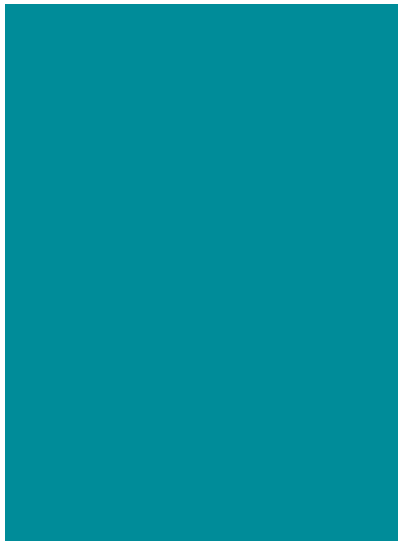
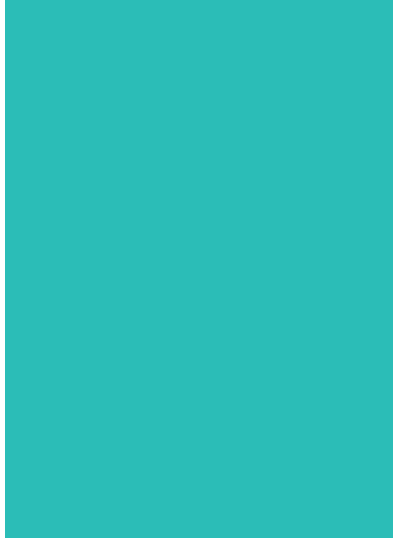
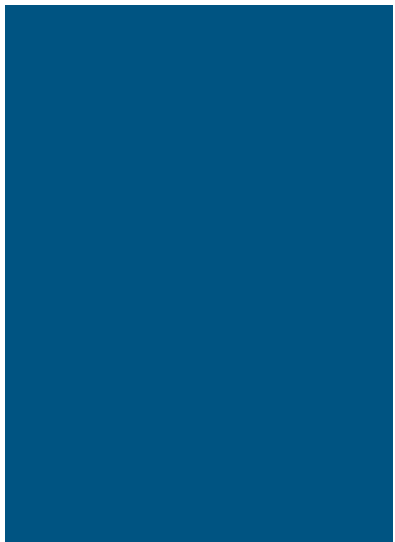
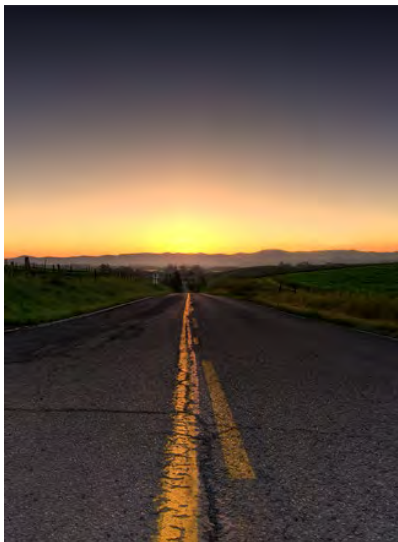




City of Cloverdale Active Transportation Plan



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Cloverdale Active Transportation Plan (ATP)

Public Draft: September 2024





WELCOME TO DOWNTOWN
CLOVERDALE

The sign is a rectangular stone pillar with a flat top, set in a circular concrete base. Behind it is a large, leafy tree. The sign is located at the corner of a street intersection. In the background, there are other trees, a street lamp, and a building with a red roof. The sky is clear and blue.

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1. Introduction

The 2025 Cloverdale Park 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 Cloverdale ATP is also a stand-alone document the City of Cloverdale 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 Cloverdale did not identify any local programs specific to active transportation due to budget and staff constraints; however, they are committed to coordinating with SCTA and participating in relevant countywide active transportation programs.

The previous *Cloverdale 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. Cloverdale subsequently adopted the Vision Zero Action Plan locally. 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.



2. Community Profile & Walking, Biking & Rolling Today

Community Characteristics and Travel Patterns

The City of Cloverdale has a population of approximately 9,000¹ and is roughly bound by the Russian River and US 101 to the east and the inner Northern Coast Ranges to the west. Downtown Cloverdale features locally owned galleries, a community theater, and restaurants as well as the annual summer concert series Friday Night Live. An essential component for the Active Transportation Plan includes fostering a pedestrian and bicycle friendly environment along Cloverdale Boulevard, the city's main arterial and gateway that connects downtown and runs parallel to US 101.

In the past two decades, Cloverdale has experienced steady growth, both in the development of land uses and in the number of people residing within the city. Cloverdale is a city with a size, scale, and climate well-suited for walking and biking. In 2010, the city adopted the Cloverdale Station Area/Downtown plan to guide the city's integration of future passenger rail service via SMART, identify opportunity sites for development along Citrus Fair Drive and Cloverdale Boulevard, as well as downtown. Leveraging the existing and future 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 59 percent of the city's population is between the ages of 18 to 64 years old, and 20 percent are 65 and older.² Creating an environment that accommodates all ages and abilities and makes the first/last mile connections to transit is crucial toward promoting and enabling more walking, biking, and rolling for daily travel needs. Census data indicate four percent of workers currently walk to work, zero percent bike or take transit, 78 percent use single occupancy vehicles, eight percent carpool, 9 percent work from home and zero percent take other means of transportation to work.

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

¹ <https://censusreporter.org/profiles/16000US0614190-cloverdale-ca/>

² <https://censusreporter.org/profiles/16000US0614190-cloverdale-ca/>

Road Safety in Cloverdale

Per the California Office of Traffic Safety, as of 2020, Cloverdale is categorized as one of the 74 cities in Group F, cities with a population between 2,501 – 10,000 people. The city ranked 48 in the total fatal and injury collision category³. This indicates Cloverdale had fewer fatal and injury collisions than the majority of similar sized cities in California. According to the SCTA Vision Zero Data Dashboard, from 2015 through 2019 there were zero fatal and 3 severe injury traffic collisions in Cloverdale during that time. There were three severe or visible injury or complaints of pain collisions involving people walking or biking during this period. The Cloverdale Boulevard corridor was where nearly all the collisions were reported. The contributing factors of crashes tended to be cited as improper turning, unsafe speeds, and driving under the influence. According to the UC Berkeley's Transportation Injury Mapping System (TIMS) and California's Statewide Integrated Traffic Records System (SWITRS), from 2015 through 2019 there were zero fatal and two severe injury traffic collisions during that time. There was one severe injury collision involving people walking or biking during this period.

Existing Active Transportation Network Characteristics in Cloverdale

Today, Cloverdale has north-south bike lanes along Foothill Boulevard and Cloverdale Boulevard through much of the city. There are also bike lanes along Atsi Road, Citrus Fair Drive, and portion of Crocker Road. These are supplemented by some designated bike routes in the old town area of the city. The existing bike network provides basic north-south connectivity for individuals who are confident and capable riders. As will be discussed further below and reflected later in the planned projects, there are several opportunities to improve the biking conditions to enable and attract a broader range of individuals to bike. The current sidewalk network tends to be complete in and around the old town area as well as central and southern parts of the city. The sidewalk gaps tend to be located where topography or grade becomes steep and/or along edges of city limits where the character becomes more rural.

There are opportunities to improve active transportation connections along the Cloverdale Boulevard corridor and to/from nearby recreational uses via new and existing trails. There are also opportunities to create low-stress north-south connections to connect schools and activity centers as an alternative to Cloverdale Boulevard as well as connect future development in the south. Additional low-stress east-west connections are desired by community members to access parks along the western edge of the city and along the Russian River in the east. The following figures illustrate these needs.

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

³ <https://www.ots.ca.gov/media-and-research/crash-rankings-results/>

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 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 to the presence 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)⁴.
- **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 Cloverdale. In Cloverdale, Sonoma County Transit (SCT) provides local bus service via Route 68–Cloverdale Shuttle with weekday and Saturday headways of 40-45 minutes. Route 68 does not operate on Sundays. Cloverdale is also served by SCT Route 60 which provides connections from Cloverdale to Healdsburg, Windsor, and Santa Rosa with headways of 20-90 minutes. SCT buses are equipped with bike racks. Regional and greater Bay Area connections can be made via Sonoma-Marin Area Rail Transit (SMART). The closest SMART station to Cloverdale is the Sonoma County Airport Station. However, a northern extension and station in Windsor is currently under

⁴ [fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)

construction and the long-range vision for the SMART system includes planned extensions to Cloverdale.

