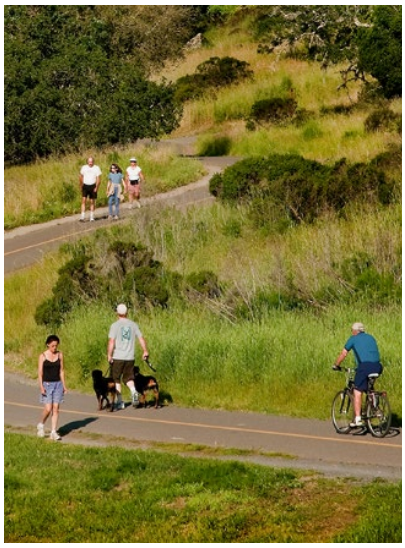
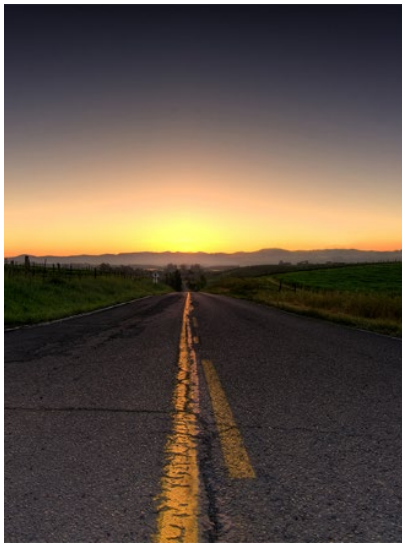


City of Sebastopol Active Transportation Plan



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Sebastopol Active Transportation Plan (ATP)

January 2025

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1. Introduction

The 2025 Sebastopol Active Transportation Plan (ATP) was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2025 Countywide Active Transportation Plan (Countywide ATP) effort. This plan focuses on improving active transportation connections within the city and creating low stress connections within and between communities. Implementation of this plan also aims to reduce greenhouse gas emissions and address climate change. The Sebastopol ATP is also a stand-alone document, which the City of Sebastopol can use to guide implementation of local projects and policies.

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

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

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

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

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

2. Community Profile & Walking, Biking & Rolling Today

Community Characteristics and Travel Patterns

The City of Sebastopol has a population of approximately 7,600[1], shares a portion of its eastern border with the City of Santa Rosa and is approximately 15 miles from Bodega Bay and the Sonoma County coast. Additionally, over 50,000 residents of West Sonoma County rely on Sebastopol as their center for shopping, business, and entertainment. Sebastopol is also well known for its Gravenstein Apple Fair and the Sebastopol Apple Blossom Festival and is considered an artistic and creative hub of Sonoma County. Priorities for the Active Transportation Plan include improving the safety and comfort of active transportation uses on Sebastopol's main arterials, creating a network of low-stress bicycle boulevards on slow-speed residential streets, and providing safer connections to the City's downtown area and schools. Healdsburg Avenue, Main Street and Sebastopol Avenue are also designated segments of State Routes (SR) 116 and 12, respectively.

In the past two decades, Sebastopol's population has remained steady but some new development is planned in the city's identified Priority Development Areas to meet statewide Regional Housing Needs Assessment (RHNA) goals. New efforts to study and plan for improved multimodal facilities in town are underway, including the city-led *Downtown Streets Planning and Redesign*. That effort kicked off in summer/fall 2024, along with the planned, grant-funded Priority Development Area study. Additionally, there is public enthusiasm and support for developing new multi-use trail connections. These new efforts can encourage users to consider active transportation modes while traveling through the city and region.

Sebastopol is home to people of all ages and abilities, including families with young children and older adults. Approximately 58 percent of the city's population is between the ages of 18 to 64 years old, and 25 percent are 65 and older.[2] Creating an environment that accommodates all ages and abilities and makes the first/last mile connections to transit is crucial toward promoting and enabling more walking, biking, and rolling for daily travel needs. Census data indicate four percent of workers currently walk to work, zero percent bike or take transit, 66 percent use single occupancy vehicles, nine percent carpool, 17 percent work from home and two percent take other means of transportation to work.

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

[1] https://censusreporter.org/profiles/16000US0670770-sebastopol-ca/
[2] https://censusreporter.org/profiles/16000US0670770-sebastopol-ca/

Road Safety in Sebastopol

Per the California Office of Traffic Safety, as of 2020, Sebastopol is categorized as one of the 74 cities in Group F, cities with a population between 2,501 – 10,000 people. The city ranked 4 in the total fatal and injury collision category.[3] This indicates the Sebastopol had the fourth highest number of fatal and injury collisions compared to similar sized cities in California. Over the past 10 years, OTS has ranked Sebastopol among the top ten cities of similar size in the state in terms of number of collisions for both pedestrians and cyclists. Between 2015 and 2020, traffic collisions resulted in one fatality and 27 severe injury victims. There were 12 severe injury collisions involving people walking or biking during this period.[4] The city's LRSP identified Sebastopol Avenue (SR-12) and Bodega Avenue as the corridors along which many of the collisions were reported.[5]

Existing Active Transportation Network Characteristics in Sebastopol

Today, Sebastopol's bike network is comprised of bike lanes along a collection of continuous north-south and some east-west streets such as Petaluma Avenue, Main Street, Healdsburg Avenue, Morris Street, and a portion of Bodega Avenue. Those are supplemented by designated bike routes on what tend to be residential streets. Countywide trails, such as Joe Rodota Trail and West County Trail, that connect to the local network at Petaluma Avenue and Main Street, respectively. They provide low-stress, mostly off-street connections to local and regional destinations such as Analy High School, Santa Rosa, and Forestville. The existing network provides solid basic coverage of the city for individuals who are confident and capable riders. There are opportunities to enhance existing facilities as well as close gaps in the network to enable and attract more people to riding and rolling.

Opportunities to create low-stress connections include between activities centers and schools, like Brook Haven and SunRidge Elementary Schools throughout the residential neighborhoods west of downtown and Main Street/SR-116. There are also opportunities to enhance bicycle facilities on Pleasant Hill Road, Ragle Road and Mill Station to provide lower-stress north-south connections. Improved bicycle facilities on Bodega Avenue would also help create a lower stress east-west connection. The following figures illustrate these needs.

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

- Multi-Use Paths (Class I) are fully separated bike and pedestrian paths. They follow their own alignment sometimes parallel to a street, waterway, and/or other configuration through open space or undeveloped areas. Interactions with vehicles are limited to street trail crossings.

[3] https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv_view_count=1327&wpv-wpcf-year=2020&wpv-wpcf-city_county=Sebastopol&wpv_filter_submit=Submit
[4] Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2024
[5] Resolution-Number-6428-2022-Resolution-Local-Road-Safety-Plan-050322.pdf (cityofsebastopol.gov)

- 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)[6].
- Separated Bike Lanes (Class IV) are on-street bike facilities that include physical separation between bicyclists and vehicle traffic. Ideally, the physical separation provides protection to the bicyclist through use of materials such as concrete medians (with or without landscaping), planters, and/or the bike lane could be separated by a curb to raise the bike lane to either sidewalk height or an intermediate height. Green pavement markings can be used at driveways or intersections to draw attention to where vehicle paths cross bicyclists' paths as well as additional intersection treatments to enhance safety.

The existing transit network, as illustrated in Figure 2, includes transit services and amenities within or immediately adjacent to Sebastopol. In Sebastopol, Sonoma County Transit (SCT) provides local bus service via Route 24 - Sebastopol Shuttle with weekday headways of 45-60 minutes and Saturday headways of 45-50 minutes. Route 24 does not operate on Sundays. Sebastopol is also served by SCT Route 20 which provides connections from Sebastopol to the Russian River Area, Forestville, and Santa Rosa with weekday headways of 35-85 minutes and weekend headways of 85-110 minutes. Once per day on school days, SCT Route 26 connects Sebastopol to Cotati and Sonoma State University. SCT buses are equipped with bike racks. Regional and greater Bay Area connections can be made via Golden Gate Transit (GGT) and Sonoma-Marin Area Rail Transit (SMART). The closest GGT bus stops and SMART station are approximately 7 miles east of Sebastopol in Santa Rosa.

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

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 3 illustrates the results of a Level of Traffic Stress analysis used to gauge level of comfort in traveling along a street. Figure 3 also denotes the streets within Sebastopol that were identified as part of SCTA's High Injury Network[7] (HIN) developed as part of SCTA's Vision Zero Action Plan.[8]

An LTS 1 rating indicates the least stressful (most comfortable) facilities. Low stress (LTS 1 or 2) facilities in Sebastopol include the Joe Rodota Trail and West County Trail. LTS 4 indicates the most stressful (least comfortable) facilities. High stress facilities in Sebastopol overlap with the HIN segments on the Healdsburg Avenue/Main Street corridor and Sebastopol Avenue (east of Main Street). As previously noted, these corridors also serve as SR-116 and SR-12, respectively.

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 given 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 given 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.

[7] 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

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

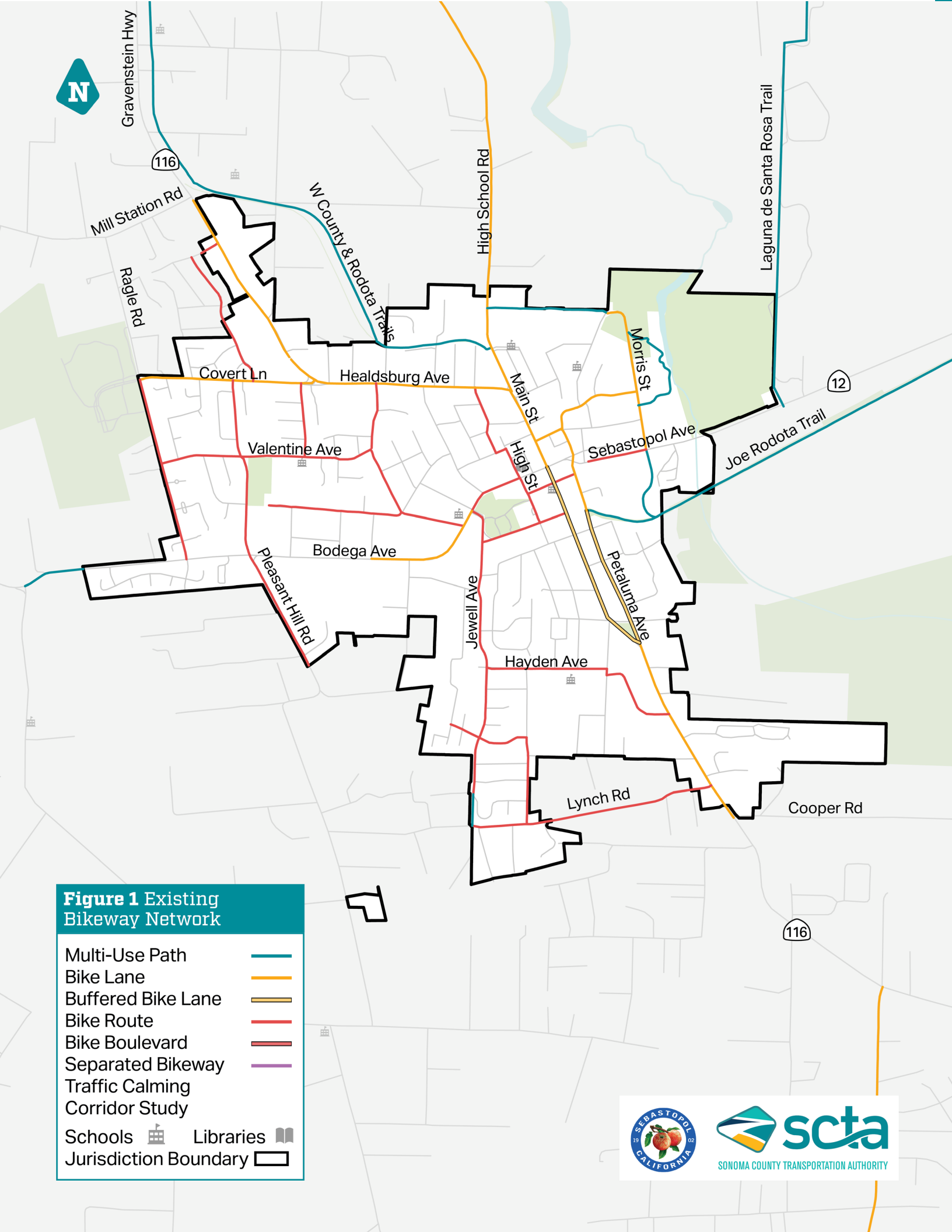

Figure 1 Existing Bikeway Network

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

SEBASTOPOL CALIFORNIA 1902

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SONOMA COUNTY TRANSPORTATION AUTHORITY

