

draft

Blue Zones Built Environment Team  
Sonora Linoberg Street Charrette

# Refined Concepts Report

Placemaking | Activation | Connection



**BLUE ZONES™**

INTRODUCTION	1
REFINED CONCEPTS	8
FREQUENTLY ASKED QUESTIONS	28

Sonora Project Team

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# INTRODUCTION

## INTRODUCTION

### Background

### Introduction

#### About the project / Background

Downtown Sonora, California, maintains the compact, walkable character it has had since its establishment as a 19th Century mining community—in spite of its main street consisting of a heavily trafficked state highway. As the county seat, Sonora serves an important role as an employment, cultural, and regional center that serves the city, the county, and is a destination for people from surrounding communities. For this reason, the Sonora downtown is an ideal site for improving safety for walking, encouraging gathering at parks and markets, connecting community assets and events, and creating a special place that is accessible to residents and visitors of all ages and abilities.

The refined concepts contained in this report build on the work from the Vision Sonora project and the Vision Sonora plan (2013) to create a more vibrant downtown. This plan represents an integrated approach that addresses all of the Community Vision Goals: Strengthening Sonora's Identity and History, Attracting and Welcoming Visitors, Creating Places to Enjoy, Boosting Historic Downtown Core Appeal and Commerce, Enabling Pedestrian and Bicycle Travel, and Taking Care of Locals. The Vision Sonora plan also included sketches and artistic renderings of what Linoberg could look like, helping to inspire the community imagination, and inspiring the concepts in this report.

This plan also responds to important pedestrian safety data contained within the 2020 Tuolumne County Active Transportation Plan, and parking data included in the Vision Sonora document.

During the pandemic the need for a special place in downtown Sonora grew and the use of sidewalk cafes and Linoberg for outdoor dining provided a vital community gathering space and demonstrated the popularity and need for vibrant public spaces. In a community survey held in January at the start of this project, the community voiced different ideas about what the space might look like, ranging from a restaurant patio to a public seating area. Overall, survey results demonstrated the significance of Linoberg to residents, businesses, tourism organizations, and the city, including the opportunity to remake the space to emphasize the city's history, to showcase local art, and to provide space for community gathering.

The pandemic also highlighted the need to improve pedestrian safety. During the pandemic US cities saw an increase in pedestrian and bicycle injuries and fatalities, and members of the Sonora community were not spared. Most of these experiences occurred along Washington Street in the form of incidents related to heavy traffic and drivers who did not stop for pedestrians in the crosswalk. Along Stewart Street cut through speeding and unsafe crossing conditions for pedestrians contributed to a lack of safety.

## Charrette

Blue Zones Tuolumne played the role of convenor, bringing the Blue Zones Built Environment Team to Sonora for a three-day charrette or design workshop. Blue Zones is dedicated to improving community health through the promotion of natural movement and encouraging community gathering making this opportunity a natural fit.

Blue Zones Built Environment members visited Sonora, California, the week of March 6-8 to conduct the Linoberg Activation 3-day Design Workshop & Open House and Linoberg Activation Concept Development. Building on the community vision from the Vision Sonora plan, the Charrette focused on activating Linoberg and facilitating community conversations about implementing the community's vision for its downtown.

As part of the charrette, the design team and Blue Zones staff conducted at least 16 individual meetings with committees, city staff, and the public during the three days in Sonora. These activities engaged over 1,200 participants through the pre-event survey and over 40 on-site participants, many of whom attended multiple events. The meetings, presentations, and pre-charrette survey provided the design team numerous ideas and comments to weave into the concepts.

On the final day, the design team presented the preliminary concepts from the charrette to the Sonora City Council, Planning Commission and Vision Sonora participants.

Concepts presented in this document have been further refined since the charrette, provide greater detail about the design features, and respond to concerns and questions asked in a second survey.

While the Charrette initially was meant to focus on Linoberg activation, the holistic approach of the Vision Sonora plan provided inspiration about the potential of other parts of downtown, and prompted the scope of this report to consider recommendations and design approaches beyond Linoberg. Therefore the report includes concepts for Stewart and Washington Streets.

## **Survey support for the project**

Before the design workshop, a community survey was distributed widely and received 1,225 responses detailing the aspects of Linoberg respondents appreciate. For a community of 5,000 residents a response rate of over 20% is uncommonly high and represents a high degree of engagement and enthusiasm for this project. Respondents love spending time in Linoberg Street—dining, socializing, sitting or resting—and want to see more of those activities continue. Many people expressed interest in overhead shade or weather protection, wall mural or art or sculptures, 2nd Saturday activities, and space to bring and consume one’s own refreshments. Finally, many respondents cited the following improvements as particularly important for accessibility and safety:

1. Safety crossing Washington Street,
2. Safety crossing Stewart Street,
3. Improving lighting on Stewart Street, and
4. Wheelchair, walker, and stroller accessibility.

## LINOBERG STREET ON-SITE MEETING

As part of the charrette the design team and Blue Zones staff conducted at least 16 individual meetings with committees, city staff, and the public



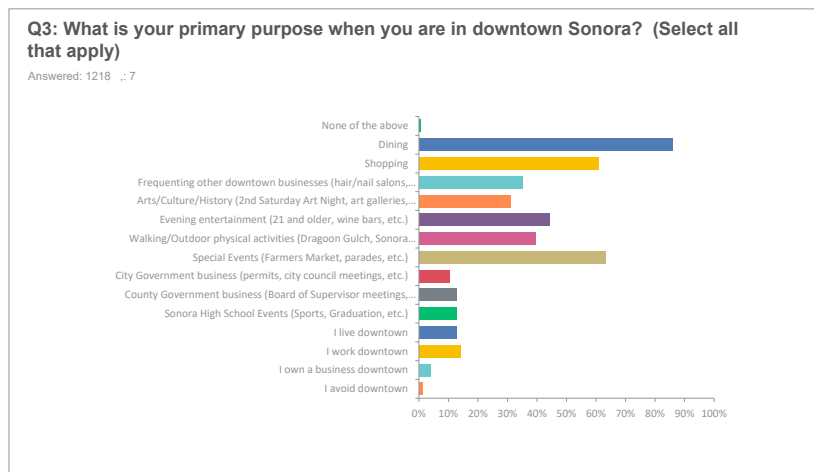
## MEETING AT BLUE ZONES OFFICES

Meetings, presentations, and pre-charrette survey provided the design team numerous ideas and comments to weave into the concepts



## COMMUNITY SURVEY

Before the design workshop, a community survey was distributed widely and received 1,225 responses, which for a community of 5,000 is uncommonly high



## CHARRETTE SCHEDULE

As part of the charrette the design team, Blue Zones, and city staff conducted at least 16 individual meetings with committees, city staff



### CITY OF SONORA, LINOBERG ST COMMUNITY DESIGN WORKSHOPS 3-DAY CHARRETTE PUBLIC SCHEDULE

Item 17.

	Monday, March 6	Tuesday, March 7	Wednesday, March 8
7:30AM		<b>Q &amp; A (Public Event) 7:30am – 9:00am</b> Location: Linoberg St	
9AM	<b>Site Tour (Public Event) 9:00am</b> Location: Linoberg St Attendance: Vision Sonora, City Council, City staff, business owners, and the public	<b>Vision Sonora (Invitation only) 9:00am</b> Location: Blue Zones Conference Room	<b>Office Hours (Public Event)</b> Location: Blue Zones Conference Room Attendance: Last Chance for downtown business owners.  <b>Drop in or make an advance appointment, contact</b> <a href="mailto:Kristine.Conforti@sharecare.com">Kristine.Conforti@sharecare.com</a>
10AM		<b>Public Safety, Transportation &amp; Utilities (Invitation only) 10:00am</b> Location: Blue Zones Conference Room	
11AM		<b>History, Arts &amp; Culture (Invitation only) 11:00am</b> Location: Blue Zones Conference Room	
Noon – 1:30 PM	<b>(TBD) Extra Q &amp; A</b> Location: Linoberg St		
2 PM	<b>Business Owner Conversation</b> Attendance: Downtown Business Owners  Location: BZ Conference Room Alternate: At a local business	<b>Meetings By Appointment Only (3:00pm – 4:30pm)</b>  Contact: <a href="mailto:Kristine.Conforti@sharecare.com">Kristine.Conforti@sharecare.com</a>	<b>Meetings By Appointment Only (2:00pm – 4:00pm)</b>  <a href="mailto:Kristine.Conforti@sharecare.com">Kristine.Conforti@sharecare.com</a>
3 PM			
4 PM			
5 PM or later	<b>City Council Meeting 5:00pm</b> Location: City Hall	<b>Open House Public Event 5:30pm – 7:00pm</b> Location: City Hall	<b>Joint Meeting: City Council and Vision Sonora Committee Summary Presentation 5:30pm – 7:00pm</b> Location: City Hall

For more information, or to request an appointment, please contact Kristi Conforti, Public Policy Advocate:

E-mail: [Kristine.conforti@sharecare.com](mailto:Kristine.conforti@sharecare.com)

Office: 209-694-3217



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**RECENT DATA REGARDING THE DANGERS OF WALKING IN DOWNTOWN SONORA**

“Sonora was the location of 140 bicycle and pedestrian collisions from 2006 through 2018.

Figures 3.4 through 3.6 break down this number by parties involved and severity. The majority of these collisions occurred along Washington Street and Mono Way, as shown in Map 3.13.

