

# *Chapter 2*

---

## *Vision of the Future*

Sonoma County Today and Tomorrow .....	8
Expectations of a Transportation System.....	13
A Community Vision .....	14



## Sonoma County Today and Tomorrow

Sonoma County has seen substantial growth over the past twenty years. More people in the County clearly leads to more cars on the road, and, in some areas, radically different traffic patterns.

It is expected that this growth will continue in the next 20 years, then level off as the population begins to age.

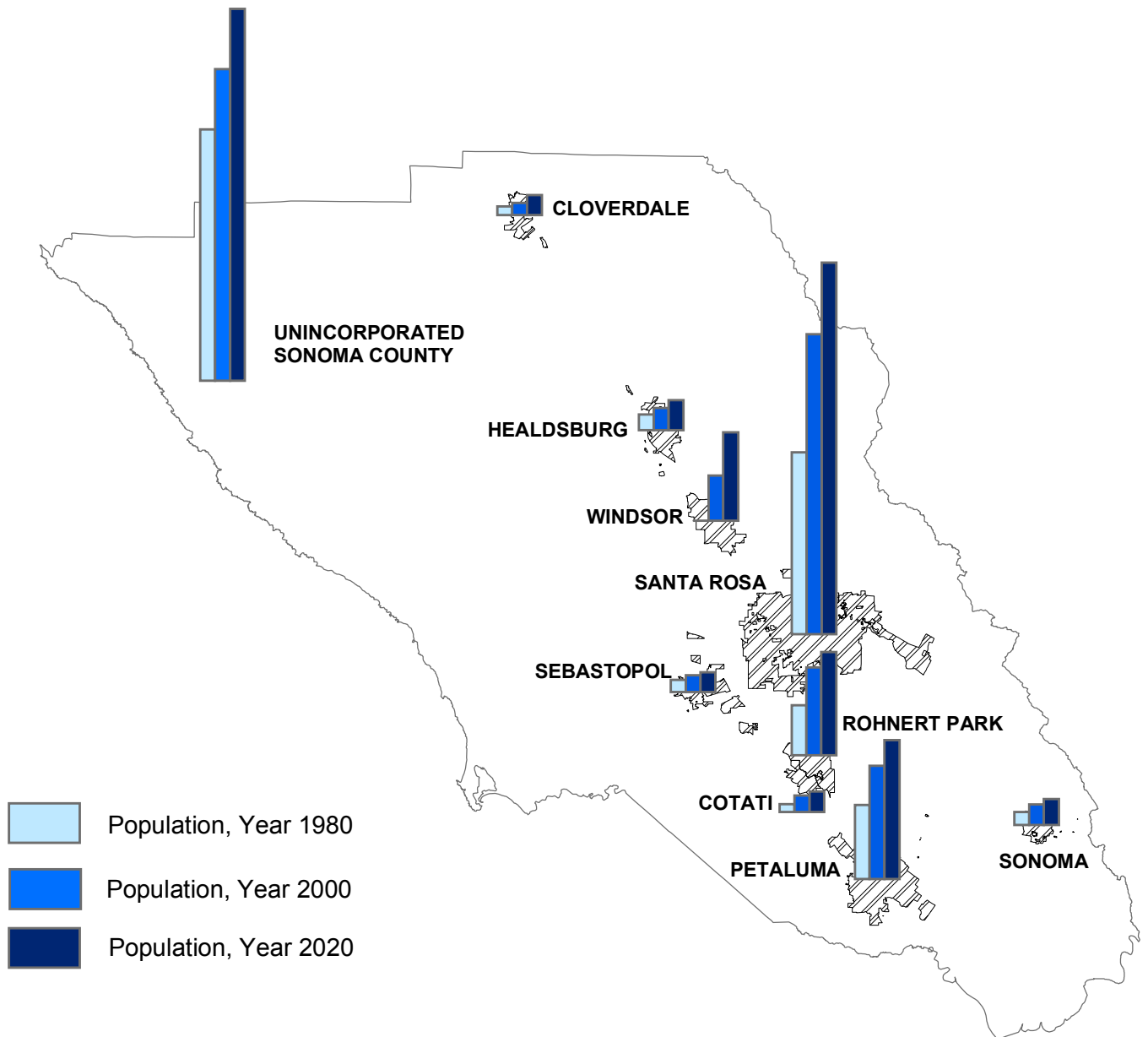
Where will most of this growth happen? If population patterns follow the current trend – the answer is everywhere. Cities in northern parts of the County, especially Cloverdale and Windsor, can expect substantial growth in the next 20 years, with Windsor’s population projected to nearly double (to 40,500).

