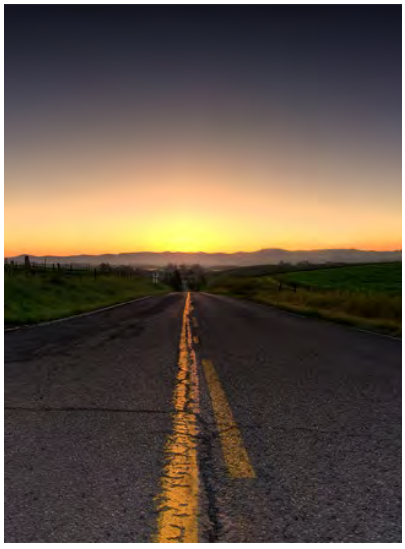
City of Sonoma Active Transportation Plan



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Sonoma Active Transportation Plan (ATP)

Public Draft: September 2024

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City of Sonoma
Adopt-A-Bike-Path
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1. Introduction

The 2025 Sonoma Active Transportation Plan (ATP) was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2025 Countywide Active Transportation Plan (Countywide ATP) effort. This plan focuses on improving active transportation connections within the city and creating low stress connections to surrounding jurisdictions. The Sonoma ATP is also a stand-alone document, which the City of Sonoma can use to guide implementation of local projects and policies.

The primary emphasis of this planning effort is to increase access to active transportation modes by planning for infrastructure projects and identifying supportive policies. Active transportation refers to "human-powered" modes of travel, like walking, biking, or using mobility devices. Creating an environment that encourages a shift from automobile trips to walking or biking trips also promotes improvements to mental and physical health, air quality, reduces noise, and improves social equity. A safer and more connected network gives members of the community flexibility in their travel, so they do not need to rely on a personal vehicle to travel through the city and larger region.

Projects are prioritized based on the needs highlighted by the community and city staff. Policies are in line with the city's near-term plans and funding priorities. The City of Sonoma did not identify any local programs specific to active transportation due to budget and staff constraints; however, they are committed to coordinating with the SCTA and participating in relevant countywide active transportation programs.

The previous *Sonoma Bicycle and Pedestrian Master Plan* (BPMP) adopted in 2014 identified a general expansion of walking and biking facilities. Since the 2014 BPMP was updated, several changes and advancements have been made in the state of active transportation planning practices. For example, SCTA adopted Vision Zero in 2021, which is a regional commitment to eliminate traffic fatalities and serious injuries through engineering, programs, policies, and education. There have also been policy changes at the national and state level acknowledging a greater need for more robust infrastructure, programs, and policies to make walking and biking safer. With those and other similar advancements in mind, this plan focuses on:

- **All Ages and Abilities –** Creating spaces for people to walk, bike, and roll that are low-stress and lower risk to create more opportunities for more people to walk, bike, and roll.
- **Regional Coordination –** Identifying and planning regional routes between jurisdictions as part of the larger Countywide ATP.
- **Implementation –** Prioritizing projects and identifying funding to focus and streamline implementation.

Low-stress network analysis was used to identify opportunities to upgrade or enhance existing or previously planned projects. The network analysis considered community and regional destinations, traffic safety, and gaps in existing facilities to help inform recommendations for enhanced or new active transportation improvements. Community input was gathered to ground truth and expand findings from the network analysis to create a robust project list and supporting policies.


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2. Community Profile & Walking, Biking & Rolling Today

Community Characteristics and Travel Patterns

The City of Sonoma has a population of approximately 10,800[1] and is a southern gateway to the greater Sonoma County region. Sonoma is world renowned for its wineries and tasting rooms. Its downtown area is centered around the historic Sonoma Plaza and Mission San Francisco Solano, and offers food and wine tasting rooms, as well as locally owned shops and retailers. Priorities for the Active Transportation Plan include creating a pedestrian and bicycle-friendly design of Sonoma's major thoroughfares to allow for connections that run between activity centers and connect to Downtown. Sonoma Highway, Napa Street and Broadway are the backbone roadways of Sonoma and are also designated as segments of State Route 12 (SR-12).

The City of Sonoma has played a critical role in the history of modern California and the Sonoma Valley. This history laid the groundwork to establish tourism and agriculture as the major economic drivers in the region. Visitors flock to Sonoma's historical downtown core and points of interest—Sonoma State Historic Park weaves through the heart of downtown Sonoma—or to sip an artisanal cup of coffee and nibble on local cheeses while enjoying the bucolic environs of Sonoma Plaza. In 2022 alone, the City of Sonoma logged $21.3 million in local and state tax receipts.[2]

In the past two decades, Sonoma has experienced steady growth, both in the development of land uses and in the number of people residing within and visiting the city. Sonoma is a city with a size, scale, and climate well-suited for walking and biking. Leveraging these assets and investing in new and safe multi-modal connections could encourage more users to consider active transportation modes while traveling through the city and region.

Approximately 52 percent of the city's population is between the ages of 18 and 64 years old, and 34 percent are 65 or older.[3] Creating an environment that accommodates all ages and abilities and makes the first/mile connections to transit is crucial toward promoting and enabling more walking, biking, and rolling for daily travel needs. Census data indicate two percent of workers currently walk to work, two percent bike or take transit, 67 percent use single occupancy vehicles, five percent carpool, 22 percent work from home, and two percent take other means of transportation to work.

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[1] https://censusreporter.org/profiles/16000US0672646-sonoma-ca/
[2] Sonoma County Economic Development Board, *2023 Sonoma County Annual Tourism Report*
[3] https://censusreporter.org/profiles/16000US0672646-sonoma-ca/

As the city continues to grow, there is a need for safer, low stress, and better-connected walking, biking, and rolling facilities.

Road Safety in Sonoma

Per the California Office of Traffic Safety, as of 2020, Sonoma is categorized as one of the 103 cities in Group E, cities with a population between 10,001 – 25,000 people. The city ranked 39 in the total fatal and injury collision category.[4] This indicates the majority of similar sized cities in California had fewer fatal and injury collisions than Sonoma. The city's 2019 Systemic Safety Analysis Report (Amended Final Report) evaluated collision data from 2012 through 2016. There was one fatality and 10 severe injury traffic collisions during that time. There were six severe injury collisions involving people walking or biking during this period. The city's 2019 Systemic Safety Analysis Report (Amended Final Report) identified a higher number of reported collisions along the Sonoma Highway, 5th Street West, and Broadway corridors.

Existing Active Transportation Network Characteristics in Sonoma

Improved active transportation connections are needed between Sonoma's downtown core and surrounding residential areas. In fact, there are opportunities to create new low-stress connections between activity centers, schools, and the Montini Open Space Preserve with new and existing trails. MacArthur Street east of Broadway would benefit from a dedicated bicycle facility to provide a low-stress east-west, cross-town connection. Additionally, as the County of Sonoma moves forward with the Springs Specific Plan along the Sonoma Highway/SR-12 corridor just outside the city limits, new or improved active transportation facilities can be considered to safely connect Sonoma residents and visitors with the new development. The following figures illustrate these opportunities.

Figure 1 illustrates the existing bikeway network. The bikeway network is organized into several distinct facility types, detailed below.

- Multi-Use Paths (Class I) are fully separated bike and pedestrian paths. They follow their own alignment sometimes parallel to a street, waterway, and/or other configuration through open space or undeveloped areas. Interactions with vehicles are limited to street trail crossings.
- Bike Lanes (Class II) are on-street bike facilities that use a white line or stripe (i.e., longitudinal pavement marking) to designate space on the street for bicyclists that is adjacent to a vehicle lane.
- Buffered Bike Lanes (Class IIB) increase space between the bike lane and vehicle travel lane(s) using a painted buffer. The painted buffer is often made up of two parallel white lines with diagonal white lines painted between them. Green pavement

[4] https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv_view_count=1327&wpv-wpcf-year=2020&wpv-wpcf-city_county=Sonoma&wpv_filter_submit=Submit

markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths.

- Bike Routes (Class III) are shared facilities between bicyclists and motor vehicles. Bicyclists ride in the vehicle lane. Bike routes are sometimes used to provide a connection to another bike facility or designated bike route. "Sharrows" (shared-lane markings) may be used to alert motorists of on-street bicyclists. Signs may also be used to mark the route.
- Bike Boulevards (Class IIIB) are streets designed to give priority to people walking and biking. Bicycle boulevards are streets with one vehicle lane in each direction and traffic calming treatments are used to slow vehicle speeds to under 25 mph and discourage non-local vehicle traffic. Treatments can include some combination of speed tables, raised crosswalks, speed humps, traffic diverters, chicanes, curb extensions at crosswalks, and/or neighborhood traffic circles at intersections. Advisory Bike Lanes could be an alternative facility for existing or planned bike boulevards (or bike routes)[5].
- Separated Bike Lanes (Class IV) are on-street bike facilities that include physical separation between bicyclists and vehicle traffic. Ideally, the physical separation provides protection to the bicyclist through use of materials such as concrete medians (with or without landscaping), planters, and/or the bike lane could be separated by a curb to raise the bike lane to either sidewalk height or an intermediate height. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths as well as additional intersection treatments to enhance safety.

The existing transit network, as illustrated in Figure 2, includes transit services and amenities within or immediately adjacent to Sonoma. In Sonoma, Sonoma County Transit (SCT) provides local bus service via Route 32–Sonoma Valley with weekday headways of 20-75 minutes and Saturday headways of 35-75 minutes. Route 32 does not operate on Sundays. Sonoma is also served by SCT Routes 30/30X, 34, and 40 which provide connections from Sonoma to Santa Rosa and Petaluma with weekday headways of 35-85 minutes and weekend headways of 85-110 minutes. As an amenity and for convenience, SCT buses are equipped with bike racks. Regional and greater Bay Area connections can be made via Golden Gate Transit (GGT) and Sonoma-Marin Area Rail Transit (SMART). The closest GGT bus stops and SMART station are located at the Petaluma Transit Mall in Petaluma.

Transit routes in Sonoma are concentrated along major arterials and streets through the city center, but the need for improved bike connections, upgraded bike facilities, and traffic calming, as shown in Figure 3, are barriers to people walking and biking to transit stops.

As described above, to enable more people to walk, bike and roll, and to use these modes to access transit, the spaces built to support those uses need to be safe and comfortable. Figure 4 illustrates the results of a Level of Traffic Stress analysis used to gauge level of comfort traveling along a given street. Figure 4 also denotes the streets within Sonoma that

[5] fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

were identified as part of SCTA's High-Injury Network[6] (HIN) developed as part of SCTA's Vision Zero Action Plan.[7]

An LTS 1 rating indicates the least stressful (most comfortable) facilities. Low stress (LTS 1 or 2) facilities in Sonoma include the Sonoma Bike Path and 5th Street W south of Studley Street. LTS 4 indicates the most stressful (least comfortable) facilities. In Sonoma, high stress facilities overlap with the HIN segments on Broadway and Sonoma Highway, both of which are designated as SR-12.

Defining Level of Traffic Stress

Level of Traffic Stress (LTS) analysis takes different travel corridor characteristics into consideration, including the number of travel lanes, speed of traffic, number of vehicles, presence of bike lanes, width of bike lanes, and presence of physical barriers providing protection from traffic. Based on these variables, a bike facility can be rated with an LTS ranging from 1 to 4.

