on highway and local roads
- Reduced travel time between destinations on public transit
- Increase in the number of people sharing rides to work
- Increase in the number of people walking to work, shopping and doing errands
- Reduction in costs of moving supplies and finished products for local businesses
- Reduction in vehicle miles traveled

Levels of Planning

There are several levels of transportation planning. Each jurisdiction documents their transportation plan within their General Plan and in their Capital Investment Plan (CIP). The CTP is consistent with this local planning. The Regional Transportation Plan developed by MTC for the entire Bay Area incorporates the projects from the CTP at the request of the SCTA. All

of these efforts are regularly updated with input from the public and reflect the changing needs of the community.



The Regional Transportation Plan (RTP)

State and federal law requires MTC to prepare and update a Regional Transportation Plan (RTP). The RTP documents long-range direction for operating, maintaining and improving the transportation system for the Bay Area. It must outline a plan for improvements to the regional transportation system that can be implemented within expected financial constraints over the next 25 years.

The 2005 RTP update, called Transportation 2030 is underway. The CTP should be consistent with the RTP just as the RTP must be consistent with the State Transportation Plan and applicable air quality plans. To obtain funding through many State and federal sources projects must be included in the RTP.

Golden Gate Corridor

The Golden Gate Corridor is called out in the RTP as a major travel corridor. It includes facilities related to U.S. Highway 101, the Northwestern Pacific Rail line and inter-county express bus service. Highway 101 connects seven of the nine cities in Sonoma County and connects the Bay Area to adjacent counties to the north.

Highway 101 serves regional north-south through traffic, inter-county commuter traffic, and local traffic. This results in congestion, sometimes very heavy, during commute hours. The extremely heavy Friday evening northbound traffic and Sunday afternoon southbound traffic attests to the regional use of 101 as a thoroughfare to and from distant endpoints.

Inter-county bus service provides an important Bay Area connection, as will the Sonoma Marin Area Rail Transit (SMART) when it is established.

Golden Gate Corridor Objectives:

- Improve travel on Highway 101.
- Add High Occupancy Vehicles (HOV) and auxiliary lanes.
- Improve interchanges.
- Keep through traffic on the freeway.
- Design an effective, efficient and convenient rail system to:
 - Serve commuters and tourists.
 - Provide freight service.
 - Ensure siting and design of all rail stations is consistent for the whole system.
 - Coordinate good links to and facilities for other modes.
 - Ensure safety by improving rail crossings and seek funds for grade separations.
- Provide additional park and ride lots.
- Enhance Express Bus service.
- Employ “Intelligent Transportation” solutions wherever possible.

Sonoma County 2005 RTP Project List

The SCTA approved a list of projects to be submitted to MTC for inclusion in the 2005 RTP. For more information on the RTP see MTC's website at www.mtc.ca.gov.

The Subarea Approach

In addition to the one subregional corridor (the Golden Gate Corridor) Sonoma County is divided into four County subareas for planning purposes. The subareas have distinct travel characteristics caused by their traffic patterns and surrounding land uses.

The transportation projects within the subareas are multimodal and each mode has identified goals and objectives tied to the subareas.

On the Subarea Map the entire county is shown with the subareas highlighted. Subsequent maps show the Golden Gate Corridor, North/South, Northeast, Southeast and West subareas. Significant local travel corridors are shown as they cross subarea boundaries with cross hatches indicating that a problem or project does not end or begin at a colored line. The cross hatches follow the corridors to their natural termination points.

Benefits of this approach:

- It recognizes that transportation issues transcend jurisdictional boundaries.
- It fosters coordination between jurisdictions in determining common objectives and in prioritizing projects.
- It reflects the county's long-standing policy for city-centered growth.
- Because of their shared needs and overall limited funding, jurisdictions have come together to determine objectives for transportation planning within their subarea.

Plan Goals

A list of goals for the comprehensive transportation system has been created through this planning effort. These goal are not specific to any subarea, but applicable to all of them.

Goals

- ◆ Relieve congestion on roads and highways.
 - ◆ Improve safety and reduce accidents for all modes, including pedestrians.
 - ◆ Improve key connection points between corridors for all modes of travel.
 - ◆ Maximize transportation funding.
 - ◆ Improve travel on Highway 101.
 - ◆ Design, implement and operate an effective, efficient and convenient passenger and freight rail system.
 - ◆ Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead.
 - ◆ Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative.
 - ◆ Develop a transportation system that is consistent with the General Plans in Sonoma County.
 - ◆ Emphasize projects that demonstrate Transit Oriented Development.
 - ◆ Make Sonoma County roads and highways more easily navigable for tourists.
 - ◆ Enhance bus transit service.
 - ◆ Provide facilities to allow functional transfers between modes.
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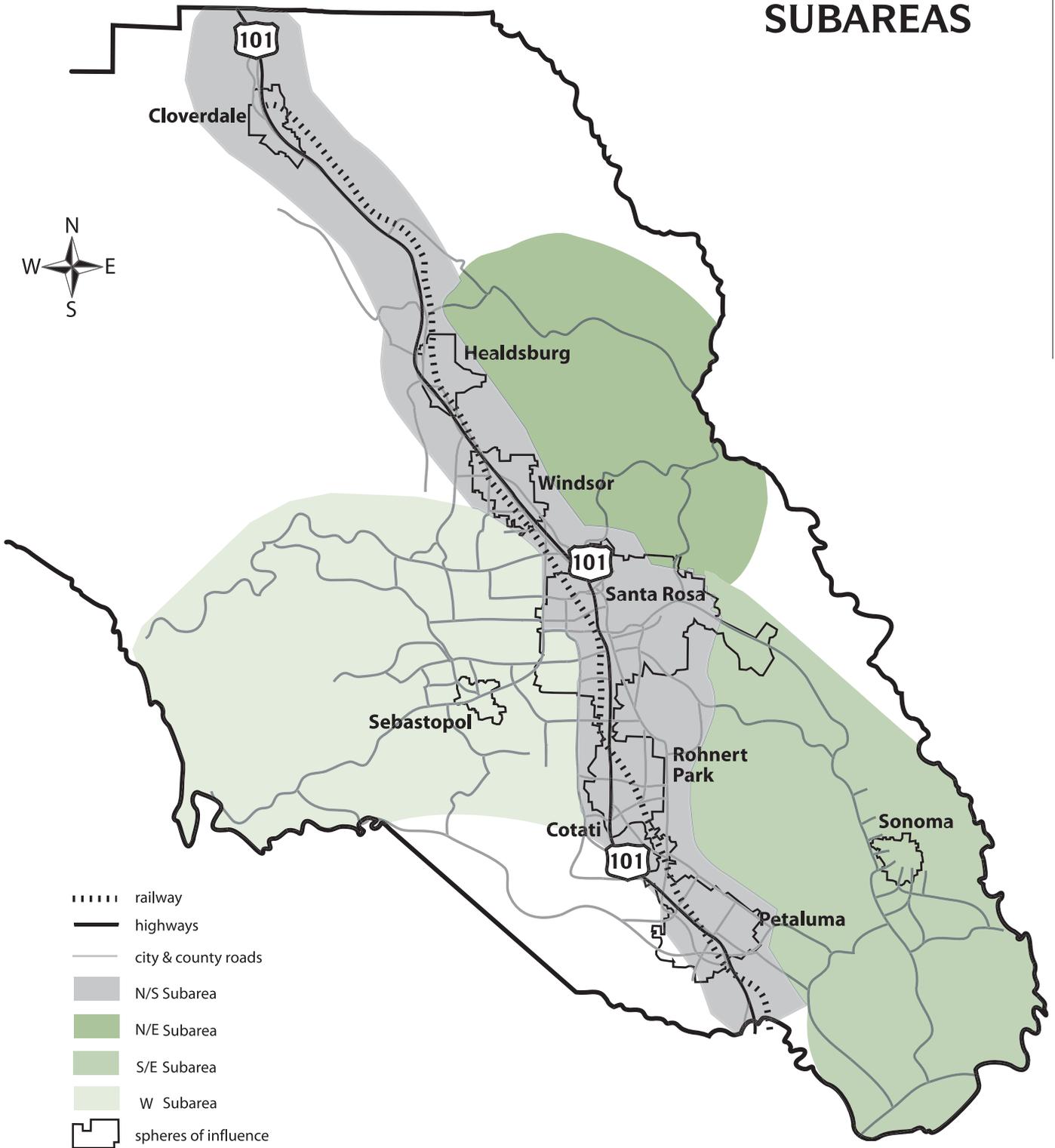
North/South Subarea

The North/South Subarea is the primary corridor for north-south through traffic within the county. Arterials parallel to Highway 101 become congested with overflow from the freeway for local motorists. This subarea is the most urban in Sonoma County and has a majority of the cities within it.

Santa Rosa has the greatest population and the highest number of job sites in the county. Roadways in Santa Rosa serve local traffic as well as through traffic within the county.

The more rural routes of Petaluma Hill Road to the east and Stony Point to the west have increased traffic from motorists attempting to bypass freeway congestion. Congestion at the intersection of Adobe Road and Petaluma Hill Road is a significant problem. Old Redwood Highway connects Petaluma to Rohnert Park and serves as mainstreet for Cotati.

SONOMA COUNTY SUBAREAS



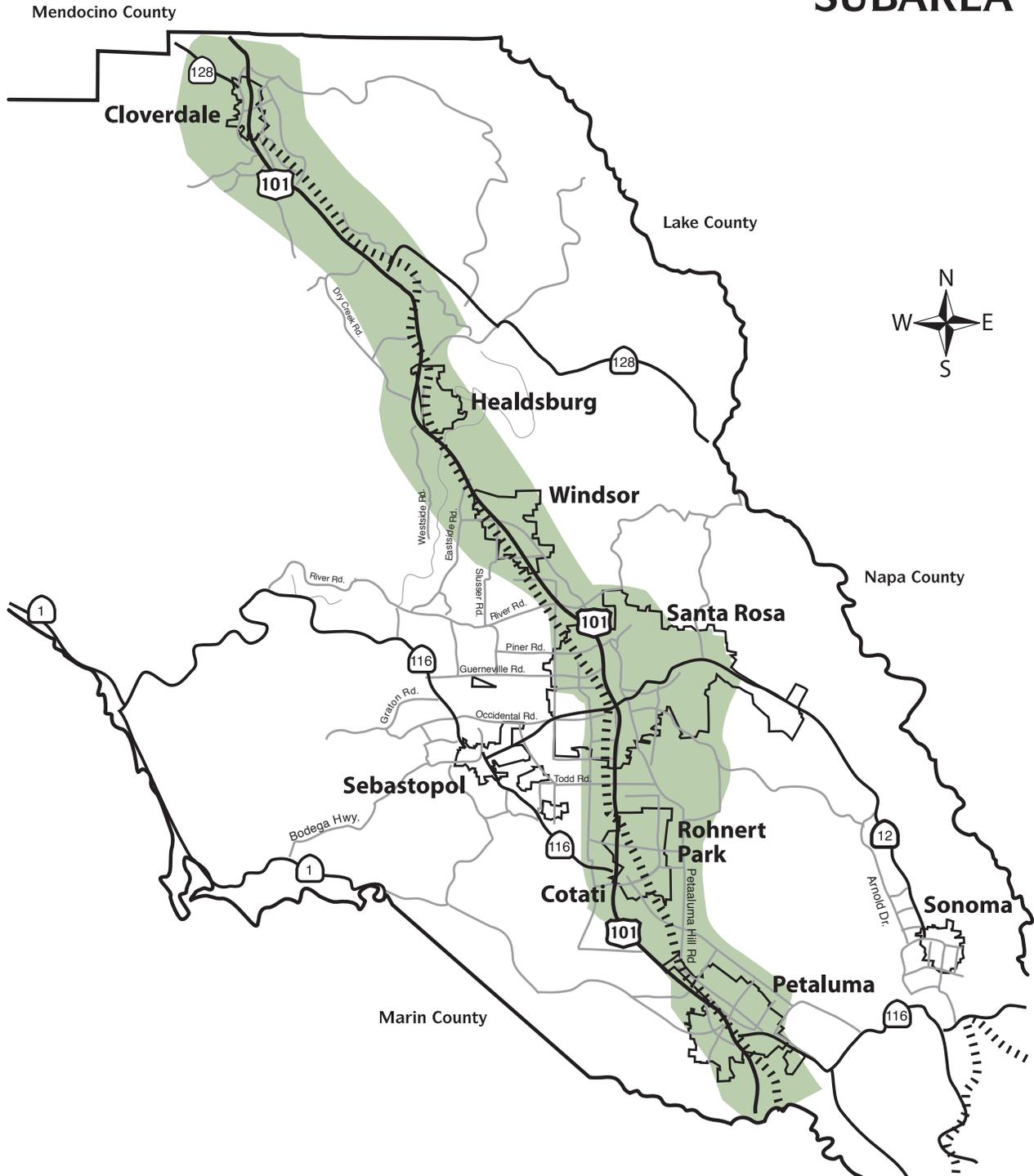
State Route 12 is the primary east-west route through Santa Rosa and serves as a connector to Highway 101. Fountaingrove Parkway and Mark West Springs Road are serving increased through traffic as well as local traffic. On the west side of Santa Rosa, Piner, Guerneville and Todd Roads connect the West Subarea to Santa Rosa and Highway 101.

