Growth, growth impacts, & planning for growth

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for the South Bay Salt Pond Restoration Project
outline

— Growth trends
— Consequences
— Alternatives?
Growth trends
Overview through 2020

- 1 million new jobs

- 1 million more people (50% natural, 50% immigrants)

- 265,000 daily in-commuters to the region

- 150% increase in aggregate traffic congestion

- Conversion of up to 83,000 acres of currently undeveloped land
Population
Bay Area Counties by Population Shares 2003

- **Santa Clara**: 24.8%
- **Sonoma**: 6.8%
- **Solano**: 5.8%
- **Alameda**: 21.4%
- **Contra Costa**: 14.1%
- **San Mateo**: 10.3%
- **San Francisco**: 11.4%
- **Marin**: 3.6%
- **Napa**: 1.8%

Legend:
- Alameda
- Contra Costa
- Marin
- Napa
- San Francisco
- San Mateo
- Santa Clara
- Sonoma

- Shares 2003
San Francisco experienced the least growth consistently each decade.

It was the only county which reported an actual loss of population (1980 and 2003).

It experienced the greatest population increase since the 1940s between 1990 and 2000.

Santa Clara County had the most growth in terms of number of people.
# Growth rates, 1990-2002

<table>
<thead>
<tr>
<th>County</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marin County</td>
<td>8.7%</td>
</tr>
<tr>
<td>San Francisco City/County</td>
<td>9.6%</td>
</tr>
<tr>
<td><strong>San Mateo County</strong></td>
<td><strong>10.8%</strong></td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>15.1%</td>
</tr>
<tr>
<td>BAY AREA</td>
<td>15.9%</td>
</tr>
<tr>
<td>Napa County</td>
<td>16.5%</td>
</tr>
<tr>
<td><strong>Alameda County</strong></td>
<td><strong>16.6%</strong></td>
</tr>
<tr>
<td>CALIFORNIA</td>
<td>18.5%</td>
</tr>
<tr>
<td>Solano County</td>
<td>21.1%</td>
</tr>
<tr>
<td>Sonoma County</td>
<td>22.4%</td>
</tr>
<tr>
<td>Contra Costa County</td>
<td>23.1%</td>
</tr>
</tbody>
</table>

Source: Department of Finance E-1 & E-4 Reports
Consequences
- Open Space and Agricultural Preservation
- Ecological Impacts
- Housing Availability and Affordability
- Traffic Mobility and Congestion
- Livability and Community Vitality
- Social and Economic Equity
Land has been urbanized 2 1/2 times faster than urban population has increased.

### 1950
- **Urban Population**: 70 million
- **Urbanized Land**: 13,000 square miles

### 1990
- **Urban Population**: 150 million
- **Urbanized Land**: 60,000 square miles

**Source:** National Geographic
TRAFFIC MOBILITY AND CONGESTION

VMT Increasing Faster Than Population 2000-2020

- Population Increase: 14%
- VMT Increase: 28%

Vehicle-Hours of Delay 150% Increase

- 1998: 339,100
- 2025: 854,600

VMT Increasing Faster Than Population 2000-2020

TRAFFIC MOBILITY AND CONGESTION
TRAFFIC MOBILITY AND CONGESTION

Commute Mode Split Remains Unchanged
(millions of trips/day)

- Cars
- Transit
- Walk, bike

In-Commuters to Bay Area Increase
(thousands of persons/year)

1990 2020

Remains Unchanged
• Changes in per capita trip taking, 2000-2025
Alternatives?
Growth Choices

- Expand housing or constrain future job growth?
- Expand infrastructure to address runoff, other Bay contamination issues, and/or handle in-commuters?
- Get better handle on demographic assumptions of our neighbors (easy) Coordinate transportation investments in key corridors that cross or approach county boundaries (harder)
- Coordinate housing and/or employment planning and development in key travel corridors that traverse regional borders
- Find a smarter way to grow?
A. Comprehensive, integrated, forward-looking city planning -- a.k.a. the “rational” planning model

B. A normative re-packaging of best practices for compact development -- a.k.a. the “new urbanism”

C. A more inclusionary land governance process, but limited to those with the power to delay conventional deal making
Smart Growth Principles

- Efficiently accommodate projected growth.
- Provide sufficient affordable housing.
- Revitalize central cities and older suburbs.
- Reduce single occupant vehicle trips.
- Preserve open space and agricultural land.
- Foster equitable economic development while minimizing displacement.
Claims made about Traffic Mobility & Congestion under different Growth Patterns

Vehicle Miles Traveled Per Year

- Urban Center: 4,779 (San Francisco)
- Traditional Neighborhood: 6,455
- Suburban Neighborhood: 10,591 (San Ramon)
Summary
Populations will continue to rise substantially almost everywhere in the region, split between births and migrants, especially in Santa Clara and Alameda counties. This will change only with weakness in the economy.

The environmental impacts are more uncertain, and depend on where and how dense development takes place, and the associated infrastructure investments.

Key to influencing and mitigating these impacts is integrated planning -- across jurisdictions, agencies, and sectors.