The least stressful (most comfortable) facilities are assigned an LTS 1 rating. Facilities with this rating are typically shared-use paths, separated bikeways, low-volume and low-speed bike routes, and bike lanes on calm and narrow streets. The most stressful (least comfortable) facilities are assigned an LTS 4 rating. Facilities with this rating are typically major arterials with multiple lanes of traffic (with or without bike lanes in some cases, depending on speeds) or narrower streets with higher speed limits.

[6] The High Injury Network is a compilation of road segments with an elevated risk of crashes resulting in an injury or fatality, identified through an analysis of the frequency, severity, and mode of past crashes. https://scta.ca.gov/wp-content/uploads/2022/03/Sonoma-Vision-Zero-Action-Plan_Final-1.pdf

[7] https://scta.ca.gov/wp-content/uploads/2022/03/Sonoma-Vision-Zero-Action-Plan_Final-1.pdf

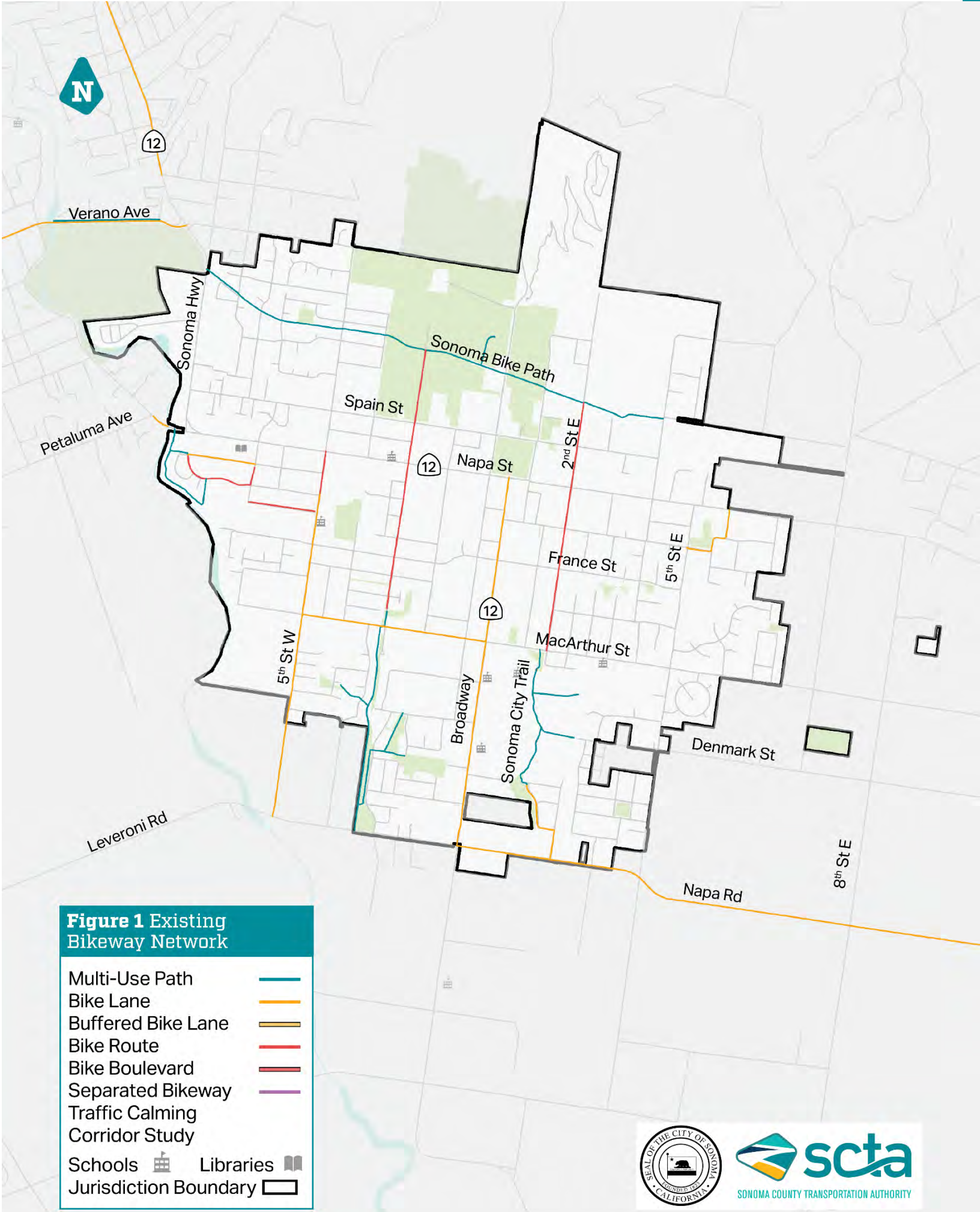

Figure 1 Existing Bikeway Network

- Multi-Use Path
- Bike Lane
- Buffered Bike Lane
- Bike Route
- Bike Boulevard
- Separated Bikeway
- Traffic Calming
- Corridor Study
- Schools
- Libraries
- Jurisdiction Boundary

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SONOMA COUNTY TRANSPORTATION AUTHORITY

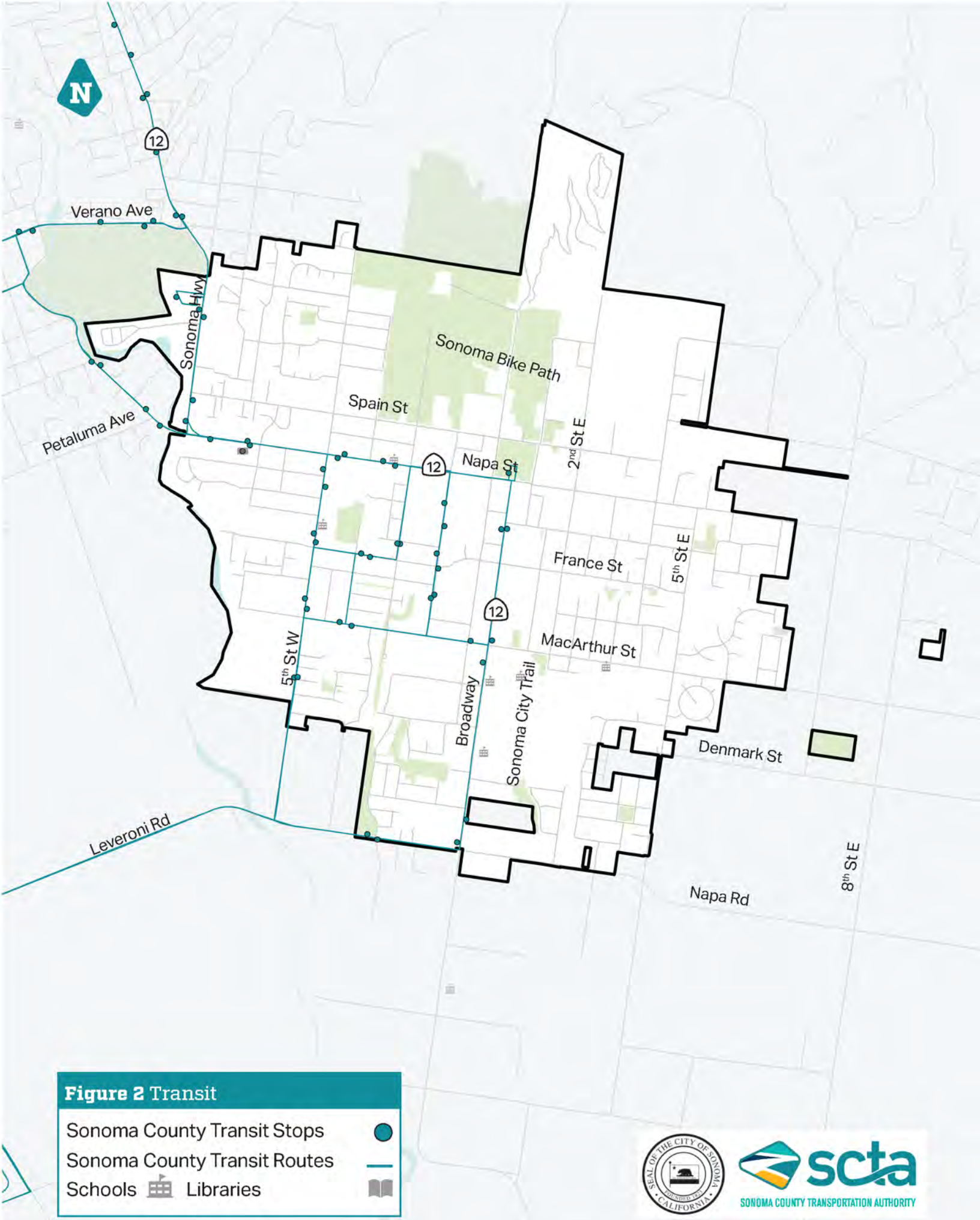

Figure 2 Transit

Sonoma County Transit Stops

Sonoma County Transit Routes

Schools Libraries

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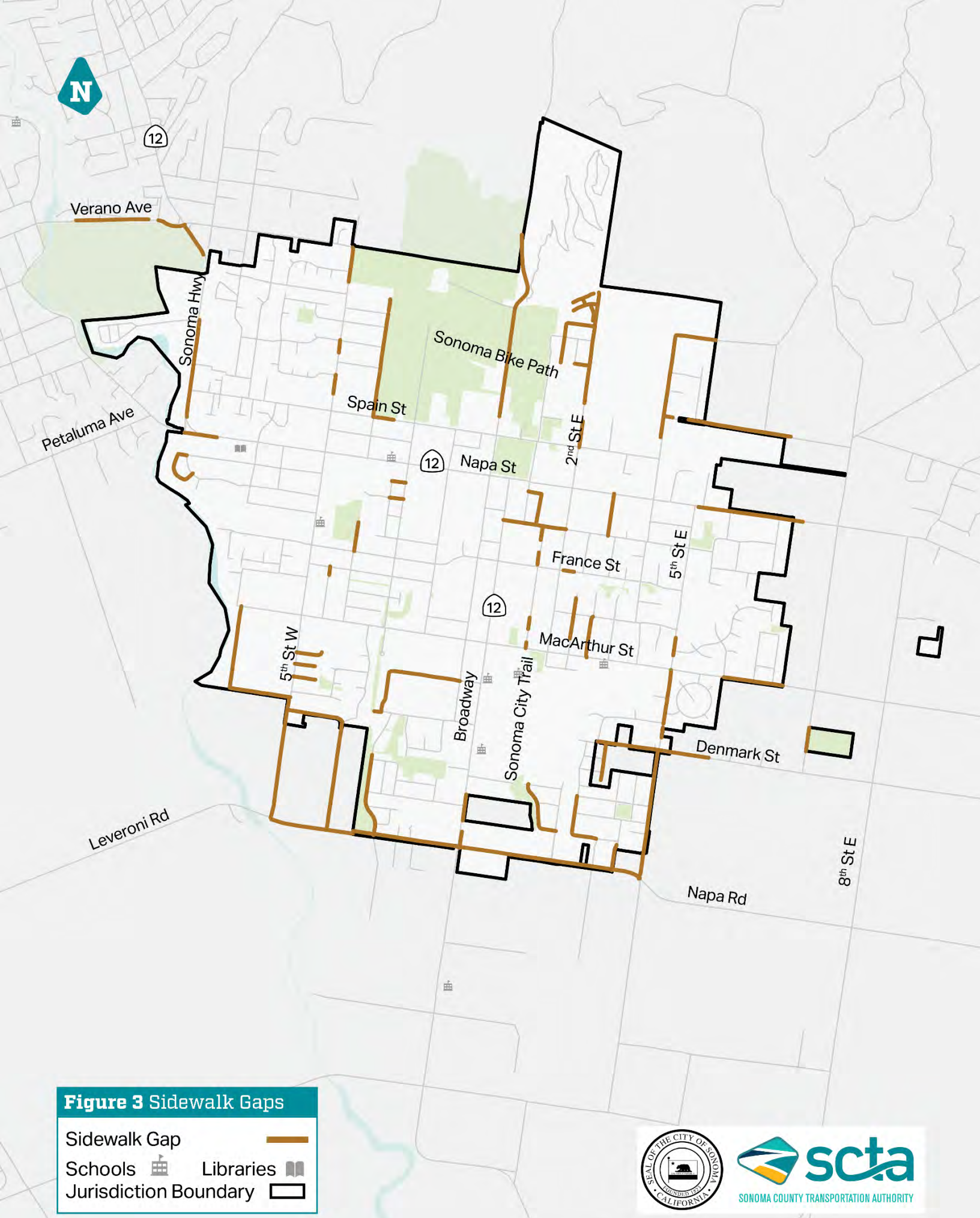