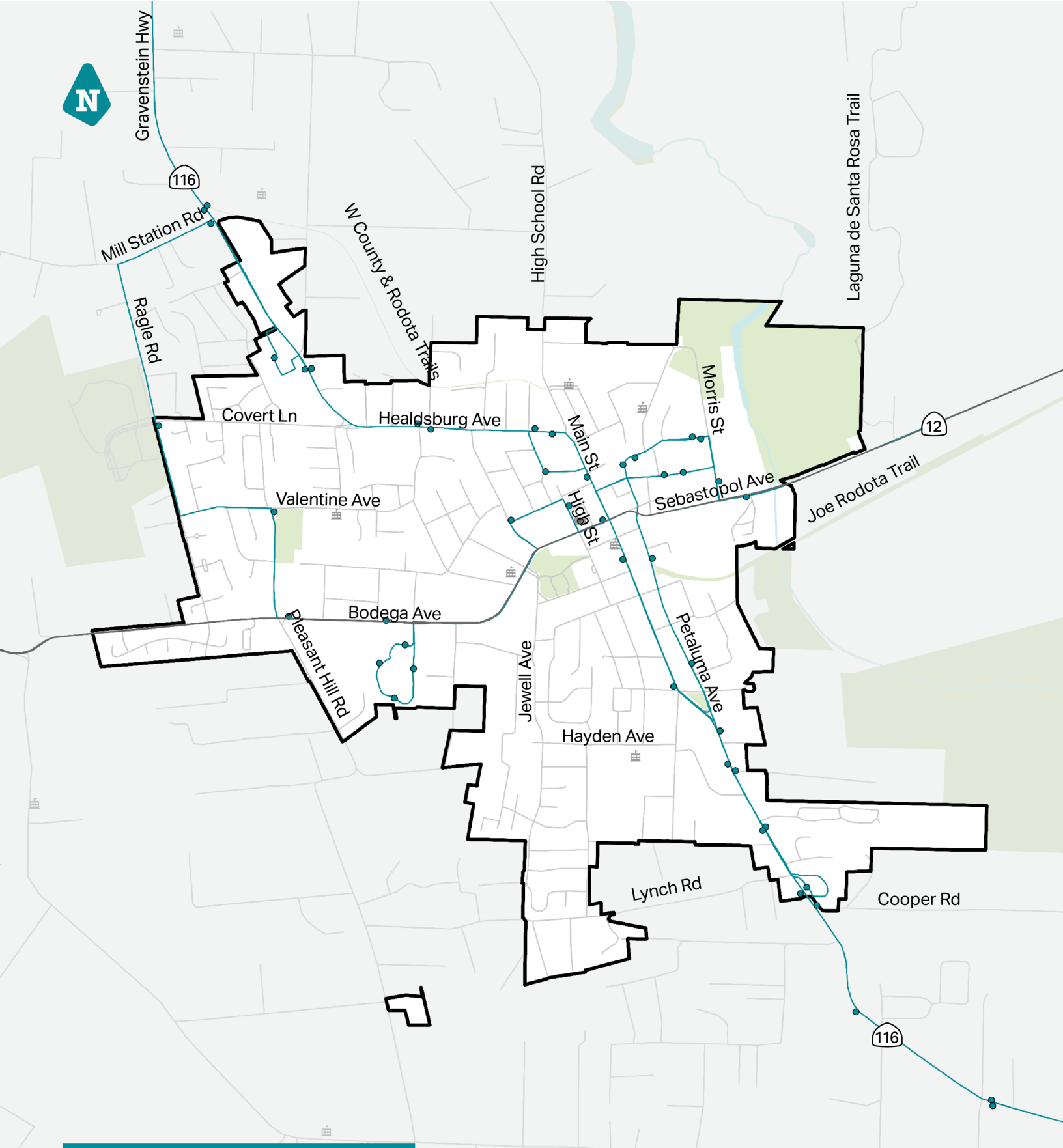

Figure 2
Transit

Sonoma County Transit Stops
Sonoma County Transit Routes
Schools
Libraries

SEBASTOPOL CALIFORNIA 1902

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SONOMA COUNTY TRANSPORTATION AUTHORITY

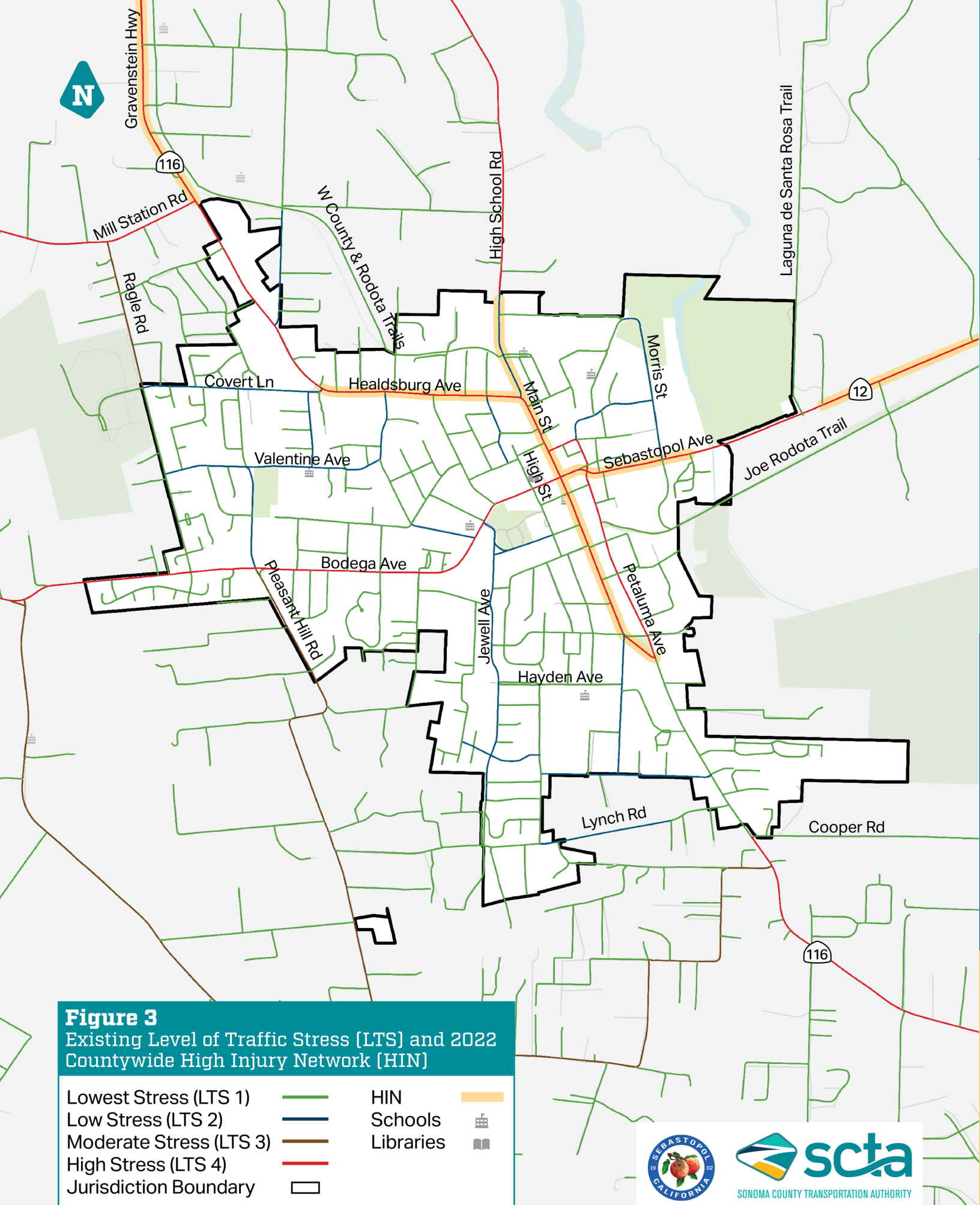


Figure 3
Existing Level of Traffic Stress (LTS) and 2022 Countywide High Injury Network (HIN)

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

SEBASTOPOL CALIFORNIA 1902

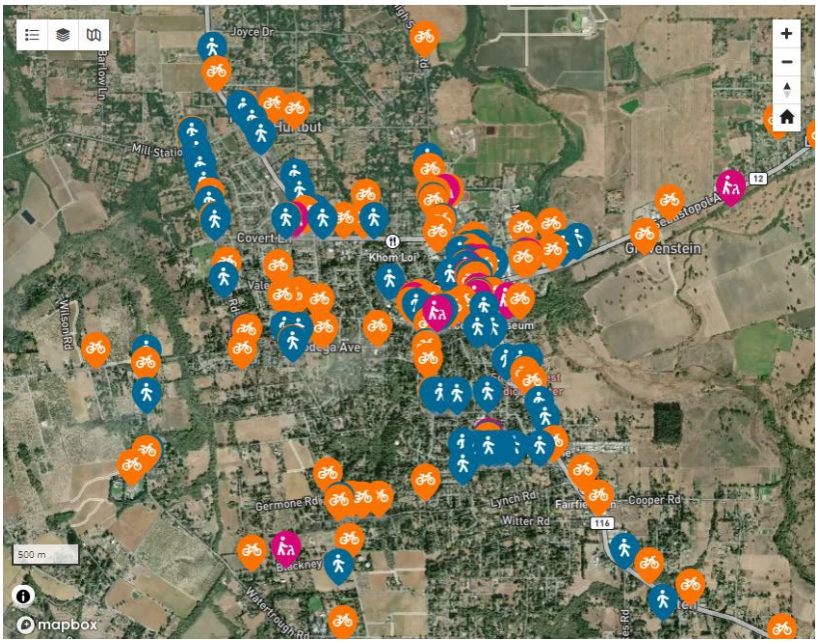
scta
SONOMA COUNTY TRANSPORTATION AUTHORITY

3. Community & Stakeholder Engagement

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

The first community outreach event in Sebastopol was a pop-up hosted by SCTA and the project team at Sebastopol Carbon Conversations in September 2023. This was followed by another pop-up event at the Sebastopol Farmers Market in November 2023, led by city staff with support from the project team and Bike Sebastopol, a local citizen advocacy group. This event gathered input from the general public on existing conditions for walking and biking in Sebastopol.

In October 2023, the Countywide ATP project team published a project webpage and online survey and distributed it through the City of Sebastopol website, social media, and the City's November newsletter. SCTA/RCPA also distributed the webpage and survey through its newsletter, mailing list, and social media. During the first round of outreach in Fall 2023, 249 comments were received in Sebastopol. During the second round of outreach in Spring 2024, an additional 75 comments were received, for a total of 324 comments.