Transit routes in Cloverdale are provided along major arterials and streets throughout the city. Improved bike connections, upgraded bike facilities, and traffic calming, as shown in [Figure 3](#), will help enable more people to walk and bike generally as well as 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 Cloverdale that were identified as part of SCTA's High Injury Network⁵ (HIN) developed as part of SCTA's Vision Zero Action Plan.⁶

An LTS 1 rating indicates the least stressful (most comfortable) facilities. Low stress (LTS 1 or 2) facilities in Cloverdale include Cloverdale River Park Trail and Asti Road. LTS 4 indicates the most stressful (least comfortable) facilities. LTS 4 Facilities in Cloverdale include Cloverdale Boulevard and Crocker Road.

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.

⁵ 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.

⁶ 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 
- Future SMART Station 
- Schools  Libraries 
- Jurisdiction Boundary 

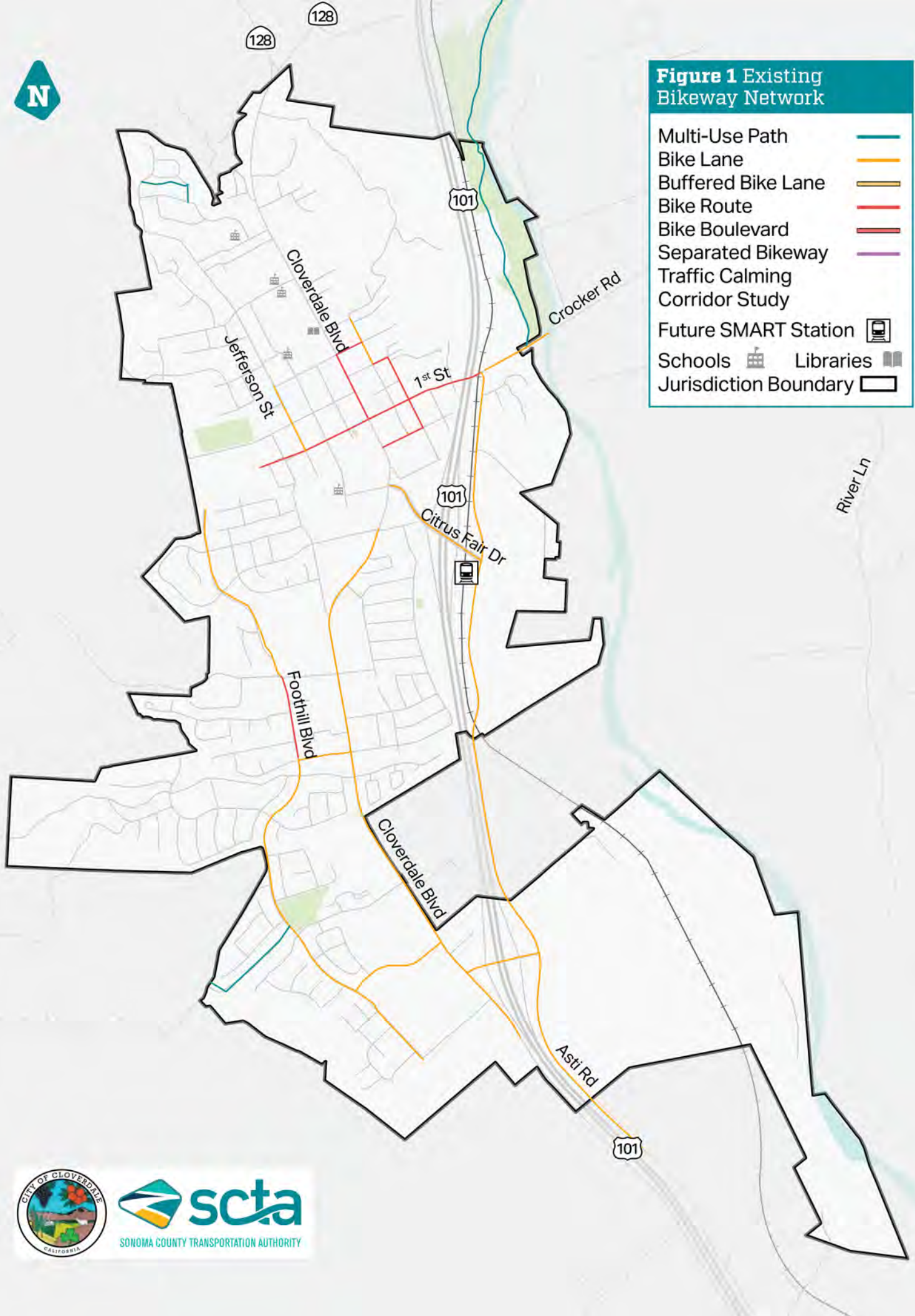




Figure 2 Existing Transit Network

- Sonoma County Transit Stops ●
- Sonoma County Transit Routes —
- Schools  Libraries 

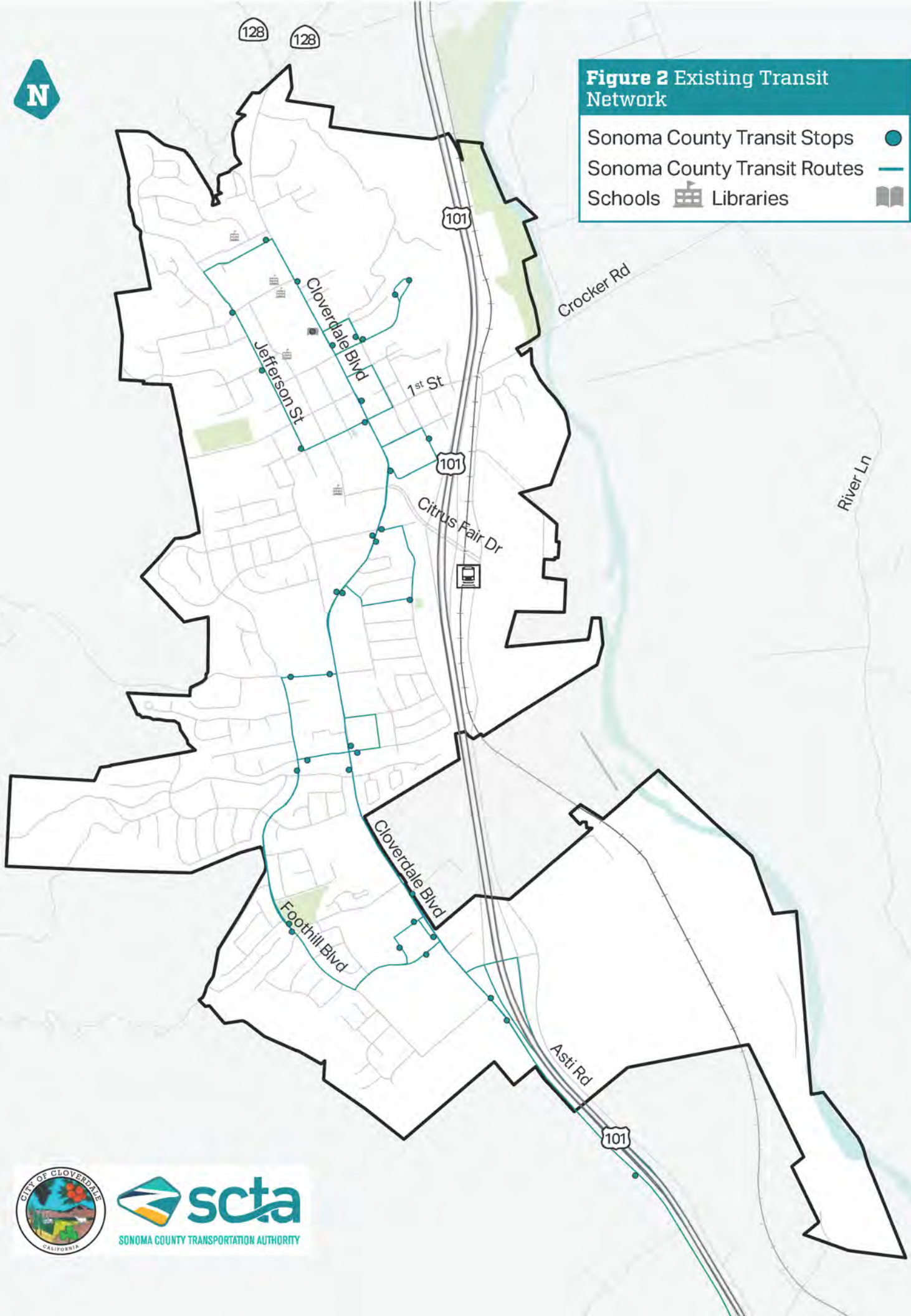




Figure 3 Existing Sidewalk Gaps with Project Numbers

- Sidewalk Gap
- Schools
- Libraries
- Future SMART Station
- Jurisdiction Boundary