North/South Subarea Objectives:

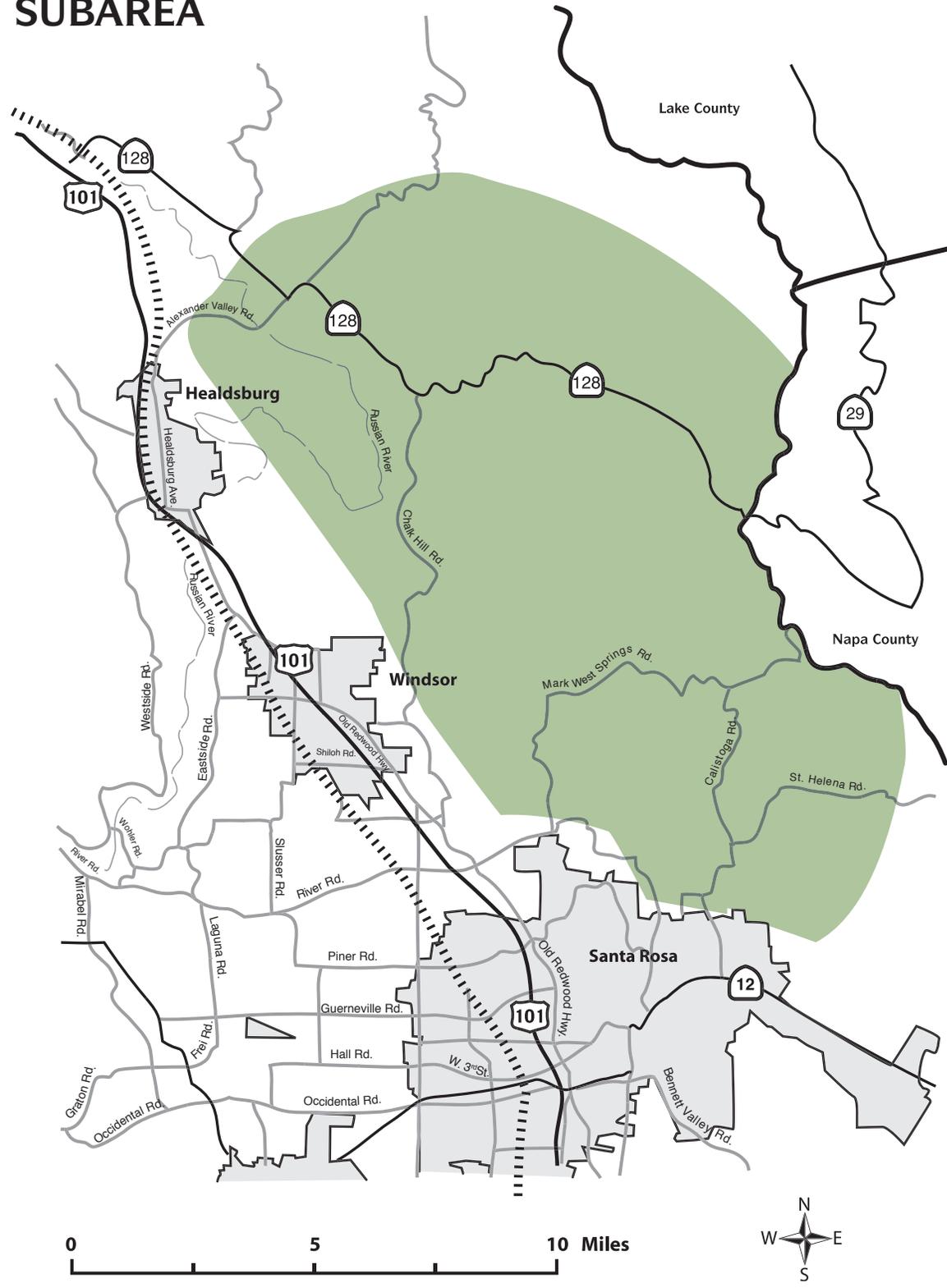
- Relieve congestion on Petaluma Hill Road at Adobe Road and between Snyder Lane and Santa Rosa Avenue
- Discourage through truck traffic on Old Redwood Highway in Cotati
- Keep through traffic on Highway 101
- Improve bike safety and bike continuity through Petaluma
- Relieve congestion at the key connection point of Stony Point Road/Highway 101/Petaluma Boulevard
- Improve east Petaluma and inter-city transit service
- Improve rail crossings and seek funds for grade separations
- Relieve congestion on Stony Point between Hearn Avenue and Highway 12
- Increase the number of transit trips throughout the subarea
- Create functional access to rail
- Improve the intersection at Old Redwood Highway and Fulton Road to relieve congestion and improve bike traffic
- Create bicycle “alternative routes” that don’t go through cities
- Improve access to Hwy 101 in Central Healdsburg
- Seismically retrofit bridges north of Healdsburg to maintain emergency access and for serviceability
- Relieve truck traffic and congestion in southern Healdsburg
- Improve access to jobsites at Airport Business Park and Fountaingrove area
- Improve east-west traffic flow in northern Santa Rosa
- Improve access to and overall circulation at the Charles M. Schultz Regional Airport
- Expand bus transit service between Santa Rosa and Cloverdale

Seven of the nine Sonoma County cities are within the North/South Subarea. They are Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma.

NORTH/SOUTH SUBAREA



NORTHEAST SUBAREA



Northeast Subarea

The dominating characteristics of the Northeast Subarea are the corridors that link Sonoma County to Napa County. Mark West Springs Road, Calistoga Road, Porter Creek Road and Petrified Forest Road have become thoroughfares with traffic moving as quickly as the narrow, hilly terrain will allow. This area is primarily rural and rural residential. Although there are few intersections there are many driveways off these roads, creating a hazardous situation, especially at commute times.

There are no jurisdictions entirely within the northeastern subarea although Santa Rosa, Windsor and Healdsburg are on the borders.

Northeast Subarea Objectives:

- › Improve circulation/relieve congestion on Mark West Springs Road
- › Address truck traffic, commuter needs, bike traffic, safety and multi-county use
- › Improve safety on Calistoga Road and Alexander Valley Road
- › Address truck and commute traffic

Southeast Subarea

The Southeastern Subarea has several distinctive travel corridors including Santa Rosa to Sonoma, and the Highway 37 connectors of Lakeville Road, Adobe Road and Highway 121. All of these routes serve heavy commute traffic and act as relievers to Highway 101. Except for travel within the city of Sonoma all of the routes are rural or rural residential.

The Santa Rosa to Sonoma corridor is served primarily by Highway 12. Winding through the Sonoma Valley, it has commute and tourist traffic. Arnold Drive relieves some of this traffic on the southern end of the stretch and also connects to additional recreation sites.

Adobe Road, Lakeville Road, and Stage Gulch Road are connectors and relievers to other major routes (Highway 101 and Highway 37). They also handle residential and agricultural traffic.

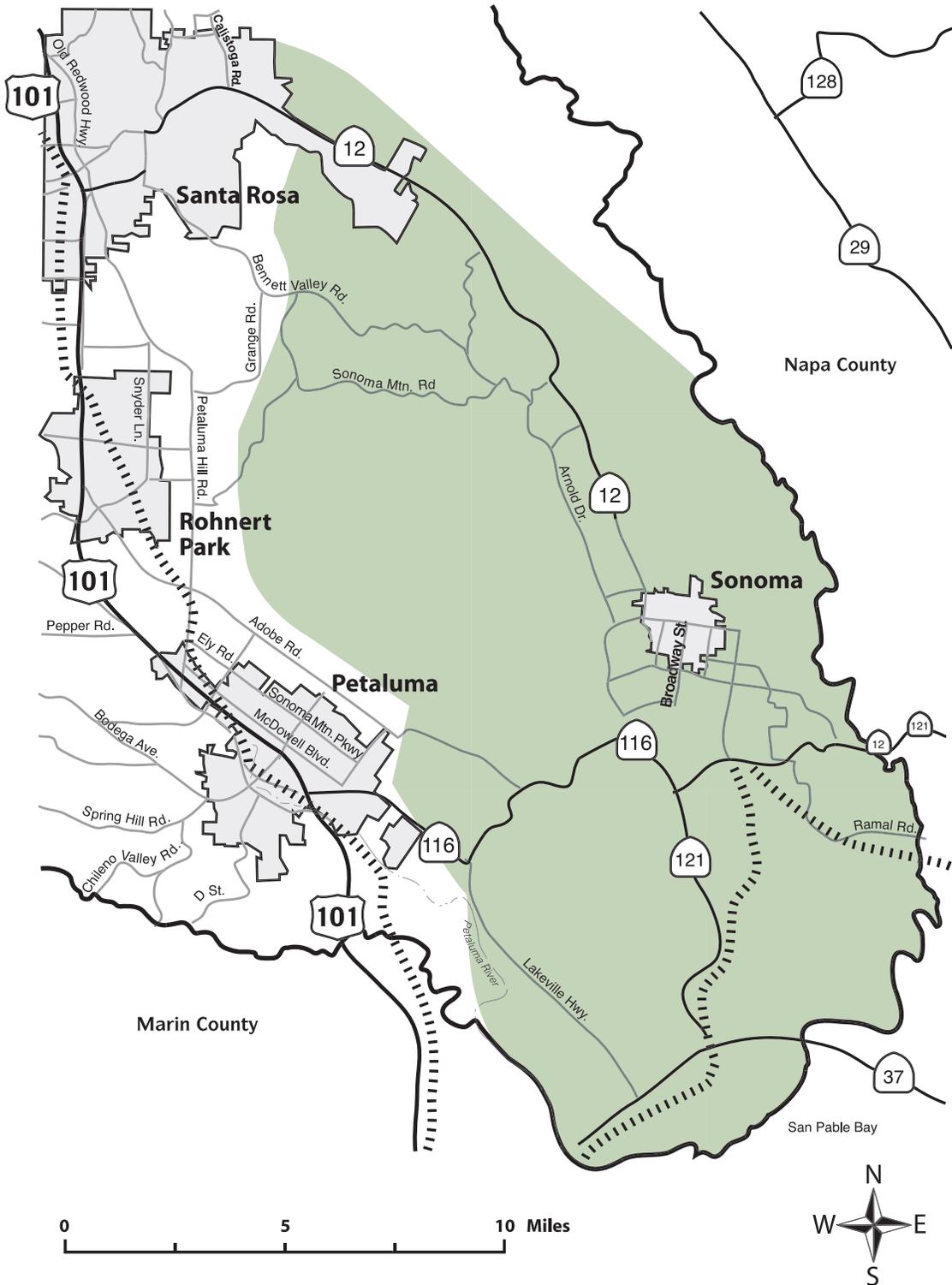
Many of the intersections in the southern part of the Subarea are controlled by stop signs. This is adequate except during commute time when long waits are typical.