“The Washington Street Downtown Core has the highest density of pedestrian and bicycle collisions in Sonora and Tuolumne County.”

From Tuolumne County Active Transportation Plan, page 49:

3.9.1 Sonora: Map 3.13

Sonora was the location of 140 bicycle and pedestrian collisions from 2006 through 2018. Figures 3.4 through 3.6 break down this number by parties involved and severity. The majority of these collisions occurred along Washington Street and Mono Way, as shown in Map 3.13. The Washington Street Downtown Core has the highest density of pedestrian and bicycle collisions in Sonora and Tuolumne County. Collisions have occurred along SR 49 that are not displayed in the map due to an error in the Transit Injury Mapping System.

**SONORA COLLISIONS**

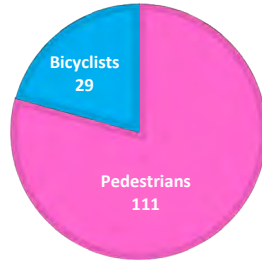


Figure 3.4: Sonora Collisions

**Pedestrian Collision Severity - Sonora**

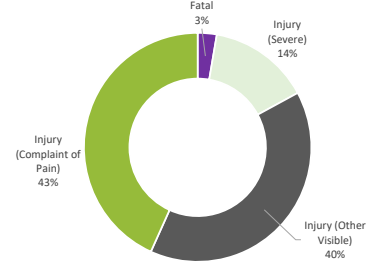


Figure 3.5: Pedestrian Collision Severity - Sonora

**Bicyclist Collision Severity - Sonora**

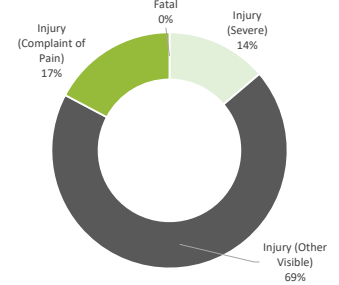
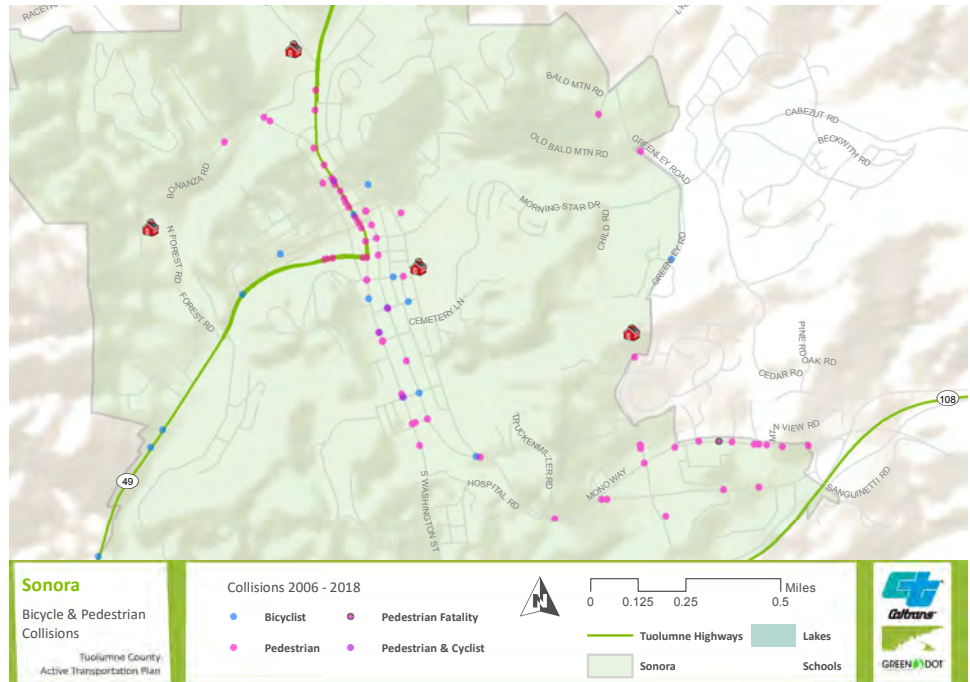


Figure 3.6: Bicyclist Collision Severity - Sonora



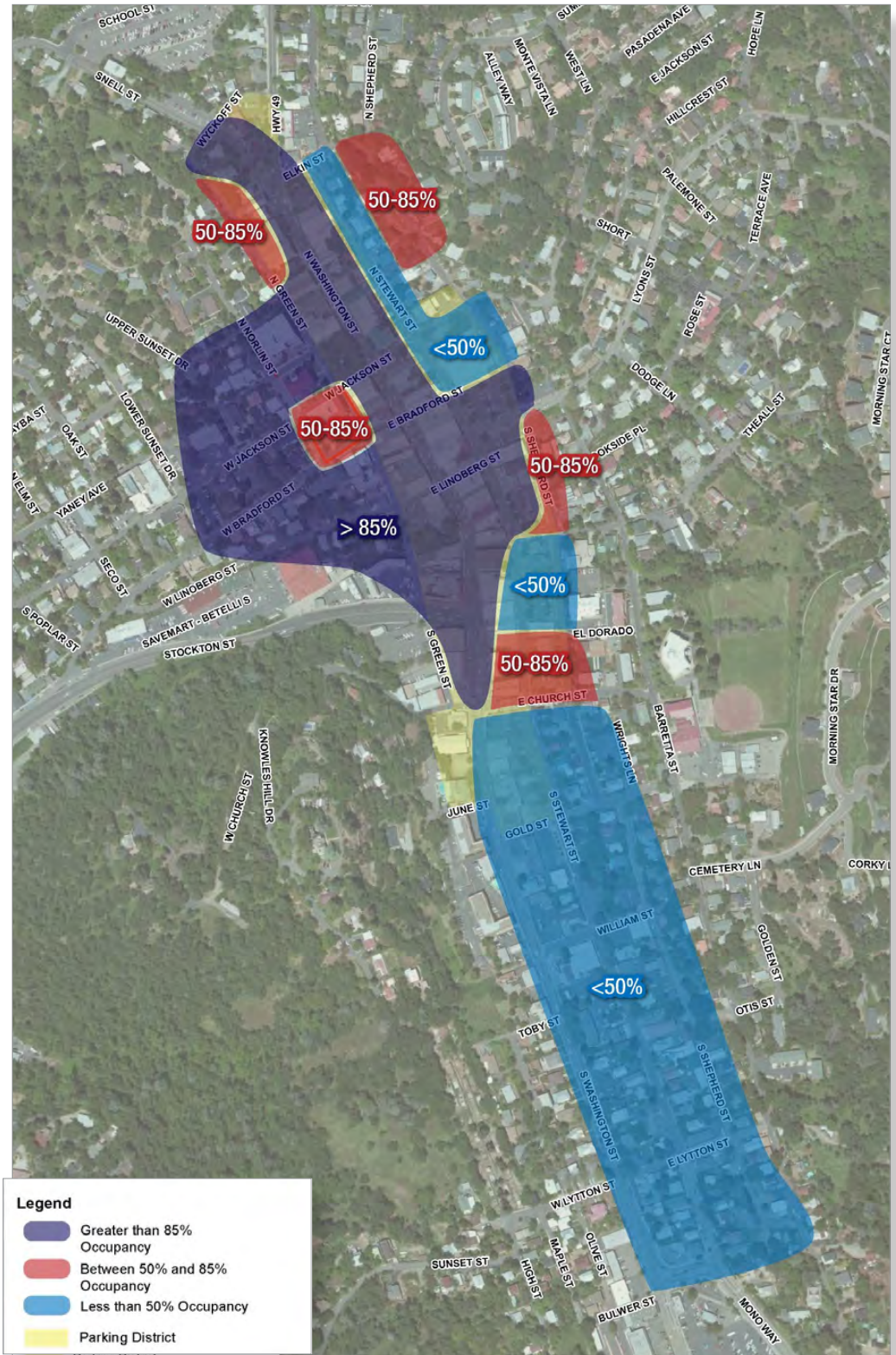
**RECENT DATA REGARDING THE SUPPLY OF PARKING IN DOWNTOWN SONORA**

“The parking occupancy rates observed demonstrate different needs in each part of downtown Sonora. On the northwest side of town, on-street parking has high occupancy; however there are private lots with low occupancy. On the northeast side of town, it is the opposite; on-street parking is available in close proximity to the downtown shops. However, public parking lots are full. Due to a supply of private parking spaces south of Church Street, the southern portion of Sonora has underutilized on-street parking.”

Citation from Vision Sonora

Since the collection and publication of the Vision Sonora parking data, County Courthouse services have moved out of the downtown. This has likely freed up additional parking, especially within the vicinity of Linoberg Street.

It is recommended that the city commission an update to understand current utilization of downtown parking. This will enable a fully informed discussion of the tradeoffs needed (e.g., between parking supply and pedestrian injuries and fatalities) when considering curb extensions on Washington Street.

