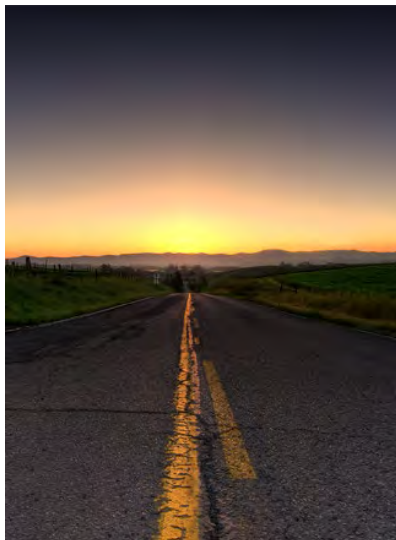




City of Healdsburg Active Transportation Plan



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Healdsburg Active Transportation Plan (ATP)

January 2025

FEHR  PEERS



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1. Introduction

The 2025 Healdsburg 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, implementing Sonoma County's Safe Routes to Schools Program, and creating low-stress connections to surrounding jurisdictions. The Healdsburg ATP is also a stand-alone document the City of Healdsburg 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 throughout the city and larger region.

Projects are prioritized based on the needs highlighted by the community and city staff. The City of Healdsburg is committed to coordinating with SCTA and participating in relevant countywide active transportation programs.

The previous *Healdsburg Bicycle and Pedestrian Master Plan* (BPMP) adopted in 2013 identified a general expansion of walking and biking facilities. Since the 2013

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. The City of Healdsburg 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, with a focus on implementing a Safe Routes to School Program to encourage children and families to walk, bike, and roll.
- **Regional Coordination** – Identifying and planning regional routes between jurisdictions as part of the larger Countywide ATP.
- **Implementation** – Prioritizing projects to assist in identifying funding for implementation.

Low-stress network analysis was used to identify opportunities to upgrade or enhance existing and 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.

CITY HALL



2. Community Profile & Walking, Biking & Rolling Today

Community Characteristics and Travel Patterns

The City of Healdsburg has a population of approximately 11,400¹ and is roughly bound by the Russian River to the east and US 101 to the west. Healdsburg is known for its many wineries, restaurants, and art galleries. Its downtown area is centered around Healdsburg Town Plaza which features a number of tasting rooms, boutique hotels, locally owned shops, and retailers. An essential component for the Active Transportation Plan includes fostering a pedestrian and bicycle friendly environment along Healdsburg Avenue—the city’s main arterial that connects downtown and runs parallel to US 101—and providing enhanced walking and biking facilities through residential neighborhoods. These improvements would make it easier for people of all ages to walk and bike to schools, parks, the library, and other community amenities and activity centers.

In the past two decades, Healdsburg has experienced steady growth, both in the development of land uses and in the number of people residing within the city. Healdsburg lies at the intersection of three rich agricultural valleys—Russian River Valley, Dry Creek Valley, and Alexander Valley—and is a city with a size, scale, and climate well-suited for walking and biking. Leveraging these assets and investing in new and safe multimodal connections could encourage more users to consider active transportation modes while traveling through the city and region.

Additionally, Healdsburg plays a critical role in greater Sonoma County’s tourism industry, attracting hundreds of thousands of visitors annually as a haven for artisans and craftspeople, world class wines, lodging, and culinary experiences. It is also a popular destination for weddings and business-related travel and meetings. Efforts in 2012 to establish a Healdsburg Tourism Improvement District paid off: in 2022, Healdsburg generated \$23.2 million in local and state tax receipts.²

Individuals who live in Healdsburg represent a range of age, social demographics, and travel to work behavior. [Table 1](#) summarizes some of those characteristics captured through the most recent census data.

¹ <https://censusreporter.org/profiles/16000US0633056-healdsburg-ca/>

² Sonoma County Economic Development Board, *2023 Sonoma County Annual Tourism Report*

Table 1. Demographics and Travel Behavior

Age		Race		Income		Transportation to Work	
Age Range ¹	Percent of Population	Race	Percent of Population	Income Range	Percent of Population	Travel Mode	Percent of Population
0-9	8%	White	66%	Under \$50K	26%	Drive Alone	63%
10-19	11.6%	Hispanic	28%	\$50K-\$100K	27%	Carpool	8%
20-29	9.9%	Black	0%	\$100K-\$200K	29%	Public Transit	1%
30-39	10.2%	Native American	0%	Over \$200K	18%	Bicycle	3%
40-49	12.4%	Asian	2%			Walk	4%
50-59	11.4%	Pacific Islander	0%			Work at Home	21%
60-69	21.6%	Other	1%				
70-79	11.2%	Two or More	4%				
80+	3.6%						

Source: <https://censusreporter.org/profiles/16000US0633056-healdsburg-ca/>

Notes:

¹Age is shown in years.

Approximately 57 percent of the city's population is between the ages of 18 to 64 years old, and 28 percent are 65 and older.³ 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, four percent bike or take transit, 63 percent use single occupancy vehicles, eight percent carpool, 21 percent work from home and one percent take other means of transportation to work. Census data also indicates the mean travel time to work is 17.5 minutes.

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 Healdsburg

Per the California Office of Traffic Safety, as of 2020, Healdsburg is categorized as one of the 103 cities in Group E, cities with a population between 10,001–25,000 people. The city ranked 50 in the total fatal and injury collision category.⁴ This indicates that about half of similar sized cities in California had more fatal and injury collisions than Healdsburg and about half had less. The city's 2021 Local Roadway Safety Plan (LRSP) evaluated collision data from 2015 through 2019. There were zero fatal and 16 severe injury traffic collisions during that time. There were eight severe injury collisions involving people walking or biking

³ <https://censusreporter.org/profiles/16000US0633056-healdsburg-ca/>

⁴ California Office of Traffic Safety

during this period. The city's LRSP identified a higher number of reported collisions along the Dry Creek Road and Healdsburg Avenue corridors.

Related Local Plans

The successful execution of the Healdsburg Active Transportation Plan will require collaboration and alignment with various local plans and projects within the city. These include the Healdsburg 2030 General Plan, the Climate Mobilization Strategy, and the Central Avenue Healdsburg Plan (CHAP). Additionally, enhancement projects such as the Grove Street Neighborhood Plan and Healdsburg Avenue Complete Streets will be instrumental in improving bicycle and pedestrian infrastructure. The following sections provide brief summaries of these essential plans and projects to ensure consistency and effective integration with the ATP.

Healdsburg 2030 General Plan

The Healdsburg 2030 General Plan is the city's aspirations for the future. It is a comprehensive, long-term document that guides the physical development of the city and land outside the city limits that is in its sphere of influence. The General Plan also identifies the community's environmental, social and economic goals. The General Plan consists of the Policy Document, including the Land Use Map and the Background Report. The current General Plan was originally adopted by City Council in 2009. It includes amendments through December 2023. The Policy Document includes six core guiding principles that are each further defined by three to eight supporting elements. The core six guiding principles are: (1) Identity; (2) Balance; (3) Mobility; (4) Sustainability; (5) Vitality; and (6) Livability.

The City of Healdsburg's ATP aligns specifically with the city's guiding principles 3A and 3B (within Mobility) as well as 6B (within Livability) which read:

3A Promote safe and convenient transportation alternatives.

Transportation alternatives to motor vehicles benefit the environment and public health, while meeting the needs of those unable to drive. Healdsburg's circulation system will accommodate and encourage all modes of transportation, including pedestrian, bicycle and bus and rail transit. Streets shall be designed to accommodate all modes of transportation where feasible.

3B Promote connectivity among neighborhoods and throughout the city.

Healdsburg's historic street system is a traditional interconnected grid of narrow streets, on-street parking, street trees, and sidewalks that promotes pedestrian use. The city will maintain this pattern in existing neighborhoods and encourage connectivity and inclusiveness in new areas of development, including pedestrian and bicycle linkages.

6B Maximize opportunities for active and passive recreation.

The city will work to provide parks, trails and recreation programs to meet the needs of its residents. Development on the northeast side of the city will provide connections to the Healdsburg Ridge Trail, Healdsburg's bicycle and pedestrian

master plan, and access to vantage points and to the Russian River. Development along Foss Creek will provide connections to and extensions of the Foss Creek Pathway where feasible.

Central Healdsburg Avenue Plan

The Central Healdsburg Avenue Special Study Area Committee was created by the City Council to implement a significant program of the 2030 Healdsburg General Plan: prepare an Area Plan for the unique area of Healdsburg Avenue extending north from the US 101 Central Healdsburg Avenue exit to the 5-way intersection of Healdsburg Avenue, Mill Street and Vine Street.

The Central Healdsburg Avenue Plan was completed in 2013. It established a set of guiding principles and a design framework for developing public infrastructure and private investment in the Central Healdsburg Avenue and depot area. The Central Healdsburg Avenue and depot area is generally south of Mill Street and between Highway 101 and the Russian River. The plan supports robust multimodal access to the SMART station and includes station access opportunities. The City of Healdsburg's ATP is consistent by continuing to identify ways in which walking and biking access and comfort can be improved to/from and within the area.

Climate Mobilization Strategy

In October 2023, the city completed a Climate Mobilization Strategy (CMS). The CMS describes cost effective and impactful efforts the city can implement to address climate change. It describes the city's current and projected greenhouse gas emissions (GHG) and prioritizes key measures and actions for the city to take. The measures are organized by sector: Building Energy, Transportation, Waste, Water & Wastewater, Carbon Sequestration, and Administration. Within Transportation, there are three measures – each either directly or indirectly support actions that enhance walking, biking and broader active transportation within the city. The projects and policies in the City of Healdsburg's ATP are consistent with the measures and actions outlined in the CMS.

Grove Street Neighborhood Plan Implementation – Street Enhancements

The Grove Street Neighborhood Plan was originally adopted in 2000 and provides guidelines and standards for development along Grove Street, between Dry Creek Road and West Grant Street. Today, the Grove Street neighborhood contains a mixture of uses including senior housing, single family dwellings, multifamily dwellings, affordable housing units, large and boutique hotels, a skate park, and businesses.

Since 2000, many improvements have been constructed through development projects, including a traffic circle. There also remain opportunities to enhance walking and biking through the neighborhood. The Grove Street Neighborhood Plan Implementation – Street Enhancements is a public infrastructure project to construct continuous curb, gutter, and sidewalk to provide safe pedestrian access to all. The project will also include connections to the two enhanced bus stops within project limits. A community meeting was held in March 2024 to help inform the project as it moves towards implementation. The planned projects in

the city's ATP are consistent with the improvements being discussed and advanced as part of this project.

Other Active Projects

Healdsburg Avenue Complete Streets

The city was awarded an Active Transportation Program grant from the Metropolitan Transportation Commission to help fund the construction of separated bike lanes and pedestrian improvements on Healdsburg Avenue from Powell Avenue to the Parkland Farms subdivision. The project was the result of a detailed community engagement process that informed the overall vision and goals of Healdsburg Avenue as well as the ultimate project elements. Construction of the project is expected to be completed in 2028. The planned projects in the city's ATP are consistent and complement these improvements to Healdsburg Avenue.

US 101/Dry Creek Interchange

In March 2020, the city completed a Feasibility Study Report for the US 101/Dry Creek Interchange. The purpose of the study was to consider potential opportunities to improve conditions for motorists as well as people walking and biking to and through the interchange. The feasibility study is an initial step in being able to further advance potential improvements in coordination with Caltrans. The projects discussed in the city's ATP on Dry Creek Road are consistent with the interchange study in that they aim to improve walking and biking experience to and through interchange. Those projects will need to be coordinated with any future US 101/Dry Creek interchange improvements.

Existing Active Transportation Network Characteristics in Healdsburg

Today, the Foss Creek Pathway provides a popular north-south low stress walking and biking path through much of Healdsburg. The path passes by City Hall and traverses the downtown area a few blocks west of Healdsburg Plaza. There is also a collection of east-west and north-south designated bike routes on residential streets east and north of Healdsburg Avenue. Some of the wider streets in the city such as March Avenue and Parkland Farms have bike lanes. The city's sidewalk network is largely complete in the downtown area and established residential neighborhoods. The concentration of sidewalk gaps tend to be located closer to city limits, areas with steeper grades, and/or residential areas more rural in character.

There are opportunities to further enhance the active transportation connections to appeal to a broader range of ages and abilities. As noted above, the city is already underway with a complete streets project for Healdsburg Avenue from Powell Avenue to the Parkland Farms subdivision. Other opportunities include creating lower-stress connections between activity centers like Healdsburg Recreation Park and schools throughout the residential neighborhoods northeast and east of downtown. Adding a bike facility along Fitch Street would provide an additional North-South connector to residential areas north of the plaza, closing an existing gap in the bicycle network. An additional low-stress east-west connection

along the Matheson Street/S Fitch Mountain Road corridor would benefit recreational uses along the Russian River and beyond. While many of the residential streets appear as potential low stress today, members of the community expressed the need for additional treatments to further slow vehicle speeds and where possible designate space for people biking and walking to enable more people to walk and bike. 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 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)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

⁵ [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)

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 Healdsburg. In Healdsburg, Sonoma County Transit (SCT) provides local bus service via Route 67–Healdsburg Shuttle with weekday and Saturday headways of 70–95 minutes. Route 67 does not operate on Sundays. Healdsburg is also served by SCT Route 60 which provides connections from Healdsburg to Cloverdale, 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-Marín Area Rail Transit (SMART). The closest SMART station to Healdsburg is the Sonoma County Airport Station. However, a northern extension and station in Windsor is currently under construction and the Healdsburg extension is currently in the design phase.