Figure 3 Sidewalk Gaps

Sidewalk Gap

Schools Libraries

Jurisdiction Boundary

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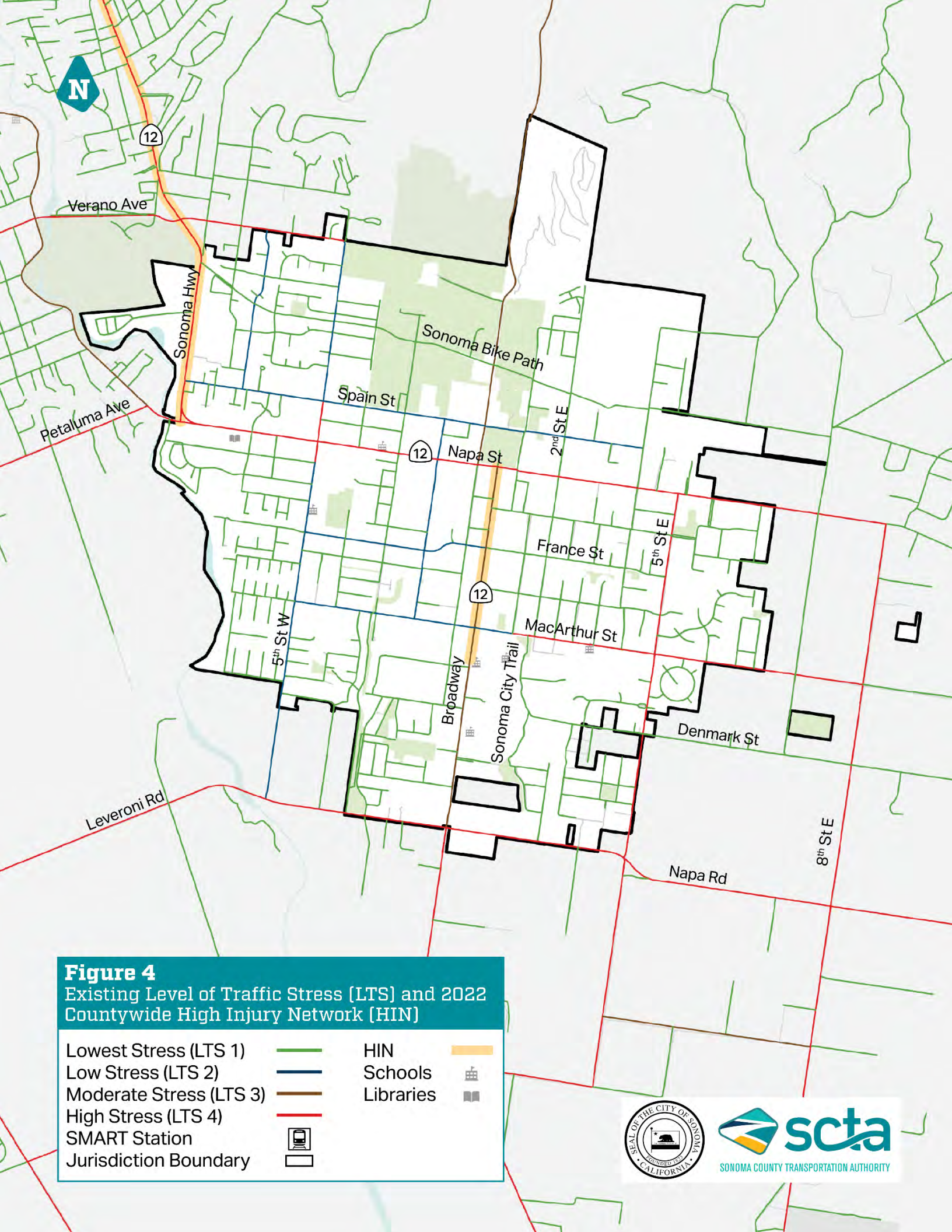

Figure 4
Existing Level of Traffic Stress (LTS) and 2022 Countywide High Injury Network (HIN)

- Lowest Stress (LTS 1)
- Low Stress (LTS 2)
- Moderate Stress (LTS 3)
- High Stress (LTS 4)
- SMART Station
- Jurisdiction Boundary
- HIN
- Schools
- Libraries

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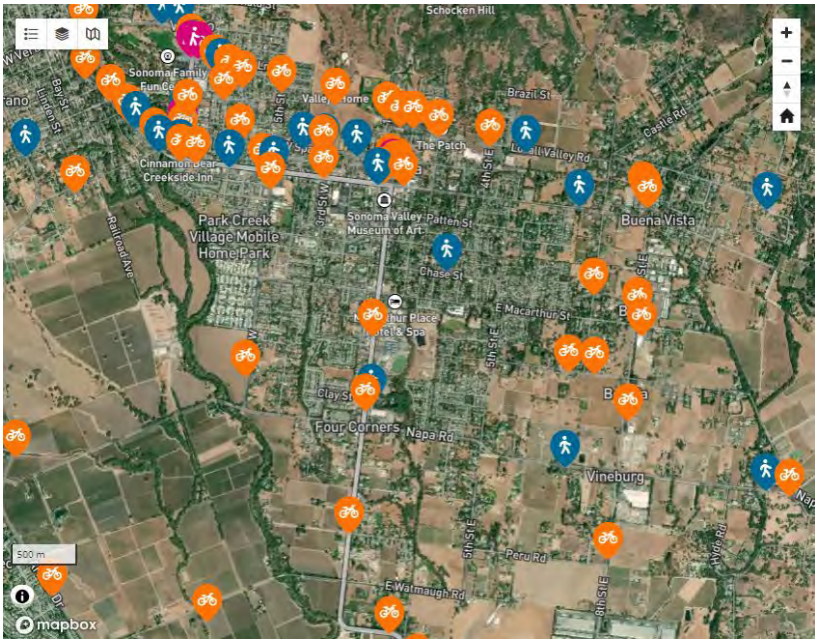
3. Community & Stakeholder Engagement

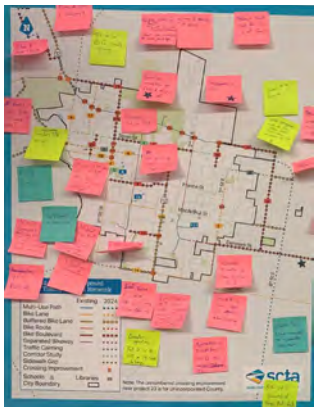
Initial outreach for the Sonoma ATP began in the fall of 2023. In coordination with city staff, staff from other participating jurisdictions, and SCTA, the Countywide ATP project team prepared a Stakeholder Coordination Plan and Community Engagement Plan to guide community engagement and milestone presentations to local and regional advisory bodies and relevant committees. More details on the countywide community and stakeholder engagement approaches and outcomes are detailed in the 2025 Countywide ATP.

The fall out reach within Sonoma consisted a pop-up event hosted by the project team at the Sonoma Harvest Market. The event gathered input from the general public on existing conditions for walking and biking in Sonoma. It was one of many pop-up events held across the county was part of the Countywide ATP. In October 2023, the project team published a project webpage and online survey and distributed it through the City of Sonoma website, social media, and the City's November newsletter. SCTA/RCPA also distributed the webpage and survey through its newsletter, mailing list, and social media. During the first round of outreach in Fall 2023, 154 comments were received in Sonoma. During the second round of outreach, an additional 29 comments were received, for a total of 183 comments.



Project Web Map Survey with 183 comments in Sonoma

In general, public feedback received through the first and second rounds of outreach in 2023 & 2024 revealed the following themes:



City staff hosting an open house at the Sonoma Community Center and feedback collected

- **Biking:** more protected bike lanes, regulate e-bike speed and use on paths and in bike lanes
- **Walking:** close sidewalk gaps, improve existing and add new crossings
- **Traffic calming:** implement measures to reduce speed on collectors and residential streets
- **Trails:** maintain existing trails and improve trail access and connections to hospitality, providing maps for tourists
- **Destinations:** provide more bike parking in public places (such as the Plaza), support and promote citywide biking events (such as Bike to Work Day)
- **Roadways:** more active transportation improvements are needed to provide safe routes to schools, and additional connections north/south and east/west.

In March 2024, city staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Planning Commission.

In collaboration with SCTA, city staff and the project team hosted an open house event at the Sonoma Community Center in May 2024. city staff and the project team also hosted a pop-up event in May 2024 at Sonoma's Tuesday Night Market. Both events gathered input from the general public on draft proposed projects and prioritization, draft programmatic recommendations, and the overall Draft Plan to improve conditions for walking and biking in Sonoma.

In October 2024, the Draft Plan was brought back to the Planning Commission for review. Finally, in early 2025, city staff and the project team presented the Draft Plan to City Council for adoption.

4. Vision & Goals

The vision and goals statements were developed to be consistent with SCTA's Comprehensive Transportation Plan, *Moving Forward 2050*, and were refined based on input provided by SCTA's Countywide Bicycle and Pedestrian Advisory Committee, the Sonoma Planning Commission, and other regional committees. The City of Sonoma's active transportation vision is as follows:

> *"Our guiding principles are to improve safety, connectivity, equity, and quality of life. Walking, biking, and rolling shall be safe and appealing modes for people of all ages and abilities to use for everyday transportation and recreation."*

The city's active transportation goals are the following:

1. **Connected and Reliable –** Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.
2. **Safe and Well-Maintained –** Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.
3. **Community Oriented and Place-Based –** Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.

Sonoma also developed a series of Policies and Actions to guide implementation of the ATP, which are aligned with these three goals and presented in *Chapter 5's Policies* section.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5. Advancing Active Transportation

The following are the planned infrastructure and programmatic improvements for enhancing active transportation in the City of Sonoma.

Infrastructure Improvements

Enhancing the safety and comfort of existing facilities as well as expanding the infrastructure and spaces available for active transportation modes are critical to creating opportunities for people of all ages and abilities to walk, bike, and roll. The section below presents locations, extents, and brief descriptions of planned projects followed by a summary of types of treatments and engineering resources the city may use in designing and implementing the planned projects.