<b>Sonoma County Population</b>					
	<b>1980</b>	<b>2000</b>	<b>growth</b>	<b>2020</b>	<b>growth</b>
Cloverdale	3,989	5,600	40.4%	9,300	66.1%
Cotati	3,346	7,000	109.2%	8,600	22.9%
Healdsburg	7,217	10,000	38.6%	13,600	36.0%
Petaluma	33,834	51,800	53.1%	63,500	22.6%
Rohnert Park	22,965	40,300	75.5%	47,300	17.4%
Santa Rosa	83,320	137,400	64.9%	170,300	23.9%
Sebastopol	5,595	7,700	37.6%	9,000	16.9%
Sonoma	6,054	9,500	56.9%	11,800	24.2%
Windsor	n/a	20,700	n/a	40,500	95.7%
Unincorporated County	133,361	165,300	23.9%	197,300	19.4%
Sonoma Co. Totals	299,681	455,300	51.9%	571,200	25.5%
<i>Sources: ABAG, California Department of Finance</i>					

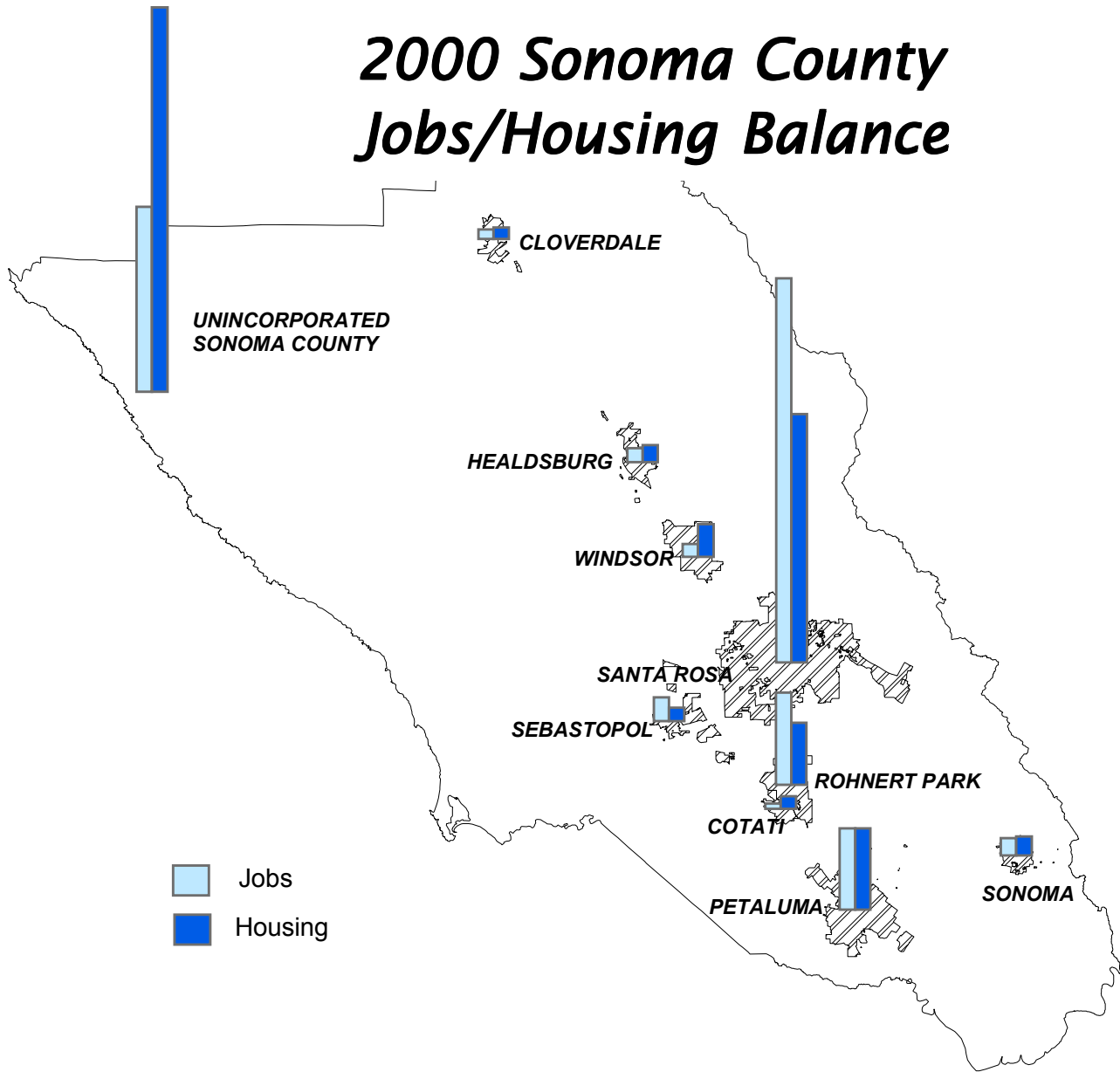
The countywide policy of city-centered growth will keep the population of the unincorporated County at 19.4%, less than the County as a whole, forecasted at 25.5%.