Transit routes in Healdsburg are provided along major arterials and streets throughout the city, 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 Healdsburg that were identified as part of SCTA's High-Injury Network⁶ (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 Healdsburg include the Foss Creek Pathway and Passalacqua Road. LTS 4 indicates the most stressful (least comfortable) facilities. A high-stress facility in Healdsburg overlaps with an HIN segment on Healdsburg Avenue between Westside Road and Sherman Street. The city is in the planning stages of addressing challenges along Healdsburg Avenue through the proposed Healdsburg Avenue Improvement Project, which will integrate Complete Streets and Safe System best practices to improve overall safety, as well as walking and biking conditions along the corridor.

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

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.



Figure 1 Existing Bikeway Network

- Multi-Use Path
- Bike Lane
- Bike Route
- Future SMART Station
- Schools Libraries
- Jurisdiction Boundary

Dry Creek Rd

Grove St

Healdsburg Ave

March Ave

Powell Ave

University St

Westside Rd

101





Figure 2
Existing Transit

- Sonoma County Transit Stops ●
- Sonoma County Transit Routes —
- Schools 🏫 Libraries 📖
- City of Healdsburg 📐

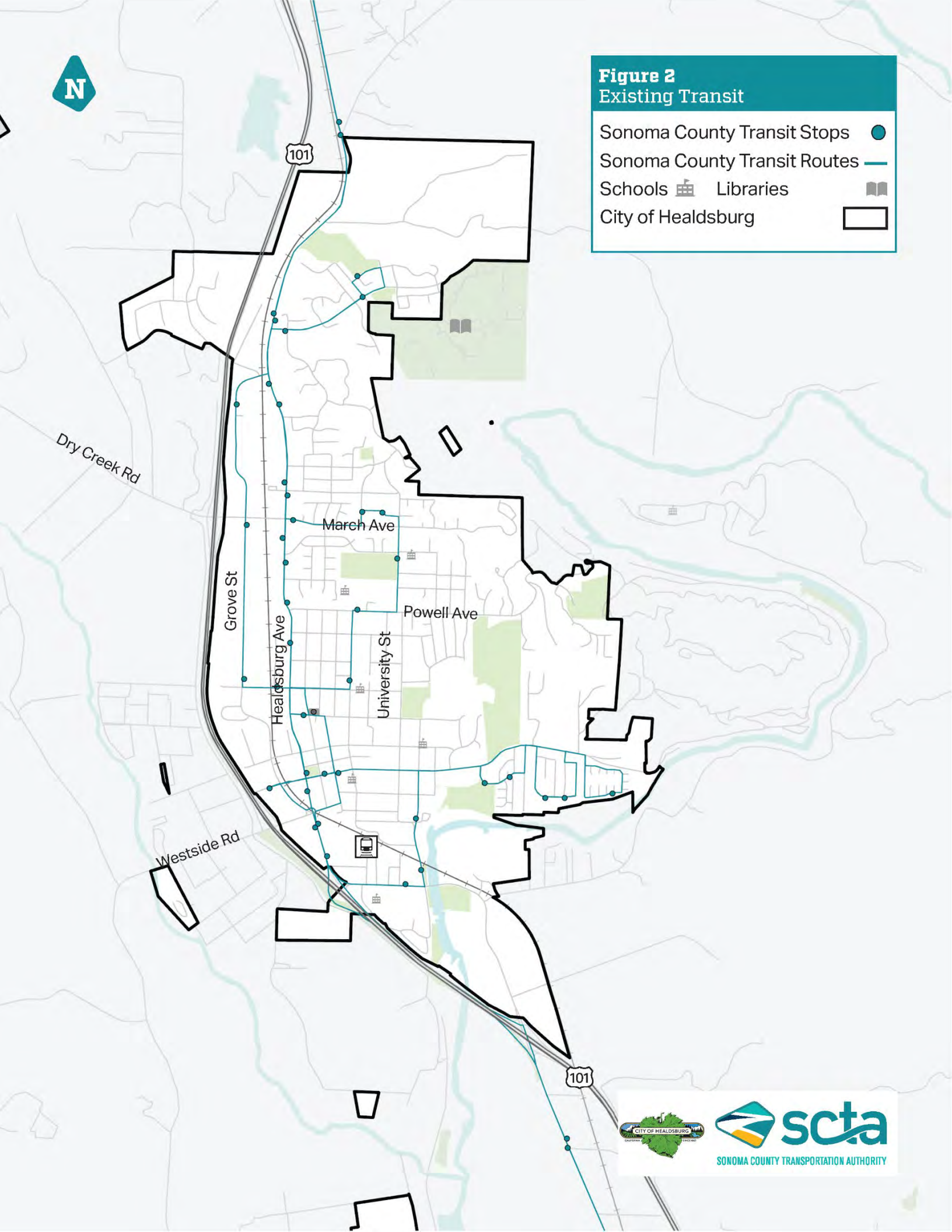




Figure 3 Sidewalk Gaps

- Missing Sidewalk on one side 
- Missing Sidewalk on two sides 
- Future SMART Station 
- Schools  Libraries 
- Jurisdiction Boundary 

Dry Creek Rd

101

March Ave

Grove St

Healdsburg Ave

Powell Ave

University St

Westside Rd

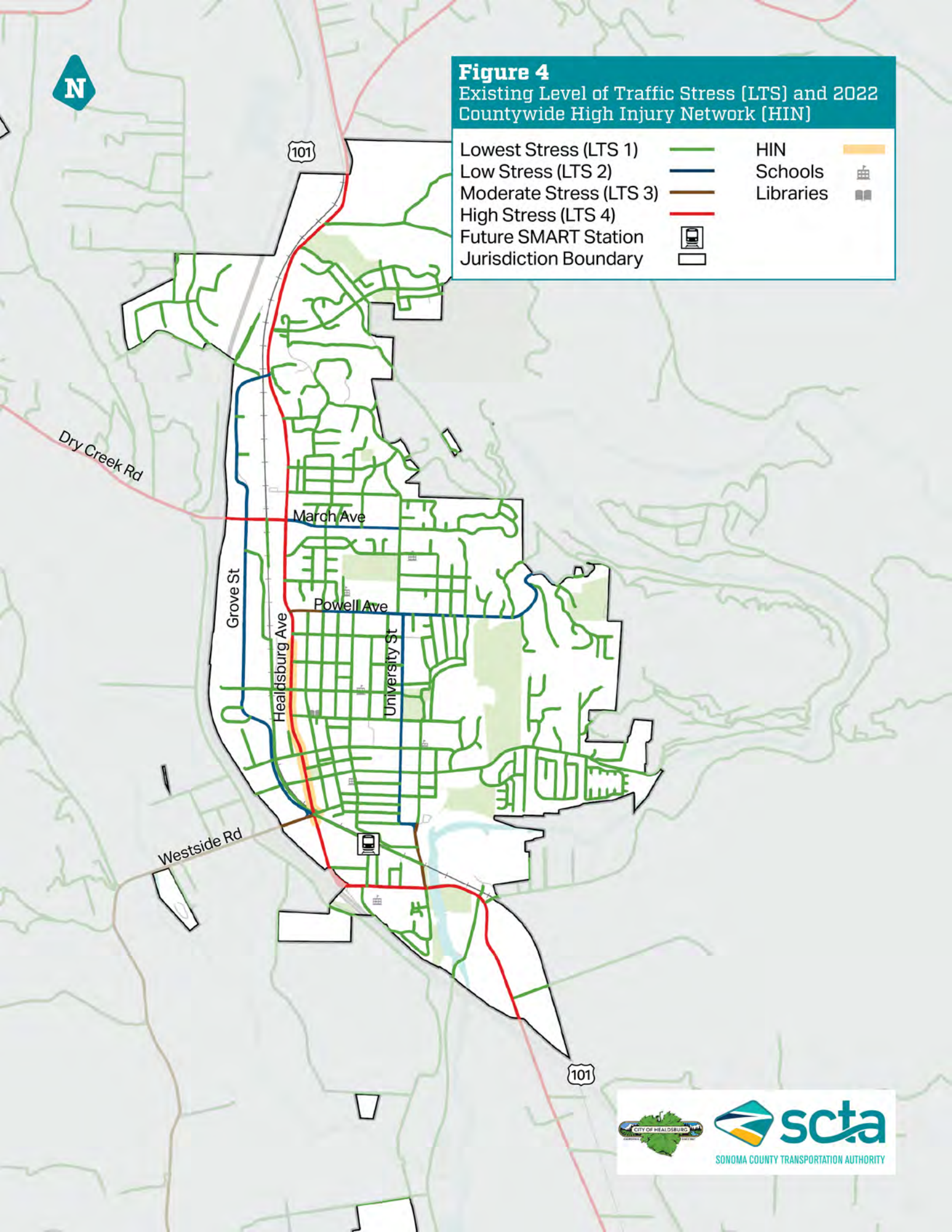
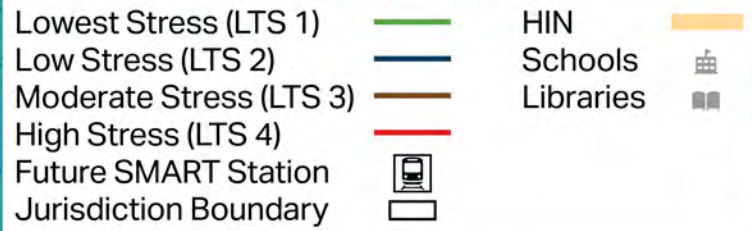
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Figure 4

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

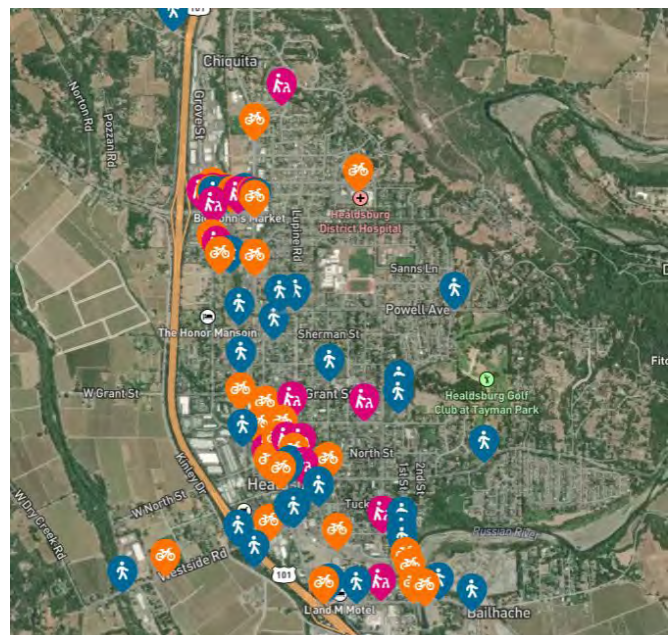


3. Community & Stakeholder Engagement

Initial outreach for the Healdsburg 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.

To enhance local input, and in the absence of a Healdsburg Bicycle and Pedestrian Committee, the city formed the Active Transportation Advisory Committee. This committee served as a crucial link between the project team, stakeholders, and the broader community, ensuring that the plan reflects the needs and concerns of all residents. Committee members, selected through a call for applications in June 2023, represented diverse backgrounds and varying levels of experience with active transportation. They provided valuable input during two of the three milestone meetings and numerous additional meetings with city staff, significantly shaping the Healdsburg ATP. The advisory committee has collaborated closely with city staff and the project team throughout the development of the plan, meeting with both on ten separate occasions over the past year.

Prior to community events, the project team also reviewed previous community comments and input provided during the city's LRSP development. Those comments provided an initial background as to community concerns and experiences. The first community outreach event in Healdsburg was a pop-up hosted by the project team at the Housing Resources Fair at the Healdsburg Community Center in October 2023. This was followed by another pop-up event at CraftWork Healdsburg, also in October 2023, led by the project team. This event gathered input from the general public on existing conditions for walking and biking in Healdsburg.



Project Web Map Survey with 95 comments in Healdsburg

In October 2023, the Countywide ATP project team published a project webpage and online survey and distributed it through the City of Healdsburg website, social media, and November newsletter. SCTA/RCPA also distributed the webpage and survey through its newsletter, mailing list, and social media. Over the course of fall 2023 and spring 2024 online

engagement, 95 comments were received via the online interactive map. Another, approximately, 94 comments were received through the in-person pop events and community workshop.

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

- **Biking:** more bike lanes, protected facilities (paths, protected bikeways, intersection treatments)
- **Walking:** close sidewalk gaps, improve existing crosswalks, and add new crossings
- **Traffic calming:** implement on streets (especially around schools) to reduce speed, provide bicycle boulevards that include more than shared lane markings
- **Trails:** close gaps in the trail network, improve the safety of trail termini
- **Destinations:** increase pedestrian and bicyclist access in and around The Plaza, improve Safe Routes to School options
- **Roadways:** implement age-friendly considerations when designing roads, consider changes to active transportation systems from future development, provide bicycle education for residents and tourists



City staff, SCTA, and the project team hosting an open house at the Community Center and a pop-up event at Earth Day Climate Fest.

City staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Active Transportation Plan Advisory Committee in April 2024. City Staff and the SCTA hosted an additional pop-up engagement event at the Earth Day Climate Fest in April 2024. This event gathered input from the general public on proposed projects to improve conditions for walking and biking in Healdsburg.

In collaboration with SCTA, city staff and the project team also hosted an open house in June 2024 at the Healdsburg Community Center. Feedback was gathered on draft proposed projects and prioritization and draft programmatic recommendations. In October 2024, the Draft Plan was released for public comment and brought to City Council for presentation and comment. Finally, in early 2025, city staff presented the Final 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 Healdsburg Active Transportation Plan Advisory Commission, and other regional committees. The City of Healdsburg'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.