Considerations for Facility Type

As mentioned earlier in this Plan, the bikeway facilities are organized into several distinct facility types (see page 4 and 5 for descriptions). The transportation planning and engineering profession is evolving toward using Multi-Use Paths, Buffered Bike Lanes, Bike Boulevards, and Separated Bike Lanes as often as possible to increase safety and comfort for people biking. Those facility types provide more separation between bicyclists and moving vehicles and/or slow vehicle speeds to under 25 mph.

Table 1 summarizes the conditions under which each bike facility type is ideally applied.

Table 1. Bike Facility Selection for Urban, Suburban, Rural Town Centers[1]

Bike Facility Type	Prevailing Vehicle Speed (mph)	Vehicle Volume (vehicles per day)
Multi-Use Paths[2]	n/a	n/a
Bike Lanes[3]	25 to 30 mph	3,000 to 6,500
Buffered Bike Lanes[3]	25 to 30 mph	3,000 to 6,500
Bike Routes[4]	Under 25 mph	Less than 3,000
Bike Boulevards[4]	Under 25 mph	Less than 3,000
Separated Bike Lanes[5]	30 mph and Higher	6,500 and Above

Notes:
(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[8]
(2) Multi-use paths are off-street and follow their own alignment. They can be useful for providing parallel, low stress routes to existing streets regardless of those streets volumes or speeds.
(3) Buffered Bike Lanes are preferred over Bike Lanes.
(4) Bike Boulevards are preferred over Bike Routes.
(5) Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.

The planned projects identify a facility type to either enhance existing facilities or close gaps in the network. Generally speaking, facility type selection was informed by the information summarized in Table 1 as well as considerations for feasibility and continuity with existing land use and street context.

Planned Projects

Table 2 presents planned projects for enhancing walking, biking, and rolling conditions in Sonoma, including bikeway, pedestrian crossing, and ADA improvements. It includes the priority for each project. Tier 1 indicates high priority, Tier 2 medium priority, and Tier 3 low priority. Section 6 describes the prioritization process. Projects that are within Caltrans right-of-way are shaded blue and will require coordination with Caltrans to implement.

Table 2. Planned Infrastructure Improvements: Bike Facilities, Multiuse Paths, and Crossing Enhancements

Project #	Project Location	Project Description	Priority
1	Spain St from W Spain St and Highway 12 to E Spain St and 4th St E	Study existing speeds and implement speed management treatments on Spain Street.	Tier 1
2	CA-12 and Napa St	Improve striping for south bound bicyclists on CA-12.	Tier 1
4	5th St W from Napa St to Oregon St	Enhance to buffered bike lanes.	Tier 1
5	5th St E (entire segment)	Install buffered bike lanes.	Tier 3
6	4th St W North of Andrieux St	Install multi-use path.	Tier 2
7	Spain St from 5th St W to 2nd St E	Install bike boulevard. Convert angled parking to parallel.	Tier 1

[8] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Project #	Project Location	Project Description	Priority
8	Andrieux St from 5th St W to Highway 12 onto France Street to 5th Street E	Install bike boulevard.	Tier 2
9	Highway 12 from Northern Sonoma city limits to Broadway	Install buffered bike lanes.	Tier 1
10	4th St E from E Napa St to Lovall Valley Rd	Install bike boulevard.	Tier 2
11	Lovall Valley Road from 4th St E to 7th St E	Install bike boulevard inclusive of traffic calming treatments.	Tier 1
13	Newcomb St	Install bike boulevard.	Tier 1
14	Leveroni Road from Highway 12 to city limits (to the west)	Install separated bike lanes. Accommodations will need to be made for existing driveways.	Tier 1
15	Trail connecting 3rd St W and 2nd St W between Bettencourt ST and W MacArthur St	Install bike path.	Tier 2
16	Studley St from 7th St W to 5th St W	Install bike lanes.	Tier 1
17	Junipero Serra Dr	Install bike lanes.	Tier 1
19	Verano Ave from city limit 5th St W	Install bike boulevard.	Tier 3
20	Napa St from 5th St E to 8th St E	Improve pedestrian connection and close sidewalk gaps.	Tier 2
21	7th St W from Studley St to Spain St	Install bike boulevard.	Tier 1
22	Studley St and 5th St W	Install bulbouts on 5th St W to decrease crossing distance.	Tier 1
168	5th St East and Chase St	Install crosswalk across 5th St East.	Tier 3
169	Broadway and Newcomb St	Install leading pedestrian intervals.	Tier 1
170	Broadway and Leveroni Rd	Intersection Redesign Study	Tier 1
171	Between Prestwood Elementary and Sonoma Valley High School	Extend existing bike path between Prestwood Elementary and Sonoma Valley High School.	Tier 3
173	5th St West and W. Napa St	Study pedestrian phase initiation.	Tier 1
176	5th St West from Napa St to Verano Ave	Install bike boulevard.	Tier 1
177	5th St West and Church St	Install a marked crossing across 5th St West with high visibility crossings, directional curb ramps, and an RRFB.	Tier 2
178	Sonoma Bike Path and Robinson Road	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
179	Sonoma Bike Path and Junipero Serra Drive	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3

Project #	Project Location	Project Description	Priority
180	Sonoma Bike Path and Joaquin Drive	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
181	Sonoma Bike Path and 5th St West	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
182	Sonoma Bike Path and 1st St West	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
183	Sonoma Bike Path and 1st St East	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
184	Sonoma Bike Path and 2nd St East	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
185	Sonoma Bike Path and 4th St East	Enhance existing marked crosswalk for the Sonoma Bike Path.	Tier 3
186	Broadway (SR 12) from Napa Road/Leveroni Road to Napa Street (SR12)	Install buffered bike lanes. An enhancement to existing bike lanes.	Tier 1
187	Sonoma Bike Path and SR 12 Highway	Install grade-separated crossing for bicyclists and pedestrians.	Tier 1
188	2nd Street East from MacArthur Street to Sonoma Bike Path	Enhance to bike boulevard.	Tier 1
189	E Napa Street from Broadway (SR 12) to 7th Street SE	Enhance existing bike route to buffered bike lanes.	Tier 3
190	6th Street East & E Napa St	Install crossing improvements.	Tier 3
191	3rd Street W from Spain Street to Arroyo Way	Enhance to bike boulevard.	Tier 3
192	Sonoma Bike Path Full Extents	Widen existing Sonoma Bike Path, may be limited by right of way.	Tier 3
193	3rd Street W and Spain Street	Install crossing improvements.	Tier 2
194	Plaza	Pedestrian experience and ADA accessibility study	Tier 1

Notes
(1) Crossing improvements could include high visibility markings, pedestrian-scale lighting, curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections.
(2) Project priorities are included in Table 2. Prioritization methodology is explained in Section 5. Implementation: Local Considerations.
(3) Projects on Caltrans Right of Way are highlighted in blue.
(4) Sidewalk gap closures to ensure at least one side of the roadway has continuous sidewalks.

Sidewalk Gap Closure Projects

Table 3 summarizes the projects that address existing sidewalk gaps throughout the city prioritized as Tier 1. These are locations where there is a sidewalk gap on one or both sides of a street. Appendix A contains a complete list of sidewalk gaps throughout the city.

Table 3. Sidewalk Gap Closure Projects

Project #	Project Location	Project Description	Priority
26	Austin Ave From E. Macarthur St to Chase St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
30	Patten St From Nathanson Creek Ln to Austin Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
34	Patten St From Austin Ave to 2nd St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
45	Napa Rd From Broadway to Larkin Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
50	Leveroni Rd From Broadway to Bainbridge Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
79	Patten St From Broadway to 1st St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
87	Patten St From 1st St East to Nathanson Creek Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
102	Austin Ave From Austin Ave to France St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
126	Broadway From Napa Rd to Clay St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
131	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
162	Austin Ave From E. Macarthur St to Chase St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
163	Austin Ave From Patten St to France St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
167	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
175	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1

Figure 5 illustrates the location of the planned bikeway and corridor improvements and Figure 6 shows the location of planned pedestrian crossing and sidewalk improvements. Crossing improvements could include high visibility markings, pedestrian-scale lighting, curb extensions (a.k.a. bulb outs), leading pedestrian intervals at signals, and rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) at unsignalized intersections. Figure 7 shows planned improvements as well as the existing biking network.

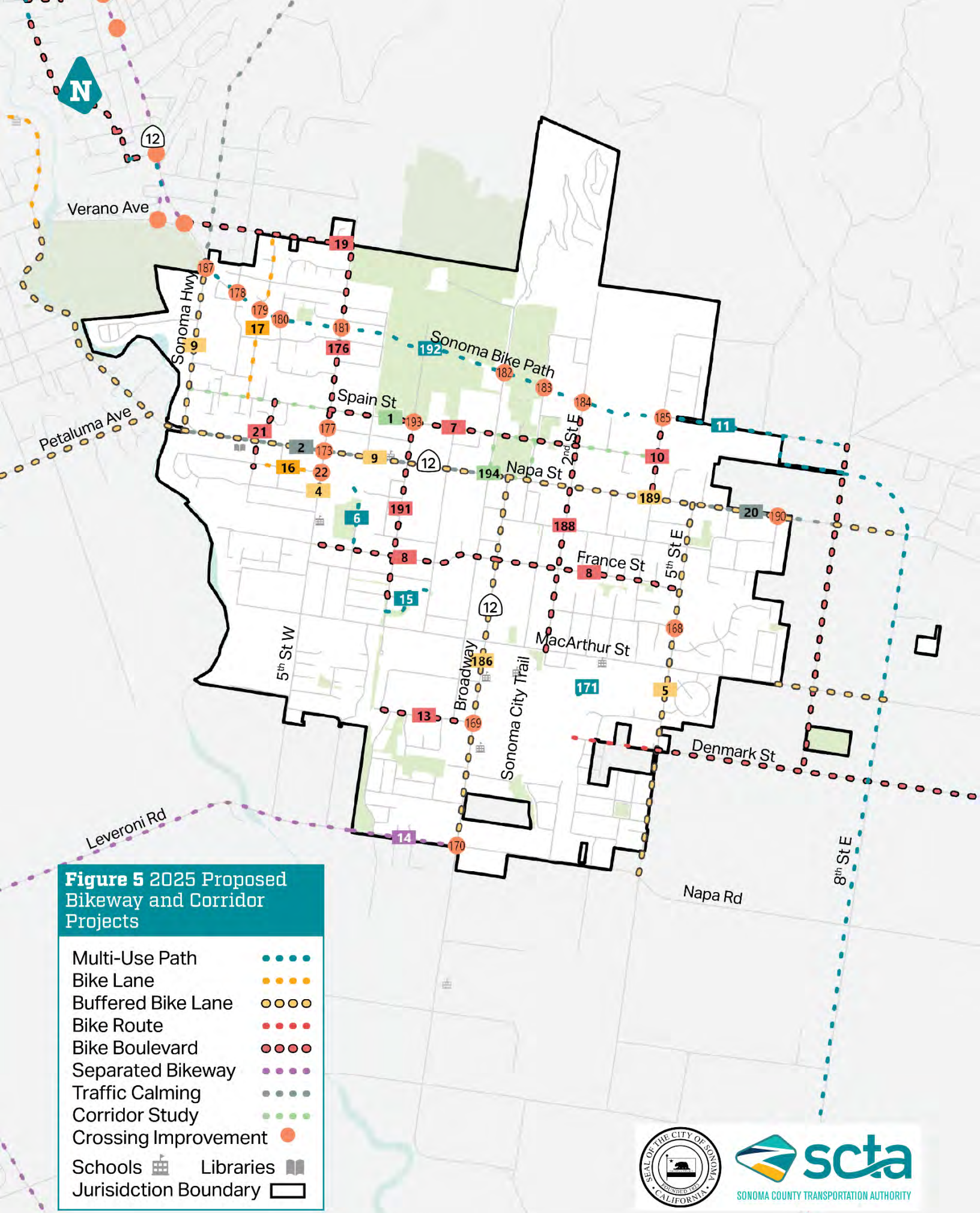

Figure 5 2025 Proposed Bikeway and Corridor Projects

- Multi-Use Path
- Bike Lane
- Buffered Bike Lane
- Bike Route
- Bike Boulevard
- Separated Bikeway
- Traffic Calming
- Corridor Study
- Crossing Improvement
- Schools
- Libraries
- Jurisidction Boundary