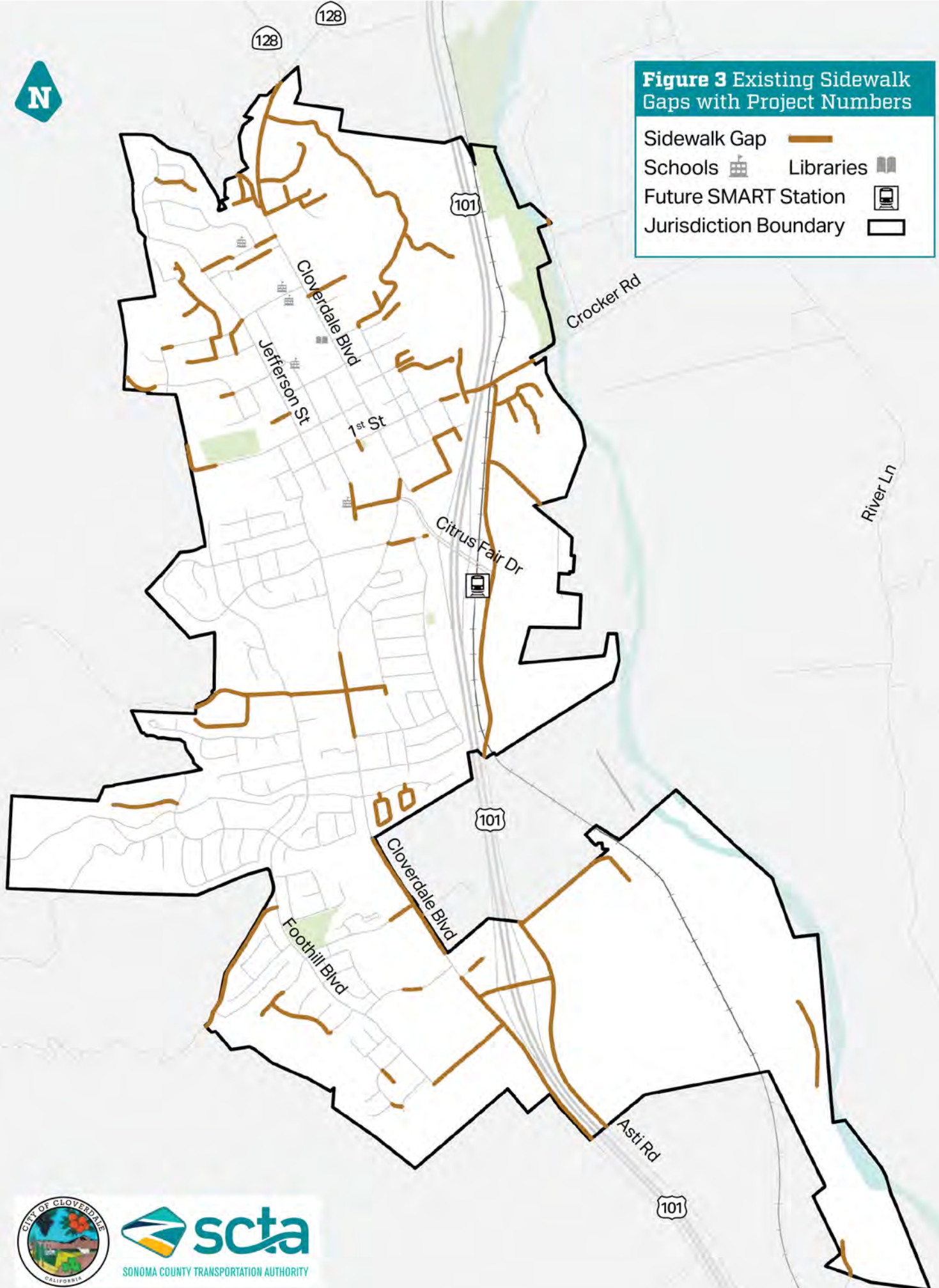
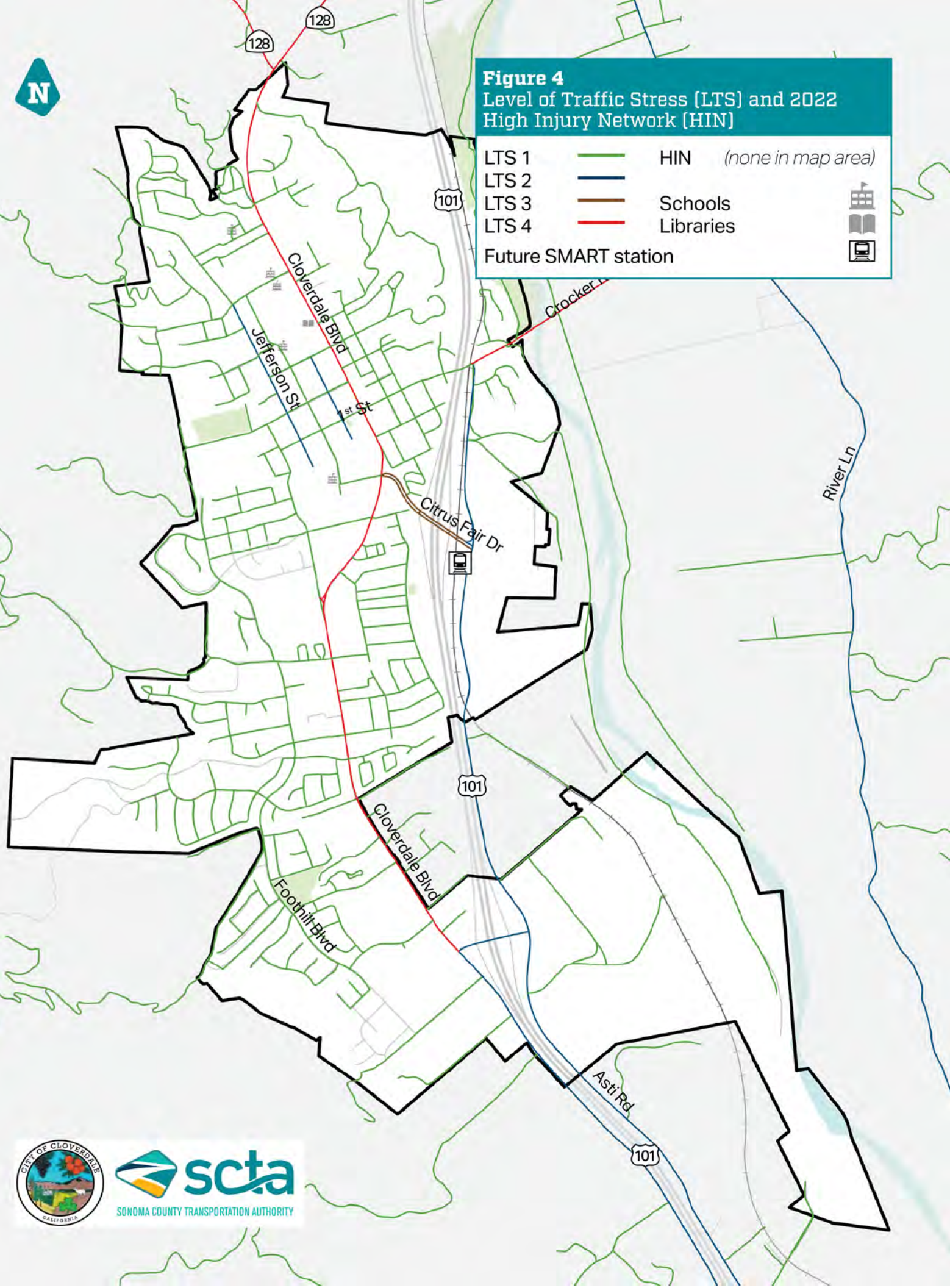




Figure 4

Level of Traffic Stress [LTS] and 2022
High Injury Network [HIN]