Healdsburg 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.



Plaza Park 0.2 ↑

← Skate Park 0.9

Railroad Park 0.8 →

5. Advancing Active Transportation

The following are the planned infrastructure and policies for enhancing active transportation in the City of Healdsburg.

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.

As the projects below are developed further, city staff may choose, for a variety of reasons, to implement the project in a manner different than what is described below. Each project included in this section may also undergo additional engineering studies and/or community input and engagement as part of advancing any given project towards design and implementation. For example, projects including traffic calming treatments such as raised crosswalks or neighborhood traffic circles would include coordination and discussion with fire and emergency services. Similarly, projects that could include removing on-street parking would include additional community engagement to discuss and understand trade-offs prior to implementation.

Considerations for Facility Type

As mentioned earlier in this Plan, the bikeway facilities are organized into several distinct facility types (see page 8 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. These facility types provide more separation between bicyclists and moving vehicles and/or slow vehicle speeds to 25 mph or slower.

Table 2 summarizes the conditions under which each bike facility type is ideally applied.

Table 2. 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	25 mph and Slower	Less than 3,000
Bike Boulevards ⁴	25 mph and Slower	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 2](#) as well as considerations for feasibility and continuity with existing land use and street context.

Planned Projects

[Table 3](#) presents planned projects for enhancing walking, biking, and rolling conditions in Healdsburg, 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. [Appendix A](#) includes additional project details for select projects noted with an asterisk (*) in the table below.

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

Table 3. Planned Infrastructure Improvements: Bike Facilities, Multiuse Paths, and Crossing Enhancements

Project #	Project Location	Project Description	Priority
1	Dry Creek Rd and Grove St*	Intersection improvements for active transportation modes.	Tier 1
2	Foss Creek Pathway and Grove St	On the shoulder of roadway adjacent to entrance/exit of Foss Creek Pathway, create designated landing area for bikes to allow bikes to stop and wait prior to riding onto Grove Street.	Tier 1
3	50' north of SMART train alignment across river across Front St	SMART bike/ped bridge with extension that connects to the future SMART multi-use path. Project is part of the MTC Regional Active Transportation Network.	Tier 1
4	Front St and Mason St*	Crossing enhancements and intersection realignment.	Tier 1
5	Grant St (full extent) from Grove St to University St*	Designate as a bicycle boulevard. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 2
6	Powell Ave from University Ave to Healdsburg Ave*	Install bike boulevard.	Tier 2
7	Powell Ave from Ridgeview Drive to University Ave*	At Powell/Ridgeview, transition from bike lane (Project 46) to bike boulevard extending to University intersection.	Tier 1
8	Mill St from Healdsburg Ave to East St	Install bike route. Project is part of the MTC Regional Active Transportation Network.	Tier 1
9	Center St from Mill St to Matheson St	Install bike route. As part of project, convert parking to back-in angle parking and install traffic calming treatments to reduce speed and prioritize bicycle traffic. Project is part of the MTC Regional Active Transportation Network.	Tier 1
10	Fitch St from Mason St to Powell Ave*	Install bike boulevard for Fitch Street from Mason St to Powell Ave. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 1
11	University St from Powell Ave to March St*	Install bike boulevard for improved north-south connectivity. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 1
12	Sunnyvale Dr from Lupine Rd to Poppy Hill Dr	Install bike route.	Tier 2
13	Poppy Hill Dr from Sunnyvale Dr to Clear Ridge Dr	Install bike route.	Tier 3
14	Bicycle network North of Barbieri Brothers Park with connections to Healdsburg Ave, Parkland Farms Boulevard, and Passalacqua Rd	Install multi-use path consistent with Saggio Park Multi-Use Trail.	Tier 2
15	SMART train pathway alignment/Foss Creek Pathway from North northern city limit to Grove St	Install multi-use path along SMART pathway alignment/Foss Creek Pathway. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1

Project #	Project Location	Project Description	Priority
16	Dry Creek Rd from City Limits to Healdsburg Ave*	Evaluate feasibility of a separated bike lane. Coordinate bike facilities with US 101/Dry Creek interchange improvements. Project would need to be designed and implemented in coordination with the County and Caltrans.	Tier 1
17	Grove St from 1427 Grove St to Dry Creek Rd	Install bike lane. Project is part of the MTC Regional Active Transportation Network.	Tier 1
18	Grove St from Dry Creek Rd to Foss Creek Pathway	Install bike lane to provide access to land use in this relatively short extent. Specific project attributes should be coordinated and determined with Grove Street Neighborhood Plan Implementation - Street Enhancements project in-progress as of March 2024. Project is part of the MTC Regional Active Transportation Network.	Tier 1
19	Grove St from Foss Creek Pathway to W North St /Grant Street	Recommend bike route on Grove between Grant and Foss Creek Pathway to provide access to land uses in that segment. Specific project attributes should be coordinated and determined with Grove Street Neighborhood Plan Implementation - Street Enhancements project in-progress as of March 2024. Project is part of the MTC Regional Active Transportation Network.	Tier 1
20	Dry Creek Rd / March Ave / Healdsburg Ave Intersection	Enhance intersection per Healdsburg Avenue Complete Streets Plan and evaluate feasibility of providing for separated bike lane facility along Dry Creek Road per Project 16. Coordinate bike facilities with US 101/Dry Creek interchange improvements. Upgrades to be ADA compliant, mitigate obstructions, and improve accessibility.	Tier 1
21	Hudson St and Front St	Install marked pedestrian crosswalk.	Tier 1
22	Memorial Bridge	Bike Route - Install signage and add sharrows to alert drivers of shared space. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1
23	Healdsburg Avenue from Foss Creek Culvert to northern city limits	Install buffered bike lanes.	Tier 1
24	Foss Creek Pathway	Redesign ramp entries where needed to minimize obstructions. Improve lighting, wayfinding, and signage. Study the use of bollards on the pathway. Develop alternative routing strategies for times when Foss Creek is shut down, to ensure continuous accessibility for all transit modes, reducing disruption and maintaining safety. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1
25	1st St and Tucker St	Install directional curb ramps on northeast corner.	Tier 1
26	March Ave and University St	At March Avenue/University Street intersection install high visibility crosswalks and directional curb ramps on north and east legs of intersection and update existing marked crosswalks to high visibility crosswalks. Overlaps with University Avenue Bike Boulevard Project 11.	Tier 2

Project #	Project Location	Project Description	Priority
27	Tucker St and East St	Implement All-Way Stop Control due to proximity to school and constrained sight distances on westbound approach due to on-street parallel parking and fencing/vegetation in NE corner of the intersection. Enhance existing crosswalk markings to high visibility crosswalks due to proximity to school.	Tier 1
28	College St from Sherman St to Piper St	Install a bike route that connects directly to Healdsburg Junior High School. College St is a low-stress facility with a pedestrian-only area east of the Jr. High School.	Tier 2
29	Terrace Blvd from Healdsburg Ave to University Ave*	Implement bike boulevard.	Tier 2
30	North St from the railroad/Foss Creek Pathway to Greens Dr*	Implement bike boulevard.	Tier 1
31	Powell/Prince Intersection	Enhance existing marked crosswalks across Powell by upgrading to high visibility markings and potentially raising the crosswalk to help manage vehicle speeds. For more information about raised crosswalks see information here: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf .	Tier 2
32	Piper/University Intersection*	Crossing enhancements at intersection.	Tier 3
33	Powell/University Intersection	Crossing enhancements at intersection; coordinate with Project 7 and Project 11.	Tier 2
34	North/University Intersection	Crossing enhancements at intersection; coordinate with Project 30.	Tier 1
35	Powell/Center Intersection	New Crossing and enhancements at intersection; coordinate with Project 6.	Tier 2
36	Powell/Johnson Intersection	New Crossing and enhancements at intersection; coordinate with Project 6.	Tier 2
37	Grant/University Intersection	Crossing enhancements at intersection; coordinate with Project 5.	Tier 2
38	Powell/Sunnyside-Pordon Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3
39	Powell/Maxwell-Florence Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3
40	Powell/Harold-Rose Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3
41	Powell/Gromo Ct	Crossing enhancements at intersection; coordinate with Project 7.	Tier 2
42	Fitch/Powell	Crossing enhancements at intersection; coordinate with Project 10.	Tier 2
43	Harmon-Hudson from Fitch to Front	Implement bike route. Related to Project 21 which includes intersection improvements at eastern terminus. Project is part of the MTC Regional Active Transportation Network.	Tier 1

Project #	Project Location	Project Description	Priority
44	Fitch Mountain Road between 1st and Heron	Either install bike lanes with the removal of or reduced on-street parking OR implement a bike boulevard with the introduction of traffic calming measures.	Tier 3
45	Healdsburg Ave from Powell Avenue to Foss Creek Culvert	Implement separated bike facility and related enhancements per Healdsburg Avenue Complete Streets Plan. Project is part of the MTC Regional Active Transportation Network.	Tier 1
46	Powell Avenue from Borel Road to Ridgeview Drive*	Prohibit on-street parking and install bike lanes. Alternatively, implement a bike boulevard with the introduction of traffic calming measures.	Tier 2
47	Mill Street from US 101 to Healdsburg Avenue*	Install buffered bike lanes. Project is part of the MTC Regional Active Transportation Network.	Tier 1
48	Grove Street from Grant Street to North Street*	Install bike lanes on Grove between North and Grant. Project is part of the MTC Regional Active Transportation Network.	Tier 1
49	Front Street from Healdsburg Avenue to Foss Creek Pathway	Active project underway as of March 2024 to identify and design bike and pedestrian access improvements. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1
50	Matheson Street from Vine Street to Healdsburg Avenue	Enhance from existing bike route to bike boulevard. May be upgraded to a buffered bike lane with the removal of on-street parking. Project is part of the MTC Regional Active Transportation Network.	Tier 1
51	Matheson Street from Healdsburg Avenue to East Street	Enhance from existing bike route to bike boulevard. May be upgraded to a buffered bike lane with the removal of on-street parking.	Tier 1
52	Matheson Street from East Street to 1st Street	Enhance from existing bike route to bike boulevard. May be upgraded to a buffered bike lane with the removal of on-street parking.	Tier 1
53	Front Street from Healdsburg Avenue to Mason Street	Enhance from existing bike route to bike boulevard. May be upgraded to a buffered bike lane with the removal of on-street parking. The city may pilot a quick-build protected bike lane that could be in place for approximately 6 months to gauge community response to the loss of parking. Project is part of the MTC Regional Active Transportation Network.	Tier 1
54	1st Street from Piper Street to North Street	Enhance from existing bike route to separated bike lanes at Healdsburg Elementary School.	Tier 1
55	Healdsburg Avenue from Exchange Avenue to Healdsburg Avenue Bridge	Install buffered bike lanes. Coordinate improvements with potential sidewalk gap closure projects.	Tier 1
56	Healdsburg Avenue from Exchange Avenue to Mill Street	Install bike lanes, if feasible. Improve walkways on west side of the road. Project is part of the MTC Regional Active Transportation Network.	Tier 1
57	East Street from Mill Street to Haydon Street	Install bike route. Project is part of the MTC Regional Active Transportation Network.	Tier 1
58	Haydon Street from East Street to Fitch St	Install bike route. Project is part of the MTC Regional Active Transportation Network.	Tier 1

Project #	Project Location	Project Description	Priority
59	Front Street and Foss Creek Pathway	Implement crossing improvements to connect the Foss Creek Pathway with the proposed SMART Bike/Ped bridge and proposed bike lanes on Front St.	Tier 1
60	Healdsburg Avenue and Powell Avenue	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
61	Healdsburg Ave and Ferrero Drive	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
62	Healdsburg Ave and Monte Vista Avenue	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
63	Healdsburg Ave and Terrace Boulevard	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
64	Healdsburg Ave and Sunnyvale Drive	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
65	Healdsburg Ave and Paul Wittke Drive	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
66	Healdsburg Ave and Community Center	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
67	Healdsburg Ave and Grove Street	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
68	Healdsburg Ave and Parkland Farms Boulevard	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
69	Healdsburg Ave and Simi Winery	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1
70	Future SMART Station	Mobility hub study at the future SMART station to coordinate transit, bike, and pedestrian infrastructure. Project is part of the MTC Regional Active Transportation Network.	Tier 1
71	Downtown Healdsburg	Study bike parking opportunities downtown, utilizing parklet spaces or repurposing parking under legislation such as AB 43.	Tier 1
72	Lupine Rd and March Ave	Crossing enhancements at intersection.	Tier 1
73	Matheson St and Fitch St	Quick build crossing enhancements at intersection. Incorporate painted bulb-outs and potential collaboration with the Arts and Culture Commission.	Tier 1
74	Plaza St and East St	Crossing enhancements at intersection.	Tier 1
75	March Ave from Healdsburg Ave to University Ave	As part of an upcoming repaving project, City staff will consider the feasibility of implanting a parking-protected, separated bike lane.	Tier 2
76	Grant St and Healdsburg Ave	Crossing enhancements at intersection.	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) Sidewalk gap closures to ensure at least one side of the roadway has continuous sidewalks.

(3) Project priorities are included in Table 2. Prioritization methodology is explained in Section 6. Implementation: Local Considerations.

(4) Caltrans District 4 Bicycle Plan: <https://dot.ca.gov/caltrans-near-me/district-4/d4-programs/d4-transplanning-local-assistance/d4-office-of-transit-and-active-transportation/d4-bike-plan-info>

(5) MTC Regional Active Transportation Network: <https://storymaps.arcgis.com/stories/e77c08c157c54493931af81eaf950c02>

Sidewalk Gap Closure Projects

Table 4 summarizes the projects that address existing sidewalk gaps identified as Tier 1 priority throughout the city. Sidewalk gaps are locations where there is a sidewalk gap on one or both sides of a street. A complete list of all sidewalk gaps in Healdsburg is contained in **Appendix B**.