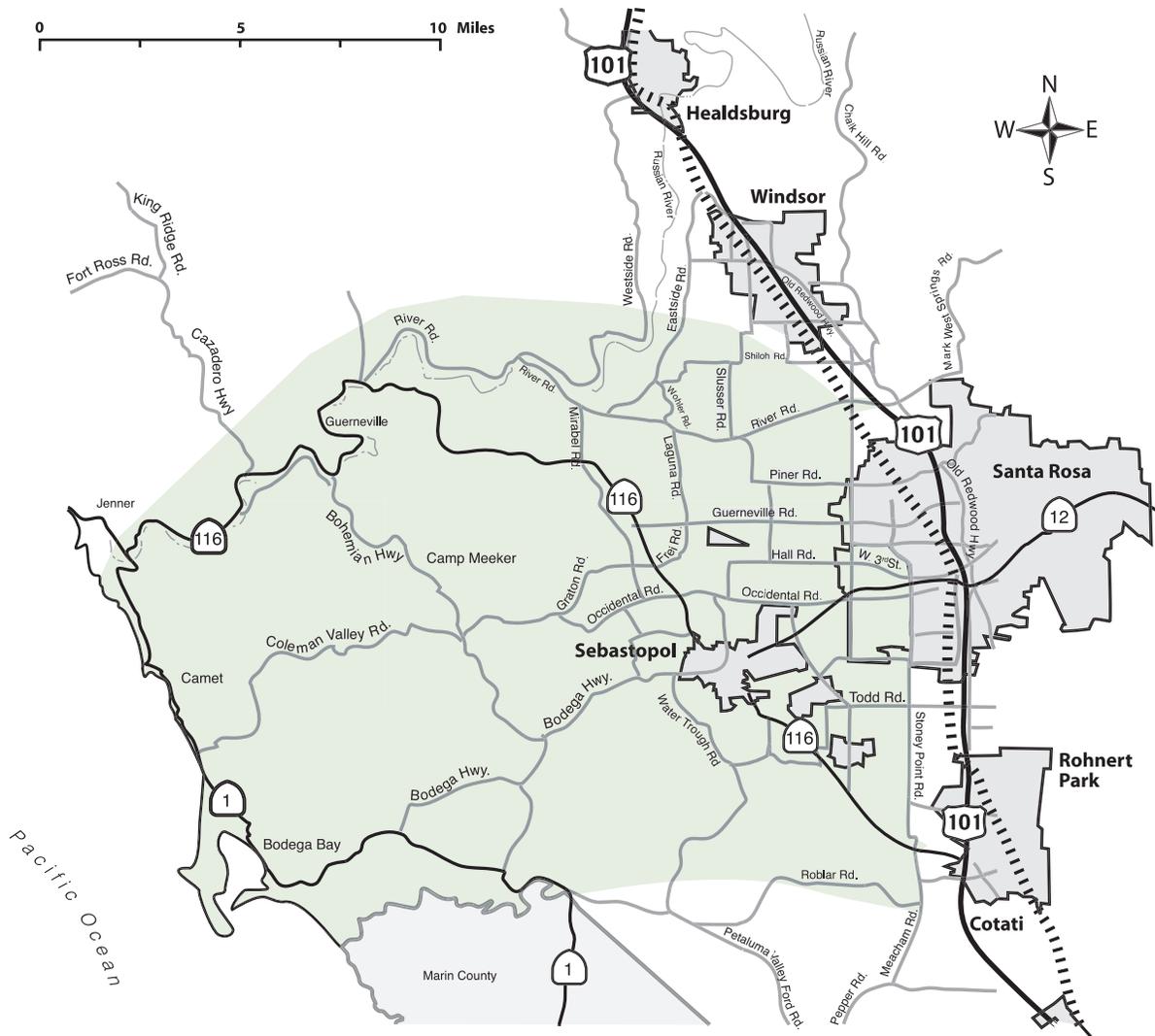
Sonoma is the only city entirely within the southeastern Subarea. The communities of Kenwood, and Glen Ellen are also within the Subarea and Santa Rosa is on the western edge.

Southeast Subarea objectives:

- › Relieve congestion on Highway 12 in Sonoma through Agua Caliente.
- › Relieve congestion and make safety improvements within the 121/12/116/Arnold Drive corridor including 8th Street East, Broadway and other intersections.
- › Increase and enhance transit service as follows:
 - › On Route 30 for students
 - › Reinstate weekend service on Route 40 between Petaluma and Sonoma
 - › Improve transit service to Napa County
 - › Provide feeder bus service to rail
- › Address emergency vehicle and safety issues on Highway 12 in the Oakmont area.
- › Improve rail crossings and seek funds for grade separations.
- › Study participation in future ferry service.

SOUTHEAST SUBAREA





WEST SUBAREA

This subarea includes the city of Sebastopol and the communities of Forestville, Graton, Bodega, all of the communities along the Russian River and the western edge of Santa Rosa. Much of this subarea is a highly populated area of primarily low-density residential development. Most traffic is generated by residents within the subarea, although there is a significant amount of traffic to the coast and the Russian River that originates outside of the West subarea. Included in this subarea are well traveled corridors to the coast and north-south connectors.

Important components of the West Subarea are the roads connecting west Santa Rosa to Highway 116 and Bodega Highway and Highway 116 connecting Cotati (and Highway 101) with Sebastopol and destinations beyond.

West Subarea objectives	
➤	Reduce congestion in Sebastopol on 116/12.
➤	Increase transit service – especially express service to the lower Russian River area.
➤	Ensure the transportation system operates during emergency flood conditions.

Funding and Implementation

This chapter will explain funding sources and the inevitable funding constraints that are prevalent when needs far outweigh the available resources. In transportation, difficult funding challenges constantly arise when decision-makers are faced with having to choose between system maintenance and rehabilitation versus system expansion.



Major revenue sources

The SCTA has oversight over the distribution of nearly all state and federal funding for transportation in Sonoma County. Most of these funds come to the SCTA through MTC. During FY2002/2003 the SCTA was responsible for programming nearly \$83 million to projects ranging from highways to buses to bikes.

Most of the money used for transportation projects is generated from the taxpayers that pay fuel, sales and other taxes and fees. These tax dollars flow into federal, state and local funding pots. The federal funds are used primarily for capital projects such as new highway lanes and rail construction. State funds go to capital projects and cover maintenance and operations of our state highway system. Local funds are used for capital, operations, and maintenance, as well as to match federal and state grants.

Federal Funding Programs

Surface Transportation Program / Congestion Mitigation Air Quality (STP/CMAQ)

The STP/CMAQ funding programs were part of the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and were continued in the 1997 Transportation Equity Act for the 21st Century (TEA-21) and the 2004 bill currently being debated. STP and CMAQ are called flexible funds because they are not restricted to particular modes. CMAQ funds are limited to the implementation of projects that improve air quality. The majority of Federal transportation funding is used for capital projects, such as new highway and rail construction, and for specific projects earmarked by Congress.

Eligible uses for STP funds include:

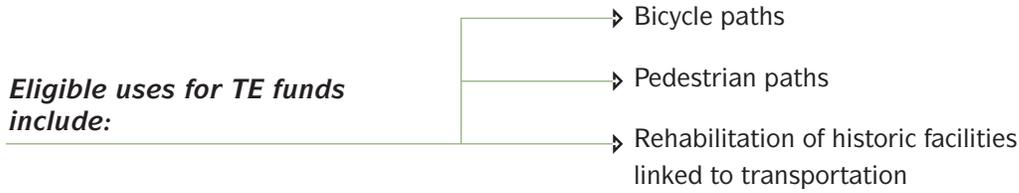
- Roadway or transit rehabilitation
- Operational improvements
- Transit facilities
- Intermodal Port facilities

Eligible uses for CMAQ funds include:

- Bicycle paths
- Transit
- Signal Coordination
- Park and Ride lots

Transportation Enhancement Program (TE)

TEA-21 requires a 10% set-aside for the state's STP allocation to be used for Transportation Enhancement Program (TE) above and beyond normal capital improvements. MTC estimates that Sonoma County will receive approximately \$13.9 million in TE funds over the next 25 years. The SCTA programs a portion of that money while the remaining TE money is programmed by MTC to a program called Transportation for Livable Communities (TLC) for small scale, community and transit oriented projects.



State and Federal Funding Programs

State Transportation Improvement Program (STIP)

The STIP is the largest source of transportation funds made available to the county and is derived from the state and federal gas tax. The funds may be used for capacity-expanding capital transportation projects and for road rehabilitation. The SCTA programs STIP funds every two years. As one of the only funding sources available for capacity increasing projects, the SCTA has traditionally funded Highway 101 improvements from the STIP.

State Transit Assistance (STA)

These funds may be used for transit capital projects and transit operations and are claimed directly by public transit operators.

Transit Development Act (TDA)

TDA funds are the largest single source for transit operating and capital. These funds are generated by a statewide ¼ cent sales tax on gasoline and diesel.

Articles 4, 4.5 and 8

TDA Article 4 and TDA Article 8 provide transit operating assistance and capital projects. TDA Article 4.5 funds paratransit operating and capital projects and represent 5% of total TDA revenue.

Article 3 Program

Each year the SCTA reviews and adopts a program of projects for bicycles and pedestrians to be funded through the TDA Article 3 program. These funds are generated as part of the sales tax and represent approximately 2% of the total TDA funds received in the county.

Gas Tax Subventions

A portion of the State sales tax on gasoline and diesel goes directly to the cities and counties for streets and roads maintenance. This is distributed by a formula based on population and road miles.

Other Funding Programs

Transportation Funds for Clean Air (TFCA)

The SCTA is the program manager for the TFCA funds that come into Sonoma County. These funds are generated through a four-dollar surcharge on vehicle registrations within the Bay Area Air Quality Management District. The Air District covers the southern half of the county (Windsor south). These funds can only be used on specific projects deemed eligible by the Air District. Each year the SCTA approves a program of projects and submits it to the Air District for approval.

Grant Anticipation Revenue Vehicle (GARVEE) Bonds

GARVEE Bonds provide access to a portion of future STIP funds for earlier programming to STIP eligible projects. The federal government established the GARVEE Bond program and the bonds are issued by the state. GARVEE Bonds are repaid by future federal gas tax revenues.

Sales Tax – Self Help Counties

In the Bay Area voters in five counties have passed sales taxes to pay for transportation improvements. In 1998 and again in 2000 Sonoma County voters have had the opportunity to vote for a county sales tax to supplement funding for highways, streets and road, buses and rail. The vote required for the passage of a tax was not reached in either election.

In order to pay for many of the projects described in the 2004 CTP Project List a local source of revenue, such as a sales tax, is required.

Specialized Funding Sources

In addition to the programs described here, smaller, more specialized programs are available to local jurisdictions for specific projects. The State, with the passage of Proposition 116, provides funding for rail projects with a local match and demonstration of ability to operate. The State and Federal governments offer grants through the Office of Traffic Safety and the Safe Routes to School program that are targeted to small scale safety oriented projects. Local jurisdictions also fund transportation projects through Community Development grants and development mitigation fees as well as from their own general funds.

Implementation

After a project is included in a plan the hard work really begins. Once the source, or more often the multiple sources, of funding are identified there must be environmental review, engineering and design work completed before construction can begin. Time and resources are the primary constraints in implementing a project.

Implementation Process

The following table illustrates which level of government controls which types of transportation revenues. A bottom up process is key to identifying funding for projects.

Level	Revenues Controlled	Agency	Related Documents
State	State Transportation Improvement Program (STIP)	CTC	STIP Policy Resolutions Regional Transportation Plan (RTP) Guidelines
Regional (Bay Area)	STIP & CMAQ Transportation Development Act (TDA) State Transit Assistance (STA) revenues	MTC	RTP Policy Resolutions Comprehensive Plan Guidelines County
Sonoma County	County STIP Allocation County RST/CMAQ Allocation Transportation Fund for Clean Air (TFCA) Funds	SCTA	Comprehensive Transportation Plan
Local	Local Gas Tax Property Tax Local Sales Tax Allocation Fee TDA General Funds	Local Jurisdictions Transit Operators	Local General Plans Capital Improvement Plans Short Range Transit Plans

MTC has published a booklet called Moving Costs that describes the funding programs in greater detail. It is available to the public at MTC's website (www.mtc.ca.gov).

Transit Service

Bus Service

Since the late 1970's, public transportation services in Sonoma County have been expanded in an effort to provide a viable alternative to the private automobile. In recent years, however, funding constraints have resulted in fewer expansions of bus service. The passenger rail project is proceeding, but requires a local funding source to be completed.



Fixed-route service has remained relatively steady, with few increases or decreases in recent years. Attention has shifted to expansion of paratransit services in order to meet needs of the rapidly growing population of disabled and elderly transit riders.

The Transit TAC, a subcommittee of the Technical Advisory Committee reviews and discusses the Coordinated Claim each year. The Claim shows the funding and operational agreements between the transit operators in the county. The Transit TAC also addresses countywide transit coordination in scheduling and public outreach.

A Vision for Bus Service in Sonoma County

- Buses are coordinated, with passengers able to transfer easily and conveniently.
- The needs of elderly people, non-drivers, people with disabilities, commuters and students are well served.
- There are seamless links with passenger rail.
- Travel throughout the County is easy and convenient.
- Nontraditional vehicles (vans, trolleys), may be used when appropriate.
- Connections are made between bike lanes / paths and bus service.
- Bus service is safe and inviting.

Objectives:

- ▶ Improve east Petaluma and inter-city transit service. (North/South subarea)
- ▶ Increase the number of transit trips. (North/South subarea, West subarea)
- ▶ Improve access to and overall circulation at the Charles M. Schultz Regional Airport. (North/South subarea)
- ▶ Expand bus transit service between Santa Rosa and Cloverdale. (North/South subarea)
- ▶ Increase and enhance transit service as follows: (Southeast subarea)
 - ▶ On route 30 for students
 - ▶ Reinstate weekend service on route 40 between Petaluma and Sonoma
 - ▶ Improve transit service to Napa County
 - ▶ Provide feeder bus service to rail
- ▶ Ensure the transportation system operates during emergency flood conditions. (West subarea)
- ▶ Enhance Express Bus service. (Golden Gate regional subarea)
- ▶ Enhance existing bus transit services. (all subareas)
- ▶ Provide facilities to allow functional transfers between modes. (all subareas)

Fixed-route Service:

Fixed-route transit refers to transit service that operates on a specific route, without deviations, according to a fixed daily schedule. Local fixed-route services operate within every city. Intercity service is provided by Sonoma County Transit while service to Marin and San Francisco is provided by Golden Gate Transit.