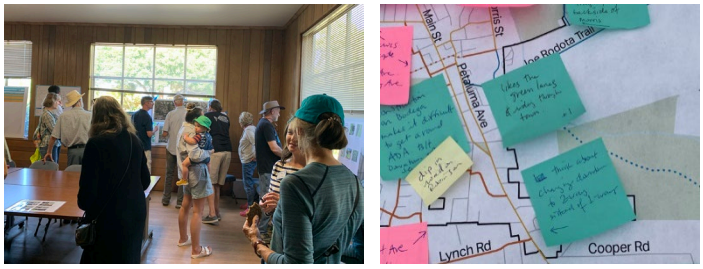


Project Web Map Survey with 324 comments in Sebastopol

The SCTA, City Staff, and the project team hosted an additional pop-up engagement event at the Sebastopol Apple Blossom Festival in April 2024. This event gathered input from the general public on proposed projects to improve conditions for walking and biking in Sebastopol. City staff and the project team reviewed the comments received to determine how best to address them.

City staff and the project team presented the draft vision and goals, and a draft proposed projects list to the Planning Commission in May 2024. In collaboration with SCTA, city staff and the project team also hosted an open house in May 2024 at the Sebastopol Center for the Arts. Feedback was gathered on draft proposed projects and prioritization and draft policies.

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



The SCTA, City staff, and project team hosting an open house at Sebastopol Center for the Arts

- **Biking:** more separated bike paths and better connections to existing paths
- **Walking:** close sidewalk gaps, widen sidewalks to provide sufficient width for all users, improve existing crosswalks, add new crossings, and treatments or education to increase drivers' yielding to pedestrians
- **Traffic calming:** implement on collectors and residential streets, especially around schools
- **Trails:** improve trail access (closing gaps where they exist), expand connections to regional trail systems, and consider new trail projects, if feasible
- **Destinations:** better pedestrian/bike access to and through downtown, and to schools
- **Roadways:** more active transportation improvements are needed along higher traffic roads such as Bodega Avenue, Sebastopol Avenue, Healdsburg Avenue, and Main Street.

In late September, the Draft Plan was released for public comment. In October 2024, the Draft Plan was brought back to the Planning Commission for presentation and comment. In November 2024, the Draft Plan was presented to City Council for comment. Finally, in early 2025, city staff presented the Plan to City Council for adoption.

4. Vision & Goals

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

Sebastopol 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 & Actions* section.


JEWELL AVE
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5. Advancing Active Transportation

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

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 4 and 5 for descriptions). The transportation planning and engineering profession is evolving toward using Multi-Use Paths, Buffered Bike Lanes, Bike Boulevards and Separated Bike Lanes as often as possible to increase safety and comfort for people biking. Those facility types provide more separation between bicyclists and moving vehicles and/or slow vehicle speeds to under 25 mph. Further below in this section is an Engineering Treatments Toolbox that includes photos and images of different bicycle facility types as well as other treatments to enhance walking and biking conditions.

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

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

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

Notes:
(1) Table content summarized based on information in FHWA's Bikeway Selection Guide.[9]
(2) Multi-use paths are off-street and follow their own alignment. They can be useful for providing parallel, low stress routes to existing streets regardless of those streets volumes or speeds.
(3) Buffered Bike Lanes are preferred over Bike Lanes.
(4) Bike Boulevards are preferred over Bike Routes.
(5) Separated Bike Lanes physically separate bikes from moving vehicles using treatments that provide protection such as medians, planters, or raising the bike lane to a height similar to a sidewalk.

The planned projects identify a facility type to either enhance existing facilities or close gaps in the network. Generally, speaking, facility type selection was informed by the information summarized in Table 1 as well as considerations for feasibility and continuity with existing land use and street context. Separated Bike Lanes (Class IV) are recommended on roadways with higher prevailing speeds and vehicle volumes, we recommended facilities with physical separation. Bike boulevards (Class IIIB) and/or bike routes (Class III) are recommended on Depending upon existing pavement quality, some bicycle facility types such as bike lanes, buffered bike lanes, and bike boulevards can be implemented as quick build projects.[10] The Engineering Treatments Toolbox section includes more information on traffic calming measures that go beyond signage and sharrows to distinguish a bike route from a bike boulevard.

Planned Projects

Table 2 presents planned projects for enhancing walking, biking, and rolling conditions in Sebastopol, 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. Chapter 6 describes the prioritization process. Projects on Caltrans right-of-way are highlighted in blue in the table below; these projects will require coordination with Caltrans for implementation.

[9] https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
[10] See the SCTA Countywide Active Transportation Plan Technical Appendix for more information on Quick Builds.

Table 2. Planned Infrastructure Improvements for Walking, Biking and Rolling

Project #	Project Location	Project Description	Priority
1	Main St between Keating Ave and Petaluma Ave, and Petaluma Ave between McKinley St and S Main St (one-way couplet)	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study, to assess feasibility of low-stress facilities, traffic calming, two-way circulation, or low-stress alternate routes. Planned pedestrian safety modifications include Pedestrian Hybrid Beacon (PHB) signal at Petaluma Ave/McKinley St, Rectangular Rapid Flashing Beacon (RRFB) at Petaluma Ave/Weeks Way, and crossing enhancements at Burnett St, Keating Ave, and Walker Ave along SR-116 (HSIP crossing projects currently in design). Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 1
2	Sebastopol Ave between Main St and Barnes St and Bodega Ave between Main St and High St	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study. Included as an SCTA Regional Route, is part of the MTC Regional Active Transportation Network, and is on a Caltrans facility.	Tier 1
3	McKinley St between N Main St and Petaluma Ave	Improve pedestrian connection between Main St and the Barlow. Improve driveway crossings, roadway crossings, and consider streetscape improvements that prioritize pedestrian traffic and improve pedestrian experience. Project is part of the MTC Regional Active Transportation Network.	Tier 1
4	N Main St / Healdsburg Ave / Gravenstein Hwy N between Keating Ave and City limits (at Mill Station Rd)	Potential bicycle/pedestrian enhancements to be evaluated as part of upcoming Priority Development Area and Sustainable Transportation grant-funded studies along SR-116 consistent with Caltrans DIB 94 Complete Streets Contextual Design Guidance. Prioritize pedestrian/bicycle crossings to connect people to West County Trail. Consider additional signals spaced at regular intervals to enhance crossings and reduce travel speeds (City is planning to install a new signal at Murphy Avenue). Consider roundabout at Healdsburg Ave / Covert Ln. Add bicycle detection at all signals. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 1
5	Ragle Rd between Covert Rd and Bodega Ave	Coordinate with County to implement multi-use pathway and bikeway improvements on Ragle Rd. Improvements on Ragle Rd to include traffic calming.	Tier 1
8	Washington Ave through Willard Libby Park from Pleasant Hill Ave to unpaved section of Washington Ave	Install multi-use trail using natural materials (e.g., decomposed granite) to formalize goat trail on southern edge of park. Trail should connect with marked crosswalk on north leg of Pleasant Hill/Washington all-way stop-controlled intersection.	Tier 1
9	Washington Ave between Willard Libby Park to Golden Ridge Ave	Upgrade existing bike route to bicycle boulevard and pave section of unpaved roadway.	Tier 2
10	Washington Ave from Golden Ridge Ave to Murphy	Upgrade existing bike route to bicycle boulevard.	Tier 2
11	Huntley St from Murphy Ave to Florence Ave	Implement bicycle boulevard.	Tier 1

Project #	Project Location	Project Description	Priority
12	Dutton Ave from Huntley St to Bodega Ave	Implement bicycle boulevard, connect to traffic signal at Bodega Ave / Dutton Ave. Tighten up Dutton/Huntley intersection and improve school crossing (e.g., shorten with bulb outs) (potential pilot project).	Tier 1
13	Jewell Ave between Hayden and Willow	Pedestrian improvements (e.g., sidewalks on west side) and traffic calming. City has developed potential reconfigured intersection alternatives, which provide for enhanced pedestrian travel and crossings, on the east side of Jewell Ave at Willow St (see project #79).	Tier 1
14	Leland between Jewell and Robinson	Pedestrian improvements tailored to neighborhood context and/or traffic calming to improve pedestrian circulation.	Tier 2
15	Robinson between Leland and Bodega Ave	Pedestrian improvements tailored to neighborhood context and/or traffic calming to improve pedestrian circulation.	Tier 2
16	Willow St to Trail Connection from Willow St/S Main St to Trail Access on Petaluma Ave	Improve trail connection between Willow St and Joe Rodota Trail, including wayfinding. Delineate preferred bicycle route through existing parking lot and improve crossings of S Main St and Petaluma Ave. Consider raised crossings, if feasible, to slow traffic on SR-116 and prioritize people walking and biking to/from trails. Remove bollards and improve design of connection between trail and bike lanes on SR-116 (e.g., S-curve) so that bicyclists do not need to make a 90-degree turn. To be considered as part of project 87. Included as an SCTA Regional Route and is part of the MTC Regional Active Transportation Network.	Tier 1
17	Trail connection between SR-12/Morris St through parking lot to Joe Rodota Trail	Improve connection between Morris St and Joe Rodota Trail connector (e.g., at existing marked crossing of SR-12) and improve crosswalks at SR-12/Morris St intersection. Add bicycle detection at signal. Project is part of the MTC Regional Active Transportation Network.	Tier 1
18	Morris St between SR-12/Sebastopol Ave and Eddie Ln	Implement parking protected separated bike lanes. Extend bike lanes to Eddie Lane. New development dedicating sidewalks. Add crossing improvements at Morris/Laguna Parkway and Morris/McKinley to improve access to Barlow parking lot and future Americorps Trail (potential pilot project). Project is part of the MTC Regional Active Transportation Network.	Tier 1
19	Eddie Ln between Morris St and High School Rd/N Main St	Trail improvements (e.g., repaving, maintenance), traffic calming, and improved crossing treatments at stadium where trail crosses and at Eddie Ln/High School Rd intersection. Project is part of the MTC Regional Active Transportation Network.	Tier 1
20	N Main St between Eddie Ln and Healdsburg Ave	Traffic calming and low-stress bikeway improvements (e.g., buffered bike lanes, parking protected bikeways, or lower traffic speeds) to connect West County Trail, Analy High School, Eddie Ln and Healdsburg Ave. Modify N. Main St/Analy Ave crossing and school entrance to prioritize trail access. Improve signage of trail and include wayfinding between high school and trail access. Project is part of the MTC Regional Active Transportation Network.	Tier 1