Table 4. Sidewalk Gap Closure Projects

Project #	Project Location	Project Description	Priority
100	Kennedy Lane from Front Street to Presidential Circle (eastern intersection)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
101	Kennedy Lane from Presidential Circle (western intersection) to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
113	Exchange Avenue from Healdsburg Avenue to Adeline Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
121	Front Street from Hudson Street to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
124	Mason Street from Front Street to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
129	Marion Lane from Piper Street to North Street (South)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
132	South Fitch Mountain Road from Greens Drive to Heron Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
137	Healdsburg Avenue from West end of Basalt Rock Company Road Overpass to Healdsburg Avenue Bridge	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
147	Kinley Road from City Limits to Magnolia Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
155	Healdsburg Avenue from Ward Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
162	Mill Street from Healdsburg Avenue to Westside Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1

Project #	Project Location	Project Description	Priority
165	Adeline Way from Exchange Avenue to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
172	Palm Avenue from Healdsburg Avenue to Exchange Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
177	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
178	Adeline Way from Exchange Avenue to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
180	Tucker Street from 1st Street to 2nd Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
182	Healdsburg Avenue (SBL) from Exchange Avenue to NB 101 Off-Ramp	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
188	Healdsburg Avenue from Kennedy Lane to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
192	West Matheson Street from Vine Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
197	Cottonwood Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
200	Healdsburg Avenue from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
202	Exchange Avenue from Palm Avenue to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
203	Front Street from Front Street (NB) to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
209	Healdsburg Avenue (EBT) from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
218	Railroad Avenue from Adeline Way to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
219	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
222	2nd Street from Alley 2 to Tucker Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
223	Healdsburg Avenue from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
226	Dryer Street from East Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1

Project #	Project Location	Project Description	Priority
248	Front Street from Front Street to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
252	Kinley Drive from Southern Terminus to City Limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
253	Marion Lane from Piper Street to North Street (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
259	Healdsburg Avenue (WBR) from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1

Figure 5 illustrates the location of the planned bikeway, corridor improvements, and crossing 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 6 shows the location of planned sidewalk improvements. Figure 7 shows planned improvements as well as the existing biking network.

Figure 5 Proposed Bikeway and Corridor Projects

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

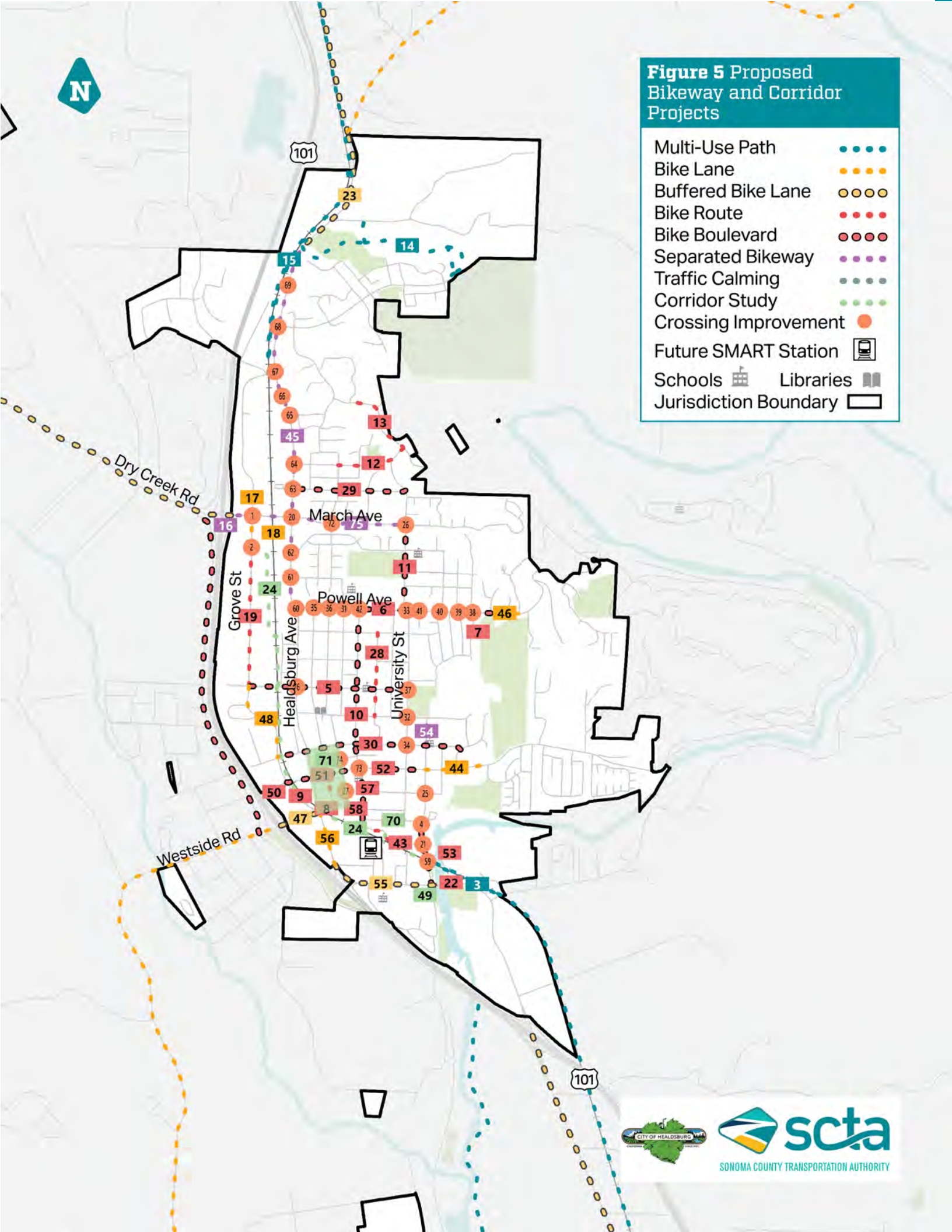




Figure 6 Sidewalk Improvements

- Missing Sidewalk on one side 
- Missing Sidewalk on two sides 
- Future SMART Station 
- Schools 
- Libraries 
- Jurisdiction Boundary 

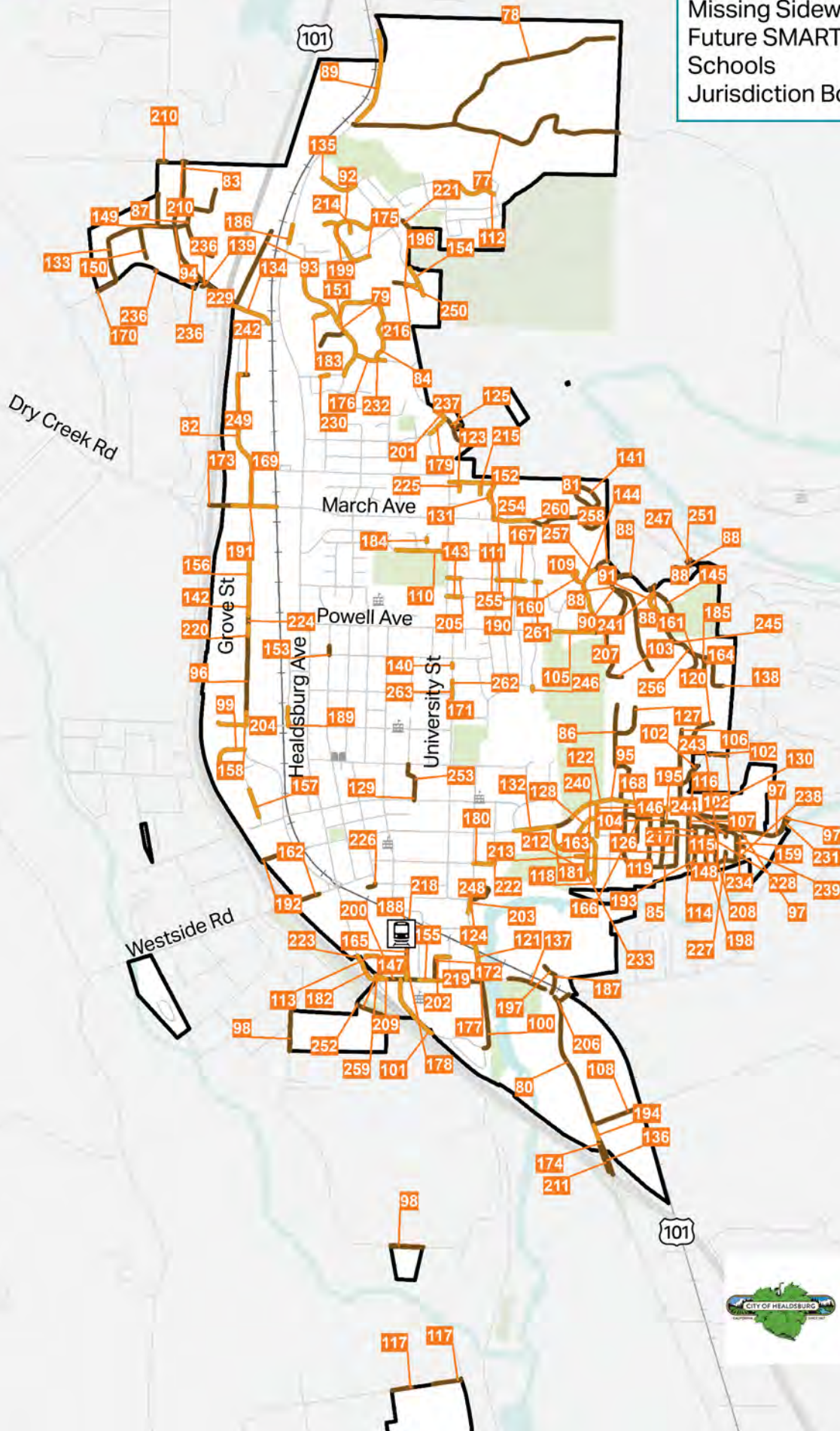
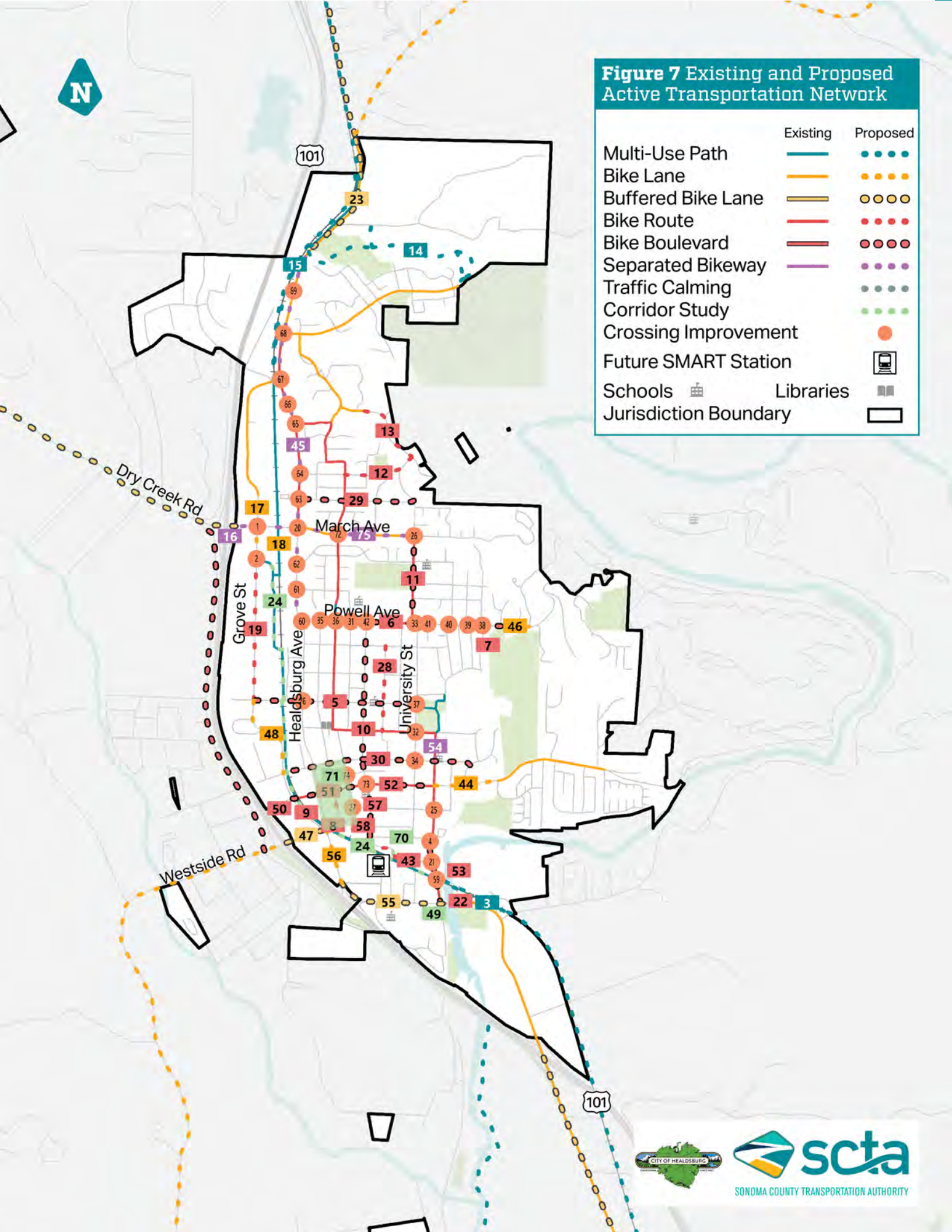




Figure 7 Existing and Proposed Active Transportation Network

	Existing	Proposed
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 Plan 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 toolboxes include examples of the types of engineering treatments the city may use in the design and implementation of enhanced active transportation infrastructure.