LTS 1		HIN	(none in map area)
LTS 2			
LTS 3		Schools	
LTS 4		Libraries	
Future SMART station			

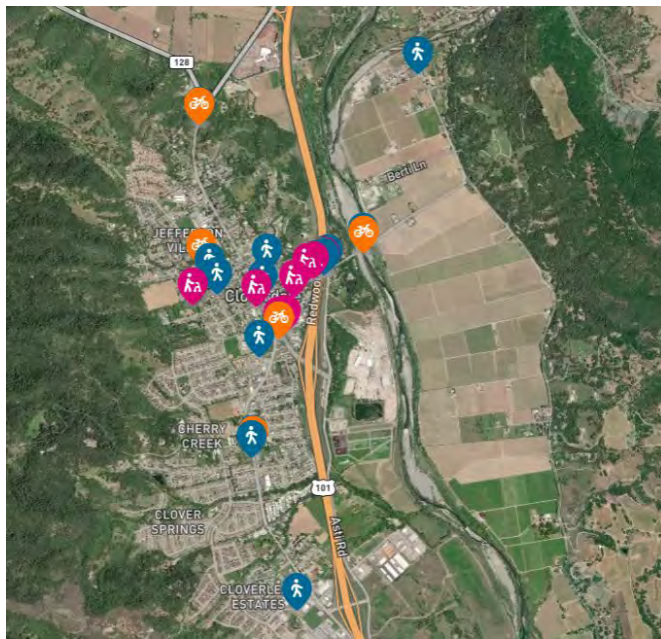


3. Community & Stakeholder Engagement

Initial outreach for the Cloverdale 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 first community outreach event in Cloverdale was a pop-up hosted by SCTA and the project team at the Cloverdale Farmers Market in November 2023. This event gathered input from the general public on existing conditions for walking and biking in Cloverdale.

In October 2023, the Countywide ATP project team published a project webpage and online survey and distributed it through the City of Cloverdale 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 community outreach in Fall 2023, 31 comments were received in Cloverdale.



Project Web Map Survey with 31 comments in Cloverdale

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

- **Biking:** regular street sweeping, plan for the maintenance of facilities, provide education around e-bike use
- **Walking:** large emphasis on closing sidewalk gaps, pedestrian-scale lighting
- **Traffic calming:** implement on collectors and residential streets, especially around schools to address speeding
- **Trails:** add and maintain amenities for pedestrians along walking routes (such as benches), plan for the maintenance of facilities
- **Destinations:** better pedestrian/bike access to downtown
- **Roadways:** more active transportation improvements are needed along regional routes that connect to the city



City staff and project team hosting an open house at the Cloverdale Performing Arts Center



City staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Planning Commission in April 2024. City staff and the project team hosted an additional pop-up engagement event at the Fire and Earthquake Safety Expo in May 2024. In collaboration with SCTA, city staff and the project team also hosted an open house in June 2024 at the Cloverdale Performing Arts Center. 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 Cloverdale.

In November 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 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 Cloverdale Planning Commission, and other SCTA Countywide committees. The City of Cloverdale'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.

Cloverdale has 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.

CITY OF
OVERDALE
TOWN HERO
Jacob Petersen
★
Marines



5. Advancing Active Transportation

The following are the planned infrastructure improvements for enhancing active transportation in the City of Cloverdale.

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 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 Centers¹

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.⁷

(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 Cloverdale, 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.

⁷ https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

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

Project #	Project Location	Project Description	Priority
1	Asti Rd from Crocker Road to Santana Drive	Install multi-use path or separated bike lane.	Tier 1
2	Asti Rd and Citrus Fair Dr	Upgrade intersection control to all-way stop control.	Tier 2
3	Santana Dr from Asti Rd to S Cloverdale Blvd	Install separated bike lane with intersection crossing enhancements.	Tier 3
4	Citrus Fair Dr	Install separated bike lane with conflict striping and buffer with vertical elements. Improve sidewalks. Repaint crosswalks to be high-visibility. Add connection to South St.	Tier 1
5	Asti Rd between E 1st and Citrus Fair Dr	Install traffic calming and pedestrian improvements such as new and widened sidewalks, new and improved sidewalks, and additional lighting along 1st and Crocker Rd.	Tier 1
6	In between Foothill Blvd and N Foothill Blvd	Install bike lanes.	Tier 3
7	Asti Rd and Crocker Rd / E 1st St	Conduct intersection redesign study.	Tier 2
8	N Cloverdale Blvd and North St	Improve pedestrian crossings.	Tier 2
9	N Franklin St and S Franklin St	Install bike boulevard.	Tier 1
10	W 2nd St from N Franklin St to W 2nd St	Install bike boulevard.	Tier 1
11	N Foothill Blvd to 1st St	Install bike boulevard.	Tier 2
12	Healdsburg Ave from Foothill Blvd to S Franklin St	Install bike boulevard.	Tier 2
13	Healdsburg Ave from S Franklin St to Cloverdale Blvd	Install bike lanes.	Tier 1
14	Cloverdale Blvd from North St to E/W 3rd St	Install bike lanes.	Tier 2
15	E 4th St	Install bike lanes.	Tier 2
16	School St	Install bike boulevard.	Tier 1
17	North Foothill Blvd	Install bike boulevard.	Tier 3
18	Jefferson St from School St to W 3rd St	Install bike lanes	Tier 3
19	N Washington St to S Washington St and Citrus Fair Dr	Install bike boulevard.	Tier 2
20	3rd St W from N Cloverdale Blvd to Commercial St	Install bike boulevard.	Tier 1
21	3rd St W from Commercial St to N Washington St	Install bike lanes.	Tier 3

Project #	Project Location	Project Description	Priority
22	Commercial St from W 3rd St to W 1st St	Install bike lanes.	Tier 3
23	Main St from N Main St and E 2nd St to S Main st and Lake St	Install bike lanes.	Tier 2
24	Main St from N Main St and E 2nd St to S Main st and Lake St	Install multi-use path.	Tier 1
25	Cloverdale Blvd from 1st St to Citrus Fair Dr	Install separated bike lanes.	Tier 1
26	Sandholm Ln	Install bike boulevard.	Tier 3
27	Foothill Blvd and Sanholm Ln to Kelly Rd (southern most)	Install bike lanes.	Tier 3
28	S Cloverdale Blvd from S Cloverdale Blvd and Citrus Fair Dr to 200' south	Close northbound bike lane gap.	Tier 2
29	School St from North Jefferson St to North Cloverdale Blvd	Implement traffic calming measures.	Tier 2
30	South Cloverdale Blvd from South Franklin St to Healdsburg Ave	Implement traffic calming measures.	Tier 2
31	Champlain Ave	Implement traffic calming measures or close the street to through vehicle traffic.	Tier 2
32	Champlain Ave and North Jefferson St	Install all-way stop control.	Tier 3
33	Cloverdale Blvd from Healdsburg Ave to Citrus Fair Dr	Manage vegetation and repave sidewalks.	Tier 2
35	Treadway Dr and Hatteras Way	Install a marked crosswalk across Treadway Dr.	Tier 3
36	Citrus Fair Dr and Cloverdale Blvd	Intersection redesign study. Potential for a roundabout.	Tier 1
38	East 2nd St and North Main St	Install marked crossings.	Tier 1
192	Foothill Boulevard and St John	Implement crossing improvements.	Tier 3
193	Foothill Boulevard and Cherry Creek Road	Implement crossing improvements.	Tier 3
194	School Street and Cloverdale Boulevard	Improve pedestrian crossings.	Tier 1
195	Mulberry and 1st Street	Implement crossing improvements.	Tier 1
196	Cloverdale Boulevard & Healdsburg Ave	Implement additional crossing improvements.	Tier 3

Project #	Project Location	Project Description	Priority
197	Elbridge Avenue & Cloverdale Boulevard	Implement crossing improvements and intersection safety enhancements.	Tier 1
198	Elbridge Ave from Cloverdale Boulevard to Western Terminus	Install bike boulevard.	Tier 3
199	Cloversprings Drive to Red Mountain Drive to Del Webb Drive to Cloverdale Blvd	Install bike boulevard.	Tier 3
200	Brookside Drive to western terminus	Install bike boulevard.	Tier 3
201	Brookside Drive to eastern terminus	Install bike boulevard.	Tier 3
202	Cherry Creek Road from Tarman Drive to western city limit	Install bike lanes.	Tier 3
203	East 1 st Street and US 101 Undercrossing	Install bike lanes as part of Caltrans undercrossing improvement.	Tier 3

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.

