

Dear Planning Commission and City Staff,

In reviewing the Circulation Options for “Reimagining the Core,” I support 1D – “All Bikes on Main Street with 2 way Petaluma Avenue.”

I think this potentially makes sense as it would lower car volume on Main Street and make it more pedestrian friendly.

I have a few questions:

- 1) Could sidewalks on Main Street be widened if it becomes more of a bike/pedestrian corridor?
- 2) How would the Bike Lanes connect to the JRT? Any plan needs to have a good connector to the JRT – perhaps turning Morris Street into a bike/pedestrian road, and then creating a roundabout North Main and Healdsburg Avenue that has a separate bike lane that leads onto Main Street?
- 3) Is there a way that Main Street could be more fully connected to the Barlow for Pedestrians in this plan to increase more walkability between the two shopping districts?
- 4) Is there a way to decrease traffic in the morning with people who make a right onto High School road to go to Analay from Main Street?
- 5) How does this work with the SCTA plans that are also being considered?
https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/5217/3620/1290/SCTA_ATP_Sebastopol_Jan.03.2025_small.pdf
- 6) How does this work with the proposed Apple Blossom and Gravenstein Trails?
- 7) Instead of having Main Street include bike lanes could there be parallel bike corridor running from the JRT to Pitt to Wilton to High Street to Calder and then reconnect to the JRT at Calder and Eleanor? This would be similar to the “Wiggle” in San Francisco and connect the JRT via surface streets with less cars. The idea would be to create a bike loop around Sebastopol using Morris Street as one connector and a “wiggle” type surface street connection parallel to Main Street. There is already a crosswalk on Bodega and High and at Pitt and Healdsburg Avenue.

The goals of this project should be to:

- 1) Make Main Street more walkable and have wider sidewalks;
- 2) Connect Main Street to the Barlow, especially if a hotel is built in the Barlow;
- 3) Utilize Morris Street as a primary Bike/Pedestrian corridor to connect Bikes to the JRT and Pedestrians to the Laguna;
- 4) Create more efficient traffic flow around North Main and High School Road;
- 5) Create bike pathways that do not intersect with cars like the JRT, and proposed Apple Blossom and Gravenstein multi-use trails.

Thank you,
Kate Haug