Table 5 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 5. 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

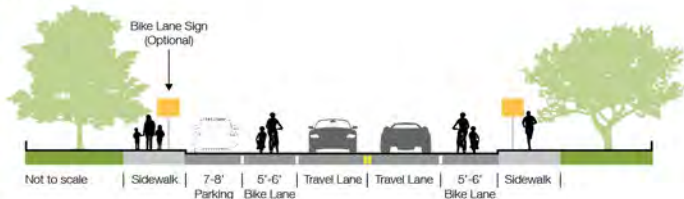
Multi-Use Paths

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



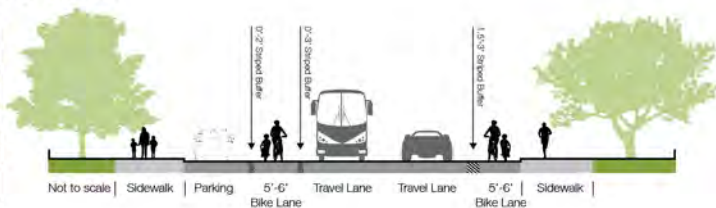
Bike Lanes

On-street striped lane for one-way bike travel



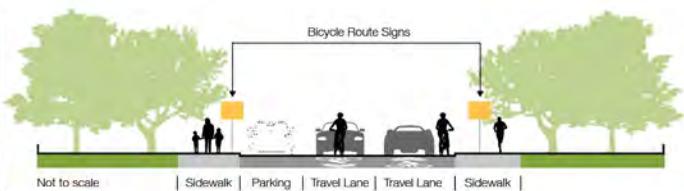
Buffered Bike Lanes

Modified on-street bike lane with painted buffer



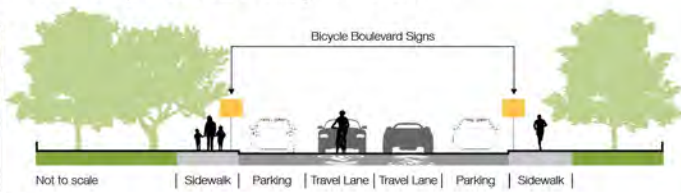
Bike Routes

Shared on-street facility



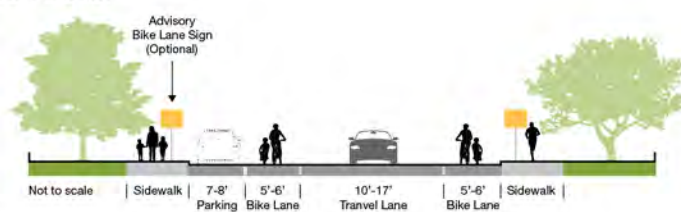
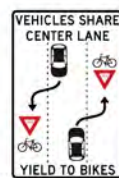
Bike Boulevards

Shared on-street facility with improvements to prioritize bicycle traffic



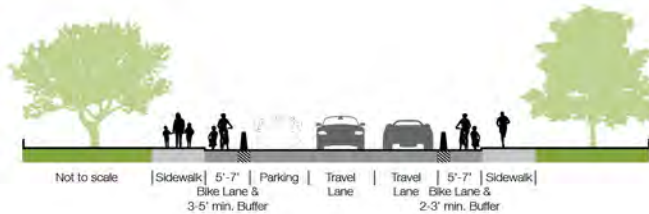
Advisory Bike Lane

An alternative to a bike boulevard or bike route.



Separated Bike Lanes

Physically separated bike lane



At Intersections and Driveways: Green Paint for Bike Lanes

Green conflict striping at intersections and crossings highlights where drivers should yield to bicycles and guide cyclists through the intersection.



Pedestrian Facility Toolbox

Along Streets: Space for Walking

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



Along Street: Sidewalk Widths

Where feasible and beneficial, sidewalks should be on both sides, unobstructed, and have the following widths: Residential Areas = 6' Minimum; Downtown/Mixed-Use Area = 8' Minimum.



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.



At Crossings: Pedestrian Friendly Signal Timing

Consider longer pedestrian crossing times where there are youth, seniors, or persons with disabilities. Where feasible and beneficial, a leading pedestrian interval that gives pedestrians a head start can increase pedestrian safety at signalized intersections.



At Crossings: Accessible Pedestrian Push Buttons

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



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.



Source: FHWA

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.



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.



In addition to the toolbox treatments above, parking restrictions near intersections as well as marked and unmarked crossings are beneficial to improving visibility of people crossing the street. City staff will use the relevant CA MUTCD guidance as well as sight distance considerations in determining where on-street parking is to be restricted. Finally, the **SCTA Countywide Active Transportation Plan** includes a **Technical Appendix** with additional information on micromobility, bikeway selection and key design attributes, quick build improvements, intersection design, and transit amenities.

Policies & Actions

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

Action 1-1.1: As budget allows, review Healdsburg's Traffic Impact Fee Study to determine if amendments are needed 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 bicycle and 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, implemented as city funding and/or opportunities with private development permit. 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 roadways. The bike facilities that provide the most protection to people biking should be considered first, depending on existing conditions and site constraints.

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 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 responsible parties.

POLICY 1-10: Implement programs that increase access to safe active transportation, such as walking and biking, that achieve 15% of active transportation mode share by 2030.⁹

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: Ensure new or updated specific plans include goals, policies, and programs consistent with this updated ATP by reference.

POLICY 1-14: Proactively seek grant and partnership opportunities to collect monitoring data to track the ATP's progress.

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: Enhance existing 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 locations as deemed necessary by a site-specific safety evaluation.

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 CA MUTCD, FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, ADA standards, and Caltrans Roadway Lighting Manual.

⁹ Consistent with City of Healdsburg's Climate Mobilization Strategy, Measure T-1.

Action 2-5.2: Increase pedestrian safety at intersections. Utilize proven countermeasures identified by FHWA including, where feasible, signal phasing, timing adjustments, high visibility crosswalks, curb extensions, pedestrian refuge islands, and pedestrian scale lighting. Implement improvements in manner consistent with CA MUTCD.

POLICY 2-6: Improve bicycle safety at controlled and uncontrolled intersections as deemed necessary by a site-specific safety evaluation, using proven countermeasures identified by FHWA and other industry resources. Implement improvements in manner consistent with CA MUTCD.

POLICY 2-7: Implement and incorporate actions in SCTA's adopted Sonoma County Vision Zero (VZ) Action Plan as applicable, and Healdsburg's Local Roadway Safety Plan (LRSP).

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. Implement consistent with CA MUTCD.

POLICY 2-10: Coordinate with Sonoma County public agencies to consider posting appropriate speed limits on 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 to ensure accommodation through potentially wider facilities as well as forgiving edge treatments (e.g., mountable curbs).

POLICY 2-12: Consider implementing bike routes (Class III) and bike boulevards (Class IIIB) as quick build projects. This plan's Engineering Treatments Toolbox section and the SCTA Countywide Active Transportation Plan Technical Appendix contain resources on which roadway treatments are good candidates for quick build implementation.

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: Continue to work with the SCTA and SMART to implement a regional bike share/micromobility program.

POLICY 3-4: The city earned a Bicycle Friendly Community Bronze-level designation from the League of American Bicyclists. Strive to achieve a higher designation.

POLICY 3-5: Partner with the Sonoma County Bike Coalition, School Districts, and Sonoma County Health Services Department to 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 Sonoma County Bike Coalition, School Districts, Sonoma County Health Services Department, and Healdsburg, Public Works Department to identify opportunities for increased bike and pedestrian education with a focus on youth education.

POLICY 3-7: Continue and enhance the community engagement process to include a diversity of community members who bring lived experiences that represent the full cross-section of Healdsburg residents.

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: Continue to support community education around e-bike and e-scooter use. Coordinate with local school districts, Department of Public Health, and Sonoma County Parks.



6. Implementation:

Local Considerations

The following outlines a timeline and potential funding sources the city can use to make consistent, steady progress toward 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 3](#) and [Table 4](#).

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. And, while the city will consider ATP prioritization, the city may choose to pursue projects opportunistically. Within the broader Countywide ATP, the project prioritization criteria are aligned with project selection criteria for the Go Sonoma funding program.

Initial Steps Towards Implementation

To advance the projects in the ATP towards implementation, staff can undertake the following types of activities.

- (1) Review and incorporate ATP projects into the city's five-year Capital Improvement Program (see Policy 1-2 above).
- (2) Review upcoming maintenance projects/activities to identify where active transportation improvements can be incorporated into things like pavement rehabilitation (e.g., installing high visibility crosswalks or bike lanes when the new pavement is put in place).
- (3) Review current as well as future development project applications to ensure or require consistency of street frontage with planned ATP projects.
- (4) Coordinate with SCTA on upcoming potential funding opportunities with particular focus on the SCTA Funding Program as well as support or collaboration on state or federal funds such as HSIP, SS4A, and ATP (those and additional funding sources are highlighted below).

Appendix C contains detailed prioritization results for each project to help aid staff in understanding which of the prioritization criteria a given project met. Such information can aid in determining suitable grant funds and/or where opportunities may overlap with other efforts like Safe Routes to School or supporting access to transit.

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 of that item and do not include other construction costs or soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management).

Table 6 summarizes project costs by project type and prioritization tier for the 2025 Active Transportation Network.

Table 6. 2025 Active Transportation Network – Cost Estimates Summary

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 1 Priority Projects			
Multi-Use Path ¹	\$4,500,000/mile	1.32 miles	\$5,924,655
Bike Lane ²	\$250,000/mile	0.88 miles	\$219,339
Buffered Bike Lane ³	\$1,500,000/mile	1.16 miles	\$1,738,804
Bike Route ⁴	\$50,000/mile	1.33 miles	\$66,462
Bike Boulevard ⁵	\$500,000/mile	3.25 miles	\$1,627,273
Separated Bike Lanes ⁶	\$5,000,000/mile	1.96 miles	\$9,820,416
Crossing Improvement (Unsignalized) ⁷	\$150,000	18 locations	\$2,700,000
Crossing Improvement (Signalized) ⁸	\$300,000	5 locations	\$1,500,000
Sidewalk Installation ⁹	\$350/linear feet	12,873 linear feet	\$4,505,642
Corridor Study	\$300,000/mile	3.85 miles	\$1,155,000
Traffic Calming ¹⁰	\$75,000/mile	-	-
Total Tier 1 Priority Projects ¹¹			\$29.3M
Tier 2 Priority Projects			
Multi-Use Path ¹	\$4,500,000/mile	1.1 miles	\$4,977,889
Bike Lane ²	\$250,000/mile	0.12 miles	\$29,264
Buffered Bike Lane ³	\$1,500,000/mile	-	-
Bike Route ⁴	\$50,000/mile	0.62 miles	\$31,164
Bike Boulevard ⁵	\$500,000/mile	1.60 miles	\$800,000
Separated Bike Lanes ⁶	\$5,000,000/mile	0.48	\$2,400,000
Crossing Improvement (Unsignalized) ⁷	\$150,000	8 locations	\$1,200,000
Crossing Improvement (Signalized) ⁸	\$300,000	-	-
Sidewalk Installation ⁹	\$350/linear feet	25,747 linear feet	\$9,011,415
Corridor Study	\$300,000/mile	-	-
Traffic Calming ¹⁰	\$75,000/mile	-	-
Total Tier 2 Priority Projects ¹¹			\$18.4M

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 3 Priority Projects			
Multi-Use Path ¹	\$4,500,000/mile	-	-
Bike Lane ²	\$250,000/mile	0.26 miles	\$66,097
Buffered Bike Lane ³	\$1,500,000/mile	-	-
Bike Route ⁴	\$50,000/mile	0.3 miles	\$14,808
Bike Boulevard ⁵	\$500,000/mile	-	-
Separated Bike Lanes ⁶	\$5,000,000/mile	-	-
Crossing Improvement (Unsignalized) ⁷	\$150,000	4 locations	\$600,000
Crossing Improvement (Signalized) ⁸	\$300,000	-	-
Sidewalk Installation ⁹	\$350/linear feet	69,707 linear feet	\$24,397,598
Corridor Study	\$300,000/mile	-	-
Traffic Calming ¹⁰	\$75,000/mile	-	-
Total Tier 3 Priority Projects ¹¹			\$25.1M
2025 Active Transportation Network			
Total All Projects ¹¹			\$72.8M

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 100 feet 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 100 feet 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 countdown 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 7](#) 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.

Several of the funding sources listed are included in the SCTA Funding Program, which generally covers a four-year period. Recognizing the need for a coordinated approach to match the highest-priority projects with available transportation funding sources, SCTA developed the SCTA Funding Program in 2021. Priorities are identified through a call for projects to help SCTA assess and prepare projects for multiple funding programs as well as pair the best projects with the best fund sources available. Projects are evaluated to assess how they address planning and funding goals both locally and regionally to be competitive for the available funding. Cycle 2 of the SCTA Funding Program is anticipated to launch in Summer 2025, and will include funding from the One Bay Area Grant (OBAG) Cycle 4 (CMAQ and STP funds), 2026 STIP funds, LPP funds, Go Sonoma funds, and other local funding. The majority of the funds in Cycle 2 will be available in Fiscal Year 2027/28 through Fiscal Year 2030/31.