Overall ridership in Sonoma County has increased over the years at a modest rate. In fiscal year 2003 Santa Rosa CityBus provided 2.6 million rides. Sonoma County Transit provided 1.48 million rides and 183,000 rides were taken on Petaluma Transit. Most operators run regular daytime hours, with some weekend services available. Please contact specific operators for more information regarding routes, fares, and specific schedules.

Coordination:

Santa Rosa CityBus and Sonoma County Transit allow free transfers between each system. In addition, a collaborative fare program called the “SuperPass” gives people access to all of Sonoma County’s transit systems including; Sonoma County Transit, Santa Rosa CityBus, Golden Gate Transit, Petaluma Transit, Healdsburg Transit, and Cloverdale Transit. The SuperPass can be used on any of these transit services in any combination within one month and can be purchased at any of the Transit operators’ headquarters.

Service Provider	Number of Routes	Number of Buses	Adult fare	Ave Monthly Passengers
Santa Rosa City Bus	17	29	\$1.00	217,000
Sonoma County Transit	22	54	\$1.05	115,205
Petaluma Transit	3	8	\$0.80	17,300
Healdsburg	1	2	\$1.00	1,058
Cloverdale	1 + on demand	1	\$0.75	600
Golden Gate Transit (Sonoma County)	8	60	\$2.20–\$5.30	115,665

Source: Transit Operators

Paratransit Service:

Paratransit service as required by the Americans with Disabilities Act (ADA) consists of curb-to-curb public transportation for the disabled population. As the population in Sonoma County continues to grow, the number of people needing these services will follow that trend. By the year 2020 the number of people between the ages of 65 and 79 is estimated to be more than double that of the 2000 population projections within that age group.

Sonoma County Transit and City of Santa Rosa each provide (on average) over 2,000 paratransit trips a month. The demand for paratransit services is already high, and there are strong indications that this need will continue to grow.

Bus System needs

One of the most important steps in updating the CTP was developing a list of priority projects and concerns. This section identifies the long-range transportation needs for each of the transit systems within Sonoma County.

This transit plan for the next 25 years includes operations and capital to maintain and to expand service. The cost to expand service to late evenings requires the capital cost of bus purchase, the operating cost (estimated at \$1 million annually for Santa Rosa) and corresponding paratransit expansion costs.

Currently, operating costs are at approximately \$5.75 million annually for Santa Rosa, Petaluma requires \$1.26 million and Sonoma County Transit estimates an average of \$10 million in operating expenses over the next 10 years. The biggest challenge in increasing service is the operations costs. Santa Rosa anticipates that extending service to nights and weekends would cost the city nearly \$2 million. Petaluma is planning on an increase of \$400,000. The County has a plan of phased increases as routes are added or expanded. Those costs are indicated below.

Capital Needs Project List

SONOMA COUNTY TRANSIT

Fixed-Route Capital Replacement Costs:		
FY 2006	40' Natural Gas Bus Replacements	\$7,118,000
FY 2009	35' Natural Gas Bus Replacement	\$450,000
FY 2011	40' Natural Gas Bus Replacements	\$4,000,000
FY 2012	25' Mini-bus Replacements	\$540,000
FY 2013	30' Natural Gas Bus Replacements	\$2,500,000
FY 2014	40' Natural Gas Bus Replacements	\$4,400,000
FY 2017	40' Natural Gas Bus Replacements	\$5,200,000
FY 2018	40' Natural Gas Bus Replacements	\$11,179,000
FY 2021	35' Natural Gas Bus Replacement	\$700,000
FY 2023	40' Natural Gas Bus Replacements	\$6,710,000
FY 2024	25' Mini-Bus Replacements	\$890,000
FY 2025	30' Natural Gas Bus Replacements	\$3,600,000
FY 2026	40' Natural Gas Bus Replacements	\$6,157,000
FY 2029	40' Natural Gas Bus Replacements	\$7,000,000
Total: Fixed-Route Capital Replacement Costs:		\$60,444,000
Paratransit Capital Replacement Costs:		
FY 2004–2007	Paratransit Vehicle Replacements	\$1,233,350
FY 2010–2015	Paratransit Vehicle Replacements	\$3,795,000
FY 2016–2021	Paratransit Vehicle Replacements	\$3,300,000
FY 2022–2025	Paratransit Vehicle Replacements	\$2,780,000
FY 2028–2029	Paratransit Vehicle Replacements	\$2,700,000
Total:	Paratransit Capital Replacement Costs:	\$13,808,350
Fixed-Route & Paratransit Capital Replacements		= \$74,252,350

Capital Needs Project List (continued)

Sonoma County Transit

Fixed-Route Capital Expansion Costs:		
Phase I	New Route 52 Service to Napa	\$90,000
Phase II	Expand Local Transit Service	\$2,200,000
Phase III	New Feeder Service for Rail	\$1,000,000
Total:		\$3,290,000
Paratransit Capital Expansion Costs:		
FY 2004	Paratransit Fleet Expansion	\$139,450
FY 2005	Paratransit Fleet Expansion	\$150,000
FY 2006	Paratransit Fleet Expansion	\$20,000
FY 2007	Paratransit Fleet Expansion	\$80,000
FY 2010	Paratransit Fleet Expansion	\$90,000
FY 2011	Paratransit Fleet Expansion	\$90,000
FY 2012	Paratransiti Fleet Expansion	\$180,000
Total:		\$749,450
Fixed-Route & Paratransit Capital Expansions	=	\$4,039,450
Transit Support Vehicle Costs – Various Years	=	\$510,672
Bus Maintenance Facility Costs – Various Years	=	\$2,823,163
Park & Ride/Intermodal Facility Costs – Various Years	=	\$9,190,418
ANNUAL OPERATIONS (Average FY 2004 – 2013 Only)	=	\$10,000,000

Petaluma Transit

2001& 2013	New Bus Purchases	\$8,000,000
	Increase Transit Facilities – Various Locations in Petaluma	\$600,000
	Feeder Service to Railroad/Park and Ride	\$150,000/yr
capital replacement costs		\$8,000,000
capital expansion costs		\$600,000

Capital Needs Project List *(continued)*

Santa Rosa Transit

2002, 2005, 2008	Paratransit Fleet Expansion	\$1,080,000
2004	Paratransit Fleet Replacement	\$300,000
2010	Paratransit Fleet Replacement	\$390,000
2016	Paratransit Fleet Replacement	\$510,000
various years	Transit Transfer Facilities	\$8,000,000
2002/03	Bus Maintenance Facility Expansion	\$2,625,000
2004	New Routes to Growing Areas of Santa Rosa	\$1,077,000
2010	Replacement Bus Fleet	\$9,100,000
2022	Replacement Bus Fleet	13,000,000
2003	5 Expansion Buses	\$1,375,000
capital replacement costs		\$31,650,000
capital expansion costs		\$5,077,000

Golden Gate Transit

	Port Sonoma Ferry service	\$25,000,000
	Rehab yard in Sonoma County	TBD

RAIL



Vision for Rail:

- Commuter rail service is available to people living and working in Marin and Sonoma Counties.
- Freight service – taking trucks off the highway – is one part of a link that extends from Eureka to the Central Valley.
- Excursion service runs on historical trains.

Objectives

- ▶ Design, implement and operate an effective, efficient and convenient passenger and freight rail system that does the following: (all subareas)
 - ▶ Serve commuters and tourists
 - ▶ Provide freight service
 - ▶ Ensure siting and design of all rail stations in consistent for the whole system
 - ▶ Coordinate good links to and facilities for other modes.
 - ▶ Ensure safety by improving rail crossings and seek funds for grade separations
- ▶ Improve rail crossings and seek funds for grade separations. (North/South subarea, Southeast sub area)
- ▶ Create functional access to rail. (North/South subarea)
- ▶ Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods. (all subareas)

We are extremely lucky in Sonoma County to have a railroad right-of-way that is owned by the public. It is our responsibility to ensure that this resource is used in a way that is economical, efficient and meets the greatest needs. We see commute, freight and tourism services creating a symbiotic relationship that will ensure a solid economic base for the system, as well as meeting a number of different needs.

Sonoma Marin Area Rail Transit District

In January 2003, the Legislature established the Sonoma Marin Area Rail Transit (SMART) District. The new district took over the responsibilities of the former Sonoma/Marin Area Rail Transit Commission and the Northwestern Pacific Railroad Authority(NWPRA). The new rail district is responsible for all planning, implementation and operation of passenger rail services along the publicly held Northwestern Pacific (NWP) right of way, from Healdsburg to Corte Madera. The SMART District was also

designated as the owner of the NWP right of way. In March, 2004 SMART took title to NWPRA's right of way from Healdsburg to Novato. Negotiations are on-going with the Golden Gate Bridge District to take over the NWP title from Novato to Corte Madera.

SMART is currently preparing a full Alternatives Analysis, Environmental Impact Report and Environmental Impact Statement for a 75 mile passenger rail corridor extending from Cloverdale to a San Francisco bound ferry terminal in Marin County. Fifteen stations are under study, along with a proposed maintenance facility, a continuous north-south Class 1 pedestrian/bike facility and transit oriented development adjacent to rail stations.

The proposed operating plan includes peak period service, operating at 30 minute headways, with one mid day train. The diesel multiple unit (DMU) vehicle is proposed as the preferred vehicle and is compatible with freight use based on Federal Railroad Administration requirements.

Detailed preliminary engineering cost estimates will be released in June, 2004. At the time of this draft, SMART's planning cost estimate is \$220-280 million, depending upon the ferry terminal station selected. Operating costs are estimated at \$9-11 million per year. Fare revenue will help reduce those costs annually and are currently estimated at \$3-4 million per year.

Funding for the project currently assumes \$28 million in Prop 116 funds, \$35 million in Regional Measure 2 funds, \$37 million in Traffic Congestion Relief Program (TCRP) funding, and \$2.5 million in Federal Highway Administration (FHWA) station construction funding. The SMART Board is also considering placing a district wide sales tax measure on an upcoming ballot for both construction and operating costs of the system.

RAIL		
	Project	Cost
	Passenger Rail capital - Cloverdale to Marin Ferry Terminal Station	\$220-280million
	Passenger Rail - Average annual operating	\$9-11 million/year

Freight Service

Development of a viable freight service isn't just a county issue. In order to get long-haul traffic on the rail line, we must look at a larger area. Currently, the North Coast Railroad Authority (NCRA) is implementing a program to rehabilitate the right of way to meet minimum standards for freight and passenger excursion service from the national rail interchange near Napa (Lombard) to Willits. NCRA hopes to have the rail and bridge repairs complete and the resumption of freight service on this 142-mile section of track by autumn 2004 or early 2005. Simultaneously, NCRA will begin environmental work north of Willits with the goal of freight service all the way to Arcata by 2006.

Increasing the freight traffic on the rail line will result in fewer trucks on the highway. One analysis estimates that 3,000 trucks a week could be taken off of Highway 101 if we had a fully operational freight system.

Excursion Service

As the owner of the NWP, the SMART Board has expressed an interest in considering future excursion service along the corridor. Although no detailed planning or environmental clearance for this type of service has yet begun, excursion service is envisioned as an opportunity to utilize the NWP capital investment to the economic advantage of both SMART and Sonoma County's tourism and agriculture interests.

Ferry Transportation

Utilizing waterways will allow Sonoma County commuters, recreational users and travelers to get to their destination quickly and efficiently. Whether it's to a sporting event, the museum or the airport, ferries will become an excellent alternative for people. As part of our seamless transportation system, it is critical that ferry service be linked to rail, bus and multi-use paths, and provide adequate parking.

Ferry service linked to train service will also provide tourism opportunities for our local economy. People visiting - or those just wanting a wine country weekend getaway - will be able to incorporate water transit as part of their tourist experience.

The State Legislature has created the Bay Area Water Transit Authority to plan future ferry expansion, and Port Sonoma has been included in their studies.

Highways, Streets & Roads

Highway 101

Seven of the nine cities in Sonoma County are located along Highway 101. Highway 101 connects the cities and also serves as “mainstreet” within them.

Highway 101 serves regional North-South through traffic, inter-county commuter traffic, and local traffic. This results in congestion, sometimes very heavy, during commute hours and often throughout the day. The extremely heavy Friday evening northbound traffic and Sunday afternoon southbound traffic attests to the regional use of 101 as a thoroughfare to and from distant endpoints.

Highway 101 is crucial for the following uses:

- Local movement
- Regional commute
- Tourism
- Movement of goods

Vision for Highway Travel

- Less intense rush hour periods allowing traffic to move at a steady pace.
- Midday traffic moving at the suggested speed limit.
- Reduction in the “bottlenecks” at major interchanges and the Petaluma River Bridge.