Along with the increase in the number of people comes an increase in jobs, housing and need for services. The location of those jobs, houses and services will have a direct impact on the amount of traffic.

# Population Growth, 1980-2020 Sonoma County



# 2000 Sonoma County Jobs/Housing Balance



### Jobs Housing Balance

The economy in Sonoma County has been healthy and remains strong. It is expected that new jobs will continue to be created in the County, an overall increase of 47%. The greatest percentage in growth is forecasted in the northern portions of the County, 134% in Windsor, 118% in Cloverdale, 115% in Healdsburg. The greatest actual increase in number of new jobs (43,340) will be in Santa Rosa. Housing is also expected to increase countywide, but only by 25%. The lag in housing availability compared to jobs contributes tremendously to the strain on the transportation system.



<b>Sonoma County Jobs/Housing Balance</b>						
	<b>Jobs Growth 1980 – 2020</b>			<b>Household growth 2000–2020</b>		
	<b>1980</b>	<b>2000</b>	<b>2020</b>	<b>1980</b>	<b>2000</b>	<b>2020</b>
Cloverdale	1,825	2,440	5,120	2,137	2,310	3,630
Cotati	844	1,730	5,340	1,486	2,940	3,620
Healdsburg	3,381	4,180	8,910	3,355	4,100	5,510
Petaluma	10,432	21,140	32,510	12,484	19,490	23,340
Rohnert Park	5,280	24,800	37,720	8,813	15,440	20,650
Santa Rosa	55,926	109,980	153,720	40,433	63,820	79,880
Sebastopol	3,220	6,430	8,190	2,898	3,280	3,810
Sonoma	4,505	4,740	6,060	3,980	4,790	7,090
Windsor	892	1,900	4,450	2,156	7,290	14,370
Unincorporated County	17,051	26,190	37,090	36,733	48,060	53,930
<b>Sonoma Co. Totals</b>	<b>103,356</b>	<b>203,530</b>	<b>299,110</b>	<b>114,475</b>	<b>171,520</b>	<b>215,830</b>

Source: ABAG

## Number of Registered Vehicles

The number of vehicles has increased even more than the number of people. Fifty years ago there was one vehicle (fee paid registered vehicle) for every two people. In 2000 there was nearly a car per person.

Funding for transportation improvements has not kept up with the obvious needs of the County. This has led to a situation with no clear single solution. The *2001 Plan* seeks to clarify our transportation vision and create opportunities to choose a variety of solutions. It will also help to identify our priorities so when funding does become available the SCTA can make strides toward a better



Fee paid registered vehicles in Sonoma County			
Year	Registered Vehicles	Population	Vehicles per person
1950	52,007	103,405	0.50
1960	80,995	148,800	0.54
1970	138,018	204,885	0.67
1980	240,204	299,681	0.80
1990	332,841	388,222	0.86
2000	401,118	461,700	0.87