Table 7. 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
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 toward implementing this Plan's content as well as achieving this Plan's goals using the measures shown in [Table 8](#). 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 8. Monitoring Progress

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	12.6 miles	City data	Annual
Linear feet of sidewalk gaps (total)	108,327 feet	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 5/Bike: 3	2015-2019; SWITRS, TASAS, City of Healdsburg	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 Additional Project Details

The following expanded project descriptions are for select projects in [Table 3](#). This additional information is intended to aid city staff in the future implementation of these projects. In some instances, the expanded descriptions present options as to how the project could be designed and/or specify treatments that could be included to improve walking or biking conditions. As the projects below are developed further, city staff may choose, for a variety of reasons, to implement the project in a manner different than what is described below. The order below is the same order in which the projects are listed in [Table 3](#).

Project 1: Dry Creek Rd and Grove St

Type: Intersection/Crossing Improvements

Expanded Description: Intersection improvements for active transportation modes. Enhance crosswalk markings to high visibility. Reconstruct curb ramps to directional ramps consistent with ADA requirements (e.g., currently NE corner curb ramp appears to be obstructed by a utility pole). Update the pedestrian crossing phase to allow more time for pedestrians to cross the street. If feasible, install pedestrian push buttons that could be activated passively by detection or by foot in addition to by hand; this recommendation is based on community member input. Further enhancements would be needed under Project 16. See Project 16 for more details.

Project 4: Front St and Mason St

Type: Crossing improvement

Expanded Description: Reconstruct intersection to a conventional four-legged intersection where Front-1st is north-south and Mason Street intersects at 90-degrees. Convert to all-way stop control. Include centerline striping on all approaches and mark crosswalks with high visibility crossings on the north and west leg of the intersection.

Project 5: Grant St (full extent) from Grove St to University St

Type: Bicycle Boulevard

Expanded Description: Designate as a bicycle boulevard. Implement the following improvements to clearly mark as a bike boulevard and manage vehicle speeds to provide a lower stress environment. Mark with sharrow pavement markings in each direction.

Install neighborhood traffic circles at the following intersections—some of these intersections may require the center island to be mountable depending upon design vehicle: Grant/Grove; Grant/Center; Grant/Fitch. Recommendations for neighborhood traffic circles are at existing all-way stop control intersections where there appears to be at least 50 feet of existing pavement measured diagonally across the intersection from face of curb to face of

curb. This is consistent with FHWA guidance that notes minimum inscribed circle diameter can be as small as 50 feet.¹⁰

If future design determines neighborhood traffic circles are not feasible, curb extensions that shadow the on-street parking lane could be used as an alternative. If curb extensions are used, crosswalks at intersection should be marked with high visibility markings across each approach, directional curb ramps, and, potentially, raised.

If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.

Enhance existing marked crosswalks at Grant/University intersection to be high visibility markings and if feasible, raised crosswalks.¹¹

Project 6: Powell Ave from University Ave to Healdsburg Ave

Type: Bike Boulevard

Expanded Description: Install bike boulevard. Use traffic calming measures to manage vehicle speeds.

Traffic calming measures would include curb extensions at Center Street/Powell and Johnson/Powell intersections with added marked crosswalks across Powell (i.e., across the east and west legs of the intersection). Curb extensions would shadow the parking lane and be designed to help enforce the daylighting requirements in AB 413.

Mark the crosswalks across Powell with high visibility markings as well as advanced yield signs and advance yield markings. To further improve visibility and manage speeds, implement marked crossings as raised crossings, if feasible.¹²

Remove on-street parking in eastbound direction on Powell 250 feet east of Healdsburg/Powell intersection. Use that space to mark a bike lane to provide designated space for bikes for the short incline. Bike lane would transition to bike boulevard west of Center Street intersection.

Throughout project extents, implement sharrows in each direction to mark as bike boulevard.

Project 7: Powell Ave from Ridgeview Drive to University Ave

Type: Bike Boulevard

Expanded Description: At Powell/Ridgeview, transition from bike lane (Project 46) to bike boulevard extending to Powell/University intersection. At Powell/Ridgeview install a neighborhood traffic circle and convert Powell approaches to stop control so all approaches are stop control at that intersection.¹³

¹⁰ <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7>

¹¹ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

¹² https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

¹³ <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7>

West of Ridgeview for remainder of project extents use sharrows to mark bike boulevard. At Powell-Pardon/Sunnyside, upgrade crosswalk markings to high visibility crosswalks and, if feasible, upgrade crosswalk across Powell to a raised crossing to manage vehicle speeds.¹⁴

Construct curb extensions for crosswalks across Powell consistent with AB 413 to daylight the crossing. Use same crosswalk enhancements and curb extension treatments for marked crosswalks at Powell/Maxwell-Florence, Powell/Harold-Rose, Powell/University. Add marked crosswalk across Powell at Gromo Court using same enhancements as above.

Project 10: Fitch Street from Mason Street to Powell Ave

Type: Bike Boulevard

Expanded Description: Install bike boulevard for Fitch Street from Mason Street to Powell Ave. Use sharrow pavement markings in each direction to mark as a bike boulevard.

To manage vehicle speeds, install neighborhood traffic circle at Grant/Fitch OR curb extensions with marked crosswalks (consistent with recommendations in Project 65). Similarly, install neighborhood traffic circle at Fitch/North OR curb extensions with marked crosswalks (consistent with recommendations in Project 30).¹⁵

At Powell/Fitch, upgrade crosswalks to high visibility markings, raised crossings (if feasible), and install curb extensions that shadow on-street parking lane and support daylighting per AB 413.

Project 11: University St from Powell Ave to March St

Type: Bike Boulevard

Expanded Description: Install bike boulevard for improved north-south connectivity. Implement bike sharrow pavement markings in each direction. Bike facility could be upgraded to a buffered bike lane, if on-street parking is removed or reduced.

Incorporate intersection improvements at University/Powell as described in Project 7 and crossing improvements at University/March described in Project 26.

At North/University intersection enhance existing marked crosswalks with high visibility markings, directional curb ramps. If feasible, make crosswalks raised to manage vehicle speeds and improve visibility of pedestrians (also included in Project 30).¹⁶

At University/Mason install a neighborhood traffic circle or mini-roundabout to manage vehicle speeds and conflicts.

Project 16: Dry Creek Rd from City Limits to Healdsburg Ave

Type: Separated Bike Lane

¹⁴ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

¹⁵ <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7>

¹⁶ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

Expanded Description: Evaluate feasibility of installing a separated bike lane. Coordinate considerations with US 101/Dry Creek Road interchange improvements. Project would need to be designed and implemented in coordination with the county and Caltrans. Recommend considering a bidirectional facility along the northern side of Dry Creek Road from Healdsburg Ave extending west to city limits.

To implement, the right-hand westbound receiving lane at Dry Creek Road/Healdsburg Ave intersection would need to be removed and replaced with the bidirectional separated bike lane. The bike facility cross-section would necessitate approximately 4 to 5 feet of width allocated to horizontal and vertical separation elements that would provide the physical protection for the facility, and 10 to 12 feet of width for the bidirectional bike travel way.

At the Dry Creek Road/Healdsburg Ave intersection, signal infrastructure, pavement markings, and phasing/timing would need to be updated to control and clarify bike movements to/from the bidirectional facility.

The changes described here are consistent with the changes planned at the intersection as part of the Healdsburg Avenue Complete Streets Plan.

The bidirectional separated bike lane facility would extend westbound along the north side of Dry Creek Road. It would use up the current hatched pavement marking area on approach and in front of the Foss Creek Pathway crossing. Right of way acquisition and/or roadway widening would be needed west of the Foss Creek Pathway as well as some utility pole relocation.

At the Dry Creek Road/Grove Street intersection, the westbound right-turn only lane would need to be removed and that space reallocated to the bike facility. Similarly, the westbound right-hand receiving lane at that intersection would need to be removed and the space used for the bike facility. At the Dry Creek Road/Grove Street intersection upgrades would also be needed for signal infrastructure, pavement markings, and phasing/timing to control and clarify bike movements to/from the bidirectional facility.

Coordination would be needed with Caltrans on approach to and through the interchange to make enhancements to safely accommodate the bike facility and vehicle turn movements.

Project 29: Terrace Blvd from Healdsburg Ave to University Ave

Type: Bike Boulevard

Expanded Description: Implement Bike Boulevard. Use sharrow pavement markings in each direction to mark as bike boulevard.

To manage vehicle speeds, implement neighborhood traffic circles at Terrace/Lupine and Terrace/Prentice intersections. If neighborhood traffic circles are determined infeasible, implement curb extensions that shadow the parking lanes, directional curb ramps, and high visibility crosswalks.¹⁷ To further manage vehicle speeds, consider feasibility of raising new crosswalks.¹⁸

¹⁷ <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7>

¹⁸ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

Project 30: North St from the railroad/Foss Creek Pathway to Greens Dr

Type: Bike Boulevard

Expanded Description: Implement Bike Boulevard. Use sharrow pavement markings in each direction to mark as bike boulevard.

At North/University intersection enhance existing marked crosswalks with high visibility markings, directional curb ramps. If feasible, make crosswalks raised to manage vehicle speeds and improve visibility of pedestrians (also included in Project 11).

Install a neighborhood traffic circle at Fitch/North OR curb extensions with marked crosswalks and directional curb ramps (also included in Project 10).

Project 32: Piper Street and University St

Type: Crossing Improvement

At Piper/University intersection enhance existing marked crosswalks with high visibility markings, directional curb ramps. If feasible, make crosswalks raised to manage vehicle speeds and improve visibility of pedestrians.

Project 46: Powell Avenue from Borel Road to Ridgeview Drive

Type: Bike Lanes

Expanded Description: Powell Avenue from Borel Road to Ridgeview Drive has enough paved width to install bike lanes, 5-foot bike lanes and remove on-street parking. That stretch does not have homes fronting Powell so could use that space for a bike lane in each direction. On-street parking would need to be prohibited.

Project 47: Mill Street from US 101 to Healdsburg Avenue

Type: Buffered Bike Lanes

Expanded Description: Install buffered bike lanes. The project reallocates cross-section to one vehicle through lane in each direction and adds a buffered bike lane on each side (2-foot painted buffer and 5- to 6-foot-wide bike lane). The buffered bike lanes would lead to bike ramps at the roundabout and appear to be already constructed. On-street perpendicular parking on the south side of Mill Street would remain as-is.

Recommendations based on estimated 40-feet of existing paved right-of-way (excluding space of on-street parking on south side of street).

Project 48: Grove Street from Grant Street to North Street

Type: Bike Lanes

Expanded Description: Install bike lanes on Grove between North and Grant. Implement bike lanes to provide access to land uses along this portion of Grove. Based on aerial measurements, bike lanes appear feasible if travel lanes are 11 feet wide and on-street parking is removed. The land uses on this segment appear to have off-street surface parking

lots, so on-street parking removal may be feasible. Given the overall existing paved width of the street, a bike route does not appear appropriate and based on city staff comments a bike boulevard is not appropriate for this segment.

Appendix B All Sidewalk Gap Projects

Table B-1. All Sidewalk Gap Projects

Project #	Project Location	Project Description	Priority
77	Passalacqua Road from Healdsburg Avenue to Foppiano Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
78	Shannon Road from Passalacqua Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
79	Rosewood from Paul Wittke Drive to Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
80	Healdsburg Avenue from Bailhache Avenue to Grant Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
81	March Avenue from Woodside Court (West)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
82	Grove Street from Grove Court to Dry Creek Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
83	Chiquita Road from Hasset Road to Lytton Springs Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
84	Clear Ridge Drive from Poppy Hill Drive to Rosewood	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
85	Orchard Street from South Fitch Mountain Road to Vineyard Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
86	Hidden Acres Road from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
87	Burgundy Road from North Terminus to South Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
88	North Fitch Mountain Road from Ravel Road to Scenic Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
89	Healdsburg Avenue from Boxheart Drive to Alexander Valley Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
90	Benjamin Way from North Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
91	Sunset Drive from Chanticleer Way to Valley View Drive (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
92	Appaloosa Trail from Canyon Run to Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
93	Monte-Puliciano Road from Chiquita Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
94	Chablis Road from Cabernet to Burgundy Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
95	South Fitch Mountain Road from Almond Way to Orangewood Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
96	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2

Project #	Project Location	Project Description	Priority
97	South Fitch Mountain Road from Madrone Avenue to Latimer Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
98	Magnolia Drive from Skinner Road to Kinley Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
99	Foss Creek Circle from Grove Street to Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
100	Kennedy Lane from Front Street to Presidential Circle (eastern intersection)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
101	Kennedy Lane from Presidential Circle (western intersection) to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
102	McDonough Heights Road from Latimer Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
103	Revel Road from Powell Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
104	Mountain View Drive from South Fitch Mountain Road to Orchard Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
105	Powell Avenue from Pordon Lane to Borel Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
106	Hassett Lane from McDonough Heights Road to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
107	Orangewood Drive from Pinon Drive to South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
108	Grant Avenue from Healdsburg Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
109	Borel Road from Samantha Court to North Fitch Mountain Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
110	Monte Vista Avenue from Alexandria Court to University Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
111	Badger Street from Bradley Court to Harold Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
112	Bridle Path from Latigo Lane to Palomino Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
113	Exchange Avenue from Healdsburg Avenue to Adeline Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
114	Prune Tree Drive from Orchard Street to Hillside Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
115	Pinon Drive from Orangewood Drive to Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
116	Balsam Drive from Orangewood Drive to Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
117	Foreman Lane from Skinner Road to Goode Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
118	Hummingbird Court from Heron Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3

