



Reimagining the Core

A Vision for Mobility and Vitality in Downtown Sebastopol

Update to Planning Commission

May 13, 2025



- 01** Since We Last Met
- 02** Options/Alternatives
- 03** Feedback/Discussion
- 04** Next Steps

Agenda



01 Since We Last Met

- Workshop
- Survey
- Stakeholder Meetings
- Vision & Objectives

Since We Last Met

Workshop



Reimagining the Core: A Vision for Mobility and Vitality in Downtown Sebastopol

Workshop



Since We Last Met

Workshop

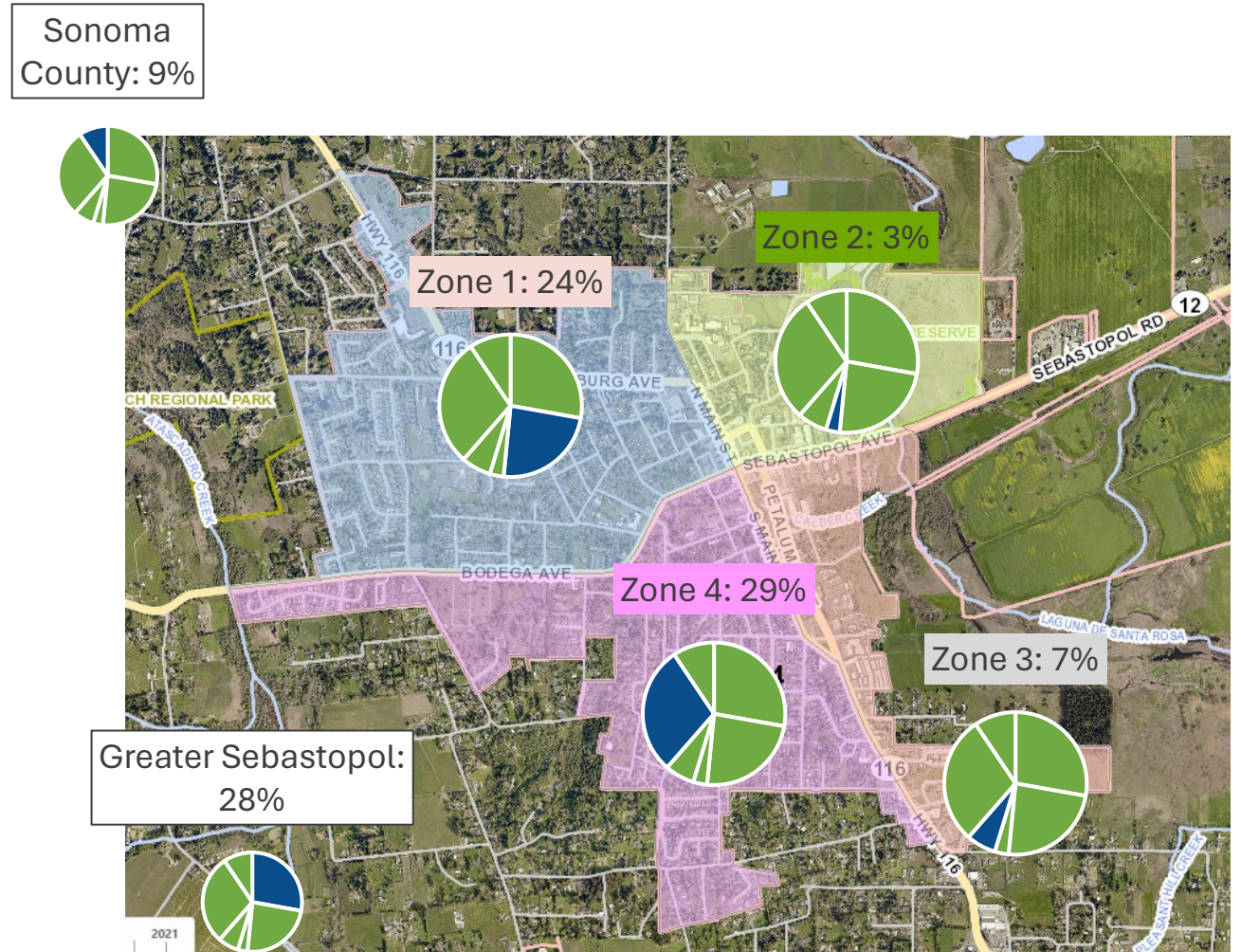
What's Your Vision of Main Street?



Since We Last Met

Survey

- October 23, 2024 through January 8, 2025
- 223 Responses



Survey

In a few words, what do you **like most** about Main Street and Downtown Sebastopol?