Objectives

- ▶ Improve travel on Highway 101 (Golden Gate subarea)
 - ▶ Add High Occupancy Vehicles (HOV) and auxiliary lanes
 - ▶ Improve interchanges
 - ▶ Keep through traffic on Highway 101 (North/South subarea)
- ▶ Relieve congestion on roads and highways. (All subareas)
- ▶ Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead. (All subareas)
- ▶ Relieve congestion and make safety improvements within the 121/ 12/ 116/ Arnold Drive corridor including 8th Street East, Broadway and other intersections. (Southeast subarea)
- ▶ Address emergency vehicle and safety issues on Highway 12 in the Oakmont area. (Southeast subarea)

It is unrealistic to expect traffic to travel at speeds of 65 mph during the peak commute periods. Virtually no one is advocating expanding the freeway to eight or ten lanes - which is what would be required if traffic were to be free-flowing traffic 24 hours a day. It is clear the tradeoff in terms of resources and aesthetics is too high.



Steps Toward Congestion Management

Three basic steps are needed to help reduce congestion on Highway 101.

1. *Increase capacity* by adding carpool lanes, widening the freeway from four lanes to six.
2. *Improve flow* by adding auxiliary lanes, making interchange improvements and utilizing traffic calming measures such as ramp metering where appropriate.
3. *Reduce the number of cars* by improving non-structural alternatives such as telecommuting and staggered work schedules.

Capacity

Highway 101 through most of the county was constructed between 1954-1962. A 1958 traffic count at the College Avenue interchange in Santa Rosa indicated that 15,000 cars a day were using the freeway at that segment. Forty-four years later, a 2003 Caltrans traffic count found that over 120,000 cars a day were traveling on the still four-lane freeway. Planners in the 1950's envisioned a freeway widened to six lanes in the 1970's to handle projected population growth in Sonoma County. Our population has continued to grow, but the freeway has not been widened.

Flow

Improving the flow of traffic is another way to reduce congestion. In crowded conditions a slow driver merging can cause traffic to bottleneck for miles. Methods that improve flow are aimed at providing a cushion for drivers during congested time periods.

There are many different methods to improve flow, including:

Auxiliary lanes such as the one on Highway 101 between Steele Lane and Bicentennial Avenue in Santa Rosa. Auxiliary lanes allow drivers to enter and exit the freeway without slowing traffic.

Ramp metering to control how cars enter onto Highway 101. A fairly long onramp is needed for ramp metering, so traffic doesn't back- up onto surface streets.

Technology options such as electronic speed monitoring and changeable message signs help keep motorists aware and informed.

Roundabouts to replace traffic signals at interchange on-ramps. Drivers using these traffic circles naturally monitor their speed and distance from other cars.

Reduction of Cars

The third tool we can use to help ease the congestion on Highway 101 is to reduce the number of single occupant vehicles on the freeway. One obvious way to do this is to provide reliable, accessible and cost-effective alternatives.

Another traditional method of reducing cars on the freeway includes ride-sharing, which seems most effective for people who live in the same community and work in a distant location. The current Highway 101 park and ride lots are always filled to capacity. Our Community Vision includes incentives (such as park and ride lots, bus connections, employee incentives, carpool lanes, etc.) to increase the number of people sharing rides to work.

We believe that people's access and use of technology will have an even more substantial impact than ride-sharing. Our Community Vision of Sonoma County in twenty years includes an explosion in the number of people doing work, shopping and conducting other transactions electronically. Cutting-edge employers, such as Agilent Technologies and Fair Isaac, actively encourage telecommuting. If the current growth in knowledge-based jobs continues, we envision many more employees using home-based work stations.

We also envision many more people using e-commerce to conduct financial transactions and make purchases. Highway 101 has been coined "Sonoma County's Main Street" for a reason -- 76% of use is by people who are shopping or running errands. Many of these people will increasingly choose to use the information highway.

HIGHWAY 101 PROJECTS

Rank	Project	Cost
	US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane and College Avenue	\$77.5
	Widen US 101 HOV Lanes: Rohnert Park Exp. To Santa Rosa Ave.	\$39.4
	US 101/East Washington interchange improvements in Petaluma	\$7.0
	US 101/Route 116 separation: improve Route 116 onramp to southbound US 101	\$9.9
	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	\$2.5
	Widen US 101 HOV lanes: Steele Lane - Windsor River Rd	\$90.0
	Widen US 101 for HOV lanes: Old Redwood Hwy - Rohnert Park Expressway	\$90.0
	Widen US 101 (adding an HOV lane in each direction) from Marin County line north to Old Redwood Highway in Petaluma and convert some portions from expressway to freeway	\$125.0
1	Railroad Avenue / Hwy 101 Interchange	
2	Hearn Avenue / Hwy 101 Interchange	\$8.8
3	Old Redwood Hwy / Hwy 101 Interchange	\$20.0
4	Airport Boulevard / Hwy 101 Interchange	\$20.0
5	Mendocino Ave/Hopper Ave -Hwy 101 Interchange	\$5.3
6	Todd Road -Hwy 101 Interchange	TBD
7	River Road -Hwy 101 Interchange	\$18.0
7	Mill St. -Hwy 101 Interchange	\$1.4
7	Petaluma cross town connector/interchange	\$33.0
7	Bellevue Ave -Hwy 101 Interchange	\$15.0
11	Dry Creek -Hwy 101 Interchange	\$1.5
11	Baker Avenue -Hwy 101 Interchange	TBD
11	Shiloh Road - Hwy 101 Interchange	\$9.4
	Sonoma County 101 Ramp Metering and fiber optic cable	\$27.7
	Sonoma County 101 Corridor TOS Project	\$17.3

Streets and Roads

Sonoma County has over 2,300 lane miles of city streets and county roads. The full cost to reconstruct this vast infrastructure is over \$2 billion.

In addition, Sonoma County has 250 miles of state roads, including Highways 12, 121 and 116. Sonoma County is geographically large with an extensive system of streets and roads. Although most of the population is clustered within the incorporated cities and along the Highway 101 Corridor, a large percentage of the population lives scattered throughout the County. Many of these people live in areas zoned rural and commute into one of the cities or onto Highway 101. This vast system of roads in the cities and outside of the cities carries a tremendous amount of regular traffic. In addition, congestion on Highway 101 has led to overflow onto other arterials. Routes that used to carry primarily local traffic, like Petaluma Hill Road, Adobe Road, Stony Point and Old Redwood Highway now have freeway type commute traffic. Roads that bypass urban traffic, such as Fountain Grove Parkway, Crane Canyon-Grange around Santa Rosa, and the succession of rural roads that form a beltway around southeast Sebastopol, are all serious transportation problems that may become regional problems.

Vision for Improved Streets and Roads:

- Ongoing, aggressive maintenance of existing streets and roads, including resurfacing and pothole repair.
- Safety improvements on those streets and roads that are highly traveled.
- Re-engineering of those county roads that flood during the winter.
- Traffic flow improvements on highly traveled arterials.
- Accommodations for other modes of travel, as needed, including sidewalks, bike paths and bus stops.

Objectives:

- Relieve congestion on Petaluma Hill Road at Adobe Road and between Snyder Lane and Santa Rosa Avenue. (North/South subarea)
- Discourage through truck traffic on arterials (North/South subarea)
- Relieve congestion at the key connection point of Stony Point Road / Highway 101 / Petaluma Boulevard. (North/South subarea)
- Relieve congestion on Stony Point between Hearn Avenue and Highway 12. (North/South subarea)
- Improve the intersection at Old Redwood Highway and Fulton Road to relieve congestion and improve bike traffic. (North/South subarea)
- Improve access to Hwy 101 in central Healdsburg. (North/South subarea)
- Seismically retrofit bridges north of Healdsburg to maintain emergency access and for serviceability. (North/South subarea)
- Relieve truck traffic and congestion in southern Healdsburg. (North/South subarea)
- Improve access to jobsites at Airport Business Park and Fountaingrove area. (North/South subarea)
- Improve east-west traffic flow in northern Santa Rosa. (North/South subarea)
- Improve access to and overall circulation at the Charles M. Schultz Regional Airport. (North/South)
- Improve circulation / relieve congestion on Mark Springs West Road. Address truck traffic, commuter needs, bike traffic, safety and multi-county use. (Northeast)
- Improve safety on Calistoga Road and Alexander Valley Road. Address truck traffic and commute traffic. (North-east)
- Relieve congestion on roads and highways. (All subareas)
- Improve key connection points between corridors for all modes of travel. (All subareas)
- Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead. (All subareas)
- Make Sonoma County roads and highways more easily navigable for tourists. (All subareas)

Value of existing Streets and Roads Infrastructure in 2004

Jurisdiction	Reconstruct Value
Cloverdale	\$23,464,000
Cotati	\$17,617,000
County	\$1,360,000,000
Healdsburg	\$43,042,000
Petaluma	\$146,000,000
Rohnert Park	\$94,658,000
Santa Rosa	\$469,141,000
Sebastopol	\$23,085,000
Sonoma	\$31,176,000
Windsor	\$72,988,000
Totals	\$2,281,171,000

Source: data from each jurisdiction

Improving our streets, roads and highways

There are several ways to improve traffic flow on the local roads. They are:



Maintain our existing system to better conditions.

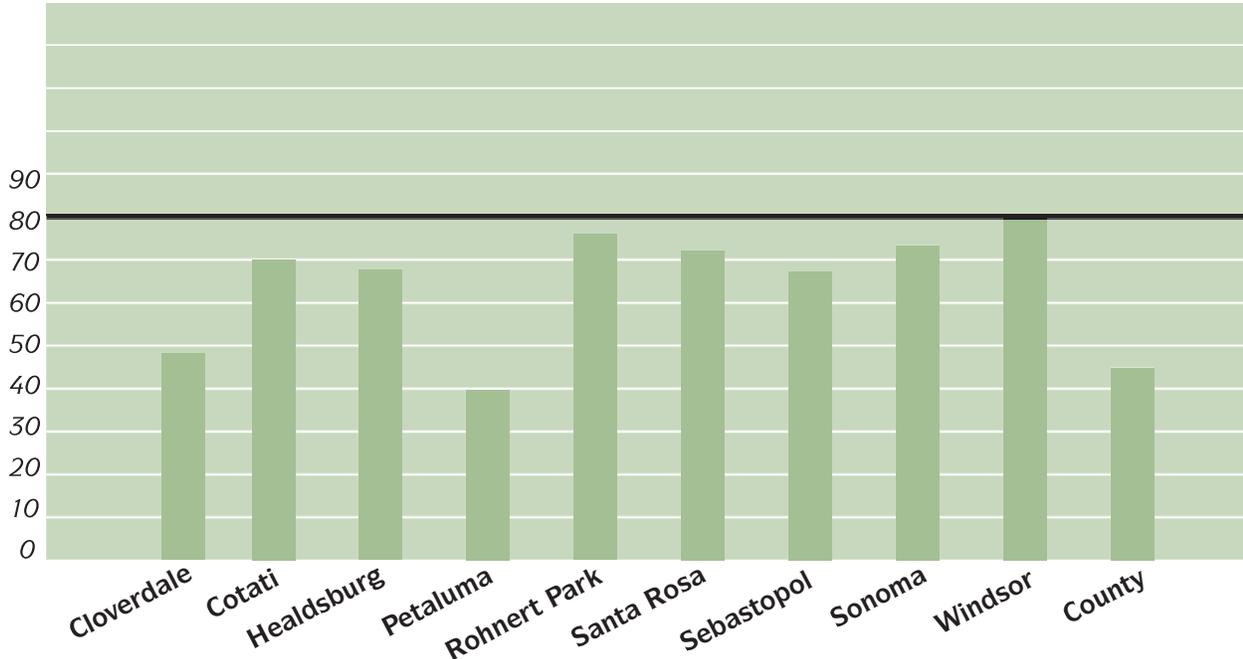
Improve flow by adding capacity, improve channelization and add signalization.

Build new roads to make important connections or relieve overburdened roads.

System maintenance

No one likes potholes, but it is a fact of life that many jurisdictions respond to funding shortages by deferring preventative maintenance. The following chart shows the extent of the need in Sonoma County. The Pavement Condition Index (PCI) is a rating of the quality of pavement. Overall, it is more cost efficient to maintain a road at a higher PCI, with the optimum PCI being 80. It is clear that most of the roads in Sonoma County are below optimum and require a high priority.

Current PCI Rating by jurisdiction - 80 is optimum.



Source: MTC

Improve Flow

Improving flow helps to relieve congestion with a minimum impact and investment. Improved shoulders and intersections help to keep traffic moving smoothly through changing conditions. Bike lanes and walkways keep cyclists and pedestrians out of traffic.