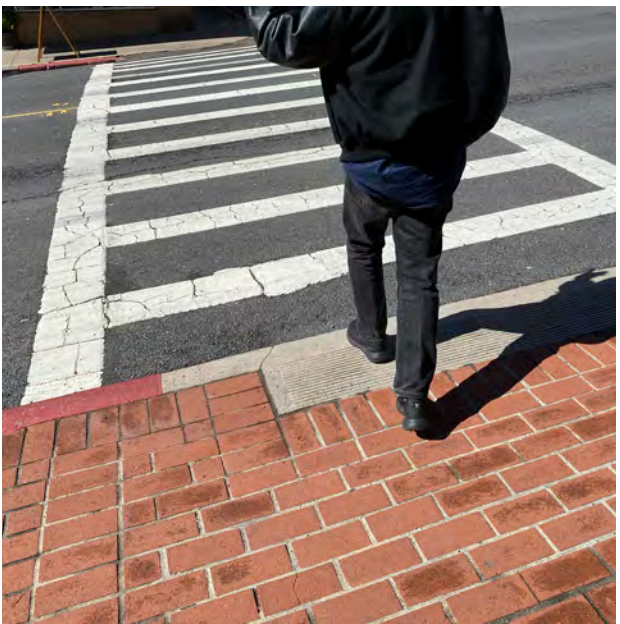




LINOBERG

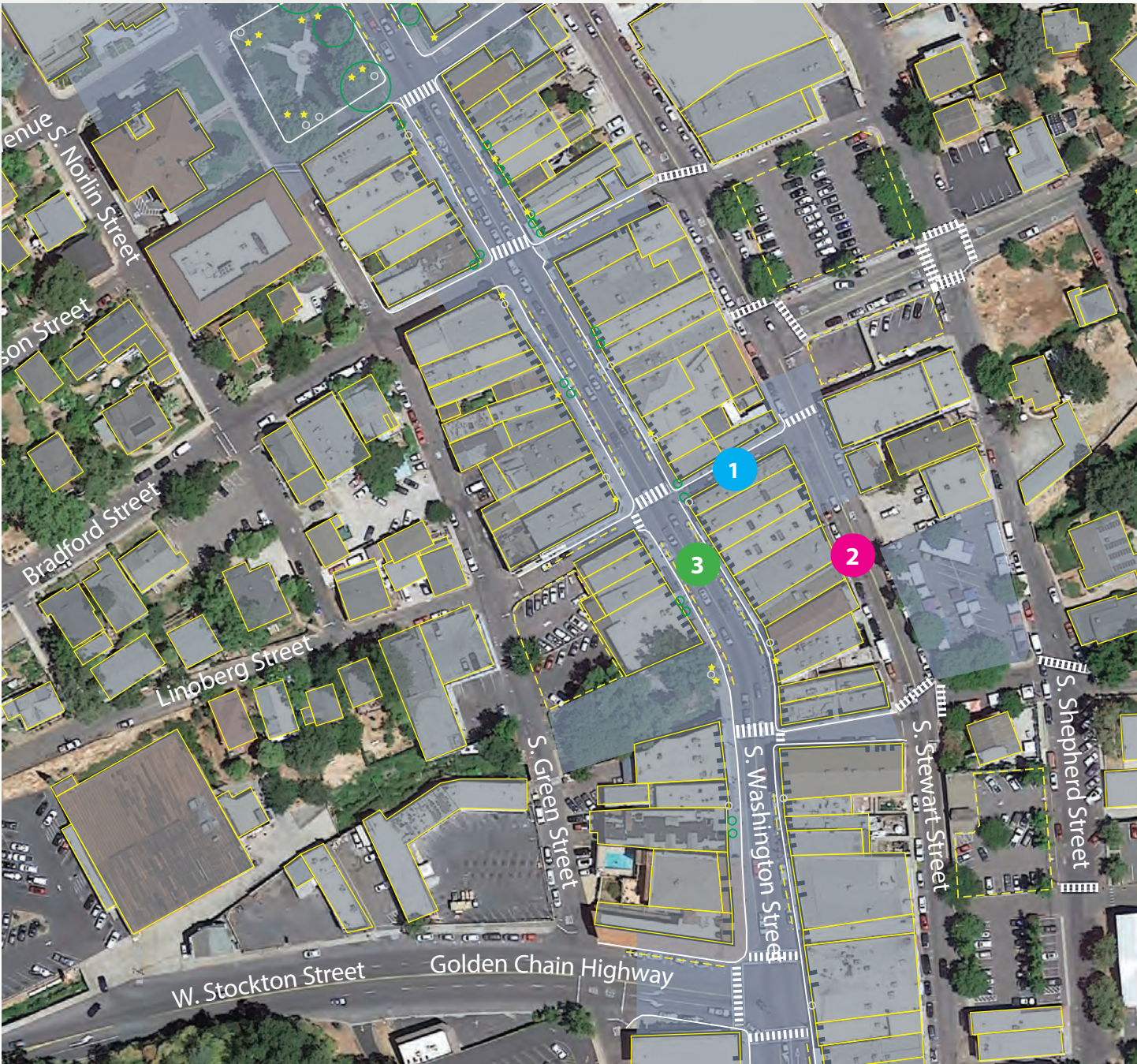


STEWART



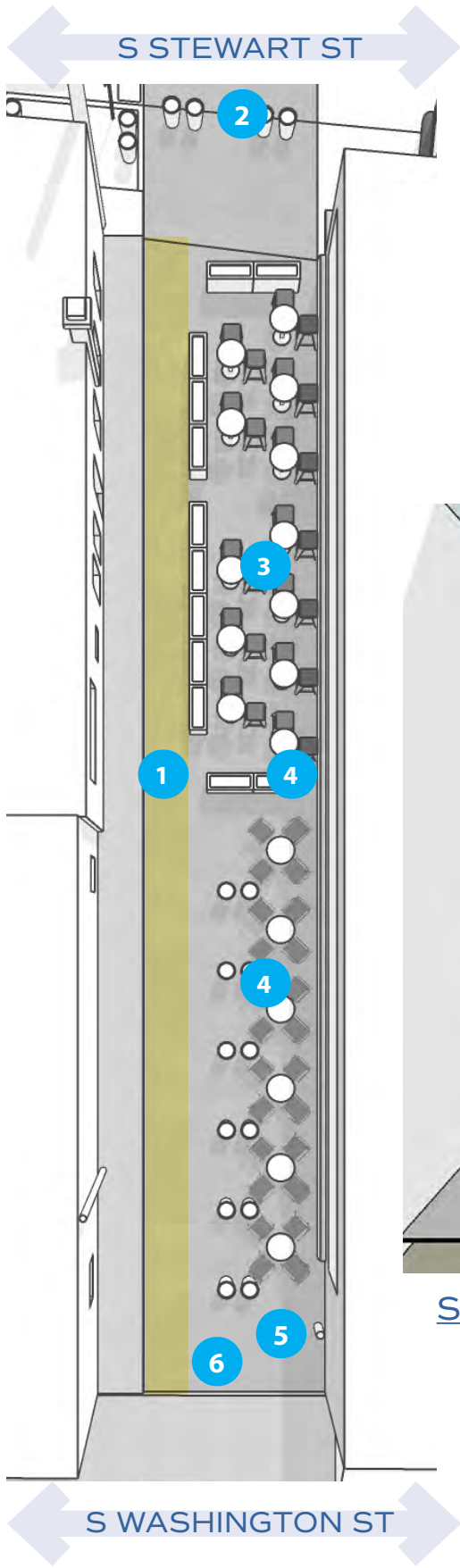
WASHINGTON

# REFINED CONCEPTS

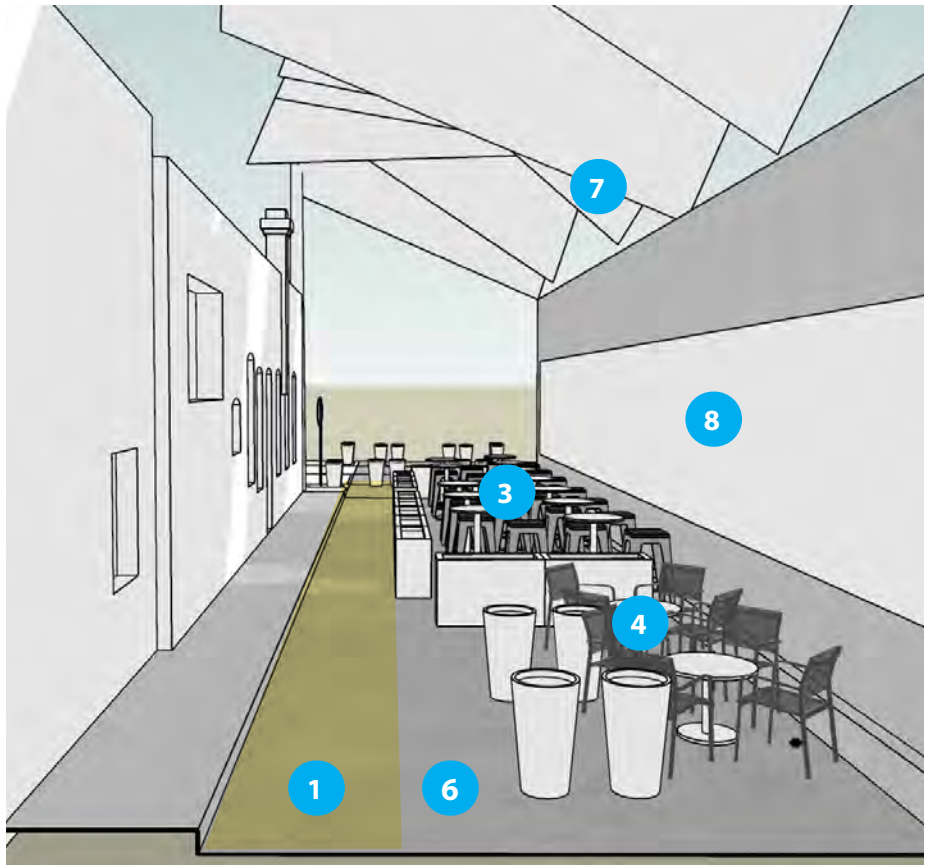


## STUDY AREAS

- 1 Linoberg Street
- 2 Stewart Street
- 3 Washington Street



PLAN VIEW  
S WASHINGTON ST



SECTION VIEW

# LINOBERG MINIMUM FUNCTIONAL CONCEPT

The improvements to Linoberg Street have made it a destination for pedestrians in downtown Sonora. It currently “works,” but there are issues. The accessible path the the Tap Room is narrow and requires those who depend upon such access to choose this pathway at the far end of Linoberg at either Washington Street or Stewart Street. In addition, there are aging utilities below grade that run through Linoberg that could fail and would need repair or replacement. The “minimum functional” scheme meets many of the goals of Vision Sonora and the March 2023 design charrette with the least investment in resources and the least possible disruption.