Project #	Project Location	Project Description	Priority
119	Canary Court from Heron Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
120	Alta Vista Drive from Hassett Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
121	Front Street from Hudson Street to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
122	South Fitch Mountain Road from Heron Drive to Almond Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
123	Fieldcrest Drive from University Avenue to Foothill Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
124	Mason Street from Front Street to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
125	Sunnyvale Drive from Poppy Hill Drive to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
126	Vineyard Drive from Sonoma Street to Orchard Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
127	Coghlan Road from Hidden Acres Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
128	Falcon Way from Heron Drive to Raven Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
129	Marion Lane from Piper Street to North Street (South)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
130	Foothill Drive from March Avenue to Fieldcrest Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
131	Latimer Road from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
132	South Fitch Mountain Road from Greens Drive to Heron Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
133	Cabernet from Chablis Road to Chablis Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
134	Chiquita Road from Hasset Road to Monte-Puילiciano Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
135	Spur Ridge Lane from Canyon Run to Terminus	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
136	Healdsburg Avenue (east) from Grant Avenue to 101	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
137	Healdsburg Avenue from West end of Basalt Rock Company Road Overpass to Healdsburg Avenue Bridge	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
138	Valley View Drive (N-S alignment) from Valley View Drive (E-W alignment)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
139	Chiquita Road from Monte-Puילiciano Road to Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
140	University Street from Sherman Street to Lincoln Street (North)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2

Project #	Project Location	Project Description	Priority
141	Highland Circle from March Avenue to March Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
142	Grove Street from Farm Stand Road to Old Rossi Place	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
143	Badger Street from University Avenue to Bradley Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
144	Borel Road from Samantha Road to Delagnes Lane (South)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
145	Chanticleer Way from Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
146	Raven Court from Heron Drive to South Fitch Mountain Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
147	Kinley Road from City Limits to Magnolia Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
148	South Fitch Mountain Road from Orangewood Drive to Latimer Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
149	Reisling Lane from Chablis Road to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
150	Zinfandel Road from Chablis Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
151	Sienna Court from Rosewood	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
152	March Avenue from Foothill Drive to Woodside Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
153	Center Street from Powell Avenue to Sherman Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
154	Canyon Run from Canyon Run Apartments to Terminus	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
155	Healdsburg Avenue from Ward Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
156	Grove Street from Dry Creek Road to Farm Stand Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
157	Moore Lane from West North Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
158	West Grant Street from Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
159	Hemlock Drive from Pinon Drive to Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
160	Samantha Court from Borel Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
161	Sunset Drive Driveway from Sunset Drive to 1007, 1024, 1026, 1028, and 1040 Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
162	Mill Street from Healdsburg Avenue to Westside Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1

Project #	Project Location	Project Description	Priority
163	Heron Drive from South Fitch Mountain Road to Badger Park	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
164	Sunset Drive from Valley View Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
165	Adeline Way from Exchange Avenue to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
166	Grandview Court from Hillside Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
167	Sanns Lane from Maxwell Street to Sunnyside Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
168	Hillside Drive from Orchard Street to Prune Tree Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
169	Dry Creek Road from Grove Street to Railroad	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
170	Chablis Road from Cabernet to Norton Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
171	University Street from Lincoln Street to Reed Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
172	Palm Avenue from Healdsburg Avenue to Exchange Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
173	Dry Creek Road from Kinley Road to Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
174	Healdsburg Avenue (west) from Grant Avenue to NB 101 On-Ramp	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
175	Quarry Ridge from Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
176	Poppy Hill Drive from Rosewood Drive to Clear Ridge Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
177	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
178	Adeline Way from Exchange Avenue to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
179	Sunnyvale Drive from University Avenue to Poppy Hill Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
180	Tucker Street from 1st Street to 2nd Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
181	South Fitch Mountain Road from Heron Drive to Raven Court	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
182	Healdsburg Avenue (SBL) from Exchange Avenue to NB 101 Off-Ramp	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
183	Moonlight Drive from Rosewood	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
184	Cowan Lane from Monte Vista Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2

Project #	Project Location	Project Description	Priority
185	Valley View Drive (E-W alignment) from Sunset Drive to Valley View Drive (E-W alignment) terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
186	Healdsburg Avenue from Boxheart Drive to Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
187	Basalt Rock Company Road from Healdsburg Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
188	Healdsburg Avenue from Kennedy Lane to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
189	Larkspur Drive from West Grant Street to Short Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
190	Sanns Lane from Harold Lane to Maxwell Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
191	Dry Creek Road from Kinley Road to Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
192	West Matheson Street from Vine Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
193	Sequoia Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
194	Healdsburg Avenue from Grant Avenue to Frontage Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
195	Sonoma Street from Mountain View Drive to Vineyard Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
196	Long Acres Place from Canyon Run to 280 Long Acres Place	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
197	Cottonwood Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
198	Basalt Rock Company Road from Healdsburg Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
199	Wild Horse from Appaloosa Trail	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
200	Healdsburg Avenue from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
201	Poppy Hill Drive from Sunnyvale Drive to El Arroyo Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
202	Exchange Avenue from Palm Avenue to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
203	Front Street from Front Street (NB) to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
204	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
205	Sanns Lane from University Avenue to Harold Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
206	Bailhache Avenue from Healdsburg Avenue to Toyon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2

Project #	Project Location	Project Description	Priority
207	Powell Avenue from Borel Road to Revel Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
208	Fir Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
209	Healdsburg Avenue (EBT) from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
210	Chiquita Road from 725 Chiquita Road to 652 Chiquita Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
211	Healdsburg Avenue (west) from NB 101 On-Ramp to 101	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
212	Sparrow Court from Canary Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
213	Quail Court from Canary Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
214	Morgan Ridge from Appaloosa Trail	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
215	Meadow Court from Fieldcrest Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
216	Long Acres Place from Long Acres Place Driveway	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
217	Cypress Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
218	Railroad Avenue from Adeline Way to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
219	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
220	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
221	Spur Ridge Lane from Parkland Farms Boulevard to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
222	2nd Street from Alley 2 to Tucker Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
223	Healdsburg Avenue from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
224	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
225	Sylvan Court from Fieldcrest Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
226	Dryer Street from East Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
227	Cedar Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
228	Olive Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
229	Hasset Road from Chiquita Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
230	Paul Wittke Drive from Philip Drive to Rosewood Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
231	Fitch Mountain Court from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
232	Poppy Hill Drive from El Arroyo Drive to Clear Ridge Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
233	Crane Court from Canary Court to Hummingbird Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
234	Ash Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
235	Cohn Road from Foreman Road to Basalt Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
236	Hasset Road from Chiquita Road to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
237	Panorama Drive from Sunnyvale Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2
238	Yew Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
239	Oak Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
240	Heron Court from Heron Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
241	Sunset Drive from Chanticleer Way to North Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
242	Grove Court from Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
243	Maple Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
244	Pine Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
245	Stewart Lane from Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
246	Pordon Lane from Bianca Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
247	North Fitch Mountain Road from Scenic Lane to Madrone Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
248	Front Street from Front Street to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
249	Grove Court from Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
250	Long Acres Place Driveway from Long Acres Place	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3

Project #	Project Location	Project Description	Priority
251	Scenic Lane from North Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
252	Kinley Drive from Southern Terminus to City Limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
253	Marion Lane from Piper Street to North Street (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1
254	Badger Street from Harold Lane to Maxwell Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
255	Badger Street from Maxwell Street to Sunnyside Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
256	Sunset Drive from Chanticleer Way to Valley View Drive (South)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
257	Borel Road from Samantha Road to Delagnes Lane (Middle)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
258	Borel Road from Samantha Road to Delagnes Lane (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3
259	Healdsburg Avenue (WBR) from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1
260	March Avenue from Woodside Court (East)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3
261	Sanns Lane from Sunnyside Drive to Terminus	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
262	University Street from Sherman Street to Lincoln Street (Middle)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2
263	University Street from Sherman Street to Lincoln Street (South)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2

Appendix C Project Prioritization

Healdsburg Bike Facilities, Multiuse Paths, and Crossing Enhancements Projects Prioritization Criteria

Project #	Project Location	Project Description	Priority	Persistent Poverty as defined by the IJA	CA SB 535	MTC's Equity Priority Communities	White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST)	USDOT Equitable Transportation Community (ETC) Explorer	Bike Projects within 1 Mile of a school	Pedestrian Projects within 1/2 mile of a school	Along the High Injury Network	Along the SCTA Regional Route Network	Along the MTC Active Transportation Corridors Network	Within Transit Priority Areas	Low-Stress Facility within Priority Development Area	Within 1/4 mile of a bus stop	Project identified as part of the Long Range Safety Plan
1	Dry Creek Rd and Grove St*	Intersection improvements for active transportation modes.	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2	Foss Creek Pathway and Grove St	On the shoulder of roadway adjacent to entrance/exit of Foss Creek Pathway, create designated landing area for bikes to allow bikes to stop and wait prior to riding onto Grove Street.	Tier 1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3	50' north of SMART train alignment across river across Front St	SMART bike/ped bridge with extension that connects to the future SMART multi-use path. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	0	1	1	1	1	0
4	Front St and Mason St*	Crossing enhancements and intersection realignment.	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	1	0
7	Powell Ave from Ridgeview Drive to University Ave*	At Powell/Ridgeview, transition from bike lane (Project 46) to bike boulevard extending to University intersection.	Tier 1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
8	Mill St from Healdsburg Ave to East St	Install bike route. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	0	1	1	0	1	0
9	Center St from Mill St to Matheson St	Install bike route. As part of project, convert parking to back-in angle parking and install traffic calming treatments to reduce speed and prioritize bicycle traffic. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	1	0	1	0
10	Fitch St from Mason St to Powell Ave*	Install bike boulevard for Fitch Street from Mason St to Powell Ave. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 1	0	0	0	0	0	1	0	1	0	0	1	1	1	1
11	University St from Powell Ave to March St*	Install bike boulevard for improved north-south connectivity. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 1	0	0	0	0	0	1	0	0	0	0	1	1	1	0
15	SMART train pathway alignment/Foss Creek Pathway from North northern city limit to Grove St	Install multi-use path along SMART pathway alignment/Foss Creek Pathway. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	1	1	0	0	1	0
16	Dry Creek Rd from City Limits to Healdsburg Ave*	Evaluate feasibility of a separated bike lane. Coordinate bike facilities with US 101/Dry Creek interchange improvements. Project would need to be designed and implemented in coordination with the County and Caltrans.	Tier 1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17	Grove St from 1427 Grove St to Dry Creek Rd	Install bike lane. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	0	1	0	0	1	1
18	Grove St from Dry Creek Rd to Foss Creek Pathway	Install bike lane to provide access to land use in this relatively short extent. Specific project attributes should be coordinated and determined with Grove Street Neighborhood Plan Implementation - Street Enhancements project in-progress as of March 2024. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	0	1	0	0	1	1
19	Grove St from Foss Creek Pathway to W North St /Grant Street	Recommend bike route on Grove between Grant and Foss Creek Pathway to provide access to land uses in that segment. Specific project attributes should be coordinated and determined with Grove Street Neighborhood Plan Implementation - Street Enhancements project in-progress as of March 2024. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	0	1	1
20	Dry Creek Rd / March Ave / Healdsburg Ave Intersection	Enhance intersection per Healdsburg Avenue Complete Streets Plan and evaluate feasibility of providing for separated bike lane facility along Dry Creek Road per Project 16. Coordinate bike facilities with US 101/Dry Creek interchange improvements. Upgrades to be ADA compliant, mitigate obstructions, and improve accessibility.	Tier 1	0	0	0	0	0	0	1	0	0	0	0	0	1	1
21	Hudson St and Front St	Install marked pedestrian crosswalk.	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	1	0
22	Memorial Bridge	Bike Route - Install signage and add sharrows to alert drivers of shared space. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	0	1	1	1	1	1	0
23	Healdsburg Avenue from Foss Creek Culvert to northern city limits	Install buffered bike lanes.	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Foss Creek Pathway	Redesign ramp entries where needed to minimize obstructions. Improve lighting, wayfinding, and signage. Study the use of bollards on the pathway. Develop alternative routing strategies for times when Foss Creek is shut down, to ensure continuous accessibility for all transit modes, reducing disruption and maintaining safety. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	1	1	1	1	1	0

