

Bicycle and Pedestrian Infrastructure



Themes from other counties and local municipalities

Staff reached out to numerous semi-rural counties who have substantial active transportation use on their rural roads to understand how Sonoma County's active transportation infrastructure, planning, and financing compares to areas with similar activity on rural roads. Staff connected with Placer County, Marin County and Santa Cruz County. Additionally, staff met with the cities of Santa Rosa and Petaluma to identify local solutions.

Each county has variations in how they plan and finance their active transportation program, and their infrastructure choices are tailored to fit their geographic constraints. However, themes arose from the Counties which are consistent with Sonoma County's current practice and provide ideas for consideration and discussion.

1. Counties rely on grants to fund major active transportation infrastructure projects, and all counties have difficulty securing grants due to the high level of competition.
2. Up-to-date and thorough plans are instrumental in prioritizing projects and selecting projects for grant applications.
3. Counties use requirements on developers and/or traffic impact fees to build and finance active transportation projects.
4. Some counties use traffic calming measures such as narrowing lanes during pavement projects to slow traffic and create a more comfortable environment for active transportation users.