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## 1 Accessible, continuous, and unobstructed walkway

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Extended pedestrian zone to the edge of Stewart Street makes pedestrians more visible to motorists. Add a traffic control at this location that will require southbound traffic to stop. Add yield markings to the pavement of the northbound lane to remind drivers to cede the right-of-way to pedestrians. Install bollards or planters in the extended pedestrian zone at Stewart to prevent drivers from entering Linoberg Street from the east.

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## 3 Tap Room seating delineated as required by California Alcohol Beverage Control regulations. Shown diagrammatically as bar tables and bar stools.

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## 4 Diamondback Grill seating delineated as required by California Alcohol Beverage Control regulations. Shown diagrammatically as café tables and chairs. *Note: Cross Section does not show all of the seating for Diamondback.*

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## 5 Preserve clear area around existing fire hydrant for emergency response

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## 6 Existing asphalt street surface to remain until infrastructure repair and/ or replacement.

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## 7 Overhead canopy protects occupants of Linoberg Street from too much sun. Design shown is “Miner’s Tent” identified as a possible option that acknowledges Sonora history. Install to minimize impact to historic structures.

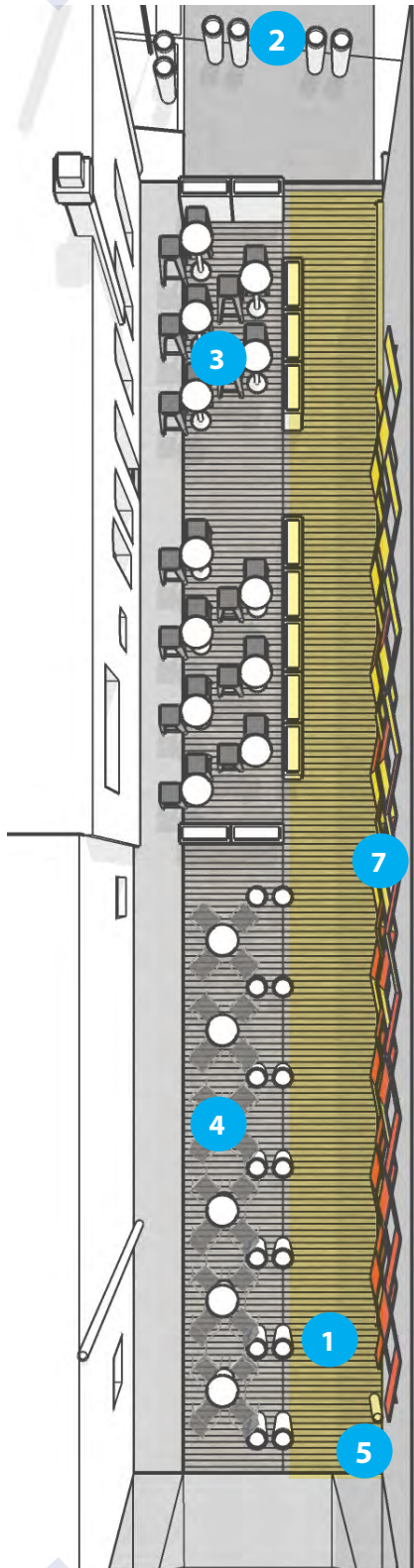
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## 8 Wall art: rotating display of history and/ or art installed on existing wall surface.

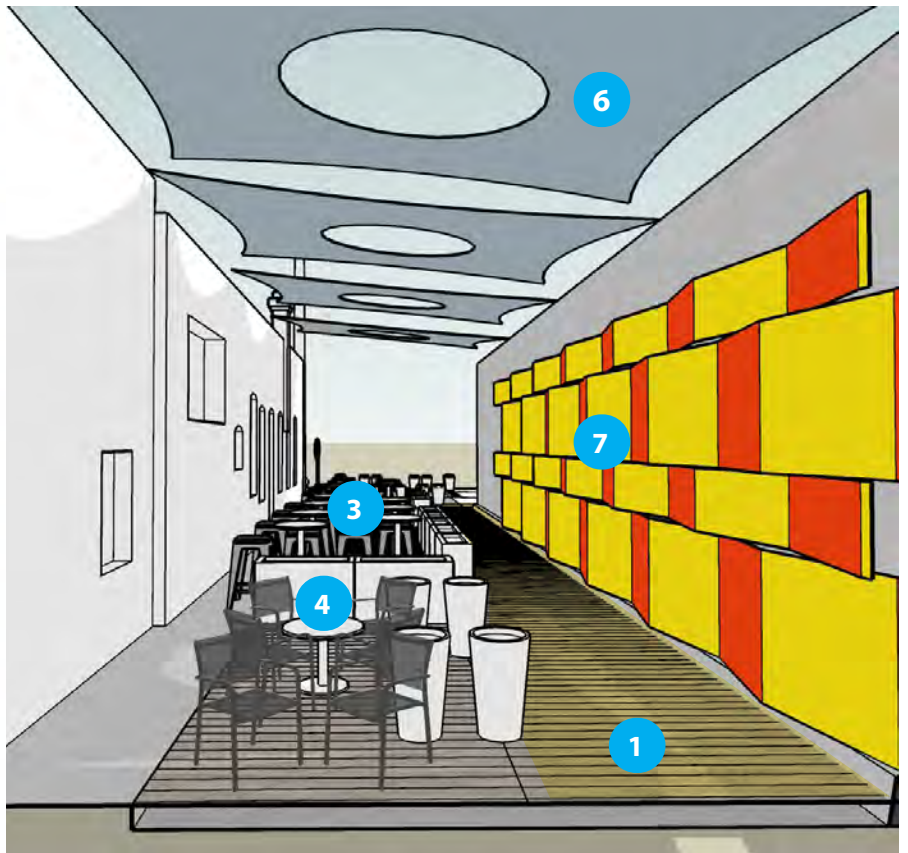
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S STEWART ST



S WASHINGTON ST

PLAN VIEW



SECTION VIEW

# LINOBERG ASPIRATIONAL CONCEPT

The aspiration for Linoberg Street is to ultimately have a fully accessible surface across the entire extent of the alley from Washington Street to Stewart Street. Once improvements have been made to the existing infrastructure a new street surface could be paved from building face to building face. Alternately, an all-weather boardwalk decking could serve as the finished grade.

- 
- 1 Accessible, continuous, and unobstructed walkway that resolves existing issues about elevation and access to businesses. Diagrammatically shown as an all-weather boardwalk.

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  - 2 Extended pedestrian zone to the edge of Stewart Street makes pedestrians more visible to motorists. Add a traffic control at this location that will require southbound traffic to stop. Add yield markings to the pavement of the northbound lane to remind drivers to cede the right-of-way to pedestrians. Install bollards or planters in the extended pedestrian zone at Stewart to prevent drivers from entering Linoberg Street from the east.

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  - 3 Tap Room seating delineated as required by California Alcohol Beverage Control regulations. Shown diagrammatically as bar tables and bar stools.

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  - 4 Diamondback Grill seating delineated as required by California Alcohol Beverage Control regulations. Shown diagrammatically as café tables and chairs bordered by planters or pots. *Note: Cross Section does not show all of the seating for Diamondback.*

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  - 5 Preserve clear area around existing fire hydrant for emergency response until such time as the hydrant has been relocated to best serve the central downtown area.

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  - 6 Overhead canopy protects occupants of Linoberg Street from too much sun.

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  - 7 Wall art: rotating display of history and/ or art installed on existing wall surface. Shown diagrammatically a corrugated armature that allows for installation of artwork such that it can be “read” differently as one travels from east-to-west or west-to-east.

# LINOBERG CONCEPT FEATURES

## LINOBERG GROUND SURFACE

There are aging utilities below grade that run through Linoberg that could fail and would need repair or replacement.

For this reason the “*minimum functional concept*” for Linoberg assumes the existing asphalt street surface will remain until infrastructure repair or replacement.

Once improvements have been made to the existing infrastructure a new street surface could be paved from building face to building face, providing an unobstructed walkway that resolves existing issues about elevation and access to businesses.

The “*aspirational concept*” for Linoberg shows an all-weather boardwalk, although the new street surface could be paved.