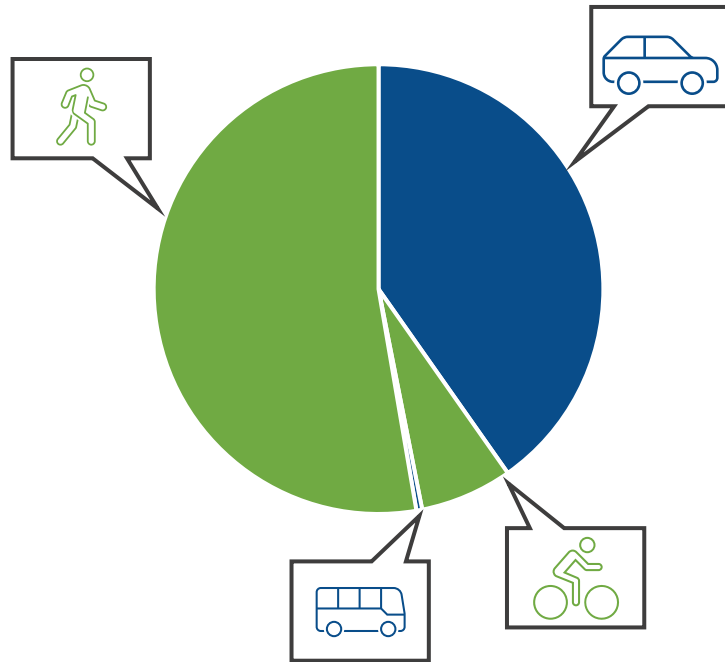


In a few words, what would you most like to see **changed** about Main Street and Downtown Sebastopol?

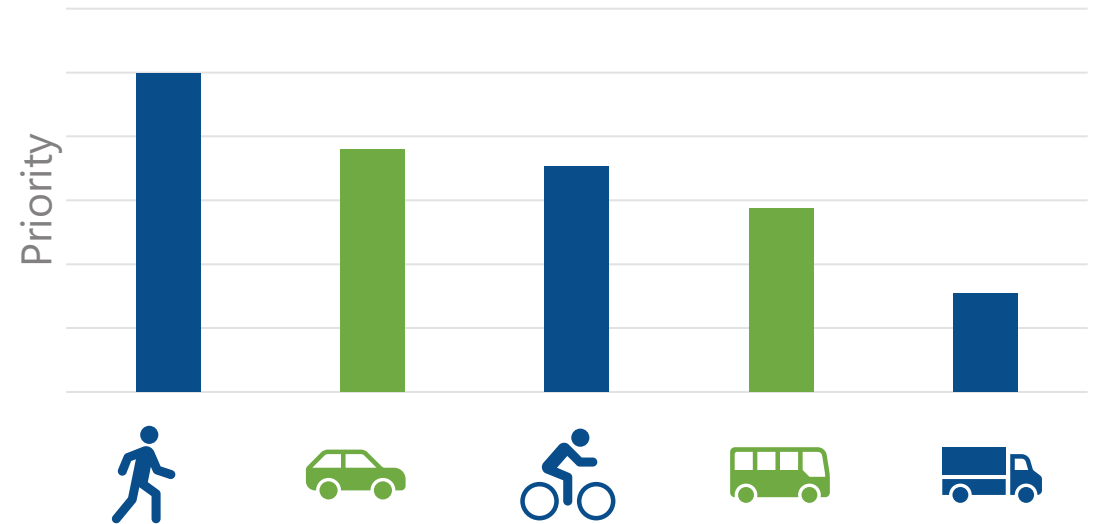


Survey

How do **you** primarily travel around downtown?