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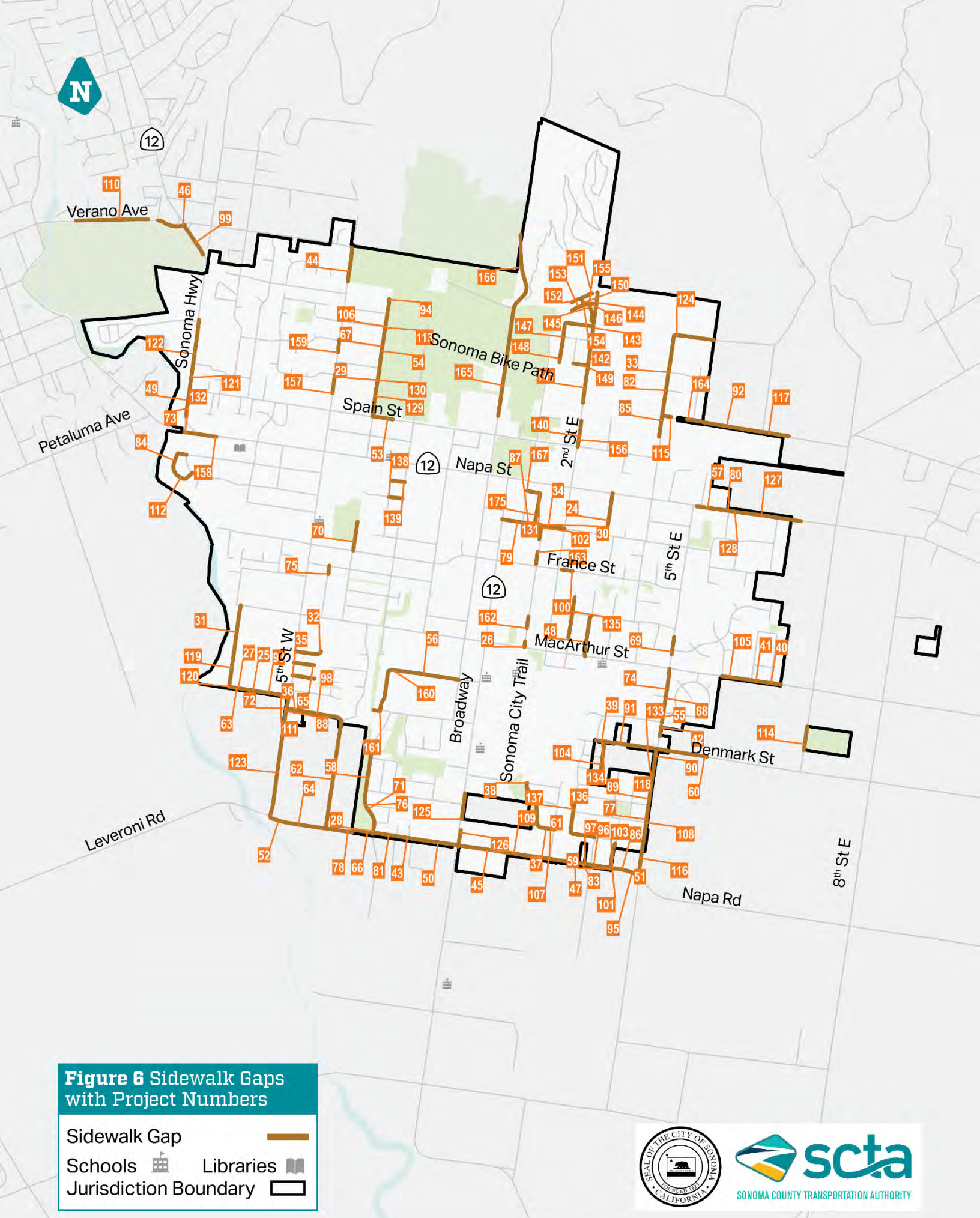

Figure 6 Sidewalk Gaps with Project Numbers

Sidewalk Gap

Schools

Libraries

Jurisdiction Boundary

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SONOMA COUNTY TRANSPORTATION AUTHORITY

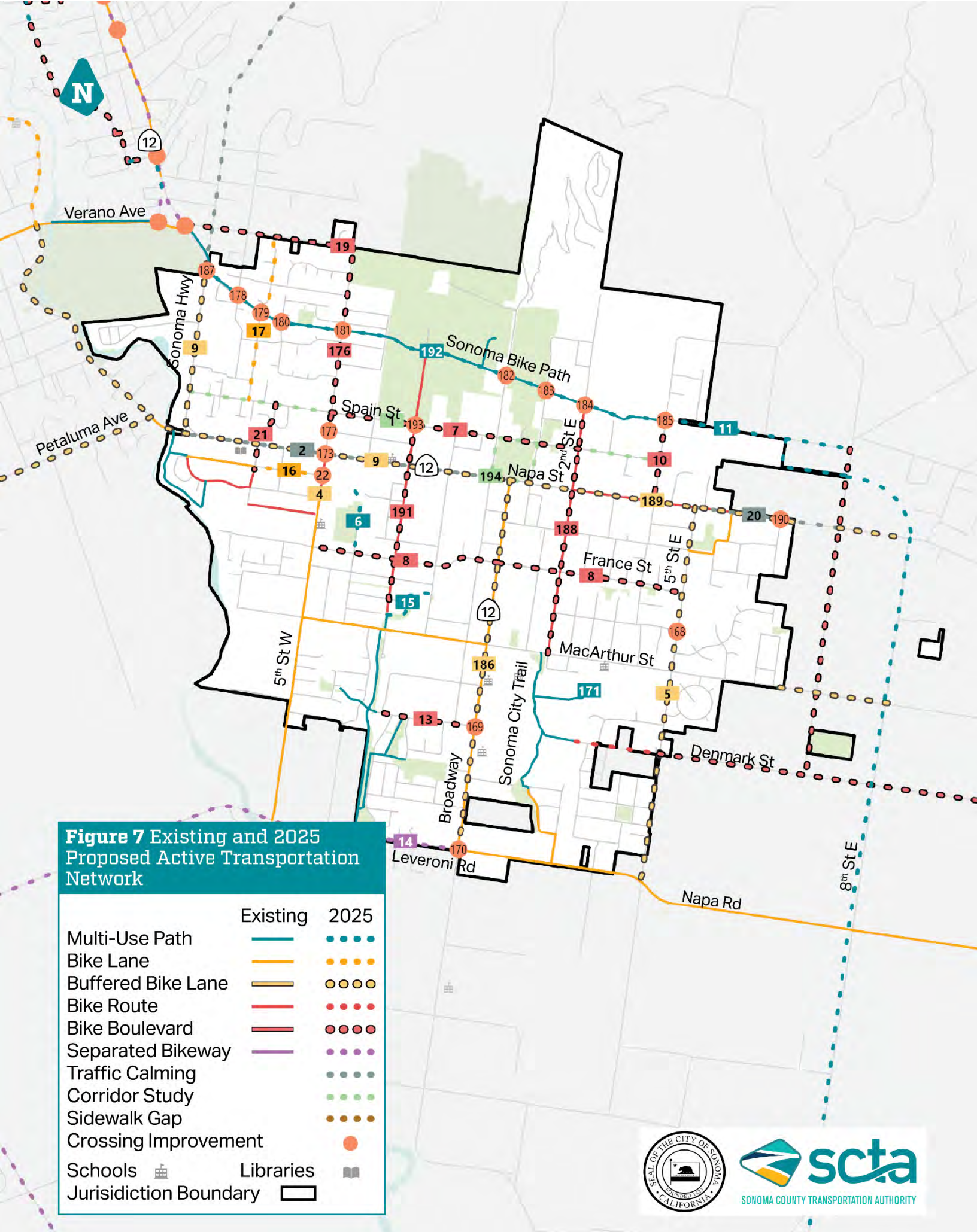

Figure 7 Existing and 2025 Proposed Active Transportation Network

	Existing	2025
Multi-Use Path		
Bike Lane		
Buffered Bike Lane		
Bike Route		
Bike Boulevard		
Separated Bikeway		
Traffic Calming		
Corridor Study		
Sidewalk Gap		
Crossing Improvement		
Schools	Libraries	
Jurisidiction Boundary		

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Engineering Treatments Toolbox

In designing and implementing the 2025 Active Transportation Network projects, and taking actions to fulfill the policies and goals identified in this Plan, city staff will use engineering treatments consistent with established industry resources and guidance published by reputable organizations such as the Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), American Association of State Highway Transportation Officials (AASHTO), California Department of Transportation (Caltrans), and California Manual on Uniform Traffic Control Devices (CA MUTCD). The following tables include examples of the types of engineering treatments the city may use in the design and implementation of enhanced active transportation infrastructure.

Table 4 provides a list of available resources the city can use when designing new active transportation infrastructure. While the design guidance in these resources offer options for a wide range of contexts, this is not an exhaustive list of potential resources.