Sidewalk Gap Closure Projects

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

Table 3. Sidewalk Gap Closure Projects

Project #	Project Location	Project Description	Priority
37	South Cloverdale Boulevard from West St to Citrus Fair Dr	Flatten sidewalk on east side	Tier 1
45	Asti Road from Citrus Fair Drive to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
51	Costal Plywood Timber Company Road from Asti Road to city limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
60	Asti Road from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
61	Asti Road from Lake Street to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1

Project #	Project Location	Project Description	Priority
66	Citrus Fair Drive from South Washington Street to Citrus Fair Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
67	Hazelden Road from East 1st Street to Hazelden Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
73	South Cloverdale Boulevard from South Franklin Street to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
75	East Street from Lake Street to Railroad Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
91	South Street from Clark Avenue to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
98	Asti Road from East 1st Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
118	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
128	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
136	Lake Street from Live Oak Lane to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
138	East 1st Street from Hazelden Road to Redwood Highway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
140	Lake Street from East Street to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
142	Mulberry Drive from Lake Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
145	East 1st Street from Asti Road to Redwood Highway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
153	Hazelden Road from East 1st Street to Hazelden Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
156	Lake Street from East Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
157	Asti Road from Lake Street to Asti Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
166	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
171	Sherwood Circle from Ottoboni Drive to Sherwood Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
182	Asti Road from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
187	South Street from Clark Avenue to South Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1

Notes:

(1) Sidewalk gap closures to provide at least one side of the roadway with continuous sidewalks.

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 ●
- Future SMART Station 
- Schools  Libraries 
- Jurisdiction Boundary

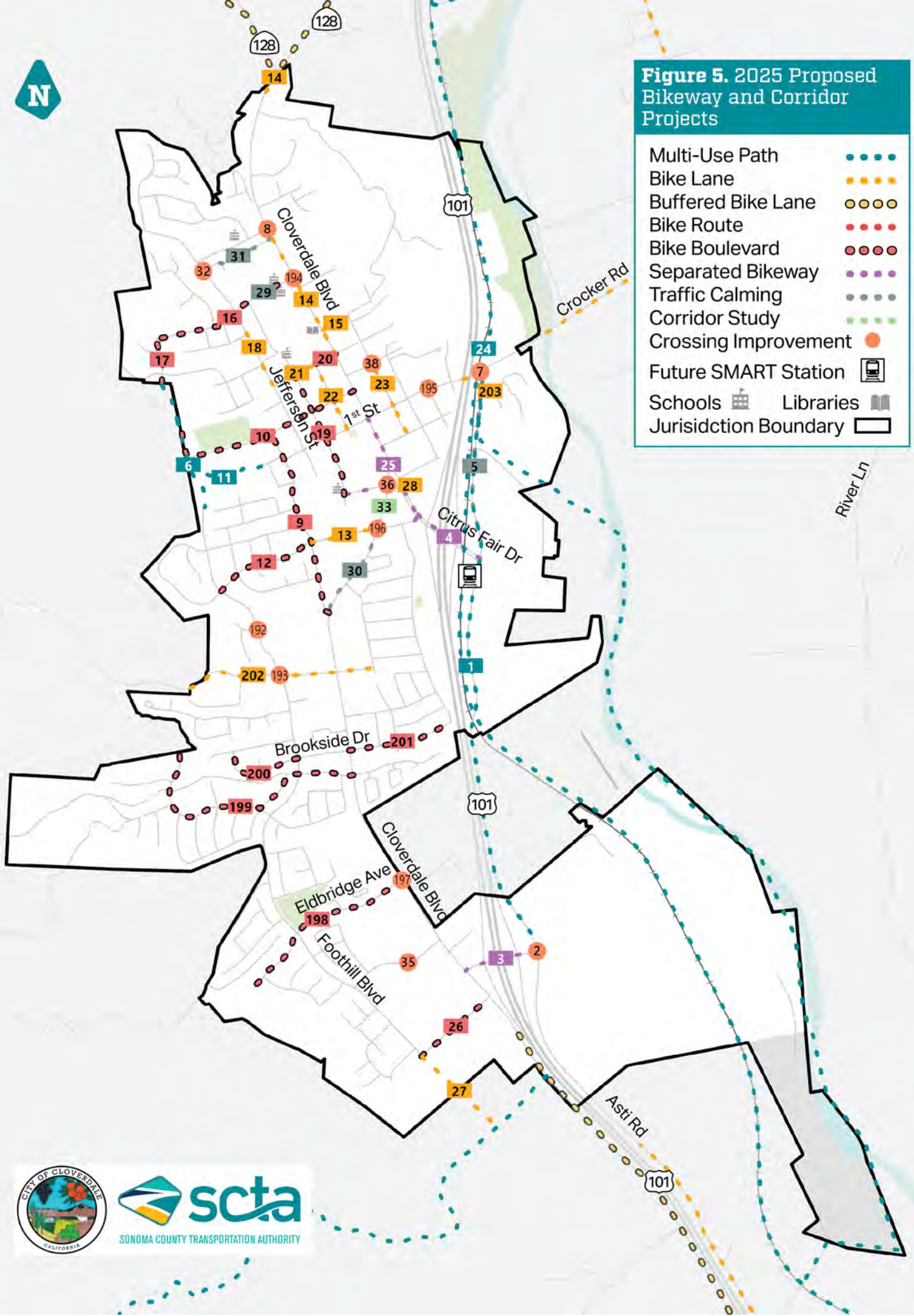




Figure 6
2025 Planned Sidewalk & Crossing Improvements

- Sidewalk Gap
- Crossing Improvement
- Schools
- Libraries
- SMART Station
- Jurisdiction Boundary