Source: California Department of Motor Vehicles

## **EXPECTATIONS OF A TRANSPORTATION SYSTEM**

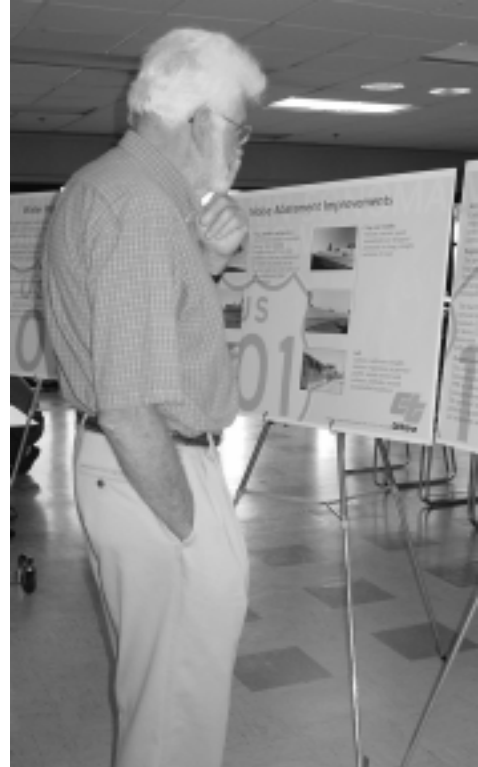
People in Sonoma County expect a functioning transportation system now and in the future.

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 Citizens Advisory Committee (CAC) of the SCTA facilitated a series of Town Hall meetings in 1999 in order to provide a forum for discussion on transportation. Members of the SCTA and CAC invited the public to share their concerns and preferences for the future of transportation in Sonoma County. These meetings were hosted in Petaluma, Windsor, Santa Rosa, Sebastopol and Sonoma. 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:

- Validation 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
- A seamless transportation system with linkages between bus systems, the future rail road, the freeway, local streets and roads and bike and pedestrian paths
- Maintenance of our quality of life



### **A COMMUNITY VISION**

Based on citizen input, the SCTA developed a vision of transportation in Sonoma County by 2020. This document, *Getting Around Sonoma County in 2020...A Vision for Our Future* was created to guide our transportation choices over the next 20 years.

#### ***Community Vision***

- 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.

### ***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 highways 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 per capita

## Road Safety

Safety is a key component in any transportation system.

The following collision statistics are from the California Highway Patrol and include accidents on Highway 101.

The total number of collisions reported by the CHP on Sonoma County highways that resulted in property damage or bodily harm in 2000 was 7,786. Thirty-nine of those collisions resulted in a fatality. Alcohol was a factor in 336 collisions. Fortunately, all of these numbers are down from 1999.

There are many factors that affect road safety, including enforcement, vehicle safety, environmental factors, human error and road conditions. Improved pavement, curve straightening, signage, channelization, signalization and wider shoulders are just a few things that contribute to safety. Safety is a fundamental consideration in transportation policy making and funding.

Collisions in Sonoma County				
Total fatalities	56	47	49	39
Total injuries	2899	2999	2990	2992
Total property damage only	4356	4729	4582	4755
Alcohol involved fatalities	21	15	27	17
Alcohol involved injuries	360	374	373	319
Pedestrian fatalities	7	9	7	8
Pedestrian injuries	144	127	132	137
Bicyclist fatalities	1	2	2	0
Bicyclist injuries	221	221	226	210
Motorcyclist fatalities	10	3	4	5
Motorcyclists injuries	118	97	134	102

*Source: Statewide Intergrated Traffic Records System - California Highway Patrol*

On Highway 101 collisions most frequently occurred on Tuesday, Friday, and Saturday; in the cities, drivers were most often involved in crashes on Wednesday, Thursday, and Friday. On both Hwy 101 and the state routes within city limits, there were high concentrations of collisions during commute times (6:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) However, in the cities, collisions tended to go up around 11:00 a.m. during the week, and remain at a higher level until 7:00 p.m. People were involved in collisions most frequently on the unincorporated highways on Friday and Sunday afternoons.

Primary factors of fatal collisions			
	Hwy 101	State Routes 12, 116, 121	
Order		Within Cities	Unincorporated County
1	Driving under the influence	Driving under the influence	Driving under the influence
2	Unsafe speed	Right of way violations	Right of way violations
3	Pedestrian under the influence	Unsafe speed	Pedestrian violations
4	Unsafe lane change	Improper turning	Other hazardous violations
5	Improper turning	Driving on the wrong side of the road	Improper turning

*Source: Scenic and Safe Safety Task Force Final Report , Department California Highway Patrol Office of Special Projects, September 1999*