Project #	Project Location	Project Description	Priority
21	Abbott Ave extension and trail connection between Abbott Ave/Barnes Ave and Joe Rodota Trail	Extend sidewalk and street on Abbott Ave and build a multi-use trail connection between Joe Rodota Trail, SR-12, and downtown. Include wayfinding. Near-term improve curb cut at Abbott Ave/Petaluma Ave. Design to accommodate trucks loading at Feed Store. Project is part of the MTC Regional Active Transportation Network.	Tier 1
22	Tomodachi Park trail connection	Formalize connection from Joe Rodota Trail to Tomodachi Park. Project is part of the MTC Regional Active Transportation Network.	Tier 2
23	Seasonal ped/bike undercrossing of SR-12 at Laguna de Santa Rosa	Build seasonal connection across SR-12, and pedestrian connection between the eastern end of the SR-12 bridge sidewalk (after it has crossed the Laguna) and the trail in the Meadowlark Field section of the Laguna de Santa Rosa Trail. High water flows during peak rain events prevent year-round use of an undercrossing. Further study is required to determine if it is feasible to create a passable year-round undercrossing. Project is part of the MTC Regional Active Transportation Network.	Tier 1
24	Connection between Americorps Trails and Meadowlark Field across Laguna de Santa Rosa	Build connection between Americorps Trail and Meadowlark Field. Project is part of the MTC Regional Active Transportation Network.	Tier 1
25	Lynch Rd from Gravenstein Hwy S / SR-116 to city limits	Upgrade existing bike route to bicycle boulevard including traffic calming. Fill in sidewalk gaps.	Tier 3
29	Covert Ln at Zimpher Dr	Pedestrian crossing improvements, e.g., ADA ramps.	Tier 1
30	Litchfield Ave between Fircrest Ave and Gwendolyn Place	Sidewalk Gap Closure (extend to 80 ft south of Gwendolyn Place).	Tier 2
31	Washington Ave (midblock) between Bodega Ave and Huntley St	Enhance pedestrian crossing and install ADA ramps adjacent to Park Side Elementary.	Tier 2
32	Laguna Park Way and Johnson St	Improve existing crossing and install new pedestrian crossing across Laguna Park Way.	Tier 2
33	Laguna Park Way and Morris St	Improve existing and install new pedestrian crossing across Laguna Park Way	Tier 1
34	Covert Ln at Norlee St	Pedestrian crossing improvements (e.g., ADA ramps, pedestrian crossing signs, ladder crosswalk, sharks teeth markings, consider RRFB feasibility).	Tier 1
35	Valentine Ave (midblock) at tennis courts/park between Pleasant Hill Ave and Zimpher Dr	Pedestrian crossing improvements (e.g., ADA ramps, RRFB if warranted/feasible)	Tier 2
36	Johnson St between Morris St and Sunset Ave	Fill sidewalk gaps (west side) and improve crossings at Sunset Ave/Johnson St	Tier 1
37	Eddie Ln/Morris St/Johnson St	New crossing to connect bicyclists from path on Eddie Ln to bike lanes on Morris St. Reconfigure entry to Eddie Ln for bicyclists at Morris St/Johnson St.	Tier 2

Project #	Project Location	Project Description	Priority
38	Eddie Ln/N. Main St/High School Road	Add pavement markings to delineate trail entry at western end of Eddie Ln to improve driver awareness of cyclists and pedestrians and improve trail connection across from Analy High School entrance. Consider raised crossing at trail across High School Road as traffic calming measure.	Tier 1
39	N. Main St/ Analy Ave	Reconfigure N. Main St/Analy Ave intersection and improve crossings to better accommodate cyclists.	Tier 1
40	Covert Ln between Zimpher Dr and SR-116	Traffic calming that reconfigures/restripes roadway on Covert Ln between Zimpher Dr and SR-116 to address driver attention and vehicle path. Project is part of the MTC Regional Active Transportation Network.	Tier 1
41	Fircrest Ave/Litchfield Ave	Pedestrian Crossing Upgrades. Consider in conjunction with repaving Fircrest Ave.	Tier 3
42	Bodega Ave from City Limits to Valley View Drive	Install separated bike lanes that connects to existing County-maintained path (across Atascadero Creek bridge). Included as an SCTA Regional Route.	Tier 1
43	Bodega Ave from Valley View Drive to Ragle Rd	Install multi-use path. Included as an SCTA Regional Route.	Tier 1
44	Bodega Ave from Ragle Rd to Pleasant Hill Rd	Install bike lanes (Bodega Bike Lanes Project, Phase 3). A potential long-term project on Bodega Avenue could include separated bike lanes, pending a feasibility study that considers constraints such as available right-of-way, utilities, and roadside topography. Included as an SCTA Regional Route.	Tier 1
45	Bodega Ave from Pleasant Hill Rd to Nelson Way	Install bike lanes (Bodega Bike Lanes Project, Phase 2) and consider additional traffic calming measures as vehicles approach schools and downtown. A potential long-term project on Bodega Avenue could include separated bike lanes, pending a feasibility study that considers constraints such as available right-of-way, utilities, and roadside topography. Included as an SCTA Regional Route.	Tier 1
46	Gravenstein Hwy S / SR-116 from S Main St/Petaluma Ave couplet to city limits	Potential bicycle/pedestrian enhancements to be evaluated as part of upcoming Priority Development Area and Sustainable Transportation grant-funded studies along SR-116 consistent with Caltrans DIB 94 Complete Streets Contextual Design Guidance. Consider parking protected bike lanes or pilot project, if feasible. Planned crossing enhancement at Hutchins/SR-116 (HSIP project currently in design). Included as an SCTA Regional Route, is part of the MTC Regional Active Transportation Network, and is on a Caltrans facility.	Tier 1
47	Florence Ave from Huntley St to Wilton Ave	Install bike boulevard.	Tier 1
48	Wilton Ave from Florence Ave to Pitt Ave	Install bike boulevard.	Tier 1
49	Wilton Ave from Pitt Ave to North High St	Upgrade existing bike route to bike boulevard.	Tier 1

Project #	Project Location	Project Description	Priority
50	High St from Willow St to Wilton Ave	Upgrade existing bike route to bike boulevard. Block of High Street between Bodega Ave and Wilton Avenue could accommodate a separated bike lane adjacent to the library if on-street parking is removed.	Tier 1
51	Wilton Ave from High St to Main St	Install bike boulevard.	Tier 1
52	Analy Ave and pathway from Main St to Sunset Ave	Install multi-use path. Project is part of the MTC Regional Active Transportation Network.	Tier 1
53	Sunset Ave from Taft St to Johnson St	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
54	Johnson St from Eddie Ln to Laguna Parkway	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
55	1st St from Woodland Ct to Leland St	Install bike boulevard.	Tier 3
56	Pleasant Hill Ave from Covert Ln to Bodega Ave	Upgrade existing bike route to bike boulevard.	Tier 1
57	Zimpher Dr from Covert Ln to Valentine Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
58	Danmar Dr from city limit to Gravenstein Hwy N / SR-116	Upgrade existing bike route to bike boulevard. Include crossing enhancements at end of Danmar Drive to connect to bike path. Pave the bike path segment to improve accessibility. Project is part of the MTC Regional Active Transportation Network.	Tier 1
59	McFarlane Ave from Lynch Rd to Woodland Ave	Upgrade existing bike route to bike boulevard.	Tier 3
60	Murphy Ave from Valentine Ave to Washington Ave	Upgrade existing bike route to bike boulevard.	Tier 1
61	Norlee St from Bella Vista Dr to Covert Ln	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
62	Pitt Ave from Wilton Ave to Healdsburg Ave	Upgrade existing bike route to bike boulevard.	Tier 1
63	Valentine Ave from Ragle Rd to Murphy Ave	Upgrade existing bike route to bike boulevard. Implement crossing improvements at Valentine Ave & Pleasant Hill Ave.	Tier 1
64	Willow St from Jewell Ave to Main St	Upgrade existing bike route to bike boulevard.	Tier 1
65	Burnett St from High St to Petaluma Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
66	Woodland Ct/Woodland Ave from 1st St to McFarlane Ave	Upgrade existing bike route to bike boulevard.	Tier 3
67	Fellers Ln and Lillian Way from Litchfield Ave to Gravenstein Hwy S	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
68	Hayden Ave from Jewell Ave to Litchfield Ave	Upgrade existing bike route to bike boulevard.	Tier 1

Project #	Project Location	Project Description	Priority
69	Jewell Ave from Bodega Ave to Meadowlark Dr	Upgrade existing bike route to bike boulevard.	Tier 1
71	Murphy Ave from Healdsburg Ave to Valentine Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
72	Washington Ave from Huntley St to Bodega Ave	Upgrade existing bike route to bike boulevard. Include crossing enhancements at Washington and Bodega.	Tier 2
74	Litchfield Ave from Hayden Ave to Fellers Ln	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
75	McKinley Ave from Morris St to Petaluma Ave	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
76	Bodega Avenue and Main Street	Implement crossing improvements. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 3
77	SR-116 and Covert Lane	Crossing improvements to improve access across SR-116 to/from Covert Lane. Consider roundabout. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 2
78	Valentine Avenue and Zimpher Dr	Implement crossing improvements. Included as an SCTA Regional Route.	Tier 1
79	Jewell Ave and Willow Street	Intersection redesign to prioritize people walking/biking and slow vehicle traffic. City has developed potential reconfigured intersection alternatives, which provide for enhanced pedestrian travel and crossings, on the east side of Jewell Ave at Willow St. Included as an SCTA Regional Route.	Tier 3
80	West County Trail and Dufranc Avenue	Crossing improvements for existing trail crossing. Consider stopping street traffic, converting traffic control on the trail to yield or no control, or using raised crosswalks for the trail. Included as an SCTA Regional Route.	Tier 2
81	West County Trail and Ellis Court	Crossing improvements for existing trail crossing. Consider stopping street traffic, converting traffic control on the trail to yield or no control, or using raised crosswalks for the trail. Included as an SCTA Regional Route.	Tier 2
82	Sebastopol Avenue between Morris Street and bridge	Widen shoulder to install buffered bike lanes. Project is part of the MTC Regional Active Transportation Network and is is on a Caltrans facility.	Tier 2
83	Eleanor Avenue/Fannen Avenue to Joe Rodota Trail	Create multi-use path connection between Eleanor Avenue/Fannen Avenue to Joe Rodota Trail. Project is part of the MTC Regional Active Transportation Network.	Tier 3
84	High Street from Willow Street to Hayden Ave	Create bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1
85	Sebastopol Avenue and Barnes Avenue	Improve pedestrian crossing between CVS and Napa Auto Parts, or consider moving the crosswalk further east to increase the safety of crossing Sebastopol Avenue. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 2
86[5]	Gravenstein Trail	Feasibility study to consider trail alignment and access from Joe Rodota Trail to Sparkes Road.	Tier 1

Project #	Project Location	Project Description	Priority
87[5]	Apple Blossom Trail	Feasibility study to consider trail alignment and access connecting Joe Rodata Trail to Apple Blossom Elementary School.	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 5. Implementation: Local Considerations.
(4) Projects on Caltrans Right of Way are highlighted in blue.
(5) Projects does not include construction costs. These projects are unmapped as their final alignment will be determined after the feasibility study.
(6) 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
(7) MTC Regional Active Transportation Network: https://storymaps.arcgis.com/stories/e77c08c157c54493931af81eaf950c02

Figure 4 illustrates the location of the planned bikeway and corridor 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 5 shows planned improvements as well as the existing biking network.

Figure 6 shows conceptual alignments of future trails that have been identified and desired by the community. Specific alignments have not been formalized, but the community has expressed interest for these connections to be made by an off-street trail. Advancing these trails will require future study and additional community engagement. The dashed lines shown in the figure are an approximate location only; the final alignment will depend on a number of factors. Examples of factors that would need to be considered include opportunities for land dedication, topography, utilities, maintenance needs and responsibilities, insurance, constructability, and funding availability.