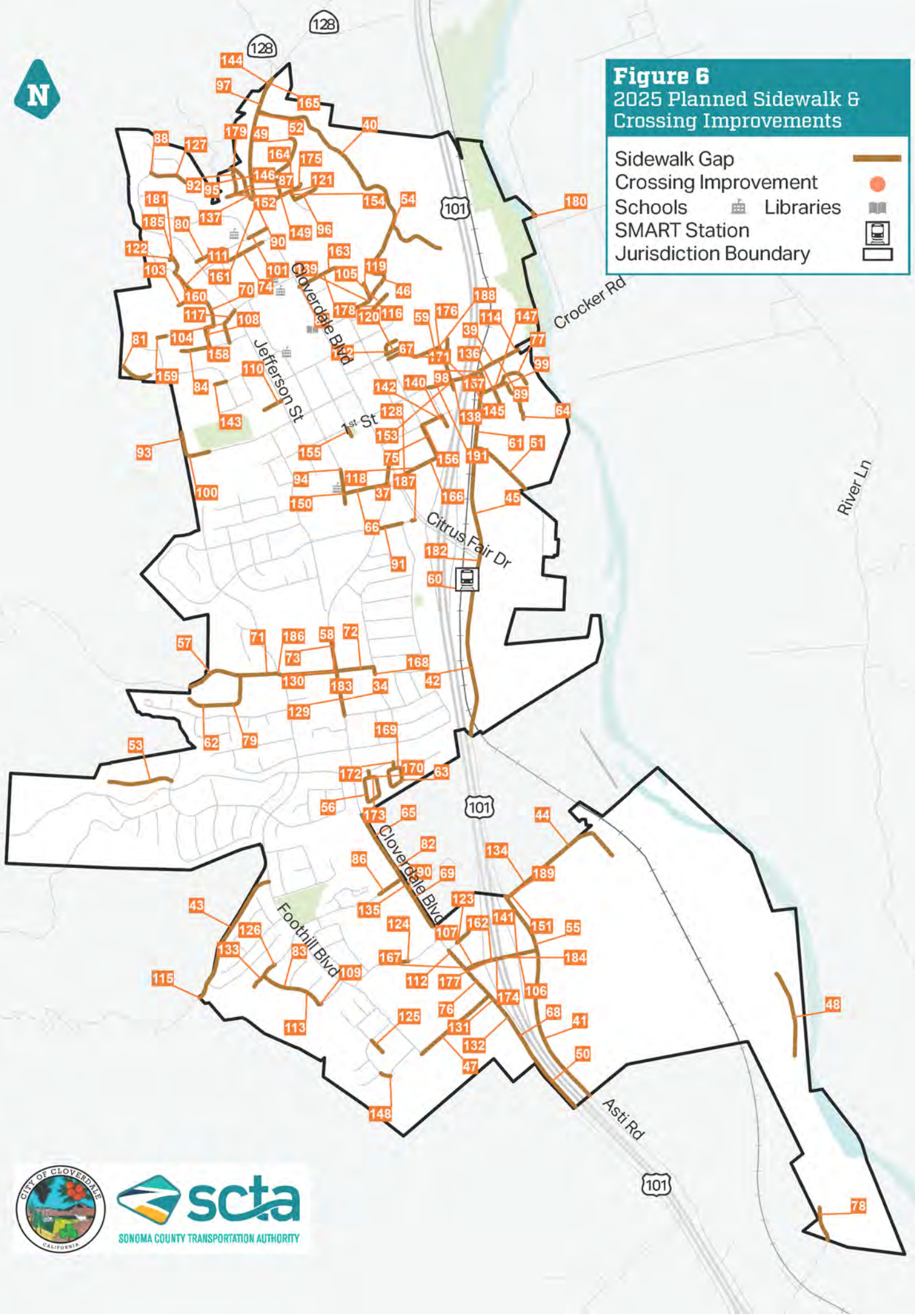
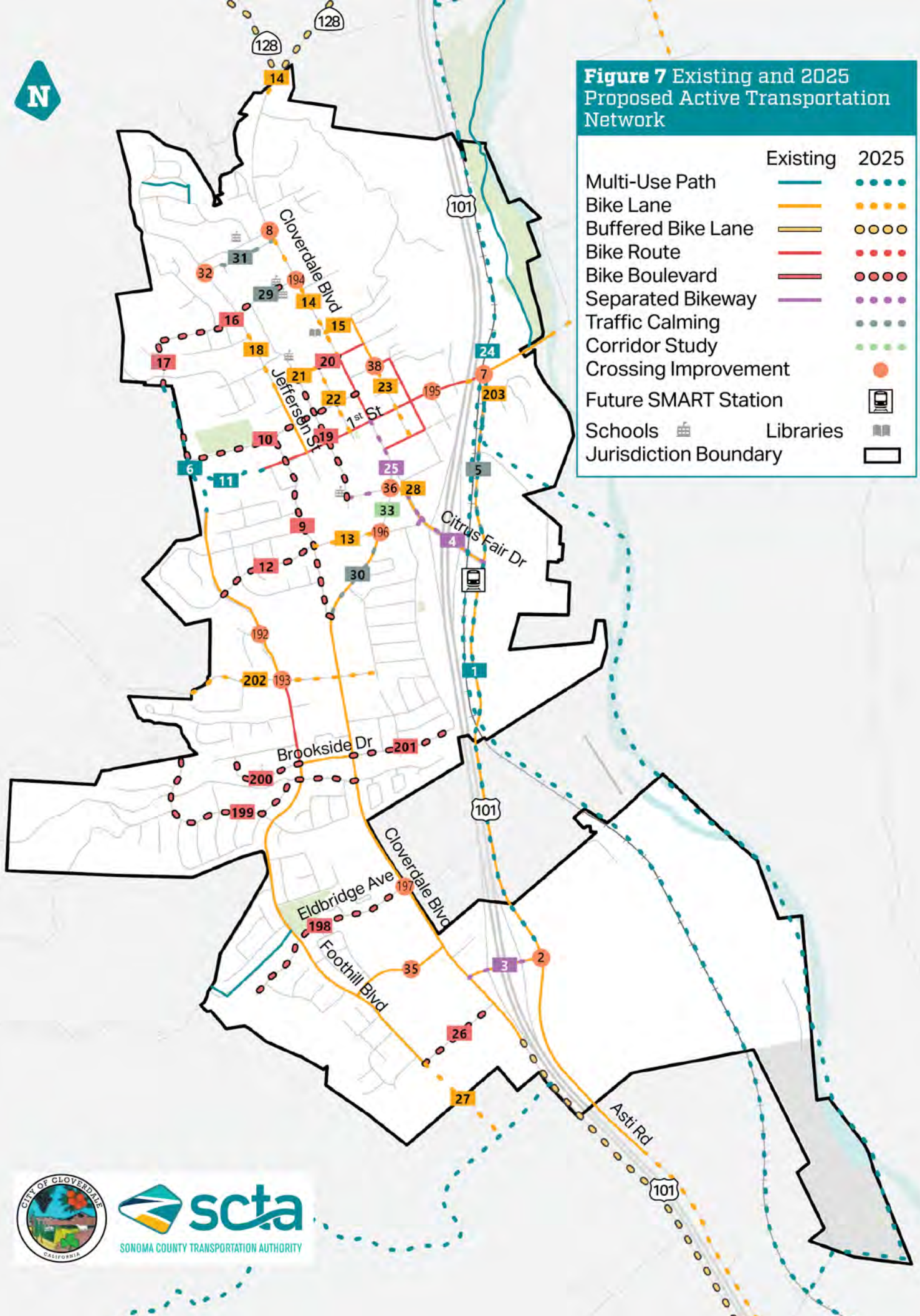




Figure 7 Existing and 2025 Proposed Active Transportation Network

	Existing	2025
Multi-Use Path		
Bike Lane		
Buffered Bike Lane		
Bike Route		
Bike Boulevard		
Separated Bikeway		
Traffic Calming		
Corridor Study		
Crossing Improvement		
Future SMART Station		
Schools		
Libraries		
Jurisdiction Boundary		



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

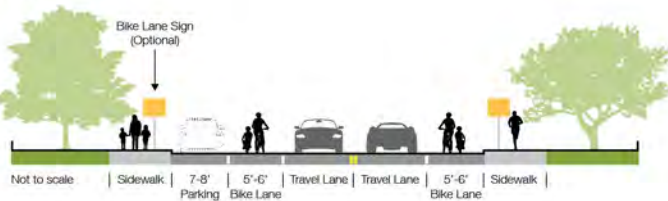
Multi-Use Paths

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



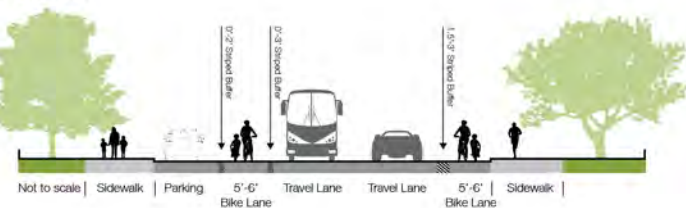
Bike Lanes

On-street striped lane for one-way bike travel



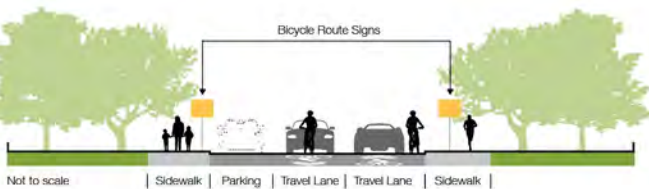
Buffered Bike Lanes

Modified on-street bike lane with painted buffer



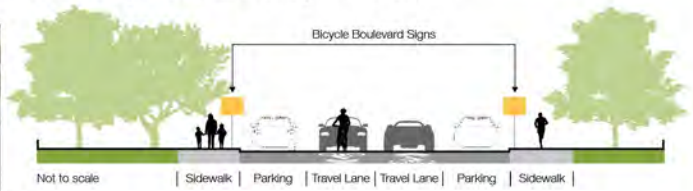
Bike Routes

Shared on-street facility



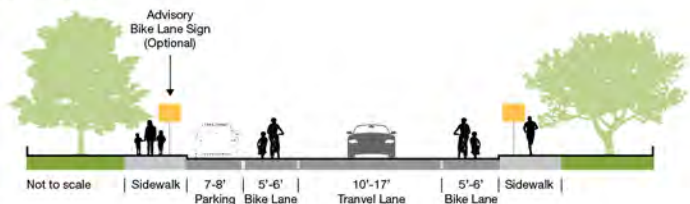
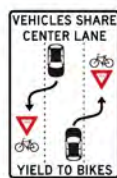
Bike Boulevards

Shared on-street facility with improvements to prioritize bicycle traffic



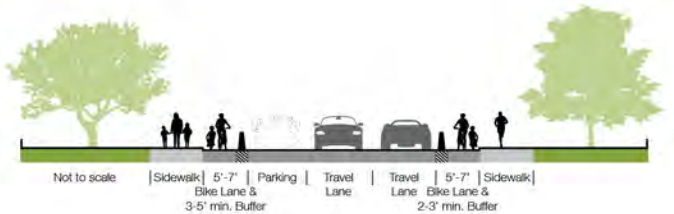
Advisory Bike Lane

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.



