

FY 2021-22 Budget Board of Supervisor Inquiry Form

Deadline: August 31, 2021

Please email: CAO-Budget@sonoma-county.org

Board Member	
Gorin	X
Rabbitt	
Coursey	
Gore	
Hopkins	

Department: TPW and Regional Parks

Date: 8/31/21

Inquiry Number: 58 & 100

Request/Question:

How can we move faster on creating bike lanes? Arnold Drive has taken 7 years to complete.

What is needed to install more bike paths in the County and to speed up the process? Can we make faster progress with more devoted staff resources? Should we have a consolidated team to focus on bike paths?

Response:

The Transportation and Public Works Department (TPW) presently develops and maintains Class II & III bikeways in the unincorporated areas of the county. Regional Parks (RP) develops and maintains Class I bike paths primarily in the unincorporated areas of the county. Both TPW and Regional Parks work together in planning and coordinating new projects sharing resources and expertise.

In 2003 SCTA developed and most recently updated the Countywide Bicycle & Pedestrian Master Plan in 2014 with the goal of providing safe and efficient transportation opportunities for cyclists and pedestrians. The County currently has approximately 317 miles (from 2014 document) of built bicycle infrastructure with nearly 1,000 additional miles planned to be built in the years ahead. The role of SCTA is in advocating, planning, coordinating and funding, and local agencies including cities, towns, the County, transit agencies and Cal Trans are chiefly responsible for implementing the bicycle projects. Currently, 4% of the revenue from the SCTA Measure M sales tax supports cities, the County and other agencies in the development of new pedestrian and bicycling trails. As part of the renewal of the Measure M roads sales tax, voters approved the Go Sonoma tax extension that will increase the revenues to 12% for bike and pedestrian projects for city, county and other jurisdictions developing bike lanes and trails.

The primary challenges developing bikeways and bike lanes include project funding, local project opposition, and difficulties acquiring right-of-way. In order to expedite the delivery of fully funded projects, once an alignment is selected and environmental clearance is obtained, is to facilitate sound early Eminent Domain decisions to acquire the necessary property rights to construct the projects.

TPW is working on delivering two pedestrian/bike projects in the near future that have been active for over 10 years and continues to add facilities as projects allow. Similarly, Regional Parks is working on delivering Class 1 bikeway projects, including the Sonoma Valley Trail, Petaluma Sebastopol Trail, Lower Russian River Trail, and Sonoma Schellville Trail. These are highly specialized projects that require working closely with private entities, corporations and public agencies.