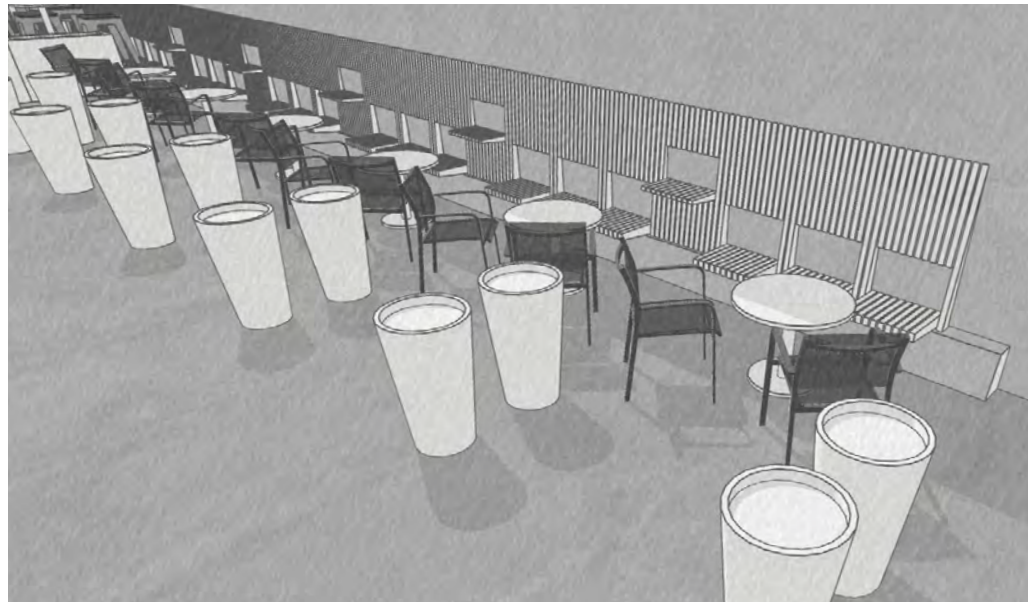
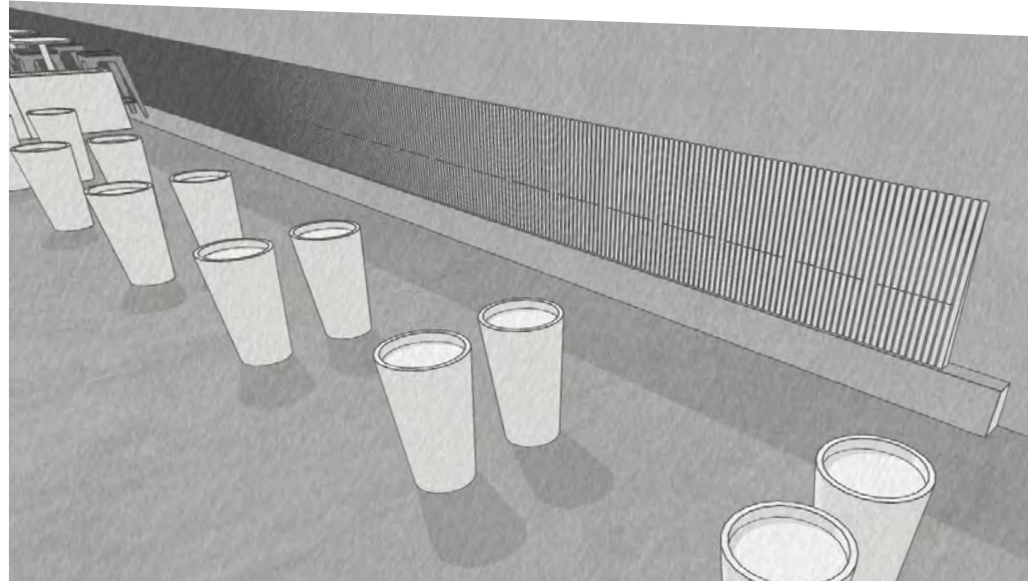


# LINOBERG CONCEPT FEATURES

## SEATING

The nearly continuous concrete curb running down the south side of Linoberg could be used to support a continuous screen of dimensional timber that can be rotated “open” into seating or stand-up tables.

These elements can be rotated into a “closed” position and secured when not in use.

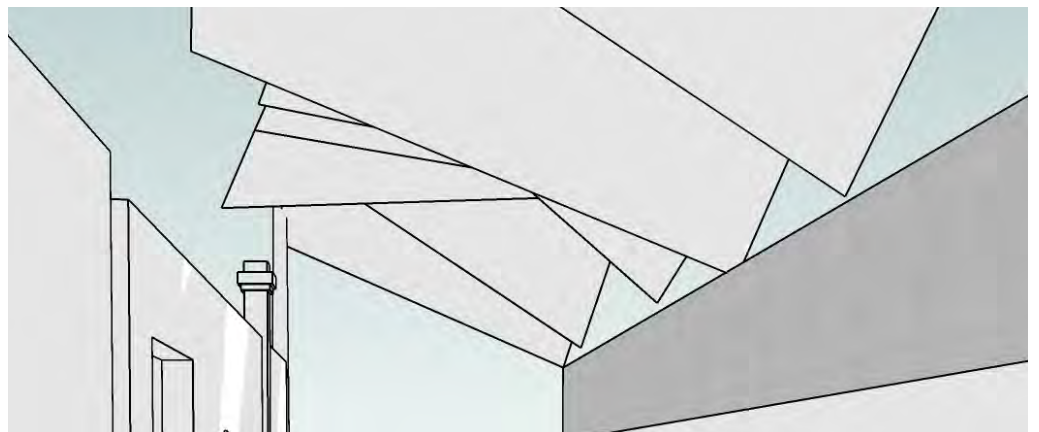
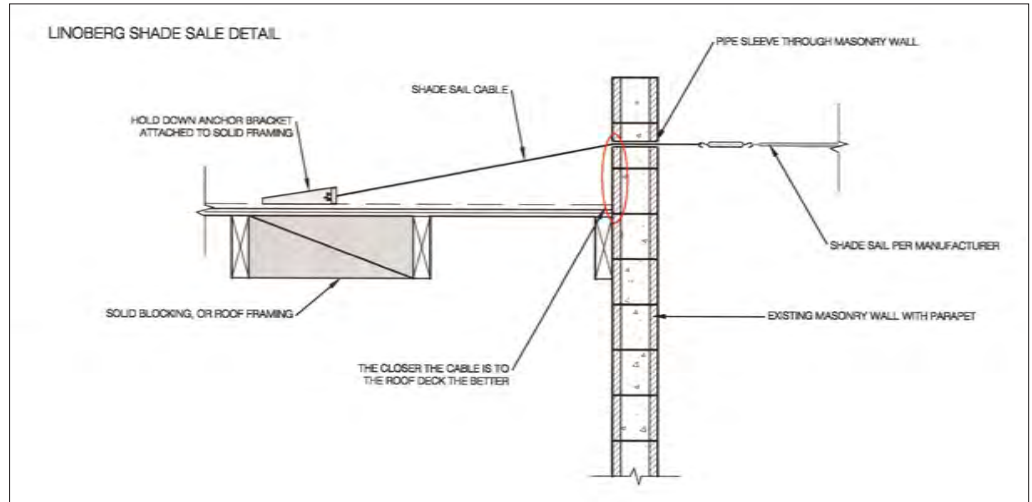


# LINOBERG CONCEPT FEATURES

## CANOPY FOR SHADE

The top image shows a possible method for supporting the overhead canopy without impacting the historic Linoberg building. This detail was provided by a third party to show how the concrete block wall on the non-historical building (home to Diamondback Grill) could be used to host a structural support system for the canopy. This detail has not been vetted by Public Works or utility providers.

Any sun shade must be installed above the level of existing lighting.