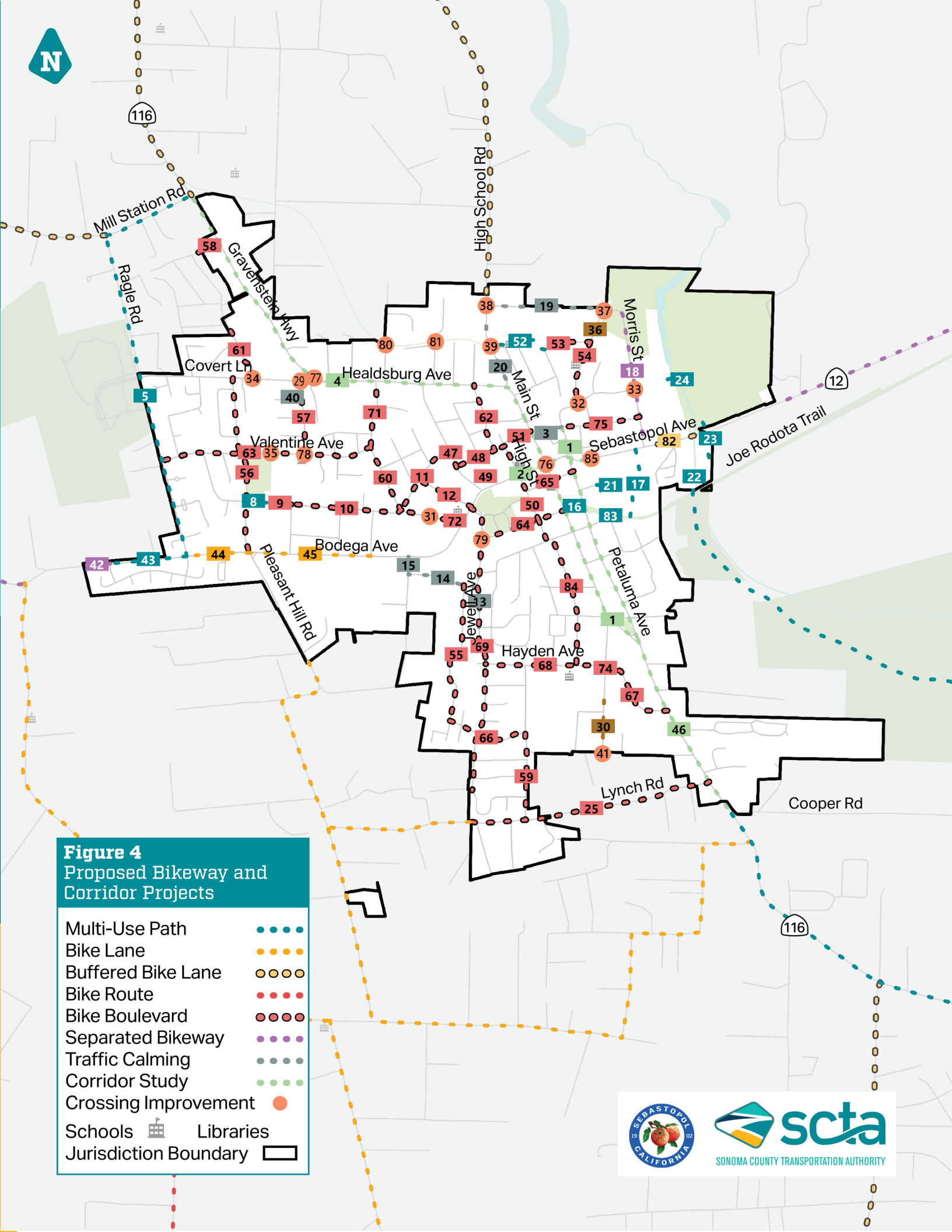

Figure 4
Proposed Bikeway and Corridor Projects

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

SEBASTOPOL CALIFORNIA

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SONOMA COUNTY TRANSPORTATION AUTHORITY

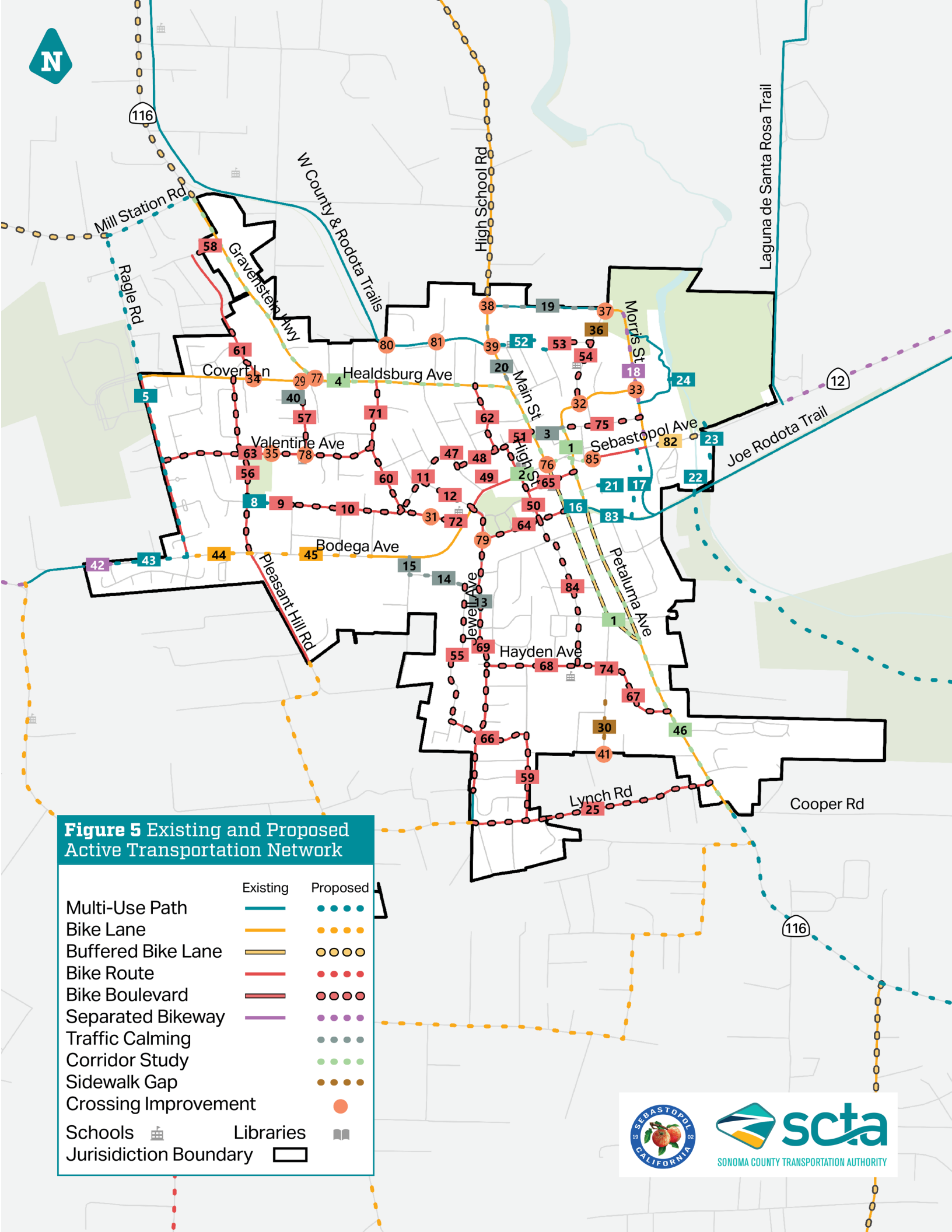

Figure 5 Existing and Proposed Active Transportation Network

Figure 6 shows conceptual alignments of potential future trails that have been identified as desired by the community. Specific alignments have not been formalized; the community has expressed interest for these connections to be made by an off-street trail. Advancing these trails will require future study and additional community engagement. The dashed lines shown in the figure are an approximate location only; the final alignment will depend on a number of factors. Examples of factors that would need to be considered include opportunities for land dedication or acquisition, topography, utilities, maintenance needs and responsibilities, insurance, constructability, and funding availability.

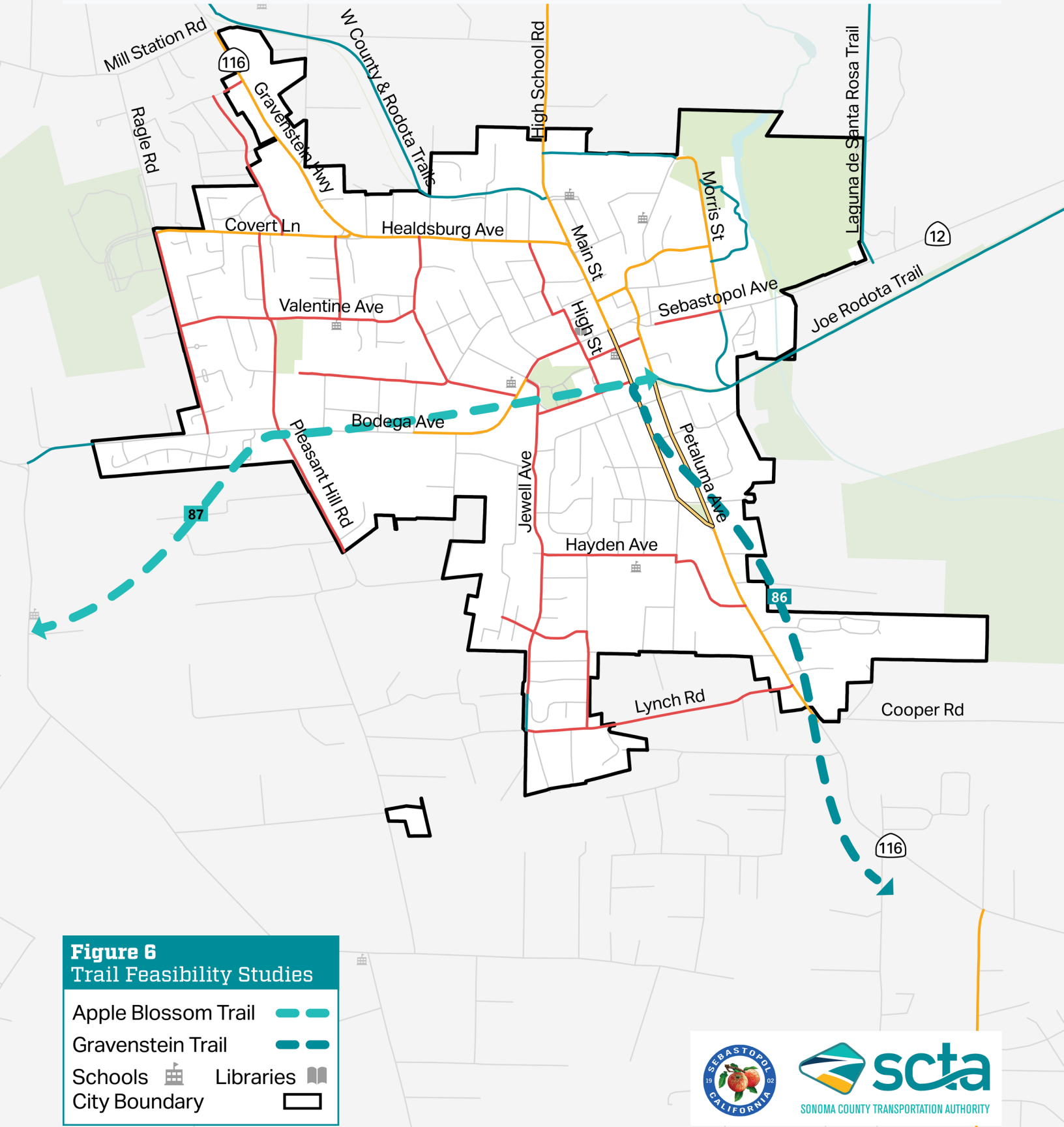

Figure 6
Trail Feasibility Studies

- Apple Blossom Trail
- Gravenstein Trail
- Schools
- Libraries
- City Boundary

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SONOMA COUNTY TRANSPORTATION AUTHORITY

Engineering Treatments Toolbox

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

Table 3 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.