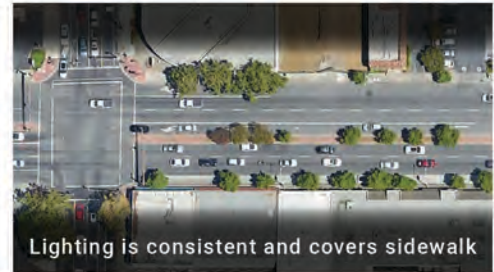
Along Streets: Furnishing Zone

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.



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.



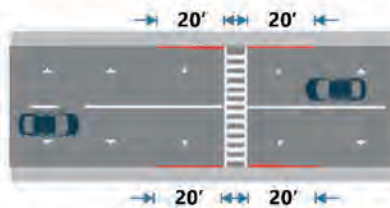
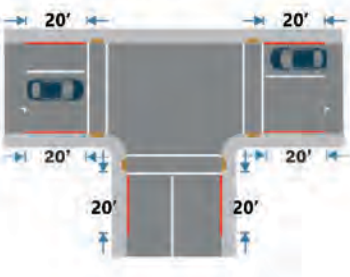
At Crossings: High Visibility Crosswalk Striping

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.



Curb Extensions

Extend the curb area available to pedestrians waiting to 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.



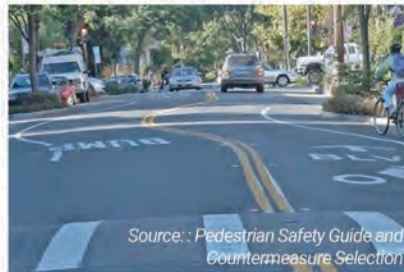
Raised Crosswalks

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



Speed Humps

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



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.



Policies & Actions

The City of Cloverdale has a series of Policies and Actions to guide the implementation of the ATP including actions to promote active transportation within Cloverdale. 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, as the amount of funding available to Cloverdale allows.

Action 1-1.1: As budget allows, amend Cloverdale's Traffic Development Impact Fee Study to 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 seniors, youth, those 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.

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 (SCTA), Sonoma-Marín Area Rail Transit (SMART), 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 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.

POLICY 1-13: Prioritize affordable housing development sites close to existing and future transit hubs and neighborhood serving amenities which support families cutting down on driving and transportation costs. Require adequate sidewalk connectivity to existing pedestrian network and street frontage improvements as a condition of approval.

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: Require that road construction projects minimize their impacts on 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 Cloverdale and 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: As street improvements are conceptualized, align designs to reflect latest research and best practices around safety, active transportation facilities, and Complete Streets, with an emphasis on serving diverse road users of all ages and abilities (VZ Action 4.8). Street maintenance practices shall also incorporate current industry practices for active transportation facilities.

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.

POLICY 2-11: Consider e-bikes, e-scooters, and other mobility devices when designing bicycle facilities such as 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 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/or desirable, utilize alternative surfaces for pathways such as decomposed granite, crushed rock, or other natural-like materials.

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

POLICY 3-5: 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 3-6: Coordinate with school districts and the appropriate local or regional agency having jurisdiction (or successor city agency) to identify opportunities for increased bike and pedestrian education with a focus on youth education.

POLICY 3-7: Refine the community engagement process to include a diversity of community members who bring lived experiences that represent the full cross-section of Cloverdale residents. Continue to be transparent and open to all community members during the engagement process.

POLICY 3-8: Support the development of a multi-use pathway along the SMART right-of-way, independent of the re-establishment of rail and transit operations.

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



PERSEUS
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Mike Caven
Tree of Life
Sponsored by Shell Peru
Caven - San, Peru, England

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 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 towards 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	3.96 miles	\$4,053,060
Bike Lane ²	\$176,000/mile	0.19 miles	\$33,440
Buffered Bike Lane ³	\$574,000/mile	0 miles	\$0
Bike Route ⁴	\$12,500/mile	0 miles	\$0
Bike Boulevard ⁵	\$87,500/mile	1.6 miles	\$140,000
Separated Bike Lanes ⁶	\$1,655,000/mile	0.68 miles	\$1,125,400
Crossing Improvement (Unsignalized) ⁷	\$8,000 to \$60,000	4 locations	\$32,000 to \$240,000
Crossing Improvement (Signalized) ⁸	\$8,000 to \$120,000	1 location	\$8,000 to \$120,000
Sidewalk Installation ⁹	\$480/linear feet	9,513 linear feet	\$4,566,552
Corridor Study	\$300,000/mile	0 miles	\$0
Traffic Calming ¹⁰	\$75,000/mile	0.54 miles	\$40,500
Total Tier 1 Priority Projects ¹¹			\$10M to \$10.3M

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 2 Priority Projects			
Multi-Use Path ¹	\$1,023,500/mile	.22 miles	\$225,170
Bike Lane ²	\$176,000/mile	0.81 miles	\$142,560
Buffered Bike Lane ³	\$574,000/mile	0 miles	\$0
Bike Route ⁴	\$12,500/mile	0 miles	\$0
Bike Boulevard ⁵	\$87,500/mile	0.66 miles	\$57,750
Separated Bike Lanes ⁶	\$1,655,000/mile	0 miles	\$0
Crossing Improvement (Unsignalized) ⁷	\$8,000 to \$60,000	3 locations	\$24,000 to \$180,000
Crossing Improvement (Signalized) ⁸	\$8,000 to \$120,000	0 locations	\$0
Sidewalk Installation ⁹	\$480/linear feet	17,779 linear feet	\$8,534,237
Corridor Study	\$300,000/mile	0 miles	\$0
Traffic Calming ¹⁰	\$75,000/mile	0.68 miles	\$51,000
Total Tier 2 Priority Projects ¹¹			\$9M to \$9.2M
Tier 3 Priority Projects			
Multi-Use Path ¹	\$1,023,500/mile	0.37 miles	\$378,695
Bike Lane ²	\$176,000/mile	1.31 miles	\$234,080
Buffered Bike Lane ³	\$574,000/mile	0 miles	\$0
Bike Route ⁴	\$12,500/mile	0 miles	\$0
Bike Boulevard ⁵	\$87,500/mile	2.18 miles	\$190,750
Separated Bike Lanes ⁶	\$1,655,000/mile	0.21 miles	\$347,550
Crossing Improvement (Unsignalized) ⁷	\$8,000 to \$60,000	5 location	\$40,000 to \$300,000
Crossing Improvement (Signalized) ⁸	\$8,000 to \$120,000	0 locations	\$0
Sidewalk Installation ⁹	\$480/linear feet	36,515 linear feet	\$17,526,979
Corridor Study	\$300,000/mile	0 miles	\$0
Traffic Calming ¹⁰	\$75,000/mile	0 miles	\$0
Total Tier 3 Priority Projects ¹¹			\$18.7M to \$19M
2025 Active Transportation Network			
Total All Projects ¹¹			\$37.8M to \$38.5M

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-state-programs/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/congestion-mitigation-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)	10.25 miles	City data	Annual
Linear feet of sidewalk gaps (total)	63,807 feet	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 1/Bike: 0	2015-2019; 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