There are many different methods to improve flow, including;

- | | | |
|--|------------------------------|----------------------|
| ■ Improved shoulders | ■ Signal timing | ■ Bike lanes |
| ■ Intersection controls | ■ Walkways | ■ Increased capacity |
| ■ ITS – communication about traffic conditions | ■ Improved connection points | ■ Roundabouts |
-

New Roads

Time has proven that we can't build out of our traffic problems, but an environmentally sound, public involved process can help develop new routes that may minimize unwanted traffic through neighborhoods.

New construction is not always a high priority. It is an option that is considered when the rural character of our roads and the safety and aesthetics of our urban neighborhoods can be preserved or improved.

Road Maintenance/Components of the Pavement Management System

Many jurisdictions respond to funding shortages by deferring preventative maintenance, which allows roadway systems to deteriorate at high rates. As cities and counties concentrate their limited resources on the most obvious needs, such as filling the worst potholes or reconstructing streets with the worst pavement conditions, the critical area of preventative maintenance is neglected. Research has shown that a typical pavement deteriorates 40 percent in quality in the first 75 percent of its life, and then deteriorates another 40 percent in the next 12 percent of its life.

A pavement management system (PMS) allows jurisdictions to identify needs and allocate a sufficient amount of funds to preventative maintenance, which, in turn, lowers the overall cost of maintaining the street network. The cost of preventative maintenance is generally one-fifth to one-

tenth the cost of repairing pavement that is 80 percent deteriorated. Studies of pavement failure and rehabilitation strategies have found that if streets are properly maintained while still in a “good” to “excellent” condition, the total sum of preventative maintenance investment is significantly less than if the pavement is allowed to deteriorate to the “poor” and “failed” conditions and is then reconstructed. The goal of PMS is to raise the condition of the street network so that preventive maintenance is the primary strategy being applied, which will minimize long-term budget needs.

The Pavement Management System is composed of five different processes. They include: (1) entering street inventory data, (2) calculating pavement conditions, (3) specifying maintenance treatments, (4) determining budget and maintenance needs, and (5) formulating budget scenarios. The following discusses these processes and identifies the information that is required in order to complete them.

Street Network Inventory

The first step in establishing a street network inventory is to divide the streets into numbered sections, usually based on City blocks. Each section consists of a street segment that is uniform in its condition, surface type, and width. These sections are the basic management units of the PMS.

Geometric and historical information is entered into the PMS database for each maintenance section. These data includes the section number, beginning point, end point, length, width, surface type, number of lanes, year of construction, and functional class of each section.



A typical inspection unit, usually 100 feet in length for most City streets, is selected from each street section for more careful examination. The inspection unit chosen is typically representative of the condition of the street section as a whole. Generally, an inspection unit includes at least 10 percent of the area of the street section.

Each inspection unit is surveyed for pavement distress for each of the following categories:

- Alligator cracking
 - Distortions
 - Patching
 - Weathering
 - Block cracking
 - Longitudinal and transverse cracking
 - Rutting
-

The guidelines that are followed for inspecting pavement can be found in the Manual for Pavement Condition Index Distress Identification as published by MTC. Once the information is collected, the distress information is entered into the PMS program with the respective quantities and levels of severity.

Pavement Condition Calculation

When the street section information is entered into the program, the PMS program determines pavement conditions based on a rating scheme developed by MTC. The condition of each of the street sections is described by a PCI number, based on the distress observed when the section was inspected. The Pavement Condition Index values range from “Very Good” (PCI = 70 to 100) to “Failed” (PCI = 0 to 25). PCI value calculations are based on accumulated data and pavement testing done by the U.S. Army Construction Engineering Research Laboratory and used within MTC’s program. The program initially assumes each section to be in perfect condition, and lowers its PCI for every distress recorded when it was inspected.

The PCI is separated into five categories that describe the extent of pavement deterioration. Deterioration may be caused by load-related distresses, the environment, or both.

2004	25 year shortfall
Sonoma County	\$644,141,482
Cloverdale	\$8,381,703
Cotati	\$4,741,483
Healdsburg	\$8,141,048
Petaluma	\$213,156,173
Rohnert Park	\$48,846,562
Santa Rosa	\$223,377,322
Sebastapol	\$16,863,695
Sonoma	\$960,309
Windsor	\$9,133,327
TOTAL	\$1,177,743,103

Preventative Maintenance and Rehabilitation Treatment Specification

The PMS program requires a jurisdiction to specify the preventative maintenance or rehabilitation treatment, along with its unit cost, for each PCI category. PMS software then matches each street section with an appropriate treatment based on its PCI. PCI Category II is considered “Preventive Maintenance,” and usually requires crack sealing, slurry seals, or thin overlays. PCI Categories III, IV and V are considered “Rehabilitation”. Rehabilitation treatments range from thin overlays (Category III), to thick overlays (Category IV), to full pavement reconstruction (Category V).

The PMS program also allows the user to specify different treatment strategies for streets, corresponding to their functional classes (residential, collector, or arterial) and their different surface types, including asphalt concrete (AC), asphalt concrete over asphalt concrete (AC over AC), portland cement concrete (PCC), and asphalt concrete over portland cement concrete (AC over PCC). The MTC Pavement Management System User’s Guide can be referenced for a more complete description of the process and criteria for matching the pavement condition with the maintenance type.

STREET AND ROADS PROJECT LIST

NORTH/SOUTH SUBAREA

Rank	Jurisdiction	Project	Cost
1	County	Penngrove Traffic Circulation Improvements	\$15,000,000
1	Santa Rosa	Farmers Lane Extension - construct 3 or 4 new lanes from Hwy 12 to Yolanda or Bllevue	\$20,000,000
1	Santa Rosa	Fulton Road Improvements (combined)	\$18,000,000
1	County	Airport Blvd Widening to 4 Lanes	\$10,800,000
5	Multi	Old Redwood Hwy improvements from Petaluma to Cotati	\$6,000,000
5	Santa Rosa	Stony Point Rd widen & reconstruct from Hwy 12 to Northpoint Pkwy	\$10,000,000
5	County	Brickway Blvd Connect Airport Blvd.-River Rd	\$7,500,000
8	County	Adobe Road Reconstruction - reconstruct portions of Adobe Rd from Hwy 116 to Penngrove	\$11,500,000
8	County	Petaluma Hill Rd -Santa Rosa to Roberts (sections) - widen from Santa Rosa to Roberts	\$13,000,000
8	Rohnert Park	Snyder Lane Widening - widen to 4 lanes from Southwest Blvd to Keiser Lane	\$1,000,000
8	Santa Rosa	Petaluma Hill Rd in Santa Rosa - widen and reconstruct from Snyder Lane to Kawana Springs Rd	\$8,700,000
12	Cloverdale	Cloverdale Blvd/South Interchange Improvement near Hwy 101	\$500,000
12	Cotati/Rohnert Park	E Cotati Ave Hwy 101 to Snyder – implement arterial management	\$1,100,000
12	County	Bennett Valley Rd Santa Rosa - Grange – reconstruct & widen	\$3,800,000
12	Healdsburg	S. Healdsburg Ave./Mill St. Improvements	\$500,000
12	Windsor	Old Redwood Hwy - Hembree Ln to Shiloh Road	\$5,452,300
12	Windsor	Shiloh Rd - Hembree Ln to Old Redwood Hwy	\$2,456,000
12	Windsor	Windsor River Rd - widen & reconstruct from Windsor Rd to Starr Rd	\$537,100

NORTH/SOUTH SUBAREA

Rank	Jurisdiction	Project	Cost
19	Cotati	Railroad Ave Improvements - from Hwy 101 to Petaluma Hill Road	\$550,000
19	Petaluma	Southern Crossing of the Petaluma River	\$33,000,000
19	Windsor	Starr Rd/NWPRR rebuild Grade Crossing**	\$397,000
22	County	Dry Creek Road - Safety Improvements	\$4,100,000
23	Cloverdale	First Street Improvement - widen from Crocker Road to Asti Road & install sidewalk	\$220,000
23	County	Bellevue Ave extension to Petaluma Hill Road	\$5,000,000
23	County	South Wright extension to Todd Road	\$5,000,000
23	County	Todd Road - reconstruct from Stony Point Road to Llano Road extend east to Petaluma Hill Road	\$5,800,000
23	County/Cotati	W Sierra Arterial Improvements – Old Redwood Hwy to Stony Point Road signalization & bike lanes	\$825,000
23	Santa Rosa	Davis Street & 6th Street Traffic Signal Installation	\$250,000
23	Santa Rosa	Dutton Meadows - widen & reconstruct from Hearn Ave to Bellevue Avenue	\$4,500,000
23	Santa Rosa	New traffic signals - citywide in Santa Rosa	\$2,373,000
23	Santa Rosa	West Avenue - reconstruct and widen from Sebastopol Road to South Avenue	\$1,375,000
23	Windsor	Old Redwood Hwy - widen from Arata Lane to North Town Limits	\$1,643,400
23	Windsor	Old Redwood Hwy - Windsor Road to Windsor River Road	\$445,600
23	Windsor	Shiloh Rd - widen to four lanes from Hwy 101 to Skylane Blvd	\$2,363,000
NR	Petaluma	Petaluma Blvd North-Hwy 101 to city limits (approx 300 ft north of Gossage)	\$3,800,000

STREET AND ROADS PROJECT LIST (continued)

NORTHEAST SUBAREA

Rank	Jurisdiction	Project	Cost
1	County	Mark West Springs-Porter Creek Rd -Improve & widen narrow sections, increase shoulder width	\$4,800,000
2	County	Alexander Valley Rd - shoulder widening for bikes & sight distance, eliminate safety issues	\$4,100,000
2	Santa Rosa/ County	Calistoga Rd - Montecito to Hwy 12 - traffic calming	\$250,000

SOUTHEAST SUBAREA

Rank	Jurisdiction	Project	Cost
1	County	Hwy 116 Adobe to Arnold	\$15,000,000
1	County	Hwy116/Hwy 121 intersection	\$5,000,000
1	County	5 signals mid valley (2 on Arnold Dr., 3 on Hwy 12)	TBD
4	County	Lakeville Rd Widen to 4 Lanes from Hwy 37 to Hwy 116	\$22,000,000
4	County	Arnold Drive - construct center turn lane Country Club to Madrone	\$2,500,000
4	Santa Rosa	Hwy 12 - widen from Los Alamos to Pythian	\$15,000,000
4	County	Arnold Drive - Verano to Petaluma Street	\$2,300,000
9	County	8th Street East/Hwy 121 intersection	\$400,000
9	Santa Rosa	Farmers/4th Street - intersection improvements	\$1,500,000
11	County	8th Street East widening Napa Rd to Napa Street	TBD

WEST SUBAREA

Rank	Jurisdiction	Project	Cost
1	County	River Rd. Channelization & Signals - Fulton to Guerneville	\$10,000,000
1	Santa Rosa	Highway 12 - construct an I/C at Fulton Rd.	\$15,000,000
1	County	Forestville Bypass - bypass Hwy 116 through Forestville	\$3,600,000
4	County	Bodega Hwy, west of Sebastopol Upgrade unimproved sect to 36' - full reconstruct	\$5,500,000
4	Sebastopol	Intersection Control on Hwy 116 at 4 locations in Sebastopol	\$1,365,000
7	County	River Rd/Mark West Springs –construct 2 additional lanes from Fulton to Old Redwood Hwy.	\$2,600,000
8	County	Bellevue Ave/Ludwig Ave Connector - realignment of Bellevue from Ludwig to Stony Point Rd.	\$2,900,000
8	County	Hwy 12 widening Llano Rd. to South Wright	TBD
8	County	Todd Rd - widen from Stony Point Rd. to Llano Rd. extend east to Petaluma Hill Rd.	\$5,800,000
8	Santa Rosa	W College Ave Fulton to Stony Point Rd.- widen and reconstruct (includes storm drain)	\$1,500,000
8	Sebastopol	Bodega Ave. Curb Gutter & Sidewalk Improvements	\$421,000
8	Sebastopol	Hwy 116 Curb Gutter & Sidewalk Improvements	\$650,000
14	Santa Rosa	Hearn Ave. realignment - from Corby Ave. to Northpoint Parkway	\$6,000,000
14	Santa Rosa	Sebastopol Rd. - South Wright to Corporate Dr.	\$7,000,000
14	Santa Rosa	Sebastopol Rd.. - upgrade and reconstruct from Olive to Dutton Ave.	\$3,000,000
14	Santa Rosa	West 9th St - widen and reconstruct from Dutton Ave. to Morgan Ave.	\$2,500,000
18	County	South Wright Rd. Extension to Todd Rd.	\$2,900,000
18	Santa Rosa	Ludwig Ave. - widen and reconstruct from Stony Point Rd. to Llano Rd.	\$12,000,000
N/R	County	Sebastopol Bypass - Llano Rd. improvements & extension, Hwy 116 to Occidental Rd.	\$3,000,000

Bicycle Program

Sonoma County is a glorious place to bicycle. It is a destination for recreational cyclists and is home to a growing number of people using pedal power as their primary source of transportation.