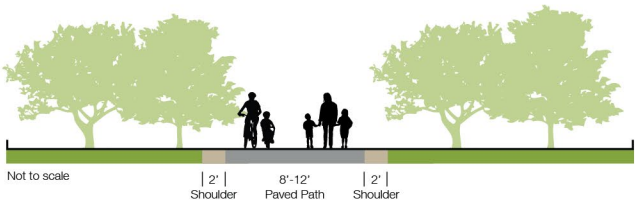
Table 3. Catalog of Resources

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

Bicycle Facility Toolbox

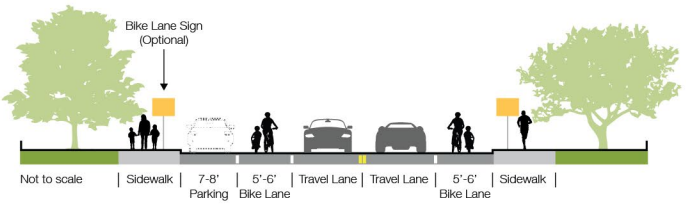
Multi-Use Paths

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



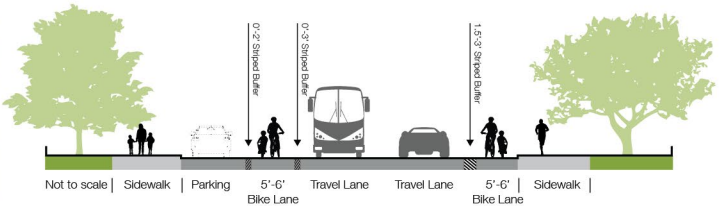
Bike Lanes

On-street striped lane for one-way bike travel



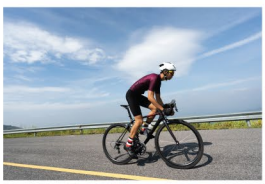
Buffered Bike Lanes

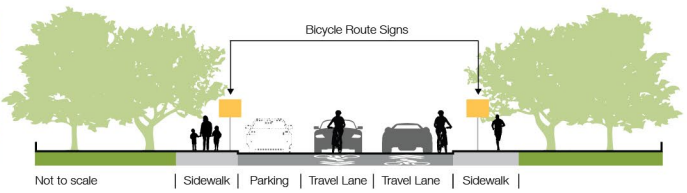
Modified on-street bike lane with painted buffer



Bike Routes

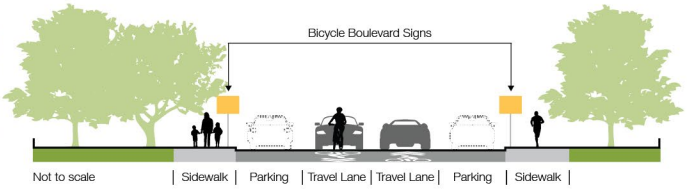
Shared on-street facility





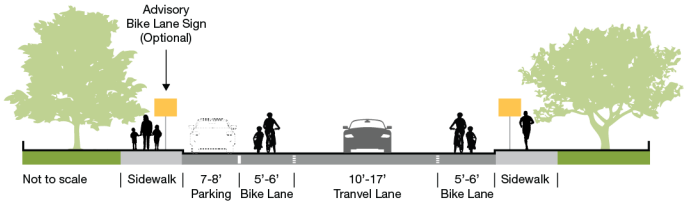
Bike Boulevards

Shared on-street facility with improvements to prioritize bicycle traffic



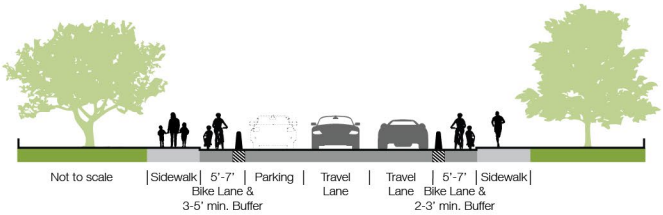
Advisory Bike Lane

An alternative to a bike boulevard or bike route.



Separated Bike Lanes

Physically separated bike lane



Pedestrian Facility Toolbox

Along Streets: Space for Walking

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

Along Streets: Sidewalk Widths

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



Along Streets: Frontage Zone

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



Along Streets: Furnishing Zone

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

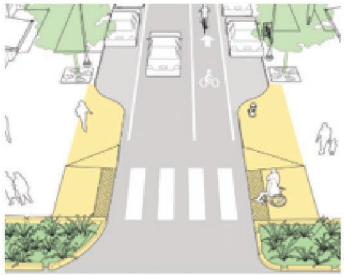


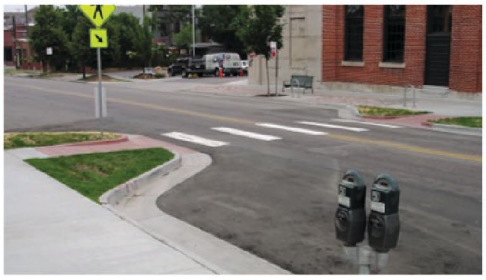
Along Streets: Lighting

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

Along Streets: Curb Buffer

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





Along Streets: Pervious Pavement

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

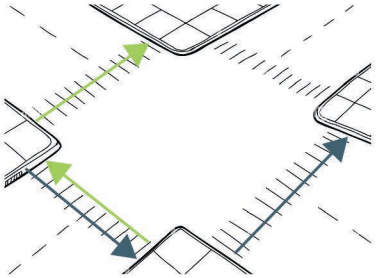
Along Streets: Watershed & Bioswale

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



At Crossings: Pedestrian Friendly Signal Timing

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




At Crossings: Accessible Pedestrian Push Buttons

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

At Crossings: Uncontrolled Crosswalks

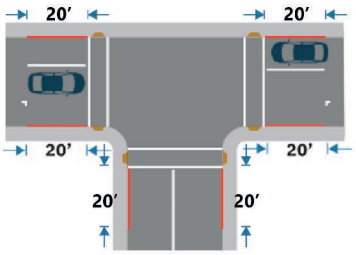
FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommends crossing enhancements for uncontrolled crossings based on characteristics such as vehicle speeds, vehicle volume, and number of vehicle lanes. Enhancements include treatments such as Rectangular Rapid Flashing Beacons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

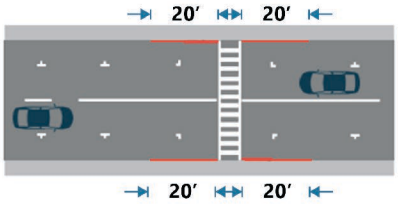
At Crossings: High Visibility Crosswalk Striping

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

At Crossings: Parking Restrictions

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





Traffic Calming Toolbox

Chicanes

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


Source: Los Angeles Department of Transportation


Source: Caltrans Traffic Calming Guidance


Source: NACTO

Curb Extensions

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

Neighborhood Traffic Circles or Mini Roundabouts

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

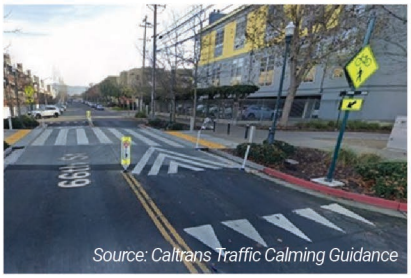

Source: Seattle Department of Transportation

Raised Crosswalks

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


Source: SFMTA


Source: New York City DOT


Source: Caltrans Traffic Calming Guidance

Speed Humps

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


Source: : Caltrans Traffic Calming Guidance


Source: : Pedestrian Safety Guide and Countermeasure Selection

Traffic Diverters

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

Source: : City of Long Beach, CA


Source: : Caltrans Traffic Calming Guidance

Policies and Actions

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

GOAL 1: Connected and Reliable

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

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

> Action 1-1.1: As budget allows, amend Sebastopol's Traffic Impact Fee Study to include certain projects identified in the updated ATP.

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

POLICY 1-3: Prioritize closure of sidewalk gaps that connect people to activity centers, schools, transit, healthcare, parks, and the downtown area, ensuring that streets safely serve seniors, youth, those with disabilities, and all members of the community. Bring existing sidewalk gaps up to ADA standards to create accessible, continuous connections. Sidewalk gaps in Sebastopol include those on Bodega Avenue and Palm Avenue between Main Street and Petaluma Boulevard.

POLICY 1-4: Where feasible, all public streets shall have a sidewalk connecting to the broader network, on a minimum of one-side, phased as city funding and/or nexus with private development allows. Determining the appropriate side shall be based on the existing sidewalk network, environmental conditions, and impediments to construction.

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

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

POLICY 1-7: Prioritize ADA improvements in High-Volume Pedestrian Areas.

POLICY 1-8: Work cooperatively with responsible agencies including the Sonoma County Transportation Authority, Sonoma Public Infrastructure, Sonoma County Parks, and others to close existing facility gaps and ensure the active transportation network is implemented, constructed, and maintained.

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

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

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

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

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 where existing right-of-way is adequate, or there is potential for acquiring additional right-of-way through dedication or easement.

POLICY 2-2: Develop and operationalize a sidewalk repair program to ensure the city maintains or enforces maintenance of sidewalks. The program shall consider sidewalk regrading, cleaning and brush management. Continue to engage with the community to prevent obstruction of sidewalks and pedestrian facilities with parking, trash bins, signs, overgrown brush, 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. Ensure bicycle detection functions properly, or exists, at all signalized intersections.

> Action 2-3.1: Work with Caltrans to ensure bicycle detection functions at Caltrans operated intersections within the city's sphere of influence (e.g., SR-12 Morris Street, SR-116/Occidental Road).

POLICY 2-4: Require that road construction projects minimize their impacts on active transportation users through the proper placement of construction signs and equipment, and by providing safety detours.

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

> Action 2-5.1: Increase pedestrian safety at controlled and uncontrolled crossings, where needed, to complete pedestrian networks and provide access to destinations. Utilize industry best practices such as the FHWA Guide for Improving Pedestrian

Safety at Uncontrolled Crossing Locations, ADA standards, and Caltrans Roadway Lighting Manual. Evaluate yielding behavior at existing flashing pedestrian beacons and make improvements (e.g., signage, lighting, medians), as needed.

Action 2-5.2: Increase pedestrian safety at intersections. Utilize proven countermeasures identified by FHWA including signal phasing, timing adjustments, high visibility crosswalks, curb extensions, pedestrian refuge islands, and pedestrian scale lighting.

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

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

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

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

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

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

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

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

POLICY 2-8: Review and update speed limits on city-owned roadways based on updated California MUTCD guidance. SCTA is preparing additional guidance for local jurisdictions to use that is expected to be available in late 2024.

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

POLICY 2-10: Coordinate with Sonoma County Parks to post appropriate speed limits on multi-use paths to regulate e-scooter and e-bike use.

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

POLICY 2-12: Identify opportunities to implement projects that only require new striping during routine paving projects.

GOAL 3: Community Oriented and Place-Based

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

POLICY 3-1: Explore areas that could be designated or converted into bike/pedestrian-only zones or designed to minimize automobile traffic impacts. Explore opportunities throughout the city to add amenities such as landscaping, shade, public art, seating, and drinking fountains.

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

POLICY 3-3: Where possible and/or desirable and otherwise compliant with local, state, and federal regulations including ADA, utilize alternative surfaces for pathways such as decomposed granite, crushed rock, or other natural-like materials.

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

POLICY 3-5: Encourage and incentivize more people to walk, bike, and roll through education and encouragement activities such as special events, Bike-to-Work Day, and social media campaigns.

POLICY 3-6: Coordinate with School Districts and the Recreation Department to identify bike bus opportunities and increase bike and pedestrian education with a focus on youth education.

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

POLICY 3-8: Support community education around e-bike and e-scooter use. Coordinate with local school districts, parks, and public health.

6. Implementation: Local Considerations

City staff in partnership with city council are responsible for implementing the plan. The following outlines a timeline and potential funding sources the city can use to make consistent, steady progress towards achieving its vision and goals for enhancing walking, biking, and rolling.

Policies

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

Planned Projects

Prioritization

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

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

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

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

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

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

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

Initial Steps Towards Implementation

To advance the projects in the ATP towards implementation, staff can undertake the following types of activities. Staff may choose to coordinate some of these activities with Sebastopol's Climate Action Committee Transportation Group.

(1) As per Policy 1-1 above, establish a citywide Traffic Impact Fee that includes high priority projects from the ATP.

(2) Review and incorporate ATP projects into the city's five-year Capital Improvement Program (see Policy 1-2 above).

(3) 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).

(4) Review current as well as future development project applications to ensure or require consistency of street frontage with planned ATP projects.