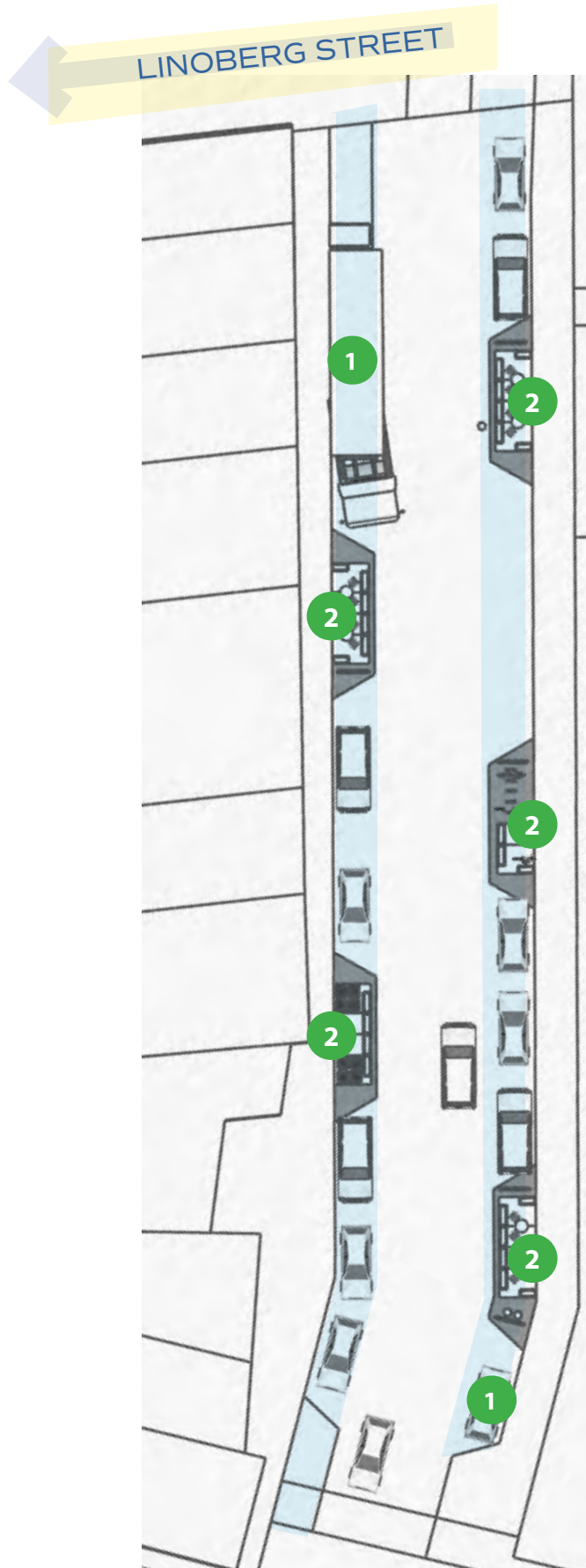
# LINOBERG CONCEPT FEATURES

## ART

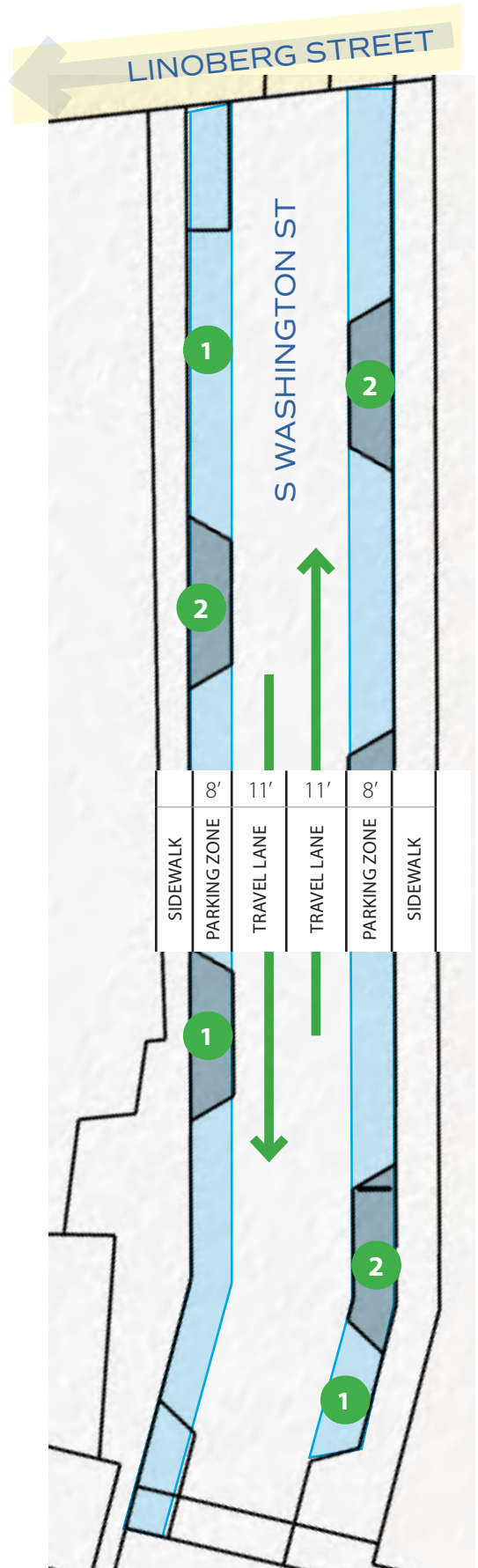
The wall art option shown in the “*aspirational concept*” for Linoberg is a slightly projecting multi-panelled surface that allows for installation of artwork such that it can be “read” differently as one travels from east-to-west or west-to-east. It could be used for rotating history displays or art.

Alternatively art and history displays can be installed directly on the wall as they are currently. Since this alternative does not project from the wall and therefore does not interfere with seating, it is more appropriate for the “*minimum functional*” concept.





PLAN VIEW



DIMENSIONED DIAGRAM VIEW

# STEWART CONCEPT OVERVIEW

Sidewalks on Stewart Street are not continuous, fully accessible, or complete—which forces pedestrians to use the street itself, placing them in conflict with cars. Sidewalks are regularly blocked to pedestrians by trash and recycling or deliveries.

Alternating curb extensions are proposed to provide space for activities that currently take place on the sidewalk and interfere with walking. For example, curb extensions would get trash receptacles or truck loading activities off the sidewalk.

The alternating curb extensions do not reduce the current width of vehicular travel lanes since they occur entirely within the parking zone.

The concept for Stewart Street maintains two-way access for cars; provides dedicated locations for trash and recycling collection and deliveries; extends opportunities for businesses by providing safe outdoor seating; and supports existing businesses, including the Farmers Market.

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1 Parking zone

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2 Alternating curb extension, typical. *Note: Dimensions are based on information provided, conditions must be field verified*

# STEWART CONCEPT FEATURES

## CURB EXTENSIONS INTO THE PARKING ZONE TO SUPPORT BUSINESS ACTIVITIES (LOADING, GARBAGE)

Through the use of curb extensions, repurpose limited areas of the parking zone for various activities needed on Stewart Street

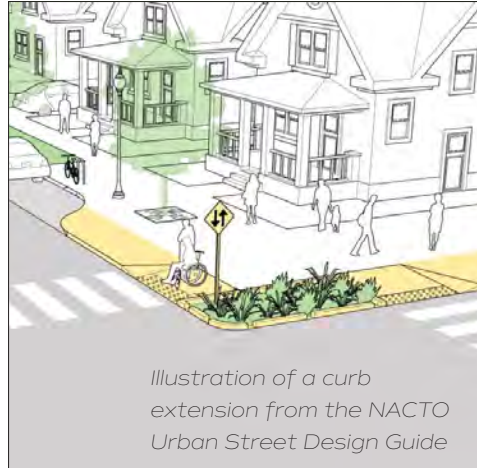


Illustration of a curb extension from the NACTO Urban Street Design Guide

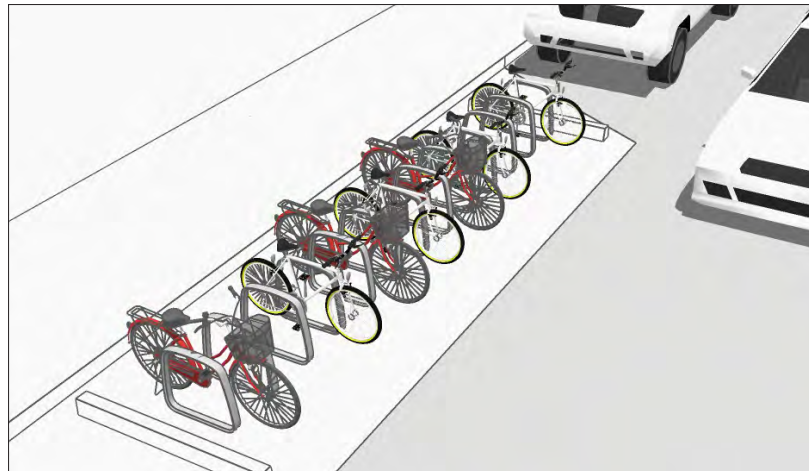
## WHAT IS A CURB EXTENSION?

According to NACTO (National Association of City Transportation Officials): "Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small."

## RECYCLING AND TRASH RECEPTACLES



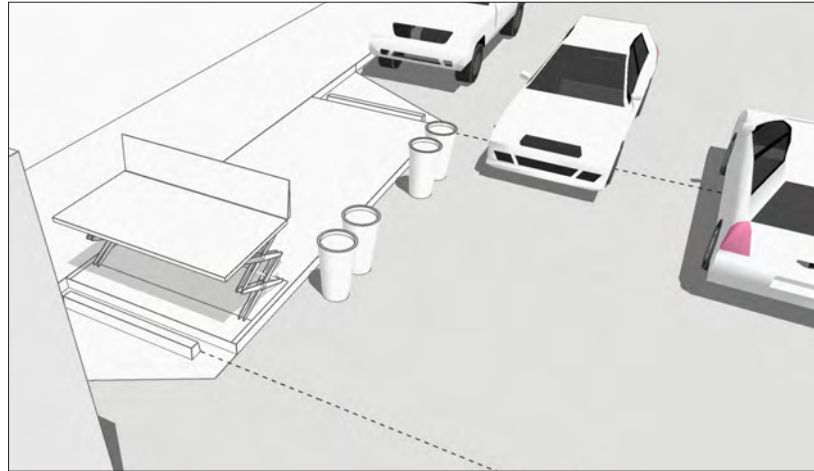
## BICYCLE PARKING



# STEWART CONCEPT FEATURES

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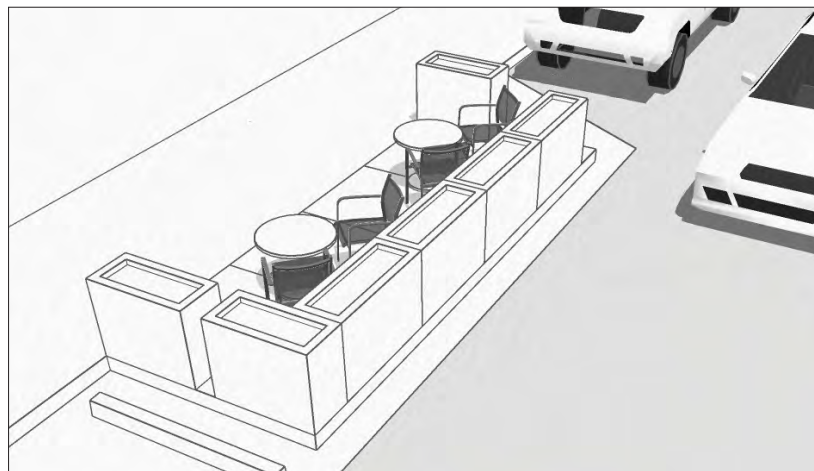
## LOADING