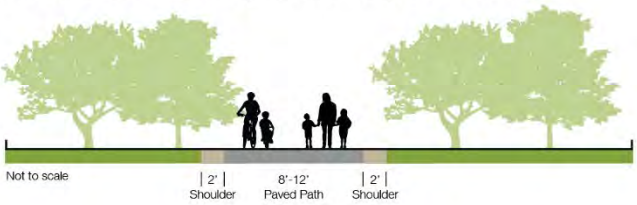
Table 4. Catalog of Resources

Resource	Description
Manual on Uniform Traffic Control Devices (MUTCD)	Federal standards on traffic signs, road surface markings, and signals.
A Policy on Geometric Design of Highways and Streets (Green Book)	National guidance on roadway geometric design
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition	Guidance on the planning, design, and operation of pedestrian facilities
FHWA Small and Rural Multimodal Networks	Reference guide on active transportation facilities in small towns and rural areas
Caltrans DIB -94 Complete Streets: Contextual Design Guidance	Design guidance to support implementation of complete streets projects on roads owned by Caltrans
FHWA Bikeway Selection Guide	Guidance on selecting and designing different types of bikeways based on street and land use contexts
FHWA Separated Bike Lane Planning and Design Guide	Guidance for planning and designing separated bike lanes under different contexts
NACTO Guides: Urban Street Design Guide, All Ages and Abilities Guide	Reference guides on best practices for street design
NCHRP Report 926 – Guidance to Improve Pedestrian and Bicyclist Safety at Intersections	Step-by-step process for selecting intersection safety treatments
FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations	A reference guide on what type of crosswalk and crossing treatments are most applicable in a given location
Public Rights of Way Accessibility Guidelines (PROWAG)	Guidelines that provide best practices for accessibility
LRFD Guide Specifications for Design of Ped Bridges	Guide Specifications address the design and construction of typical pedestrian bridges

Bicycle Facility Toolbox

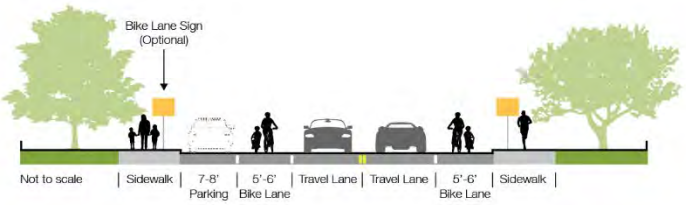
Multi-Use Paths

Completely separated right-of-way for exclusive use of bicycles and pedestrians



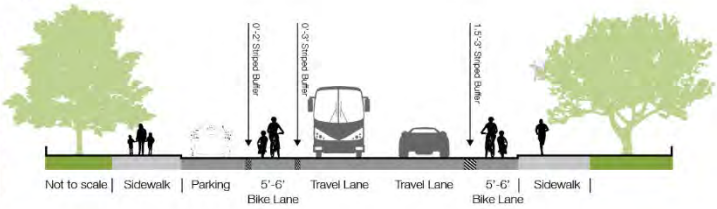
Bike Lanes

On-street striped lane for one-way bike travel



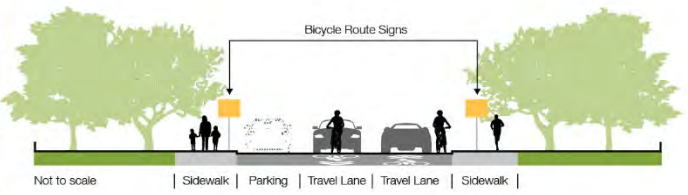
Buffered Bike Lanes

Modified on-street bike lane with painted buffer



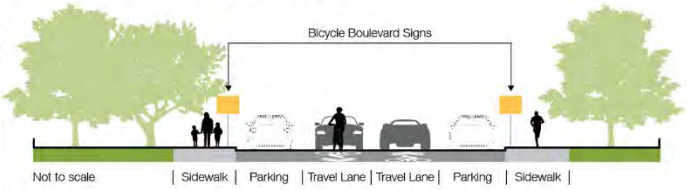
Bike Routes

Shared on-street facility



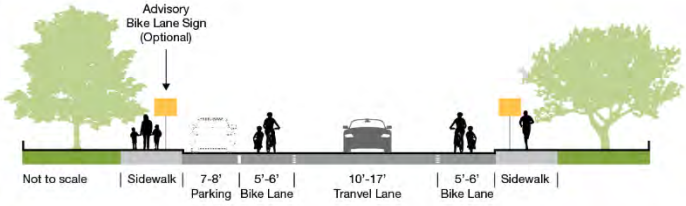
Bike Boulevards

Shared on-street facility with improvements to prioritize bicycle traffic



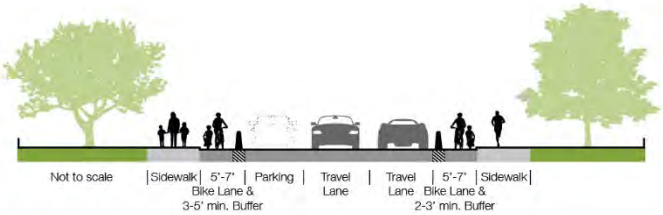
Advisory Bike Lane

An alternative to a bike boulevard or bike route.



Separated Bike Lanes

Physically separated bike lane



Pedestrian Facility Toolbox

Along Streets: Space for Walking

From left to right: Neighborhood Narrow Sidewalk, Residential Ribbon Sidewalk, Paved Shoulder, Shared-Use Path

Along Streets: Sidewalk Widths

Residential Areas=6' Minimum; Downtown/Mixed-Use Area=8' Minimum. Sidewalk should be on both sides. Sidewalk should not be obstructed.



Along Streets: Frontage Zone

Immediately adjacent to the property line, wide frontage zones with shade and activities enhance pedestrian comfort. On commercial streets, the frontage zone should be a minimum of 2 feet.



Along Streets: Furnishing Zone

Between the curb and walking areas, the furnishing zone buffers traffic and hosts street elements like furniture and landscaping.



Along Streets: Lighting

Key considerations: Scale of the lights, spacing of lights, lamp type, color temperature, smart management, adding character.

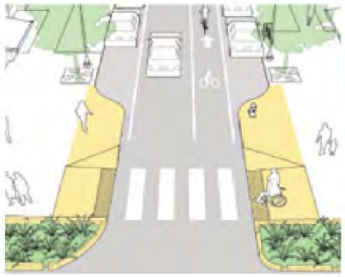

Sporadic Lighting


Lighting does not cover sidewalk


Lighting is consistent and covers sidewalk

Along Streets: Curb Buffer

Parklets provide space to sit and enjoy the space adjacent to the sidewalk. Curb extensions extend the sidewalk to shorten crossing distances and also make pedestrians more visible to approaching vehicles. Both help to reduce vehicle speeds.



Along Streets: Pervious Pavement

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.

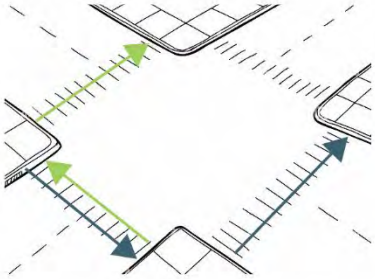
Along Streets: Watershed & Bioswale

Improve water quality. Reduce ponding. Maintenance agreements are necessary to establish responsibility for the upkeep of the facility.



At Crossings: Pedestrian Friendly Signal Timing

Crossing Time - 3.5 feet / seconds →
Leading Pedestrian Interval – 3 seconds →




At Crossings: Accessible Pedestrian Push Buttons

Accessible Pedestrian Signal (APS) & Touchless Pedestrian Push Button.


At Crossings: Uncontrolled Crosswalks

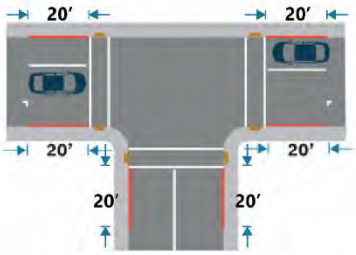
FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommends crossing enhancements for uncontrolled crossings based on characteristics such as vehicle speeds, vehicle volume, and number of vehicle lanes. Enhancements include treatments such as Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, and others.

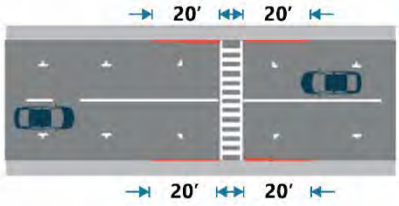
At Crossings: High Visibility Crosswalk Striping

CA MUTCD and the Caltrans Highway Design Manual include standard plans for high visibility crosswalk striping. To increase awareness for motorists and improve their yielding behavior.

At Crossings: Parking Restrictions

Parking restrictions improve road user visibility of crosswalks and the people using them. Parking restrictions informed by AB 413 and CA MUTCD 2014, Revision 8 Figure 3B-21(CA) Examples of Parking Space Markings.





Traffic Calming Toolbox

Chicanes

Create horizontal deflection along a roadway requiring motorists to slow their speeds as they travel between intersections. They can be designed to include space for landscaping or bioswales.


Source: Los Angeles Department of Transportation


Source: Caltrans Traffic Calming Guidance


Source: NACTO

Curb Extensions

Extend the curb area available to pedestrians waiting to the cross the street. They can include areas for landscaping. They shorten crossing distances while also slowing vehicle speeds at the intersection.

Neighborhood Traffic Circles or Mini Roundabouts

Include a raised central island at two intersecting streets requiring motorists to slow their speed to drive around the island at the intersection. The approaching streets can be stop or yield control. Including landscaping in the central island also creates a terminal vista for approaching motorists which further helps reduce vehicle speeds.


Source: Seattle Department of Transportation

Raised Crosswalks

Elevate the crosswalk to sidewalk height requiring motorists to drive at slower speeds while also making people in the crosswalk more visible.


Source: SFMTA


Source: New York City DOT


Source: Caltrans Traffic Calming Guidance

Speed Humps

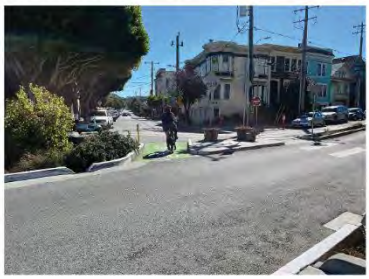
Create a vertical deflection requiring motorists to slow their speeds as they travel along a street between intersections.


Source: : Caltrans Traffic Calming Guidance


Source: : Pedestrian Safety Guide and Countermeasure Selection

Traffic Diverters

Prevent or limit vehicle access to a street while allowing people walking and biking full access. They help reduce the amount of vehicle traffic along a neighborhood street or bike boulevard.



Source: : City of Long Beach, CA


Source: : Caltrans Traffic Calming Guidance

Policies and Actions

The City of Sonoma has a series of Policies and Actions to guide the implementation of the ATP including actions to promote active transportation within Sonoma. The Policies and Actions support each of the Plan's goals as shown below.

GOAL 1: Connected and Reliable

Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.

POLICY 1-1: Prioritize and implement bike and pedestrian projects identified in the ATP, given the amount of funding available to Sonoma.

> Action 1-1.1: As budget allows, establish a citywide Traffic Impact Fee and include certain projects identified in the updated ATP.

POLICY 1-2: The city's 5-Year Capital Improvement Program shall incorporate and include funding for bike and pedestrian improvements identified in the ATP, as well as maintenance of active transportation facilities.

POLICY 1-3: Prioritize closure of sidewalk gaps that connect people to activity centers, schools, transit, healthcare, parks, and the downtown area, ensuring that streets safely serve older adults, youth, people living with disabilities, and all members of the community.

POLICY 1-4: All public streets shall have a sidewalk connecting to the broader network, on a minimum of one-side, phased as city funding and/or nexus with private development allows. Determining the appropriate side shall be based on the existing sidewalk network, environmental conditions, and impediments to construction. The city may further determine if sidewalks are necessary on certain streets based on street character and adjacent land uses.

POLICY 1-5: As part of city or private development projects, enhance pedestrian and bike facilities along or adjacent to all arterial roadways. Multi-use path and separated bike lanes should be the first choice in the design of all new multi-modal infrastructure.

POLICY 1-6: Ensure adequate bike parking is available citywide.

POLICY 1-7: Prioritize ADA improvements in high-volume pedestrian areas.

POLICY 1-8: Work cooperatively with responsible agencies including the Sonoma County Transportation Authority, Sonoma-Marin Area Rail Transit, Sonoma County Water Agency, and others to close existing facility gaps and ensure the active transportation network is implemented, constructed, and maintained.

POLICY 1-9: Proactively seek opportunities for acquisition of abandoned rights-of-way, flood control rights-of-way, and lands for the development of new multi-use pathways in coordination with SCTA and Sonoma County Regional Parks.