Safety is a serious concern, especially for bicyclists sharing the roads with motor vehicles. Countywide, there are marketing efforts to promote bicycle safety and awareness.

Bicycle and Pedestrian Vision:

- A fully implemented Countywide Bike Plan, with trails or designated paths that link all cities and are connected to bicycle paths within cities.
- A safe and comfortable system for bicyclists and pedestrians.
- Enhanced opportunities for tourism.
- A linkage from bike paths to rail stations and bus stops; and a path that follows the Northwestern Pacific rail-right-of-way, creating a north-south linkage.

Objectives:

- ▶ Improve bike safety.
- ▶ Create continuity through cities and between communities.
- ▶ Improve intersections of major roads for bicycle and pedestrian traffic.
- ▶ Create grade separated access across Highway 101.
- ▶ Design highway interchanges so that bicyclists and pedestrians may move across them at street level.
- ▶ Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative.

SCTA Countywide Bicycle Plan:

The purpose of the Bicycle Plan is to act as the comprehensive planning document for bicycle facilities throughout the county. The Bicycle Plan provides information for each of the jurisdictions in the county and identifies existing and proposed bicycle facilities within each jurisdiction.

It is recommended that the Bicycle Plan be updated every 2-3 years to maintain accuracy and as a way of measuring its success.

Policies:

The following policies were drawn from a compilation of policies from all jurisdictions in Sonoma County. These policies are held in common in all of the member jurisdictions. Each jurisdiction must have additional policies pertaining to bicycle and pedestrian facilities, which have been adopted as part of their local bicycle plan or General Plan.

- When road facilities are newly constructed or upgraded careful consideration should be given to include improvements for bicycles.
- Encourage creative development or redevelopment site designs and mixed-use land uses that minimize travel distances and enhance convenience for bicyclists.
- The design of bicycle facilities should adhere to the design provisions as outlined in the Caltrans “Bikeways Planning and Design” chapter (1000) of the Highway Design Manual.
- Planning for non-motorized transportation facilities should consider critical connections to other jurisdictions and closing gaps in existing routes.
- Make use of abandoned railroad right-of-way, natural waterways, flood control right-of way, and public lands or easements for non-motorized transportation facilities where available and appropriate.
- Where available and appropriate make use of railroad right-of-way for non-motorized transportation modes.
- Encourage bicycle safety education programs for adults and youth through schools, law enforcement agencies and other appropriate interest groups.
- Promote safety of multiple user groups such as expanding the “Share the Road” program to make drivers and cyclists more aware of other user’s needs.
- Encourage employers to promote use of bicycles as a viable transportation alternative (e.g. through provisions of economic incentives and shower and bicycle parking facilities).

Consistency and Conformance with other policies and plans:

The Bicycle section of the CTP has been completed with direct support from all jurisdictions within Sonoma County, Caltrans and State and Federal policies. Each jurisdiction discussed bicycle planning either in the circulation element of their general Plans, or in an adopted comprehensive bicycle planning document (or both). Caltrans addresses this issue by considering the needs of all non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. Additionally, the U.S. Department of Transportation encourages the integration of bicycle and walking facilities into all transportation projects. It is recommended that anybody interested in the bicycle/pedestrian facilities in a particular community consult that specific document for details.

Existing Bikeways:

Sonoma County has over 2,300 miles of city and county roads. In addition, there are 250 miles of state roads. Currently, there are over 33 miles of Class 1 (off road) paths and 64 miles of Class 2 on street bike lanes. Local Bicycle Advisory Committees have carefully planned connecting stretches allowing bicyclists to travel more safely to their destinations.

Proposed Bikeways:

Planned Bikeways in Sonoma County North to South. *Note that projects marked  are sponsored by Sonoma County. All other projects are sponsored by the city in which they are located.*

COUNTYWIDE

COUNTYWIDE		
Class	Location	Cost
1	Northwest Pacific Railroad throughout County and cities along rail right of way	

NORTH/SOUTH SUBAREA

CLOVERDALE AREA			
Class	Location		Cost
2	McCray Road	Cloverdale city limits to Hwy. 128*	\$257,600
	Cloverdale Boulevard	Hwy 128 to Third Street	
	Cloverdale Boulevard	Lake Street to Sandholm Lane	
	Foothill Boulevard	School Street to Kelly Road (portions already complete)	
	Healdsburg Avenue	Franklin Street to Cloverdale Boulevard	
	Lake Street	Main Street to Cloverdale Boulevard	
	Commercial Street	First Street to Third Street	
	Main Street	Lake Street to Fourth Street	
2&3	Jefferson Street	School Street to First Street	
	Third Street	Commercial Street to Cloverdale Boulevard	
3	Fourth Street	Main Street to Cloverdale Boulevard	
	First Street	Westerly terminus to east city limits	
	School Street	Cloverdale Blvd. to Foothill Boulevard	
	Sandholm Lane	Foothill Blvd to Cloverdale Boulevard	
	Healdsburg Avenue	Franklin Street to Foothill Boulevard	
	Franklin Street	First Street to Cloverdale Boulevard	
	Franklin Street	First Street to Cloverdale Boulevard	
	Third Street	Commercial Street to Cloverdale Boulevard	
Fourth Street	Main Street to Cloverdale Boulevard		

NORTH/SOUTH SUBAREA

HEALDSBURG AREA			
Class	Location		Cost
1	Foss Creek Northwest Pacific Trail	Healdsburg City northern and southern city limits at Healdsburg Avenue along NWP rail line and Foss Creek	\$3,250,000
2	Grove Street	1408 Grove Street to Healdsburg Avenue	\$141,000 \$770,600
	Parkland Hills Blvd	Healdsburg Avenue to Canyon Run	
	Healdsburg Ave.-Lytton Springs	Alexander Valley Road to Geyserville Avenue	
	Dry Creek Rd.	Kinley Drive. to Skaggs Road	
	Front Street	Healdsburg Avenue to Mason Street	
3	First Street	Mason Street to Piper Street	
	Johnson Street	Piper Street to Powell Avenue	
	March Avenue	University Street to Healdsburg Avenue	
	Powell Street	Johnson Street to University Street	
	University Street	Powell Avenue to March Avenue	
	Lupine Road	Solar Way to cul de sac south of Ferrero Drive	
	Solar Way	Lupine Road to Rosewood Drive	
	Rosewood Drive	Solar Way to Paul Wittke Drive	
Paul Wittke Drive	Rosewood Drive to Healdsburg Avenue		
Piper Street	First Street to Johnson Street		
WINDSOR AREA			
1	Starr Creek	Keiser Park	\$87,000
	Railroad Trails	Town limits	\$112,020
	E. Windsor Creek	Franklin Area	
	E. Windsor Creek Tributary	Behind Middle School	
	E. Windsor Creek	Railroad crossing	\$88,800
	Windsor Creek East Bank	Natalie Drive to Brooks Rd. South	
	Faught Creek	Old Redwood Hwy. to Amie Drive	\$97,800
Faught Creek North Bank	Amie Drive to Shiloh Center	\$19,344	
2	Windsor River Road	Starr Rd to Windsor Road	
	Conde Lane	Mitchell Lane to Shiloh Road	
	Shiloh Road	Skylane Blvd to Hwy 101	
	Old Redwood Highway	Hembree Way to Thrushwing Avenue	

NORTH/SOUTH SUBAREA

SANTA ROSA AREA			
Class	Location	Cost	
1	Santa Rosa Creek Trail	Mission to Streamside	\$200,000
	Santa Rosa Creek Trail	Yulupa to Farmers Ln.	\$1,250,000
	Santa Rosa Creek Trail	Fulton Rd. to Guerneville Rd. 	\$644,300
	Joe Rodota Trail	to Prince Memorial Greenway	\$500,000
	Roseland Creek	Ludwig Ave. to Llano Rd. 	\$380,000
	Highway 101 Overcrossing	near the Santa Rosa Junior College	\$5,433,750
	Piner Creek	Santa Rosa Creek to Hopper Ave.	\$1,147,500
	Colgan Creek	Bellevue Ave. to Hearn Ave.	\$250,000
2	Sonoma Ave.	Santa Rosa Ave. to Farmers Ln.	\$100,000
	Humboldt Ave.	Lewis to Sonoma Ave.	\$200,000
	Santa Rosa west east	W. 3rd street to Montgomery	\$1,777,545
	Santa Rosa downtown	W.9th/7th Street/5th Street Dutton to Brookwood	\$272,265
	Mendocino/Santa Rosa	Fountaingrove Pkwy to Hwy 12	\$448,335
	Chanate/Montecito	Mendocino to Middle Rincon	\$299,700
	Coffey Ln./Dutton Ave.	Hopper to Hearn	\$610,065
	Piner Rd./Russell Ave/Bicentennial Wy.	Fulton to Mendocino	\$247,050
	Range/Cleveland/Olive	Piner to Sebastopol Rd.	\$420,323
	Old Redwood Hwy.	Piner Creek to Eastside Rd. 	\$38,900
3	Stony Point Rd.	Highway 12 to Hearn Ave. 	\$200,00
	Stony Point Rd.	Hearn Ave. to Petaluma city limits 	\$358,100
	Todd Rd.	Highway 101 to Highway 116 	\$45,000
3	Fulton Rd.	Hwy. 101 overpass 	

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NORTH/SOUTH SUBAREA

ROHNERT PARK/COTATI AREA			
Class	Location	Cost	
1	Crossing at E. Cotati Avenue	connecting Laguna de Santa Rosa and Marsh Way bike paths	
	Copeland Creek Undercrossing	Commerce Blvd. to Redwood Drive	\$1,300,000
	Racquet Club Circle	Country Club to Donna Ct	\$250,000
	Hinebaugh Creek Undercrossing	City Center to Labath Avenue	\$1,654,000
	Bike/Ped Bridge over Five-Creek	Between Holly and Fauna	\$100,000
	Copeland Creek/Laguna	Redwood Drive to RP Expressway	\$314,000
	Copeland Creek Overhead Crossing	Over Highway 101	\$3,500,000
	Lanes on State Farm Overcrossing	Commerce Blvd. to Redwood Drive	\$1,000,000
	East Cotati Avenue	Petaluma Hill Road to Snyder Lane	\$502,000
Crane Creek	Snyder Lane to Crane Canyon Regional Park	\$3,000,000	
2	Petaluma Hill Rd.	Old Redwood Hwy. to Yolanda 🌲	\$90,600
	Old Redwood Hwy.	Eucalyptus Ave to Ely 🌲	\$24,800
	Country Club Drive	Fairway to Southwest	\$43,000
	Bodway Parkway	East Cotati Avenue to Camino Colegio	\$29,000
	Commerce Blvd.	East side RP Expressway to Golf Course Drive	\$15,000
	Redwood Drive	City Limit to City Limit	\$44,000
	Rohnert Park Expressway	Commerce Boulevard to Labath Avenue	\$39,000
	Laguna Drive	Redwood Drive to Laguna de Santa Rosa	\$15,000
	Petaluma Hill Rd.	Old Redwood Hwy. to Yolanda	
Old Redwood Hwy.	Eucalyptus Ave to Ely 🌲		
PETALUMA AREA			
Class	Location	Cost	
1	Washington Creek Path		
	Petaluma River Trail Enhancement Project		\$8M
	East Washington Bicycle Pedestrian corridor	from Adobe Road to Bodega Ave.	\$6M
	Adobe Road.	Old Redwood Hwy. to State Hwy. 116 🌲	\$96,000
2	Western - Chilano Valley	Bantam Way to Helen Putnam Park 🌲	\$896,700
	East Washington St.	Adobe Road to Petaluma limits 🌲	\$82,300
	Casa Grande Rd.	Adobe Road to Petaluma limits 🌲	\$205,800
	South Petaluma Blvd.	Rovina Lane to NB Hwy 101 Exit 🌲	\$154,400
3	Bodega Avenue	Paula Lane to Eastman Lane 🌲	\$1,225
	Bodega Avenue	King Road to Ramen Road 🌲	\$1,225

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SOUTHEAST SUBAREA

SONOMA/SONOMA VALLEY AREA			
Class	Location	Cost	
1	Central Sonoma Valley Trail	Verano Ave. to Flowery School 	\$2,850,000
	Sonoma - Schellville	Lovall Valley Rd. to State Hwy. 121 	\$637,500
	South Nathanson Creek	East MacArthur to Fine Ave./Dewell Dr. on east side of creek	\$60,000
	Lovall Valley Rd.	to RailRd. right-of-way	\$10,000
	Safeway parking lot	to Eraldi Park & 4th St. West	\$16,000
	Along Sonoma Creek	West Napa St. to Leveroni Rd./Fifth St. West	\$20,000
2	Fifth St. West	West Napa St. to Leveroni Rd.	\$6,000
	BRd.way	MacArthur & Napa Rd.	\$4,000
	Second St. West & Third St. West	between Napa St. & Andrieux St.	\$4,000
	East MacArthur	BRd.way to 8th St. East	\$7,000
	Newcomb St.	at Fryer's Creek crossing	\$50,000
	Arnold Dr.	Country Club Dr. to Petaluma Ave. 	\$2,060,100
	State Highway 12	Los Alamos Rd. to Boyes Blvd. 	\$93,800
	Petaluma Ave. - Riverside Dr.	Arnold Dr. to Highway 12 	\$366,900
	Leveroni Rd.. - Napa Rd..	Arnold Dr. to Highway 121 	\$39,500
	RailRd. Ave.	Verano Ave. to Boyes Blvd 	\$7,400
	Verano Ave.	Sonoma Creek to Arnold Dr. 	\$9,700
	Fifth St. West	West Napa St. to Leveroni Rd.	\$6,000
	Studley & Oregon St.s	between 5th & 7th St.s west	\$3000
	Fifth St. East	MacArthur to East Napa St.	\$4000
	Lovall Valley Rd.	inside City Limits	\$3000
	Seventh St. West,	jog onto West Spain, to Junipero Serra to Palou St.	\$80000
	West MacArthur St.	BRd.way to Fifth St. West	\$5000
Denmark St.	High School to Fifth St	\$1000	
Fifth St. East	East MacArthur to Napa Rd.	\$4000	
Hillside edge of Montini property	between Verano Ave. & bike path at 4th St. West	\$3000	

Note that projects marked  are sponsored by Sonoma County. All other projects are sponsored by the city in which they are located.