(5) 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 A 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 and do not include other soft costs that may be associated with projects (e.g., design, environmental, permitting, construction management, right-of-way acquisition). Soft costs

are often estimated by using a percentage of the construction costs. This plan is not a fiscally constrained plan.

Table 4 summarizes project costs by project type and prioritization tier for the 2025 Active Transportation Network. Aspirational routes are not included in the cost estimates below.

Table 4. 2025 Active Transportation Network – Cost Estimates Summary

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 1 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	1.7 miles	$1,739,950
Bike Lane[2]	$176,000/mile	0.52 miles	$91,520
Buffered Bike Lane[3]	$574,000/mile	-	-
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard[5]	$87,500/mile	5.93 miles	$518,875
Separated Bike Lanes[6]	$1,655,000/mile	0.51 miles	$844,050
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	6	$48,000 - $360,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	-	-
Sidewalk Installation[9]	$480/linear feet	506.32 linear feet	$243,034
Corridor Study[10]	$300,000/mile	8.67 miles	$2,601,000
Traffic Calming[11]	$75,000/mile	1.21 miles	$90,750
Total Tier 1 Priority Projects[12]			$6.2M - $6.5M
Tier 2 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	0.09 miles	$92,115
Bike Lane[2]	$176,000/mile	-	-
Buffered Bike Lane[3]	$574,000/mile	0.14 miles	$80,360
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard[5]	$87,500/mile	0.55 miles	$48,125
Separated Bike Lanes[6]	$1,655,000/mile	-	-
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	8	$64,000 - $480,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	-	-
Sidewalk Installation[9]	$480/linear feet	792.15 linear feet	$380,232
Corridor Study[10]	$300,000/mile	-	-
Traffic Calming[11]	$75,000/mile	0.25 miles	$18,750
Total Tier 2 Priority Projects[12]			$0.7M - $1.1M

Project Type	Unit Cost	Quantity	Cost Estimate
Tier 3 Priority Projects			
Multi-Use Path[1]	$1,023,500/mile	.01	$10,235
Bike Lane[2]	$176,000/mile	-	-
Buffered Bike Lane[3]	$574,000/mile	-	-
Bike Route[4]	$12,500/mile	-	-
Bike Boulevard[5]	$87,500/mile	1.58 miles	$138,250
Separated Bike Lanes[6]	$1,655,000/mile	-	-
Crossing Improvement (Unsignalized)[7]	$8,000 to $60,000	2	$16,000 - $120,000
Crossing Improvement (Signalized)[8]	$8,000 to $120,000	1	$120,000
Sidewalk Installation[9]	$480/linear feet	-	-
Corridor Study[10]	$300,000/mile	-	-
Traffic Calming[11]	$75,000/mile	-	-
Total Tier 3 Priority Projects[12]			$0.2M - $0.4M
2025 Active Transportation Network			
Total All Projects[12]			$7.0M - $8.0M

Notes:
(1) 12' wide AC path, 2' gravel shoulders, striping and 4 signs per mile.
(2) Unidirectional bike lanes on each side of a two-way street. Striping, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 5' wide x 20' long), and 4 signs per mile.
(3) Unidirectional bike lanes on each side of a two-way street. Pavement marking in 3' wide AC buffer lane along entire length, green thermoplastic for conflict markings at intersections and driveways (assumed to occur every 100feet and are 3' wide x 20' long), and 4 signs per mile.
(4) "Sharrow" or similar type of pavement marking at 250-foot intervals and 8 signs per mile.
(5) "Sharrow" or similar type of pavement marking at 250-foot intervals, 8 signs per mile, and a combination of traffic calming treatments which could include, but are not limited to, neighborhood traffic circles, raised crosswalks, high visibility crosswalk markings, speed humps, chicanes, and curb extensions.
(6) Unidirectional bike lanes on each side of a two-way street. 7' wide AC Bikeway, concrete edge treatment/median in buffer, bikeway stripe, pavement marking, 4 signs per mile and three signalized intersection improvements per mile.
(7) Improvements at unsignalized intersections include, but are not limited to, pedestrian refuge islands, high visibility crosswalks, rectangular rapid flashing beacons, raised crosswalks, and curb extensions.
(8) Improvements at signalized intersections include, but are not limited to, two-stage bike turn boxes, bike signals, high visibility crosswalks, cross-bike or bike conflict markings, pedestrian count down signals, and implementing directional curb ramps.
(10) Cost estimates for corridor studies do not include construction costs. Cost estimates are based on Fehr & Peers' experience working on several corridor studies.
(9) Both sides of street. 7' wide concrete sidewalk and underlying compacted base material, including curb and gutter.
(11) 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.
(12) 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 5 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. City staff must coordinate matching funds for grants requiring a local match. 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.

A portion of the revenue from the 0.5% sales tax increase approved under Measure U could serve as a funding source for trails, pathways, and other active transportation projects.

Table 5. Potential Funding Sources, Competitive Grants, and Formula-Based Fundings

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

Monitoring

Staff will track progress towards implementing this Plan's content as well as achieving this Plan's goals using the measures shown in Table 6. 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 6. Monitoring Progress

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	13.2 miles	City data	Annual
Linear feet of sidewalk gaps (total)	n/a	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 7/Bike: 5	2015-2020; SWITRS	Annual
Number of crossing improvements installed	n/a	City data	Annual
Goal: 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 Project Prioritization

Sebastopol Projects Prioritization Criteria

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
1	Main St between Keating Ave and Petaluma Ave, and Petaluma Ave between McKinley St and S Main St (one-way couplet)	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study, to assess feasibility of low-stress facilities, traffic calming, two-way circulation, or low-stress alternate routes. Planned pedestrian safety modifications include Pedestrian Hybrid Beacon (PHB) signal at Petaluma Ave/McKinley St, Rectangular Rapid Flashing Beacon (RRFB) at Petaluma Ave/Weeks Way, and crossing enhancements at Burnett St, Keating Ave, and Walker Ave along SR-116 (HSIP crossing projects currently in design). Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 1	0	1	0	0	0	1	0	1	1	0	0	1	1	1
2	Sebastopol Ave between Main St and Barnes St and Bodega Ave between Main St and High St	Planned grant-funded "Sebastopol Main Street Planning and Redesign Project" corridor study. Included as an SCTA Regional Route, is part of the MTC Regional Active Transportation Network, and is on a Caltrans facility.	Tier 1	0	0	0	0	0	1	0	1	1	1	0	1	1	1
3	McKinley St between N Main St and Petaluma Ave	Improve pedestrian connection between Main St and the Barlow. Improve driveway crossings, roadway crossings, and consider streetscape improvements that prioritize pedestrian traffic and improve pedestrian experience. 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
4	N Main St / Healdsburg Ave / Gravenstein Hwy N between Keating Ave and City limits (at Mill Station Rd)	Potential bicycle/pedestrian enhancements to be evaluated as part of upcoming Priority Development Area and Sustainable Transportation grant-funded studies along SR-116 consistent with Caltrans DIB 94 Complete Streets Contextual Design Guidance. Prioritize pedestrian/bicycle crossings to connect people to West County Trail. Consider additional signals spaced at regular intervals to enhance crossings and reduce travel speeds (City is planning to install a new signal at Murphy Avenue). Consider roundabout at Healdsburg Ave / Covert Ln. Add bicycle detection at all signals. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 1	0	0	0	0	0	1	0	1	1	0	0	1	1	1
5	Ragle Rd between Covert Rd and Bodega Ave	Coordinate with County to implement multi-use pathway and bikeway improvements on Ragle Rd. Improvements on Ragle Rd to include traffic calming.	Tier 1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8	Washington Ave through Willard Libby Park from Pleasant Hill Ave to unpaved section of Washington Ave	Install multi-use trail using natural materials (e.g., decomposed granite) to formalize goat trail on southern edge of park. Trail should connect with marked crosswalk on north leg of Pleasant Hill/Washington all-way stop-controlled intersection.	Tier 1	0	0	0	0	0	1	0	0	0	0	0	1	1	0
11	Huntley St from Murphy Ave to Florence Ave	Implement bicycle boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
12	Dutton Ave from Huntley St to Bodega Ave	Implement bicycle boulevard, connect to traffic signal at Bodega Ave / Dutton Ave. Tighten up Dutton/Huntley intersection and improve school crossing (e.g., shorten with bulb outs) (potential pilot project).	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	1
13	Jewell Ave between Hayden and Willow	Pedestrian improvements (e.g., sidewalks on west side) and traffic calming. City has developed potential reconfigured intersection alternatives, which provide for enhanced pedestrian travel and crossings, on the east side of Jewell Ave at Willow St (see project #79).	Tier 1	0	0	0	0	0	1	0	1	0	0	0	0	1	0
16	Willow St to Trail Connection from Willow St/S Main St to Trail Access on Petaluma Ave	Improve trail connection between Willow St and Joe Rodota Trail, including wayfinding. Delineate preferred bicycle route through existing parking lot and improve crossings of S Main St and Petaluma Ave. Consider raised crossings, if feasible, to slow traffic on SR-116 and prioritize people walking and biking to/from trails. Remove bollards and improve design of connection between trail and bike lanes on SR-116 (e.g., S-curve) so that bicyclists do not need to make a 90-degree turn. To be considered as part of project 87. 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	0	1	1	0
17	Trail connection between SR-12/Morris St through parking lot to Joe Rodota Trail	Improve connection between Morris St and Joe Rodota Trail connector (e.g., at existing marked crossing of SR-12) and improve crosswalks at SR-12/Morris St intersection. Add bicycle detection at signal. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
18	Morris St between SR-12/Sebastopol Ave and Eddie Ln	Implement parking protected separated bike lanes. Extend bike lanes to Eddie Lane. New development dedicating sidewalks. Add crossing improvements at Morris/Laguna Parkway and Morris/McKinley to improve access to Barlow parking lot and future Americorps Trail (potential pilot project). 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
19	Eddie Ln between Morris St and High School Rd/N Main St	Trail improvements (e.g., repaving, maintenance), traffic calming, and improved crossing treatments at stadium where trail crosses and at Eddie Ln/High School Rd intersection. 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	0