POLICY 1-10: Increase the U.S. Census derived "Journey to Work" mode split percentage for walking and biking by 50% by the year 2040.

POLICY 1-11: Work with federal, state, regional, and local agencies to secure funding to implement the citywide active transportation system. Encourage multi-jurisdictional funding applications to implement the regional active transportation system.

POLICY 1-12: Install wayfinding and directional signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and state routes to improve wayfinding for bicyclists and pedestrians, assist emergency personnel, and heighten motorists' awareness.

GOAL 2: Safe and Well-Maintained

Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.

POLICY 2-1: Seek opportunities to separate existing and future bike facilities from motor vehicle traffic with buffers or greater protection such as a curb, flexible bollards, delineators, or other more durable barriers on streets where vehicle speeds are greater than 25 mph. Use best practices when designing bicycle facilities.

POLICY 2-2: Develop and operationalize a sidewalk repair program to ensure the city maintains or enforces maintenance of sidewalks. Continue to engage with the community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, etc.

POLICY 2-3: Maintain all bike lane symbols, striping, green paint, and buffer paint and ensure all bike lanes have standard bike symbols. Ensure bike lanes are kept free of trash bins, vehicles, and debris.

POLICY 2-4: Encourage road construction projects to minimize their impacts on for all roadway users, but more importantly active transportation users through the proper placement of construction signs and equipment, and by providing safety detours.

POLICY 2-5: Provide additional pedestrian safety improvements at intersections and crossings.

> Action 2-5.1: Increase pedestrian safety at controlled and uncontrolled crossings, where needed, to complete pedestrian networks and provide access to destinations. Utilize industry best practices such as the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, ADA standards, and Caltrans Roadway Lighting Manual.
>
> Action 2-5.2: Increase pedestrian safety at intersections. Utilize proven countermeasures identified by FHWA including signal phasing, timing adjustments, high visibility crosswalks, curb extensions, pedestrian refuge islands, and pedestrian scale lighting.

POLICY 2-6: Improve bicycle safety at controlled and uncontrolled intersections, using proven countermeasures identified by FHWA and other industry resources.

POLICY 2-7: Implement and incorporate actions in SCTA's adopted Sonoma County Vision Zero (VZ) Action Plan.

Action 2-7.1: Support Safe Routes to School program and school districts to promote safe, active transportation through education, school policies, and pick-up/drop-off procedures (VZ Action 3.1).

Action 2-7.2: Prioritize low-cost quick-build projects to rapidly implement bike and pedestrian safety improvements along the High Injury Network (VZ Action 4.1).

Action 2-7.3: Prioritize closing gaps in bike and pedestrian networks and design facilities for all ages and all abilities (VZ Action 4.6).

Action 2-7.4: Update street design standards to reflect latest research and best practices around safety and Complete Streets, with an emphasis on serving diverse road users of all ages and abilities (VZ Action 4.8).

Action 2-7.5: Enhance training for law enforcement personnel responsible for crash reporting to address the unique attributes required to accurately report circumstances of crashes involving bicyclists, pedestrians, and other vulnerable road users (VZ Action 6.1).

Action 2-7.6: Use regional data sources such as the Metropolitan Transportation Commission's Regional High Injury Network and Regional Safety Data System, and Caltrans District 4 location-based needs identified by their active transportation planning efforts to inform safety project development and funding decisions (VZ Action 6.3).

POLICY 2-8: Review and update speed limits on city-owned roadways based on updated California MUTCD guidance.

POLICY 2-9: Implement daylighting in alignment with California ruling AB 413, painting curbs red within 20 feet of any marked or unmarked crosswalk.

POLICY 2-10: Coordinate with Sonoma County Parks to post appropriate speed limits on multi-use paths to regulate e-scooter and e-bike use. Work in good faith to establish a consistent policy between county- and city-owned multi-use paths.

POLICY 2-11: Consider e-bikes, e-scooters, and other mobility devices when designing bicycle facilities through potentially wider facilities as well as forgiving edge treatments (e.g., mountable curbs).

GOAL 3: Community Oriented and Place-Based

Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.

POLICY 3-1: Explore areas that could be designated or converted into bike/pedestrian-only zones or designed to minimize automobile traffic impacts. Explore opportunities throughout

the city to add amenities such as landscaping, shade, public art, seating, and drinking fountains.

POLICY 3-2: Work with transit providers to offer and maintain all-weather shelters and other amenities at transit stops and transportation centers.

POLICY 3-3: Where possible and desirable, utilize alternative surfaces for pathways such as decomposed granite, crushed rock, or other natural-like materials.

POLICY 3-4: Work with the SCTA to develop a regional bike share/ micromobility program.

POLICY 3-5: Achieve a Silver Bicycle Friendly Community℠ rating from the League of American Bicyclists.

POLICY 3-6: Encourage and incentivize more people to walk, bike, and roll through education and encouragement activities such as special events, Bike-to-Work Day, and social media campaigns.

POLICY 3-7: Coordinate with School Districts and the Recreation Department to identify opportunities for increased bike and pedestrian education with a focus on youth education.

POLICY 3-8: Refine the community engagement process to include a diversity of community members who bring lived experiences that represent the full cross-section of Sonoma residents.

POLICY 3-9: Support community education around e-bike and e-scooter use. Coordinate with non-profits, local school districts, parks, and public health.

6. Implementation: Local Considerations

The following outlines a timeline and potential funding sources the city can use to make consistent, steady progress towards achieving its vision and goals for enhancing walking, biking, and rolling.

Timeline

Policy Actions

Putting the Active Transportation Plan policies and programs into action is a critical initial step in providing a foundation for buildout and utilization of the network. Many of the policies and the broader Active Transportation Program identified in this Plan are ongoing or recurring considerations and activities, that once initiated, will sustain investment in active transportation improvements as well as institutionalize designing streets for safe and comfortable walking, biking, and rolling.

Planned Projects

Prioritization

Opportunities to advance specific projects toward implementation will be dependent on external factors (e.g., land use projects, successful grant applications). With this in mind, the planned projects identified in this Plan have been prioritized into three tiers:

- Tier 1 – High Priority
- Tier 2 – Medium Priority
- Tier 3 – Low Priority

The criteria used to sort the projects into each tier were as follows:

- Safety – Extent to which the project is on a portion of the SCTA Vision Zero HIN and/or if it has been identified in the city's Local Road Safety Plan as a priority location.
- Equity – Extent to which the project would improve active transportation access or conditions for an equity-focus population as defined at the regional, state, or federal level.
- Proximity to Existing and Future Transit – For a given project, the distance from an existing or future bus stop or transit station.
- Proximity to Schools – For a given project, the distance from an existing school.

- Low-Stress Gap Closure – Scored based on whether the project would close a gap in the low-stress network, with extra points for projects on the Sonoma County Regional Routes network.

For each criterion, each project received a score based on the extent to which it fulfilled the criteria. The collective scores were normalized into a single number or index. Tiers 1, 2, and 3 were established to align with the top, middle, and bottom third of the project scores. Projects are presented by tier in Table 2.

Once sorted into each of the three buckets, projects are not sorted within each tier to give city staff discretion and flexibility to respond to various opportunities that arise and can facilitate implementation. Within the broader Countywide ATP, the project prioritization criteria is aligned with project selection criteria for the Go Sonoma funding program.

Cost Estimates

This section presents the costs estimates for implementing the 2025 Active Transportation Plan. Project cost estimations were developed to provide a general idea of the anticipated cost for each proposed project type. These estimates are based on an engineering review of unit costs and quantities for the project types shown. They are based solely on construction costs and do not include other soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management).

Table 5 summarizes project costs by project type and prioritization tier for the 2025 Active Transportation Network.

Table 5. 2025 Active Transportation Network – Cost Estimates Summary

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 1 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	0.56 miles	$573,160
Bike Lane[2]	$176,000/mile	0.71 miles	$124,960
Buffered Bike Lane[3]	$574,000/mile	1.77 miles	$1,015,980
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard [5]	$87,500/mile	2.64 miles	$231,000
Separated Bike Lanes [6]	$1,655,000/mile	0.32 miles	$529,600
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	1 location	$8,000 to $60,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	4 locations	$32,000 to $480,000
Sidewalk Installation[9]	$480/linear feet	4225.16 linear feet	$2,028,077
Corridor Study	$300,000/mile	1.92 miles	$576,000
Traffic Calming[10]	$75,000/mile	0.98 miles	$73,500
Total Tier 1 Priority Projects[11]			$5.2M to $5.7M
Tier 2 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	0.37 miles	$378,695

Project Type	Unit Cost	Quantity	Cost Estimate
Bike Lane[2]	$176,000/mile	-	-
Buffered Bike Lane[3]	$574,000/mile	-	-
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard [5]	$87,500/mile	1.38 miles	$120,750
Separated Bike Lanes [6]	$1,655,000/mile	0 miles	$0
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	2 locations	$16,000 to $120,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	-	-
Sidewalk Installation[9]	$480/linear feet	21,633 linear feet	$10,383,936
Corridor Study	$300,000/mile	-	-
Traffic Calming[10]	$75,000/mile	0.65 miles	$48,750
Total Tier 2 Projects[11]			$11M to $11.1M
Tier 3 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	0.3 miles	$307,050
Bike Lane[2]	$176,000/mile	-	-
Buffered Bike Lane[3]	$574,000/mile	2 miles	$1,148,000
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard [5]	$87,500/mile	0.6 miles	$52,500
Separated Bike Lanes [6]	$1,655,000/mile	-	-
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	10 locations	$80,000 to $600,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	-	-
Sidewalk Installation[9]	$480/linear feet	28,566 linear feet	$2,572,800
Corridor Study	$300,000/mile	-	-
Traffic Calming[10]	$75,000/mile	-	-
Total Tier 3 Projects[11]			$16M to $17.1M
2025 Active Transportation Network			
Total All Projects[11]			$32.7M to $33.8M

Notes:
(1) 12' wide AC path, 2' gravel shoulders, striping and 4 signs per mile.
(2) Unidirectional bike lanes on each side of a two-way street. Striping, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 5' wide x 20' long), and 4 signs per mile.
(3) Unidirectional bike lanes on each side of a two-way street. Pavement marking in 3' wide AC buffer lane along entire length, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 3' wide x 20' long), and 4 signs per mile.
(4) "Sharrow" or similar type of pavement marking at 250-foot intervals and 8 signs per mile.
(5) "Sharrow" or similar type of pavement marking at 250-foot intervals, 8 signs per mile, and a combination of traffic calming treatments which could include, but are not limited to, neighborhood traffic circles, raised crosswalks, high visibility crosswalk markings, speed humps, chicanes, and curb extensions.
(6) Unidirectional bike lanes on each side of a two-way street. 7' wide AC Bikeway, concrete edge treatment/median in buffer, bikeway stripe, pavement marking, 4 signs per mile and three signalized intersection improvements per mile.
(7) Improvements at unsignalized intersections include, but are not limited to, pedestrian refuge islands, high visibility crosswalks, rectangular rapid flashing beacons, raised crosswalks, and curb extensions.

(8) Improvements at signalized intersections include, but are not limited to, two-stage bike turn boxes, bike signals, high visibility crosswalks, cross-bike or bike conflict markings, pedestrian count down signals, and implementing directional curb ramps.
(9) Both sides of street. 7' wide concrete sidewalk and underlying compacted base material, including curb and gutter.
(10) Traffic calming includes one, or a combination of improvements, including but not limited to treatments such as neighborhood traffic circles, raised crosswalks, added crosswalk markings, speed humps and curb extensions.
(11) Price per mile assumes "blank slate" and includes new pavement improvements only. (i.e., no demo, drainage, etc.). Mobilization, traffic control, etc., are excluded.