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Project #	Project Location	Project Description	Priority	Persistent Poverty as defined by the IJA	CA SB 535	MTC's Equity Priority Communities	White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST)	USDOT Equitable Transportation Community (ETC) Explorer	Bike Projects within 1 Mile of a school	Pedestrian Projects within 1/2 mile of a school	Along the High Injury Network	Along the SOTA Regional Route Network	Along the MTC Active Transportation Corridors Network	Within Transit Priority Areas	Low-Stress Facility within Priority Development Area	Within 1/4 mile of a bus stop	Project identified as part of the Long Range Safety Plan
66	Healdsburg Ave and Community Center	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
67	Healdsburg Ave and Grove Street	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
68	Healdsburg Ave and Parkland Farms Boulevard	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
69	Healdsburg Ave and Simi Winery	Crossing Improvement Project as part of the Healdsburg Avenue Complete Street Project	Tier 1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
70	Future SMART Station	Mobility hub study at the future SMART station to coordinate transit, bike, and pedestrian infrastructure. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	1	1	1	0
71	Downtown Healdsburg	Study bike parking opportunities downtown, utilizing parklet spaces or repurposing parking under legislation such as AB 43.	Tier 1	0	0	0	0	0	1	0	1	0	0	1	1	1	0
72	Lupine Rd and March Ave	Crossing enhancements at intersection.	Tier 1	0	0	0	0	0	0	1	0	0	0	0	0	1	1
73	Matheson St and Fitch St	Quick build crossing enhancements at intersection. Incorporate painted bulb-outs and potential collaboration with the Arts and Culture Commission.	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	1	1
74	Plaza St and East St	Crossing enhancements at intersection.	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	1	0
76	Grant St and Healdsburg Ave	Crossing enhancements at intersection.	Tier 1	0	0	0	0	0	0	1	1	0	0	0	0	1	0
5	Grant St (full extent) from Grove St to University St*	Designate as a bicycle boulevard. If on-street parking is removed or reduced, could be upgraded to a buffered bike lane.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	0
6	Powell Ave from University Ave to Healdsburg Ave*	Install bike boulevard.	Tier 2	0	0	0	0	0	1	0	1	0	0	0	0	1	0
12	Sunnyvale Dr from Lupine Rd to Poppy Hill Dr	Install bike route.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	0
14	Bicycle network North of Barbiere Brothers Park with connections to Healdsburg Ave, Parkland Farms Boulevard, and Passalacqua Rd	Install multi-use path consistent with Saggio Park Multi-Use Trail.	Tier 2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
26	March Ave and University St	At March Avenue/University Street intersection install high visibility crosswalks and directional curb ramps on north and east legs of intersection and update existing marked crosswalks to high visibility crosswalks. Overlaps with University Avenue Bike Boulevard Project 11.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
28	College St from Sherman St to Piper St	Install a bike route that connects directly to Healdsburg Junior High School. College St is a low-stress facility with a pedestrian-only area east of the Jr. High School.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	0
29	Terrace Blvd from Healdsburg Ave to University Ave*	Implement bike boulevard.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	0
31	Powell/Prince Intersection	Enhance existing marked crosswalks across Powell by upgrading to high visibility markings and potentially raising the crosswalk to help manage vehicle speeds. For more information about raised crosswalks see information here: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
33	Powell/University Intersection	Crossing enhancements at intersection; coordinate with Project 7 and Project 11.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
35	Powell/Center Intersection	New Crossing and enhancements at intersection; coordinate with Project 6.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
36	Powell/Johnson Intersection	New Crossing and enhancements at intersection; coordinate with Project 6.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
37	Grant/University Intersection	Crossing enhancements at intersection; coordinate with Project 5.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
41	Powell/Gromo Ct	Crossing enhancements at intersection; coordinate with Project 7.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
42	Fitch/Powell	Crossing enhancements at intersection; coordinate with Project 10.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
46	Powell Avenue from Borel Road to Ridgeview Drive*	Prohibit on-street parking and install bike lanes. Alternatively, implement a bike boulevard with the introduction of traffic calming measures.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
75	March Ave from Healdsburg Ave to University Ave	As part of an upcoming repaving project, City staff will consider the feasibility of implanting a parking-protected, separated bike lane.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	0
13	Poppy Hill Dr from Sunnyvale Dr to Clear Ridge Dr	Install bike route.	Tier 3	0	0	0	0	0	1	0	0	0	0	0	0	0	0
32	Piper/University Intersection*	Crossing enhancements at intersection.	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Project #	Project Location	Project Description	Priority	Persistent Poverty as defined by the IIJA	CA SB 535	MTC's Equity Priority Communities	White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST)	USDOT Equitable Transportation Community (ETC) Explorer	Bike Projects within 1 Mile of a school	Pedestrian Projects within 1/2 mile of a school	Along the High Injury Network	Along the SCTA Regional Route Network	Along the MTC Active Transportation Corridors Network	Within Transit Priority Areas	Low-Stress Facility within Priority Development Area	Within 1/4 mile of a bus stop	Project identified as part of the Long Range Safety Plan
38	Powell/Sunnyside-Pordon Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
39	Powell/Maxwell-Florence Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
40	Powell/Harold-Rose Intersection	Crossing enhancements at intersection; coordinate with Project 7.	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
44	Fitch Mountain Road between 1st and Heron	Either install bike lanes with the removal of or reduced on-street parking OR implement a bike boulevard with the introduction of traffic calming measures.	Tier 3	0	0	0	0	0	1	0	1	0	0	0	0	1	0

Note: Appendix A includes additional project details for select projects noted with an asterisk (*) in the table below.

Healdsburg Sidewalk Gap Projects Prioritization Criteria

Project #	Project Location	Project Description	Priority	Persistent Poverty as defined by the IJJA	CA SB 535	MTC's Equity Priority Communities	White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST)	USDOT Equitable Transportation Community (ETC) Explorer	Bike Projects within 1 Mile of a school	Pedestrian Projects within 1/2 mile of a school	Along the High Injury Network	Along the SCTA Regional Route Network	Along the MTC Active Transportation Corridors Network	Within Transit Priority Areas	Low-Stress Facility within Priority Development Area	Within 1/4 mile of a bus stop	Project identified as part of the Long Range Safety Plan
100	Kennedy Lane from Front Street to Presidential Circle (eastern intersection)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
101	Kennedy Lane from Presidential Circle (western intersection) to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
113	Exchange Avenue from Healdsburg Avenue to Adeline Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	0	1
121	Front Street from Hudson Street to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
124	Mason Street from Front Street to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
129	Marion Lane from Piper Street to North Street (South)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
132	South Fitch Mountain Road from Greens Drive to Heron Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
137	Healdsburg Avenue from West end of Basalt Rock Company Road Overpass to Healdsburg Avenue Bridge	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
147	Kinley Road from City Limits to Magnolia Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	0	0	1
155	Healdsburg Avenue from Ward Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
162	Mill Street from Healdsburg Avenue to Westside Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	0	1
165	Adeline Way from Exchange Avenue to Railroad Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
172	Palm Avenue from Healdsburg Avenue to Exchange Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
177	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
178	Adeline Way from Exchange Avenue to Healdsburg Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
180	Tucker Street from 1st Street to 2nd Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
182	Healdsburg Avenue (SBL) from Exchange Avenue to NB 101 Off-Ramp	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	1	0	0	1	0	0	1
188	Healdsburg Avenue from Kennedy Lane to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
192	West Matheson Street from Vine Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	0	1
197	Cottonwood Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
200	Healdsburg Avenue from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
202	Exchange Avenue from Palm Avenue to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
203	Front Street from Front Street (NB) to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
209	Healdsburg Avenue (EBT) from NB 101 Off-Ramp to Kennedy Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
218	Railroad Avenue from Adeline Way to Ward Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
219	Healdsburg Avenue from Front Street to South University Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
222	2nd Street from Alley 2 to Tucker Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
223	Healdsburg Avenue from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	0	1
226	Dryer Street from East Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	0	1
248	Front Street from Front Street to Mason Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	0	1
252	Kinley Drive from Southern Terminus to City Limits	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	0	0	1
253	Marion Lane from Piper Street to North Street (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 1	0	0	0	0	0	0	1	0	0	0	1	1	1	0
259	Healdsburg Avenue (WBR) from NB 101 Off-Ramp to Exchange Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 1	0	0	0	0	0	0	1	1	0	0	1	1	1	1
77	Passalacqua Road from Healdsburg Avenue to Foppiano Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
80	Healdsburg Avenue from Bailhache Avenue to Grant Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	0	0
86	Hidden Acres Road from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
95	South Fitch Mountain Road from Almond Way to Orangewood Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
96	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1

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98	Magnolia Drive from Skinner Road to Kinley Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	1	0	0	0
99	Foss Creek Circle from Grove Street to Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
110	Monte Vista Avenue from Alexandria Court to University Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
111	Badger Street from Bradley Court to Harold Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
122	South Fitch Mountain Road from Heron Drive to Almond Way	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
123	Fieldcrest Drive from University Avenue to Foothill Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
125	Sunnyvale Drive from Poppy Hill Drive to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
131	Latimer Road from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
140	University Street from Sherman Street to Lincoln Street (North)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
142	Grove Street from Farm Stand Road to Old Rossi Place	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
143	Badger Street from University Avenue to Bradley Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
152	March Avenue from Foothill Drive to Woodside Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
153	Center Street from Powell Avenue to Sherman Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
156	Grove Street from Dry Creek Road to Farm Stand Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
157	Moore Lane from West North Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
158	West Grant Street from Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
167	Sanns Lane from Maxwell Street to Sunnyside Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
169	Dry Creek Road from Grove Street to Railroad	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
171	University Street from Lincoln Street to Reed Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
179	Sunnyvale Drive from University Avenue to Poppy Hill Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
181	South Fitch Mountain Road from Heron Drive to Raven Court	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
184	Cowan Lane from Monte Vista Avenue	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
187	Basalt Rock Company Road from Healdsburg Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	0	0
189	Larkspur Drive from West Grant Street to Short Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
190	Sanns Lane from Harold Lane to Maxwell Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
204	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
205	Sanns Lane from University Avenue to Harold Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
206	Bailhache Avenue from Healdsburg Avenue to Toyon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	0	0
215	Meadow Court from Fieldcrest Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
220	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
224	Grove Street from Old Rossi Place to W Grant Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	0	1
225	Sylvan Court from Fieldcrest Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
237	Panorama Drive from Sunnyvale Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
254	Badger Street from Harold Lane to Maxwell Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
255	Badger Street from Maxwell Street to Sunnyside Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
261	Sanns Lane from Sunnyside Drive to Terminus	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
262	University Street from Sherman Street to Lincoln Street (Middle)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
263	University Street from Sherman Street to Lincoln Street (South)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 2	0	0	0	0	0	0	0	1	0	0	0	1	1	1
78	Shannon Road from Passalacqua Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Project #	Project Location	Project Description	Priority	Persistent Poverty as defined by the IIJA	CA SB 535	MTC's Equity Priority Communities	White House Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening (CEJST)	USDOT Equitable Transportation Community (ETC) Explorer	Bike Projects within 1 Mile of a school	Pedestrian Projects within 1/2 mile of a school	Along the High Injury Network	Along the SCTA Regional Route Network	Along the MTC Active Transportation Corridors Network	Within Transit Priority Areas	Low-Stress Facility within Priority Development Area	Within 1/4 mile of a bus stop	Project identified as part of the Long Range Safety Plan
138	Valley View Drive (N-S alignment) from Valley View Drive (E-W alignment)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
139	Chiquita Road from Monte-Puilociano Road to Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
141	Highland Circle from March Avenue to March Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
144	Borel Road from Samantha Road to Delagnes Lane (South)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
145	Chanticleer Way from Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
146	Raven Court from Heron Drive to South Fitch Mountain Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
148	South Fitch Mountain Road from Orangewood Drive to Latimer Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
149	Reisling Lane from Chablis Road to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
150	Zinfandel Road from Chablis Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
151	Sienna Court from Rosewood	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
154	Canyon Run from Canyon Run Apartments to Terminus	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
159	Hemlock Drive from Pinon Drive to Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
160	Samantha Court from Borel Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
161	Sunset Drive Driveway from Sunset Drive to 1007, 1024, 1026, 1028, and 1040 Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	Heron Drive from South Fitch Mountain Road to Badger Park	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	1	0	1
164	Sunset Drive from Valley View Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
166	Grandview Court from Hillside Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
168	Hillside Drive from Orchard Street to Prune Tree Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
170	Chablis Road from Cabernet to Norton Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	Dry Creek Road from Kinley Road to Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
174	Healdsburg Avenue (west) from Grant Avenue to NB 101 On-Ramp	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
175	Quarry Ridge from Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
176	Poppy Hill Drive from Rosewood Drive to Clear Ridge Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
183	Moonlight Drive from Rosewood	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
185	Valley View Drive (E-W alignment) from Sunset Drive to Valley View Drive (E-W alignment) terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
186	Healdsburg Avenue from Boxheart Drive to Parkland Farms Boulevard	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
191	Dry Creek Road from Kinley Road to Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
193	Sequoia Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
194	Healdsburg Avenue from Grant Avenue to Frontage Road	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
195	Sonoma Street from Mountain View Drive to Vineyard Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
196	Long Acres Place from Canyon Run to 280 Long Acres Place	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
198	Basalt Rock Company Road from Healdsburg Ave	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
199	Wild Horse from Appaloosa Trail	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
201	Poppy Hill Drive from Sunnyvale Drive to El Arroyo Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
207	Powell Avenue from Borel Road to Revel Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
208	Fir Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
210	Chiquita Road from 725 Chiquita Road to 652 Chiquita Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	Healdsburg Avenue (west) from NB 101 On-Ramp to 101	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	Sparrow Court from Canary Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1

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213	Quail Court from Canary Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
214	Morgan Ridge from Appaloosa Trail	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
216	Long Acres Place from Long Acres Place Driveway	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
217	Cypress Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
221	Spur Ridge Lane from Parkland Farms Boulevard to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
227	Cedar Circle from Pinon Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
228	Olive Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
229	Hasset Road from Chiquita Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
230	Paul Wittke Drive from Philip Drive to Rosewood Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
231	Fitch Mountain Court from South Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
232	Poppy Hill Drive from El Arroyo Drive to Clear Ridge Drive	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	Crane Court from Canary Court to Hummingbird Court	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
234	Ash Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
235	Cohn Road from Foreman Road to Basalt Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	Hasset Road from Chiquita Road to Terminus	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	Yew Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
239	Oak Circle from Hemlock Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
240	Heron Court from Heron Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
241	Sunset Drive from Chanticleer Way to North Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	Grove Court from Grove Street	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
243	Maple Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
244	Pine Circle from Balsam Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	Stewart Lane from Sunset Drive	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	Pordon Lane from Bianca Lane	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
247	North Fitch Mountain Road from Scenic Lane to Madrone Avenue	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
249	Grove Court from Grove Street	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
250	Long Acres Place Driveway from Long Acres Place	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
251	Scenic Lane from North Fitch Mountain Road	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
256	Sunset Drive from Chanticleer Way to Valley View Drive (South)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	Borel Road from Samantha Road to Delagnes Lane (Middle)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
258	Borel Road from Samantha Road to Delagnes Lane (North)	Sidewalk Gap Closure, no existing sidewalk facilities	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
260	March Avenue from Woodside Court (East)	Sidewalk Gap Closure, existing sidewalk facilities on one side	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Note: Appendix A includes additional project details for select projects noted with an asterisk (*) in the table below.