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## PUBLIC ACTIVITIES

For public activities such as outdoor seating, for dining of food purchased at the farmers market, for landscaping and trees or stormwater collection

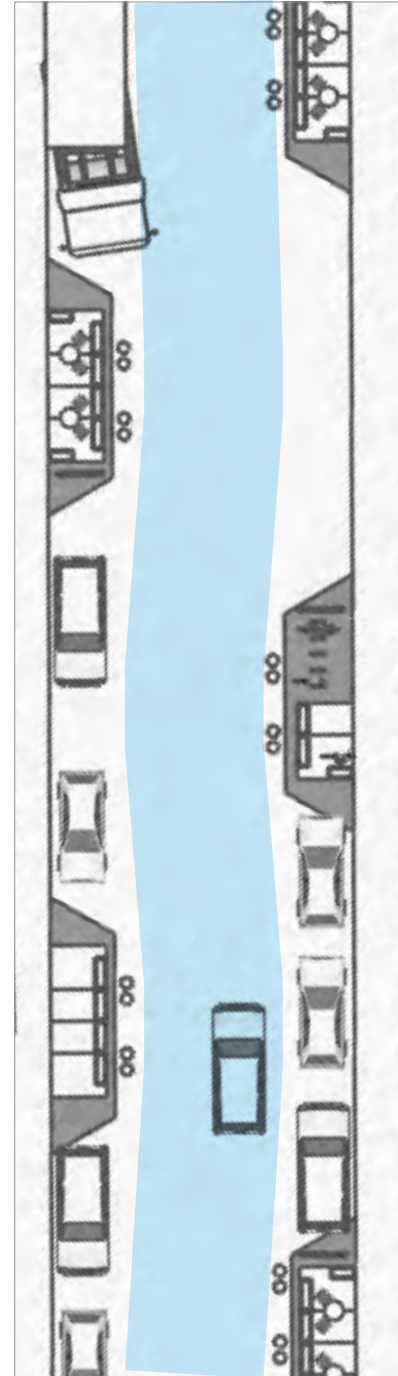
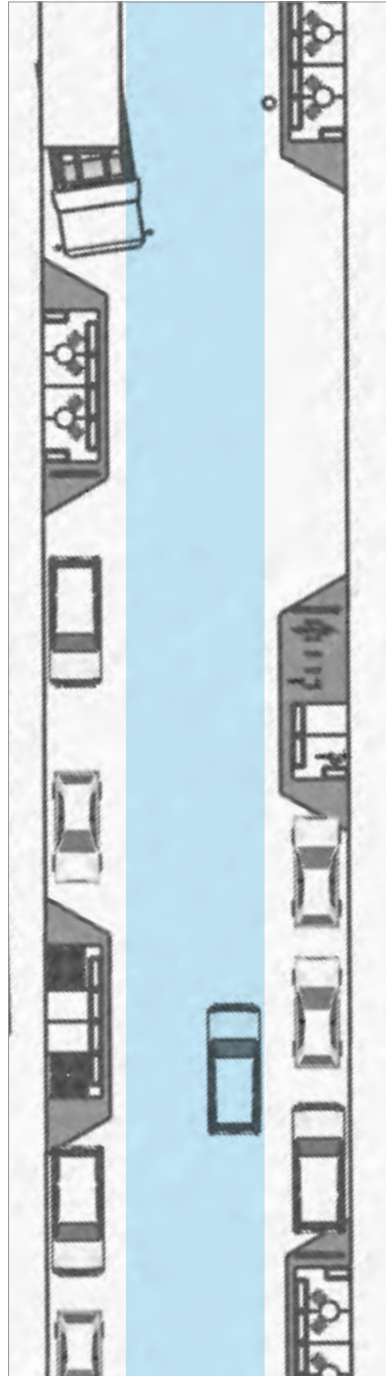
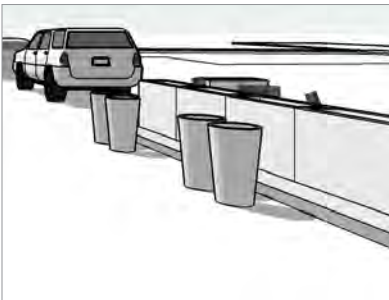


# STEWART CONCEPT FEATURES

## CURB EXTENSIONS

Offset curb extensions that force vehicles to move laterally, known as chicanes, are proven to calm traffic; however, this is not a key feature of the curb extensions. This is because the curb extensions proposed for Stewart Street occur entirely within the parking zone. The drawing at right shows how the vehicular travel way is maintained at current widths.

Additional traffic calming can be provided by installing bollards or robust planters at the outer edge of the curb extensions. This would have the effect of directing traffic to move laterally as in a chicane design, but only slightly, as shown in the image (far right). Such additions would not limit the space for driving, however it would reduce driving speeds.



# STEWART CONCEPT FEATURES

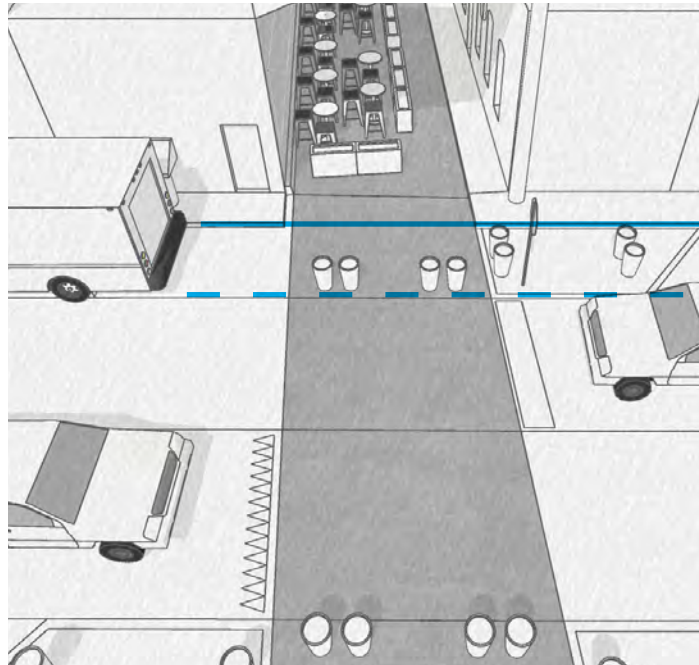
## TREATMENT AT LINOBERG

Extend the functional utility of the walkway at Stewart Street by extending the pedestrian zone to the edge of the existing southbound travel lane. This will make pedestrians ready to cross the street more visible to motorists.

Consider adding a traffic control at this location that will require southbound traffic to stop.

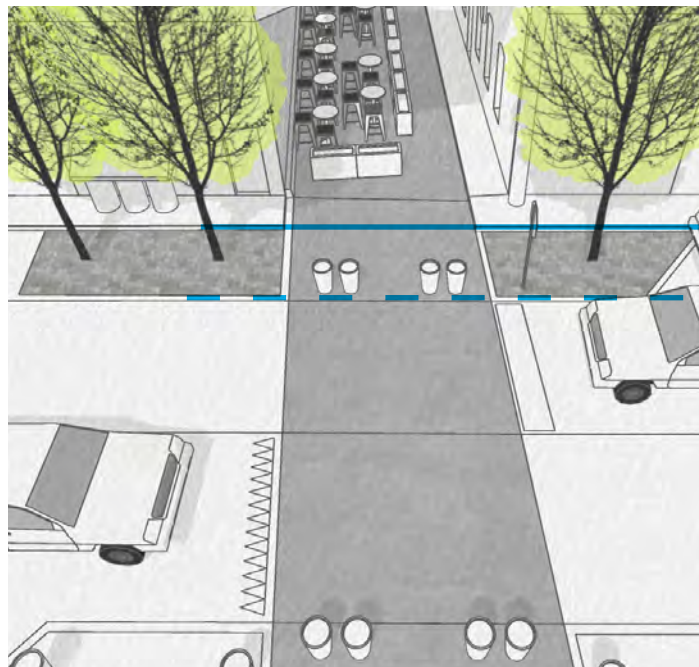
Consider adding yield markings to the pavement of the northbound lane to remind drivers to cede the right-of-way to pedestrians.

Install bollards or planters in the extended pedestrian zone at Stewart to prevent drivers from entering Linoberg Street from the east.



Current sidewalk edge

Extended sidewalk edge



Current sidewalk edge

Extended sidewalk edge



- 1 Linoberg Street

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- 2 Coffill Park and Sonora Creek

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- 3 Farmers Market

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- 4 Sugg House

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- 5 Theall Street

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- 6 Linoberg "West"

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- 7 Connect Linoberg Street to Coffill Park and Sonora Creek

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- 8 Establish a truly accessible route from Linoberg Street to Coffill Park

# WASHINGTON CONCEPT OVERVIEW

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## ***Washington and Beyond***

Downtown Sonora has great “bones.” There are multiple opportunities to enrich the experience of being downtown for visitors and residents. Two of the strongest possibilities identified in the design charrette were “Washington and Beyond” and “Connecting Destinations.”