Funding

This section describes the funding sources available to fund the projects and programs identified in this plan. In addition to local funding sources such as the Capital Improvements Program and developer fees, Table 6 presents a list of competitive grants and formula-based funding programs that have been reviewed for potential consideration to address financial needs of the projects identified in the plan. Further discussion of regional and federal funding options is included in the 2025 Countywide ATP.

Table 6. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings

Regional Funding Sources	
GoSonoma	https://scta.ca.gov/measure-m/gosonoma/
Transportation Development Act, Article 3 (TDA3)	https://scta.ca.gov/projects/funding/#tda3
Transportation Fund for Clean Air (TFCA)	https://scta.ca.gov/projects/funding/#tfca
State of California Funding Sources	
AHSC – Affordable Housing and Sustainable Communities	https://sgc.ca.gov/programs/ahsc/
ATP – Active Transportation Program	https://catc.ca.gov/programs/active-transportation-program
CleanCA – Clean California	https://cleancalifornia.dot.ca.gov/
HSIP – Local Highway Safety Improvement Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
LPP – Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	https://dot.ca.gov/programs/local-assistance/fed-and-stateprograms/protect
REAP – Regional Early Action Planning	https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021
RC:H2B – Reconnecting Communities: Highways to Boulevards	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
RMRA & HUTA – Road Maintenance and Rehabilitation Account & Highway Users Tax Account	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
SCCP – Solutions for Congested Corridors Program	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Federal Funding Sources	
ATIIP – Active Transportation Infrastructure Investment Program	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
CMAQ – Congestion Mitigation and Air Quality Improvement Program	https://ww2.arb.ca.gov/resources/documents/congestionmitigation-and-air-quality-improvement-cmaq-program
RAISE – Rebuilding American Infrastructure with Sustainability and Equity	https://www.transportation.gov/RAISEgrants
RSTG – Rural Surface Transportation Grant Program	https://www.transportation.gov/grants/rural-surface-transportation-grant
SMART – Strengthening Mobility and Revolutionizing Transportation	https://www.transportation.gov/grants/SMART
SS4A – Safe Streets and Roads for All	https://www.transportation.gov/grants/SS4A
STIP – State Transportation Improvement Program	https://catc.ca.gov/programs/state-transportation-improvement-program
STP – Surface Transportation Block Grant	https://www.fhwa.dot.gov/specialfunding/stp/

Monitoring

Staff will track progress towards implementing this Plan's content as well as achieving this Plan's goals using the measures shown in Table 7. On an annual basis, as part of staff's update on the General Plan progress, they will report to the Planning Commission and City Council the most recent status for each measure below.

Table 7. Monitoring Progress

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	10.35 miles	City data	Annual
Linear feet of sidewalk gaps (total)	54,424 feet	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 4/Bike: 3	2012-2016; SWITRS	Annual
Number of crossing improvements installed	n/a	City data	Annual
Community Oriented & Place Based			
Number of active transportation improvements within a 1/4 mile of transit/bus stop	n/a	City data	Annual
Number of new or upgraded bike parking facilities	n/a	City data	Annual

Notes:
"n/a" Indicates a baseline number for the measure is not applicable.

Appendix A Sidewalk Gaps

Appendix A. Sidewalk Gap Projects

Project #	Project Location	Project Description	Priority
24	3rd St E From E. Napa St to Patten St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
25	Smith St From Del Rio Paseo to 5th St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
26	Austin Ave From E. Macarthur St to Chase St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
27	Smith St From Del Rio Paseo to 5th St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
28	Fryer Creek Dr From Lubeck St to Leveron Rd	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
29	4th St W From Rosalie Dr to W. Spain St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
30	Patten St From Nathanson Creek Ln to Austin Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
31	Del Rio Paseo From W. Macarthur St to Smith St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
32	Troy Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
33	4th St E From Greve Ln to Brazil St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
34	Patten St From Austin Ave to 2nd St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
35	Emilys Meadow Ct From to	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
36	Harrington Dr From 5th St West to Manor Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
37	Dewell Dr From Larkin Dr to Pina Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
38	Dewell Dr From Pina Ave to Fine Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
39	Denmark St From 5th St East to Eastin Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
40	E Macarthur St From Knight St to 7th St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
41	E Macarthur St From Knight St to Towne St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
42	5th St E From Eastin Dr to Denmark St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
43	Leveroni Rd From David St to Birch Rd	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2

Project #	Project Location	Project Description	Priority
44	5th St W From Verano Ave to Fano Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
45	Napa Rd From Broadway to Larkin Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
46	Verano Ave From Hwy 12 to Main St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
47	Napa Rd From Larkin Dr to Pueblo Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
48	3rd St E From Chase St to E. Macarthur St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
49	Hwy 12 From W. Spain St to W. Napa St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
50	Leveroni Rd From Broadway to Bainbridge Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
51	Napa Rd From 5th St East to Jones St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
52	Leveroni Rd From 5th St West to Harrington Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
53	W Spain St From 4th St West to 3rd St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
54	4th St W From Rosalie Dr to Claudia Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
55	5th St E From Eastin Dr to Este Madera Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
56	Malet St From Fryer Creek Dr to 1st St West	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
57	E Napa St From 5th St East to Armstrong Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
58	Fryer Creek Dr From Clay St to Newcomb St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
59	Jones St From Napa Rd to Brockman St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
60	Denmark St From 5th St East to Loise Ln	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
61	Napa Rd From Larkin Dr to Pueblo Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
62	Harrington Dr From Leveroni Rd to Harrington Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
63	Smith St From Del Rio Paseo to Manuella Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
64	Leveroni Rd From 5th St West to Harrington Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
65	Brownstone Ln	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
66	Leveroni Rd From Fryer Creek Dr to Harrington Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
67	4th St W From Claudia Dr to Linda Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
68	5th St E From Este Madera Ln to Pear Tree Ct	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
69	5th St E From Chase St to E. Macarthur St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
70	4th St W From Andrieux St to N/A	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
71	Fryer Creek Dr From Lubeck St to Todd Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
72	5th St W From Smith St to Harrington Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
73	Hwy 12 From W. Spain St to W. Napa St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
74	5th St E From Pear Tree Ct to E. Macarthur St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
75	Hayes St From W. Macarthur St to Bettencourt St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
76	Fryer Creek Dr From Clay St to Todd Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
77	5th St E From Saunders Dr to Engler St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
78	Leveroni Rd From Harrington Dr to Palmer Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
79	Patten St From Broadway to 1st St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
80	E Napa St From Plum Tree Ct to 6th St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
81	Leveroni Rd From Fryer Creek Dr to Bragg St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
82	4th St E From Lucca Ct to Greve Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
83	Napa Rd From Larkin Dr to Pueblo Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
84	Gregory Cir From Studley St to Oregon St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
85	4th St E From Lucca Ct to E. Spain St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
86	Napa Rd From 5th St East to Jones St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
87	Patten St From 1st St East to Nathanson Creek Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
88	5th St W From Harrington Dr to Leveroni Rd	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
89	5th St E From Denmark St to Saunders Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
90	5th St E From Denmark St to Saunders Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
91	Denmark St From Eastin Dr to 5th St East	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
92	Lovall Valley Rd From Gehrickle Rd to Wilking Way	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
93	Smith St From Janero Pl to El Castillo Vista	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
94	4th St W From Montini Way to Haraszthy Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
95	Napa Rd From 5th St East to Jones St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
96	Napa Rd From Pueblo Ave to Jones St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
97	Napa Rd From Pueblo Ave to Larkin Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
98	Harrington Dr From 5th St West to Manor Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
99	Hwy 12 From Verano Ave to Ramon St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
100	France St From 2nd St East to Donner Ave	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
101	Napa Rd From Pueblo Ave to 5th St East	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
102	Austin Ave From Austin Ave to France St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
103	Napa Rd From Jones St to 5th St East	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
104	Garry Ln From Denmark St to N/A	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
105	E Macarthur St From Cordilleras Dr to Towne St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
106	4th St W From Linda Dr to Haraszthy Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
107	Napa Rd From Larkin Dr to Broadway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
108	5th St E From Napa Rd to Engler St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
109	Napa Rd From Larkin Dr to Broadway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
110	Verano Ave From Riverside Dr to Main St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
111	Smith St From 5th St West to city extent	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
112	Gregory Cir From Studley St to Oregon St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
113	4th St W From Linda Dr to Claudia Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
114	7th St E From Denmark St to E. Macarthur St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
115	Lovall Valley Rd From 4th St East to Wilking Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
116	5th St E From Napa Rd to Engler St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
117	Lovall Valley Rd From Gehricke Rd to 7th St East	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
118	Denmark St From 5th St East to Garry Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
119	Del Rio Paseo From Smith St to W. Macarthur St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
120	Del Rio Paseo From Smith St to W. Macarthur St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
121	Hwy 12 From W. Spain St to Lyon St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
122	Hwy 12 From W. Spain St to Ramon St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
123	5th St W From Leveroni Rd to Harrington Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
124	Brazil St From Greve Ln to Rd	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
125	Broadway From Napa Rd to Woodworth Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
126	Broadway From Napa Rd to Clay St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
127	E Napa St From Armstrong Dr to 7th St E	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
128	E Napa St From Armstrong Dr to 6th St E	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
129	4th St W From W. Spain St to Rosalie Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
130	4th St W From W. Spain St to Rosalie Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
131	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
132	W Napa St From Sonoma Highway to 7th St West	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
133	Denmark St From Garry Ln to Loise Ln	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
134	Denmark St From Eastin Dr to 5th St East	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
135	Donner Ave From E. Macarthur St to North Dead End	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
136	Brockman Ln From Pueblo Ave to Engler St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
137	Brockman Ln From Engler St to Saunders Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
138	Robinson St From Barrachi Way to 3rd St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
139	Banchero St From Barrachi Way to 3rd St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
140	2nd St E From E. Spain St to Padre Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
141	2nd St E From E. Spain St to Padre Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
142	2nd St E From Padre Dr to Blue Wing Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
143	2nd St E From Blue Wing Dr to Mountain Cemetery	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
144	2nd St E From Blue Wing Dr to Mountain Cemetery	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
145	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
146	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
147	2nd St E From Blue Wing Dr to 2nd St East	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
148	Service Rd From Service Road south of Blue Wing Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
149	Padre Dr From 2nd St East to Guadalupe Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
150	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
151	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
152	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
153	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
154	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
155	2nd St E From Service Road north of Blue Wing Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
156	2nd St E From East Spain St to Padre Dr	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
157	From Joaquin Dr to W. Spain St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
158	W Napa St From Sonoma Highway to 7th St West	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
159	5th St W From Claudia Dr to Rosalie Dr	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
160	Fryer Creek Dr From Newcomb St to Malet St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
161	Newcomb St From Fryer Creek Dr to N/A	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
162	Austin Ave From E. Macarthur St to Chase St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
163	Austin Ave From Patten St to France St	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
164	Lovall Valley Rd From 4th St East to Gehricke Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
165	1st St W From E. Spain St to Mountain Cemetery	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
166	1st St W From E. Spain St to Norrbom Rd	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
167	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
175	Nathanson Creek Ln From 1st St East to Patten St	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1