WEST SUBAREA

FORESTVILLE AREA		
Class	Location	Cost
2	River Rd. Old Redwood Hwy. to Armstrong Woods Rd. 	\$161,100
	Mirabel Rd State Highway 116 to River Rd. 	\$500,000
SEBASTOPOL AREA		
2	Redwood Forest Bike Path connects Joe Rodota Trail to West County Trail	\$200,000
	Street Smart Sebastopol Downtown Sebastopol	
	Gravenstein Highway South Lynch and Fircrest intersection improvements	
	Gravenstein Highway North Covert Lane intersection improvements	
	High School Rd. Dei Rd. to Occidental Rd. 	\$12,500
3	Bodega Hwy. Water Trough Rd. to Valley Ford-Freestone 	\$4400
	Sanford Rd. - Hall Rd Occidental Rd. to Willowside 	
WEST SANTA ROSA AREA		
2	Wright Rd. (South) Ludwig Avenue to Lancaster 	\$362,000
	Guerneville Rd. Country Manor Drive to Highway 116 	\$52,300
COAST AREA		
1&2	Highway 1 in Bodega Bay Salmon Creek to Doran Beach Rd. 	\$1,250,000

Note that projects marked  are sponsored by Sonoma County. All other projects are sponsored by the city in which they are located.

Transportation and Land Use

As indicated early in the CTP, transportation and land use are linked in many ways. The location of jobs vis-à-vis housing, commute patterns, location of retail and other services are all considerations in the planning for a transportation infrastructure. This plan must consider local land use decisions and complement the general plans within the county. The

SCTA is committed to transportation solutions that meet a variety of needs and support a high quality of life.



Vision:

- An improved jobs/housing balance that reduces the distance workers commute. This can be achieved through the active encouragement of projects that incorporate the principles of pedestrian or transit-oriented development (TOD) which connect housing to important activities of daily life such as: work, school, daycare, shopping, community events, etc.
- Communities that are walkable and pedestrian friendly.
- Local General Plans that will focus on city-centered growth.
- A transportation system that supports mixed-use developments.
- A transportation system that does minimal harm to air and water quality.

On two key measures of the linkage between transportation and land use, Sonoma County scores very well. On average, people in Sonoma County only travel approximately 12 miles to get to work everyday and 82% of employed county residents work in Sonoma County. We have the lowest in-commute and out-commute ratio of any county in the Bay

Area (ABAG 2003). However, Sonoma County faces significant challenges based on future growth projections. ABAG estimates that the number of jobs created in Sonoma will increase by 36% in 2030 while housing is only projected to grow by 19% (refer to page 10). From a transportation perspective, these trends present a number of potential problems because the predominant intra-county commute pattern relies too heavily on the automobile and the road segments that support the lesser inter-county commute will continue to become more congested as more Bay Area residents commute to Sonoma to take advantage of the growing job market.

The SCTA Vision focuses on future opportunities. It recognizes that land-use policies can influence transportation patterns and that simply changing our transportation policies cannot solve land use problems. There are other factors – primarily housing availability and affordability – that also influence land use decisions. Therefore, the vision focuses on those land use issues that are relevant to transportation. Through the deployment of various TOD strategies, SCTA is committed to improving transit accessibility and non-motorized mobility in an effort to enhance people’s travel options, reduce congestion, improve air quality, and encourage high density – mixed use reconfiguration of current land use patterns where feasible.

Smart Growth Initiative

The SCTA is participating in ongoing efforts related to regional smart growth initiatives. In the fall of 2000, MTC joined forces with four other regional agencies – the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and the Regional Water Quality Control Board (RWQCB) – as well as the Bay Area Alliance for Sustainable Development to investigate smart growth and sustainable development in the Bay Area. One goal is to develop consensus on a set of “best practices” and financial incentives to spur similar smart growth efforts in Sonoma County. The agencies also intend to work with local governments to identify environmentally important areas that should be preserved or enhanced, as well as to define appropriate land use patterns for those areas deemed suitable for development.

The SCTA kicks off its T-Plus (Transportation Plus) program in the summer of 2004 in cooperation with the regional effort led by MTC. The T-Plus program has been initiated by MTC as a way to develop policy tools and planning strategies that better integrate the transportation and land use decision-making process. In support of this initiative, the SCTA is refining its modeling capability to better understand and predict the causes and effects of traffic and the connection to how

we live and work. Workshops and meetings to solicit public input will culminate in a Transportation and Land Use toolkit and best practices manual. This is the first step in implementing a local program of incentives to encourage smart growth principles.

The Planning Directors from the cities and County are considering the following policy statement advocating the adoption of a smart growth strategy for Sonoma County.

Goal: *Provide a well-integrated circulation system that supports “smart” growth principles and the city-centered growth philosophy, through a collaborative effort of all the cities and the County.*

Objectives:

- ▶ Utilize a growth management strategy that emphasizes a jobs/housing balance tied to housing affordability in providing development allocations.
- ▶ Design and build “walkable communities”, making trips on foot easier, safer and more pleasant.
- ▶ Concentrate growth in city centers and around exiting travel routes, focusing on transit.
- ▶ Support development and implementation of a rail transit system along the SMART ROW, including the necessary supporting transit network (bus, bike, ped, etc).
- ▶ Focus commute and through traffic onto US 101 and designate major arterial routes to serve primarily as connectors between urban areas (rather than as relievers to US 101).
- ▶ Each jurisdiction takes responsibility for accommodating future traffic within its jurisdiction as much as possible rather than relying upon roadways through surrounding communities.
- ▶ Provide east/west connectivity within each community including interchange improvements, transit/rail stops, and pedestrian enhancements to improve access to US 101 and the rail/transit system.
- ▶ Reduce travel demand by striving to provide a jobs/housing balance (1.5 jobs per household) concentrating a mix of jobs and housing along the rail corridor and other transit centers.
- ▶ Support a countywide sales tax to pay for the major regional Circulation and Transit system improvements, such as Rail system and US 101.
- ▶ Develop and adopt a subregional traffic mitigation fee and/or require a fair share contribution towards major subregional improvements that lie outside of the local jurisdictions but are affected by growth within the cities and county.
- ▶ Monitor the effectiveness of the Circulation and Transit system by maintaining an ongoing countywide traffic-modeling program through the SCTA.

Preservation

Sonoma County has made great strides in protecting our community's natural resources.

In 1990, voters approved a 1/4 cent sales tax for the purchase of agricultural and open-space easements, creating the Agricultural Preservation and Open Space District. The District has annual revenues of approximately \$13 million, which is for agricultural land preservation and open space acquisition in accordance with the Expenditure Plan approved by the voters.

Additionally, eight of nine Sonoma County cities have voter-approved urban growth boundaries that restrict development and reduce urban sprawl. The County also has an ordinance that limits development of property between cities with urban growth boundaries.

In 1998, voters approved Measure D, ensuring that a greenbelt will be preserved between Marin and Sonoma.

Innovative Transportation Solutions



Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is defined in TEA-21 as electronics, communications, or information processing used alone or in combination to improve the efficiency or safety of a surface transportation system. ITS refers to electronic and communication systems that can be used for collecting, processing, disseminating or acting on information in real time to improve the operation, safety, or convenience of the transportation system(s). A “smart” system is an adaptive traffic signal system that uses real time data to set traffic signal operations, i.e. it responds to current traffic conditions to optimize traffic movement on streets.

The City of Santa Rosa plans to replace the existing citywide traffic signal system with a “smart” Traffic Signal and Intelligent Transportation System that will adapt to continuous changing traffic conditions. This will improve traffic circulation, decrease congestion and improve the streets for all users, including bicyclists and pedestrians.

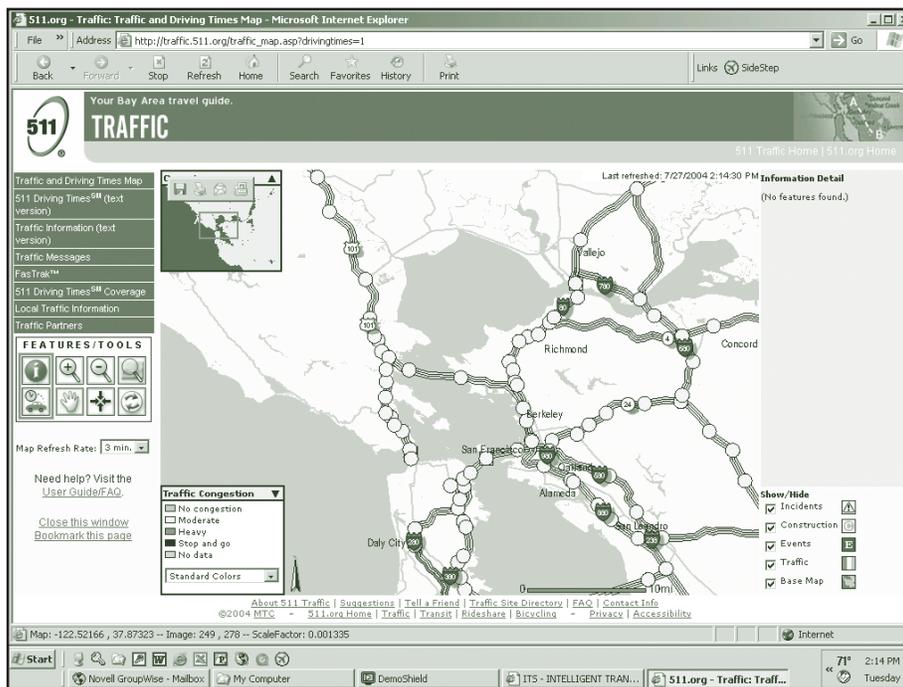
The A “smart” system works by using high-speed personal computer traffic controllers with video detection and an interconnect wiring network that allows transmission of high levels of data and information. At intersections A “smart” system signals give priority to emergency vehicles and buses and detect all vehicles, bicycles and pedestrians. Citywide the ITS has the ability to readily provide information about traffic conditions to the public, and a staff that will provide the engineering and maintenance expertise to facilitate optimal operations of the system.

Regional Rideshare Program

In association with MTC, the SCTA promotes and facilitates carpooling as a commute alternative to reduce congestion on Sonoma County Road roads. With services provided under contract by RIDES for Bay Area Commuters (RIDES) an automated ride-matching system assists commuters in forming carpools and vanpools. Commuters and employers learn about the services through worksite demonstrations and special promotional events.

511

511 is a new phone and Web service (www.511.org) that provides information on traffic conditions bus service, bicycle routes and carpooling. The carpooling information is interactive, creating a Bay Area wide database of motorists interested in sharing rides.



Telecommute Centers

Recognizing the loss in productivity that occurs when employees travel during peak commute periods, some employers have developed telecommute centers for their employees. Employees who live in Sonoma County can stop by the center in the morning, work for a few hours or all day, and drive to headquarters when traffic has cleared up.

These centers could be company specific satellite offices or general resource centers that could provide services to many businesses at once.

These strategies, in addition to flexible or non standard work hours increase efficiency by keeping employees out of the heavy commute traffic.