Washington Street will continue to be the social, economic, and cultural driver of downtown Sonora. When State Route 49 is ultimately relocated, as it has been in Amador City and Sutter Creek, Washington Street will be free from freight traffic and should experience significant reinvestment.

Take advantage of support offered by CalTrans to make all possible improvements to Washington Street that will improve pedestrian safety.

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## ***Connecting Destinations***

For an urban place as small, compact, and easily walkable as Sonora currently is, it is difficult for visitors to form an accurate mental map of the city and its various destinations. Even if you understand that a Coffill Park is just a block from either the Sugg House or the Farmers Market, it can be challenge to find one’s way—especially if you need an accessible path.

Beginning with Linoberg Street, Linoberg Street West, and Theall Street, identify existing routes to Coffill Park and map obstacles and gaps in the accessible path. Develop a plan to connect these destinations with one another day or night; in all weather.

Develop and implement a robust wayfinding plan that is extensible to more of Sonora’s destinations such as St. James Episcopal Church, Courtyard Square, the Tuolumne County Museum, or the Sonora Dome.

Find opportunities to provide access to Sonora Creek and Woods Creek for active and passive recreation.

# WASHINGTON CONCEPT OVERVIEW

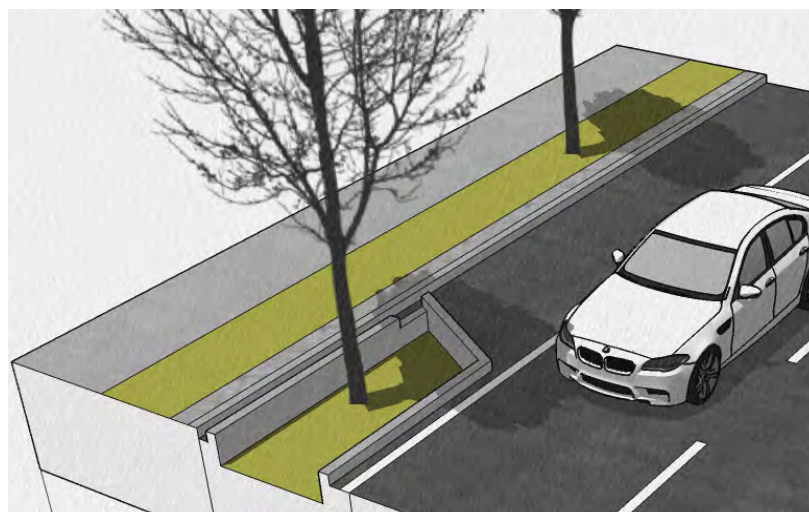
## CURB EXTENSIONS

A curb extension is a protected area at the side of a street, usually instead of a parking space. It is recommended that these be installed in conjunction with existing crosswalks on Washington Street to increase pedestrian safety and enable easier crossing. It allows a pedestrian to safely step out to the edge of the parking zone before crossing. In this area a pedestrian is more visible to drivers.

If a curb extension is mirrored on the opposite side of the street the pair serve to shorten the walking distance.

A typical curb extension can take one or two parking spaces away from the parking inventory but as data from the Vision Sonora and Tuolumne Active Transportation Plans prove, the incidence of pedestrian injuries and fatalities on Washington Street is high, yet the parking space supply serving the downtown may not be fully utilized.

As with a pedestrian refuge, a sidewalk extension can be built using temporary quick-build materials.

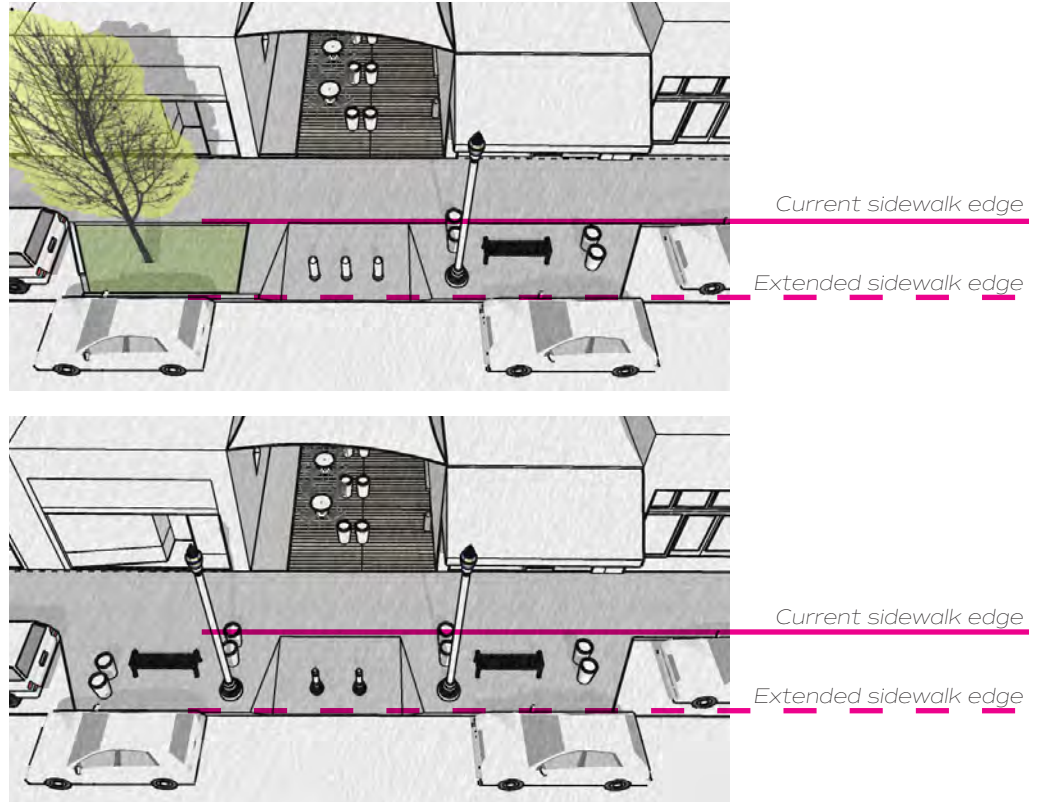


# WASHINGTON CONCEPT OVERVIEW

## CURB EXTENSIONS

The images at right show a curb extension at the end of Linoberg where it intersects with Washington Street. Note the extension of the sidewalk zone and the increased visibility of a pedestrian to passing cars.

The images show different options for activities within the curb extension such as seating and shade trees,





# FREQUENTLY ASKED QUESTIONS

**Question:**

“Who maintains and takes care of the seating and regular maintenance in Linoberg Alley?”

“If seating for the public is added to the alley, who stores it; who maintains it; who benefits from it?”

“Why can’t we do more sidewalk dining and/or make temporary seating platforms [parklets] on Washington St like other cities?”

**Answer:**

To date, all of the tables and seating in Linoberg Street have been provided by abutting businesses who have also contributed to the lighting and regular maintenance and cleaning. Rules governing outdoor service were relaxed during the recent pandemic health emergency and will become more proscriptive in the future. The City will enter into agreements with businesses who will operate and maintain the quasi-public space of Linoberg Street. The intent is to provide the community with a welcoming place to meet and eat while also providing certainty about standards for maintenance.

Some of the curb extensions proposed for Stewart Street can serve the function of “parklets” (an idea promoted by Vision Sonora), providing space for public seating and outdoor dining not associated with a restaurant. Curb extensions on Stewart Street can serve as demonstration projects for increasing the amount and quality of public seating in downtown Sonora. If successful, parklets could be considered for other downtown location.

**Question:**

“Why was a “chicane” design considered for Stewart Street? Will this treatment impede navigation by delivery trucks?”

“Doesn’t extending curbs, creating a chicane, and closing Linoberg negatively impact emergency access?”

**Answer:**

The Vision Sonora report identified several options for Stewart Street including closure and one-way travel. The current proposal maintains two-way, north-south travel on Stewart Street because the street serves the community in multiple ways. Most people use it in their cars and many of those people use it to avoid the congestion on Washington Street. Stewart Street also serves as the location for service, delivery, and trash and recycling pick-up—especially between Linoberg and Theall. In many ways, Stewart Street functions as an alley for businesses with addresses on Washington Street.

Emergency response, service access, and automobile travel on Stewart Street will not be impaired by implementation of the curb extensions. This is because the curb extensions fit in the existing parking zone. At the same time, the design adds alternating visual elements adjacent to the travel lanes that encourage slower speeds that are more compatible with the service functions and pedestrian activity. This can be especially effective when no parked cars are present, such as at night or off-peak traffic hours.

As shown in the Stewart Street concept, chicanes are proven to calm traffic; however, this is not a key feature of the curb extensions proposed for Stewart Street. A suggestion to consider installing bollards or robust planters at the outer edge of the curb extensions is proposed, but only as an additional option. Such additions would still does not limit the space for driving.

**Question:**

Won't the proposed curb extensions on Washington Street remove parking and isn't there a shortage of parking downtown?

**Answer:**

Evaluation of the quality and capacity of parking on Washington street will be verified in a future analysis, but there seems to be sufficient existing surface area to preserve the existing number of parked cars while also accommodating bulb-outs that will significantly improve pedestrian safety as well as provide potential for stormwater catchment and re-infiltration.

Washington Street is currently a State Route; while there are limited options available to the City of Sonora until jurisdiction is transferred to the City from the State, CalTrans is committed to improving pedestrian safety at crossings where they occur.