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20	N Main St between Eddie Ln and Healdsburg Ave	Traffic calming and low-stress bikeway improvements (e.g., buffered bike lanes, parking protected bikeways, or lower traffic speeds) to connect West County Trail, Analy High School, Eddie Ln and Healdsburg Ave. Modify N. Main St/Analy Ave crossing and school entrance to prioritize trail access. Improve signage of trail and include wayfinding between high school and trail access. 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
21	Abbott Ave extension and trail connection between Abbott Ave/Barnes Ave and Joe Rodota Trail	Extend sidewalk and street on Abbott Ave and build a multi-use trail connection between Joe Rodota Trail, SR-12, and downtown. Include wayfinding. Near-term improve curb cut at Abbott Ave/Petaluma Ave. Design to accommodate trucks loading at Feed Store. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
23	Seasonal ped/bike undercrossing of SR-12 at Laguna de Santa Rosa	Build seasonal connection across SR-12, and pedestrian connection between the eastern end of the SR-12 bridge sidewalk (after it has crossed the Laguna) and the trail in the Meadowlark Field section of the Laguna de Santa Rosa Trail. High water flows during peak rain events prevent year-round use of an undercrossing. Further study is required to determine if it is feasible to create a passable year-round undercrossing. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	1	0	0	0	1	0	1	0	1	0	0	1	0
24	Connection between Americorps Trails and Meadowlark Field across Laguna de Santa Rosa	Build connection between Americorps Trail and Meadowlark Field. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
29	Covert Ln at Zimpher Dr	Pedestrian crossing improvements, e.g., ADA ramps.	Tier 1	0	0	0	0	0	0	1	1	0	0	0	1	1	0
33	Laguna Park Way and Morris St	Improve existing and install new pedestrian crossing across Laguna Park Way	Tier 1	0	0	0	0	0	0	1	0	0	0	0	1	1	1
34	Covert Ln at Norlee St	Pedestrian crossing improvements (e.g., ADA ramps, pedestrian crossing signs, ladder crosswalk, sharks teeth markings, consider RRFB feasibility).	Tier 1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
36	Johnson St between Morris St and Sunset Ave	Fill sidewalk gaps (west side) and improve crossings at Sunset Ave/Johnson St	Tier 1	0	0	0	0	0	0	1	0	0	0	0	1	1	0
38	Eddie Ln/N. Main St/High School Road	Add pavement markings to delineate trail entry at western end of Eddie Ln to improve driver awareness of cyclists and pedestrians and improve trail connection across from Analy High School entrance. Consider raised crossing at trail across High School Road as traffic calming measure.	Tier 1	0	0	0	0	0	0	1	1	0	0	0	0	1	0
39	N. Main St/ Analy Ave	Reconfigure N. Main St/Analy Ave intersection and improve crossings to better accommodate cyclists.	Tier 1	0	0	0	0	0	0	1	1	0	0	0	1	1	1
40	Covert Ln between Zimpher Dr and SR-116	Traffic calming that reconfigures/restripes roadway on Covert Ln between Zimpher Dr and SR-116 to address driver attention and vehicle path. 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	0
42	Bodega Ave from City Limits to Valley View Drive	Install separated bike lanes that connects to existing County-maintained path (across Atascadero Creek bridge). Included as an SCTA Regional Route.	Tier 1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
43	Bodega Ave from Valley View Drive to Ragle Rd	Install multi-use path. Included as an SCTA Regional Route.	Tier 1	0	0	0	0	0	1	0	0	1	0	0	0	1	1
44	Bodega Ave from Ragle Rd to Pleasant Hill Rd	Install bike lanes (Bodega Bike Lanes Project, Phase 3). A potential long-term project on Bodega Avenue could include separated bike lanes, pending a feasibility study that considers constraints such as available right-of-way, utilities, and roadside topography. Included as an SCTA Regional Route.	Tier 1	0	0	0	0	0	1	0	0	1	0	0	0	1	1
45	Bodega Ave from Pleasant Hill Rd to Nelson Way	Install bike lanes (Bodega Bike Lanes Project, Phase 2) and consider additional traffic calming measures as vehicles approach schools and downtown. A potential long-term project on Bodega Avenue could include separated bike lanes, pending a feasibility study that considers constraints such as available right-of-way, utilities, and roadside topography. Included as an SCTA Regional Route.	Tier 1	0	0	0	0	0	1	0	0	1	0	0	0	1	1
46	Gravenstein Hwy S / SR-116 from S Main St/Petaluma Ave couplet to city limits	Potential bicycle/pedestrian enhancements to be evaluated as part of upcoming Priority Development Area and Sustainable Transportation grant-funded studies along SR-116 consistent with Caltrans DIB 94 Complete Streets Contextual Design Guidance. Consider parking protected bike lanes or pilot project, if feasible. Planned crossing enhancement at Hutchins/SR-116 (HSIP project currently in design). Included as an SCTA Regional Route, is part of the MTC Regional Active Transportation Network, and is on a Caltrans facility.	Tier 1	0	0	0	0	0	1	0	1	1	1	0	1	1	1
47	Florence Ave from Huntley St to Wilton Ave	Install bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
48	Wilton Ave from Florence Ave to Pitt Ave	Install bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
49	Wilton Ave from Pitt Ave to North High St	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0

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50	High St from Willow St to Wilton Ave	Upgrade existing bike route to bike boulevard. Block of High Street between Bodega Ave and Wilton Avenue could accommodate a separated bike lane adjacent to the library if on-street parking is removed.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	1
51	Wilton Ave from High St to Main St	Install bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
52	Analy Ave and pathway from Main St to Sunset Ave	Install multi-use path. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	1
53	Sunset Ave from Taft St to Johnson St	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
54	Johnson St from Eddie Ln to Laguna Parkway	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
56	Pleasant Hill Ave from Covert Ln to Bodega Ave	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	1
57	Zimpher Dr from Covert Ln to Valentine Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
58	Danmar Dr from city limit to Gravenstein Hwy N / SR-116	Upgrade existing bike route to bike boulevard. Include crossing enhancements at end of Danmar Drive to connect to bike path. Pave the bike path segment to improve accessibility. 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	0
60	Murphy Ave from Valentine Ave to Washington Ave	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
61	Norlee St from Bella Vista Dr to Covert Ln	Upgrade existing bike route to bike boulevard. 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	0
62	Pitt Ave from Wilton Ave to Healdsburg Ave	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
63	Valentine Ave from Ragle Rd to Murphy Ave	Upgrade existing bike route to bike boulevard. Implement crossing improvements at Valentine Ave & Pleasant Hill Ave.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	1
64	Willow St from Jewell Ave to Main St	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
65	Burnett St from High St to Petaluma Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	1
67	Fellers Ln and Lillian Way from Litchfield Ave to Gravenstein Hwy S	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
68	Hayden Ave from Jewell Ave to Litchfield Ave	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	0	1	0
69	Jewell Ave from Bodega Ave to Meadowlark Dr	Upgrade existing bike route to bike boulevard.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	1
71	Murphy Ave from Healdsburg Ave to Valentine Ave	Upgrade existing bike route to bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	1
74	Litchfield Ave from Hayden Ave to Fellers Ln	Upgrade existing bike route to bike boulevard. 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	0
75	McKinley Ave from Morris St to Petaluma Ave	Install bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	1
78	Valentine Avenue and Zimpher Dr	Implement crossing improvements. Included as an SCTA Regional Route.	Tier 1	0	0	0	0	0	0	0	1	1	0	0	1	1	0
84	High Street from Willow Street to Hayden Ave	Create bike boulevard. Project is part of the MTC Regional Active Transportation Network.	Tier 1	0	0	0	0	0	1	0	1	0	1	0	1	1	0
86	Gravenstein Trail	Feasibility study to consider trail alignment and access from Joe Rodota Trail to Sparkes Road.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
87	Apple Blossom Trail	Feasibility study to consider trail alignment and access connecting Joe Rodata Trail to Apple Blossom Elementary School.	Tier 1	0	0	0	0	0	1	0	1	0	0	0	1	1	0
77	SR-116 and Covert Lane	Crossing improvements to improve access across SR-116 to/from Covert Lane. Consider roundabout. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 2	0	0	0	0	0	0	0	1	1	0	0	1	1	1
80	West County Trail and Dufranc Avenue	Crossing improvements for existing trail crossing. Consider stopping street traffic, converting traffic control on the trail to yield or no control, or using raised crosswalks for the trail. Included as an SCTA Regional Route.	Tier 2	0	0	0	0	0	0	0	1	1	0	0	1	1	0
81	West County Trail and Ellis Court	Crossing improvements for existing trail crossing. Consider stopping street traffic, converting traffic control on the trail to yield or no control, or using raised crosswalks for the trail. Included as an SCTA Regional Route.	Tier 2	0	0	0	0	0	0	0	1	1	0	0	1	1	0
82	Sebastopol Avenue between Morris Street and bridge	Widen shoulder to install buffered bike lanes. Project is part of the MTC Regional Active Transportation Network and is is on a Caltrans facility.	Tier 2	0	0	0	0	0	1	0	1	0	1	0	0	1	1
85	Sebastopol Avenue and Barnes Avenue	Improve pedestrian crossing between CVS and Napa Auto Parts, or consider moving the crosswalk further east to increase the safety of crossing Sebastopol Avenue. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 2	0	0	0	0	0	0	0	1	1	0	0	1	1	0
9	Washington Ave between Willard Libby Park to Golden Ridge Ave	Upgrade existing bike route to bicycle boulevard and pave section of unpaved roadway.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	1	1	0
10	Washington Ave from Golden Ridge Ave to Murphy	Upgrade existing bike route to bicycle boulevard.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	1	1	0
14	Leland between Jewell and Robinson	Pedestrian improvements tailored to neighborhood context and/or traffic calming to improve pedestrian circulation.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	1

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15	Robinson between Leland and Bodega Ave	Pedestrian improvements tailored to neighborhood context and/or traffic calming to improve pedestrian circulation.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	0	1	1
22	Tomodachi Park trail connection	Formalize connection from Joe Rodota Trail to Tomodachi Park. Project is part of the MTC Regional Active Transportation Network.	Tier 2	0	0	0	0	0	1	0	1	0	1	0	0	1	0
30	Litchfield Ave between Fircrest Ave and Gwendolyn Place	Sidewalk Gap Closure (extend to 80 ft south of Gwendolyn Place).	Tier 2	0	0	0	0	0	0	1	1	0	0	0	0	1	0
31	Washington Ave (midblock) between Bodega Ave and Huntley St	Enhance pedestrian crossing and install ADA ramps adjacent to Park Side Elementary.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	1	0
32	Laguna Park Way and Johnson St	Improve existing crossing and install new pedestrian crossing across Laguna Park Way.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	1	0
35	Valentine Ave (midblock) at tennis courts/park between Pleasant Hill Ave and Zimpher Dr	Pedestrian crossing improvements (e.g., ADA ramps, RRFB if warranted/feasible)	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	1	0
37	Eddie Ln/Morris St/Johnson St	New crossing to connect bicyclists from path on Eddie Ln to bike lanes on Morris St. Reconfigure entry to Eddie Ln for bicyclists at Morris St/Johnson St.	Tier 2	0	0	0	0	0	0	1	0	0	0	0	1	1	0
72	Washington Ave from Huntley St to Bodega Ave	Upgrade existing bike route to bike boulevard. Include crossing enhancements at Washington and Bodega.	Tier 2	0	0	0	0	0	1	0	0	0	0	0	1	1	0
76	Bodega Avenue and Main Street	Implement crossing improvements. Included as an SCTA Regional Route and is on a Caltrans facility.	Tier 3	0	0	0	0	0	0	0	1	1	0	0	1	1	1
79	Jewell Ave and Willow Street	Intersection redesign to prioritize people walking/biking and slow vehicle traffic. City has developed potential reconfigured intersection alternatives, which provide for enhanced pedestrian travel and crossings, on the east side of Jewell Ave at Willow St. Included as an SCTA Regional Route.	Tier 3	0	0	0	0	0	0	0	1	1	0	0	0	1	0
83	Eleanor Avenue/Fannen Avenue to Joe Rodota Trail	Create multi-use path connection between Eleanor Avenue/Fannen Avenue to Joe Rodota Trail. Project is part of the MTC Regional Active Transportation Network.	Tier 3	0	0	0	0	0	1	0	1	0	1	0	1	1	0
25	Lynch Rd from Gravenstein Hwy S / SR-116 to city limits	Upgrade existing bike route to bicycle boulevard including traffic calming. Fill in sidewalk gaps.	Tier 3	0	0	0	0	0	1	0	0	0	0	0	0	1	0
41	Fircrest Ave/Litchfield Ave	Pedestrian Crossing Upgrades. Consider in conjunction with repaving Fircrest Ave.	Tier 3	0	0	0	0	0	0	1	0	0	0	0	0	1	0
55	1st St from Woodland Ct to Leland St	Install bike boulevard.	Tier 3	0	0	0	0	0	1	0	0	0	0	0	0	0	0
59	McFarlane Ave from Lynch Rd to Woodland Ave	Upgrade existing bike route to bike boulevard.	Tier 3	0	0	0	0	0	1	0	0	0	0	0	0	0	0
66	Woodland Ct/Woodland Ave from 1st St to McFarlane Ave	Upgrade existing bike route to bike boulevard.	Tier 3	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Note: Projects highlighted in blue are on Caltrans right of way.