Table A-1. All Sidewalk Gap Projects

Project #	Project Location	Project Description	Priority
34	Cloverdale Blvd from East Cherry Creek Rd to Hillview Dr	Sidewalk Gap Closure, existing sidewalks facilities on one side	Tier 2
37	South Cloverdale Boulevard from West St to Citrus Fair Dr	Flatten sidewalk on east side	Tier 1
39	East 1st St from Asti Rd to city limits (to the east)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
40	Vista View Drive from King Ridge Road to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
41	Asti Road from Santana Drive to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
42	Asti Road from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
43	Shady Lane from S. Foothill Boulevard to Shady Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
44	Santana Drive from Asti Road to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
45	Asti Road from Citrus Fair Drive to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
46	Vista View Drive from Stameroff Court to King Ridge Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
47	Sandholm Drive from S. Foothill Boulevard to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
48	Kelly Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
49	Middlestad Lane from North Cloverdale Boulevard to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
50	South Cloverdale Boulevard from Sandholm Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
51	Costal Plywood Timber Company Road from Asti Road to city limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
52	North Cloverdale Boulevard from Vista View Drive to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
53	Sonoma Drive from Clover Springs Drive to Sonoma Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
54	Asti Road from Santana Drive to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
55	King Ridge Road from Vista View Drive to King Ridge Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
56	Chelsea Circle from Chelsea Circle to Chelsea Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
57	Cherry Creek Road from Cherry Creek Ct to Cherry Creek Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
58	Cherry Creek Road from S. Foothill Boulevard to Cherry Creek Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
59	Oakbrook Lane from North East Street to Oakbrook Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
60	Asti Road from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
61	Asti Road from Lake Street to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
62	Cherry Creek Court from Cherry Creek Road to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
63	Sherwood Circle from Sherwood Circle to Sherwood Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
64	Evergreen Lane from Lake Street to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
65	South Cloverdale Boulevard from Elbridge Avenue to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
66	Citrus Fair Drive from South Washington Street to Citrus Fair Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
67	Hazelden Road from East 1st Street to Hazelden Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
68	South Cloverdale Boulevard from Sandholm Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
69	South Cloverdale Boulevard from Church Lane to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
70	Hillside Drive from Kerry Lane to School Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
71	Cherry Creek Road from South Foothill Boulevard to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
72	East Cherry Creek Road from Tarman Drive to Cherry Creek Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
73	South Cloverdale Boulevard from South Franklin Street to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
74	Champlain Avenue from Washington Street to North Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
75	East Street from Lake Street to Railroad Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
76	South Cloverdale Boulevard from Sandholm Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
77	Lake Street from Evergreen Lane to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
78	Airport Road adjacent to southern city extent	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
79	Cherry Creek Court from Cherry Creek Road to Cherry Creek Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
80	North Street from Venezia Way to North Jefferson Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
81	Josephine Drive from North Foothill Boulevard to Josephine Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
82	South Cloverdale Boulevard from Elbridge Avenue to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
83	Ranch House Drive from Elbridge Avenue to Cottage Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
84	Haehl Street from Silva Drive to Haehl Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
85	University Street from North Cloverdale Boulevard to North Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
86	Elbridge Avenue from South Cloverdale Boulevard to Maguerite Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
87	Clovercrest Drive from Oak Lane to Clovercrest Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
88	Toscana Circle from Milan Court to Portofino Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
89	East 1st Street from Asti Road to Crocker Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
90	Shahan Drive from Grace Court to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
91	South Street from Clark Avenue to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
92	Block Drive from Oak Lane to Clovercrest Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
93	North Foothill Boulevard from West 2nd Street to West 2nd Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
94	South Washington Street from Citrus Fair Drive to West 1st Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2

Project #	Project Location	Project Description	Priority
95	North Cloverdale Boulevard from Middlestad Lane to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
96	Kay Court from Heidi Lane to Kay Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
97	North Cloverdale Boulevard from Oat Valley Road to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
98	Asti Road from East 1st Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
99	Live Oak Lane from Lake Street to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
100	West 2nd Street from North Foothill Boulevard to West 2nd Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
101	North Street from Venezia Way to North Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
102	Orange Drive from Orange Drive to East 2nd Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
103	Kerry Lane from Hillside Drive to Kerry Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
104	Charles Street from School Street to Haehl Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
105	Triplett Drive from North Main Street to Triplett Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
106	Santana Drive from Asti Road to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
107	Silva Drive from School Street to Haehl Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
108	Santana Drive from South Cloverdale Boulevard to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
109	Ranch House Drive from S. Foothill Boulevard to Homewood Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
110	Butler Court from North Jefferson Street to North Jefferson Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
111	Hillside Drive from Hillside Court to Kerry Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
112	South Cloverdale Boulevard from Santana Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
113	Ranch House Drive from Cottage Court to Homewood Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
114	Crocker Road from East 1st Street to Crocker Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
115	Shady Lane from Hot Springs Rd to Shady Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
116	Vista View Drive from Stameroff Court to North Main Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
117	School Street from Charles Street to North Jefferson Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
118	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
119	Stameroff Court from Vista View Drive to Stameroff Court	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
120	Orange Drive from Orange Drive to East 2nd Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
121	Grace Court from Shahan Drive to Shahan Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
122	Hillside Court from Hillside Drive to Hillside Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
123	Santana Drive from South Cloverdale Boulevard to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
124	Treadway Drive from Furber Lane to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
125	Northstar Lane from Moonlight Circle to Northstar Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
126	Elbridge Avenue from S. Foothill Boulevard to Ranch House Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
127	Milan Court from Toscana Circle to Milan Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
128	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
129	South Cloverdale Boulevard from Hillview Drive to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
130	South Cloverdale Boulevard from Hillview Drive to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
131	South Cloverdale Boulevard from Sandholm Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
132	South Cloverdale Boulevard from Sandholm Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
133	Elbridge Avenue from Ranch House Drive to Ranch House Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
134	Santana Drive from Asti Road to Asti Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
135	South Cloverdale Boulevard from Church Lane to South Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
136	Lake Street from Live Oak Lane to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
137	Clovercrest Drive from Oak Lane to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
138	East 1st Street from Hazelden Road to Redwood Highway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
139	Vista View Drive from Stameroff Court to North Main Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2

Project #	Project Location	Project Description	Priority
140	Lake Street from East Street to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
141	Santana Drive from Santana Drive to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
142	Mulberry Drive from Lake Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
143	4th Street from Josephine Drive to 4th Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
144	North Cloverdale Boulevard from Oat Valley Road to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
145	East 1st Street from Asti Road to Redwood Highway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
146	Oak Lane from Block Drive to Clovercrest Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
147	Lake Street from Evergreen Lane to Lake Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
148	Moonlight Circle from Polaris Court to Sunrise Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
149	Shahan Drive from Heidi Lane to Shahan Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
150	South Washington Street from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
151	Santana Drive from Asti Road to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
152	Oak Lane from Block Drive to Oak Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
153	Hazelden Road from East 1st Street to Hazelden Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
154	Heidi Lane from Shahan Drive to Kay Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
155	Commercial Street from West 1st Street to West 1st Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
156	Lake Street from East Street to Lake Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1

Project #	Project Location	Project Description	Priority
157	Asti Road from Lake Street to Asti Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
158	School Street from Hillside Drive to Silva Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
159	School Street from North Foothill Boulevard to Silva Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
160	Hillside Drive from Hillside Court to Kerry Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
161	North Cloverdale Boulevard from Shahan Drive to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
162	Santana Drive from Santana Drive to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
163	University Street from North Cloverdale Boulevard to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
164	Shahan Drive from Heidi Lane to Shahan Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
165	Oat Valley Road from North Cloverdale Boulevard to North Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
166	Railroad Avenue from East Street to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
167	South Cloverdale Boulevard from Santana Drive to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
168	Tarman Drive from East Cherry Creek Road to East Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
169	Sherwood Circle from Sherwood Circle to Sherwood Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
170	Chelsea Circle from Ottoboni Drive to Chelsea Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
171	Sherwood Circle from Ottoboni Drive to Sherwood Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1

Project #	Project Location	Project Description	Priority
172	East 1st Street from Redwood Highway to Redwood Highway	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
173	Chelsea Circle from Chelsea Circle to Chelsea Circle	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
174	Santana Drive from Redwood Highway to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
175	Shahan Drive from Heidi Lane to Shahan Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
176	Oakbrook Lane from Oakbrook Lane to Oakbrook Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
177	Santana Drive from Redwood Highway to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
178	University Street from North Cloverdale Boulevard to North Cloverdale Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
179	Clovercrest Drive from Block Drive to Clovercrest Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
180	River Lane north of Berti Lane within city limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
181	Hillside Court from Hillside Court to Hillside Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
182	Asti Road from Citrus Fair Drive to Citrus Fair Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
183	South Cloverdale Boulevard from Hillview Drive to Cherry Creek Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
184	Santana Drive from Redwood Highway to Santana Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
185	Hillside Court from Hillside Court to Hillside Court	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
186	Cherry Creek Road from S. Foothill Boulevard to Cherry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
187	South Street from Clark Avenue to South Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
188	Oakbrook Lane from Oakbrook Lane to Oakbrook Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
189	Asti Road from Santana Drive to Asti Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
190	Church Lane from South Cloverdale Boulevard to South Cloverdale Boulevard	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
191	1st Street immediately east of Mulberry Street about 250 feet long	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Notes:

(1) Sidewalk gap closures to ensure at least one side of the roadway has continuous sidewalks.