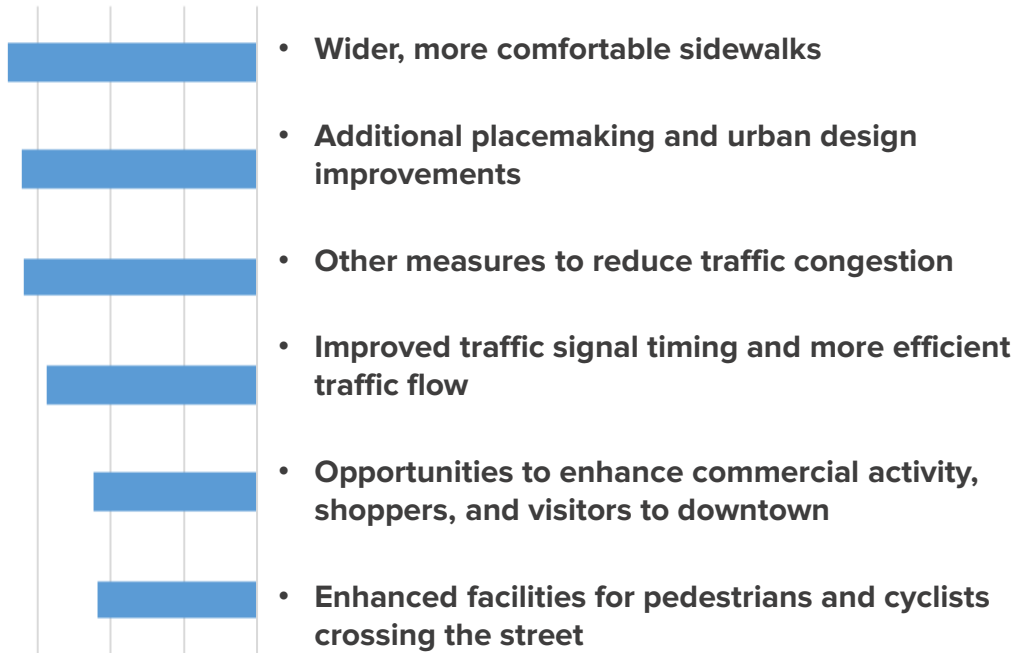
What should be the **priority** for **different modes** travelling to and through the downtown area?



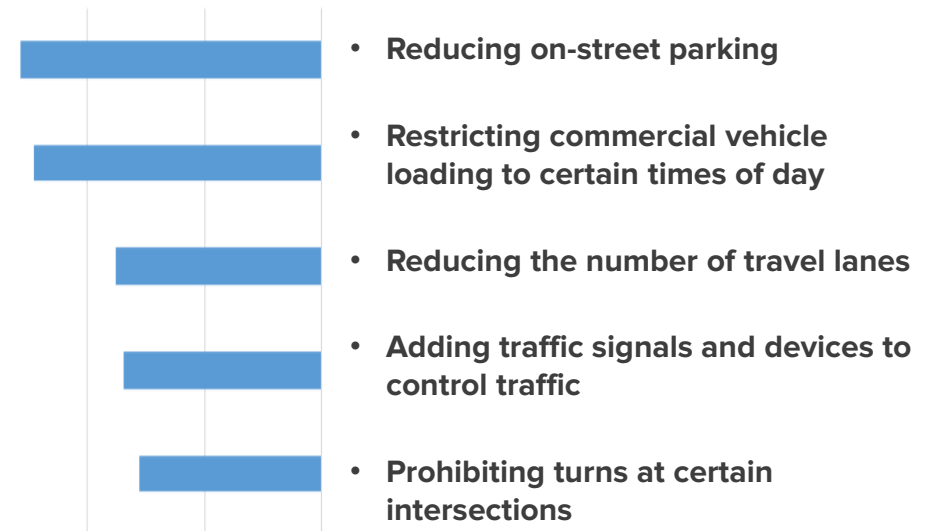
Since We Last Met

Survey

Priorities



Trade Offs



Stakeholder Group Meetings

- Agency Technical Working Group (Feb 2025)
- City Departments (Apr 2025)
- Caltrans (Apr 2025)
- Stakeholder Workshops (Apr & May 2025)

Vision Statement

A vibrant Main Street that reflects Sebastopol's unique character and community values, creates inviting public spaces where people want to linger, prioritizes safe and comfortable travel for those walking and biking, and supports thriving local businesses, while balancing the needs of local access and regional traffic circulation.

Objectives | Evaluation Categories

Safety &
Comfort

Access &
Mobility

Sense of Place &
Downtown Vitality

Feasibility
& Cost

Community
Support



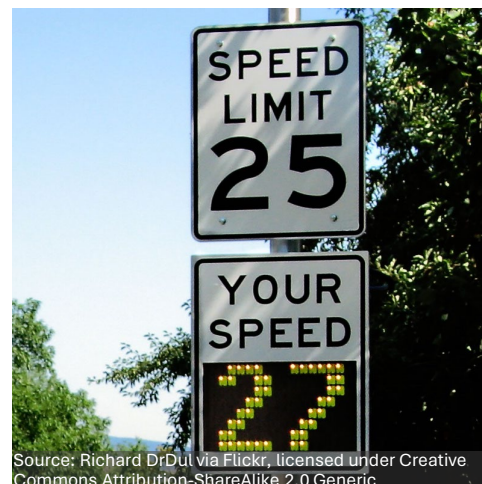
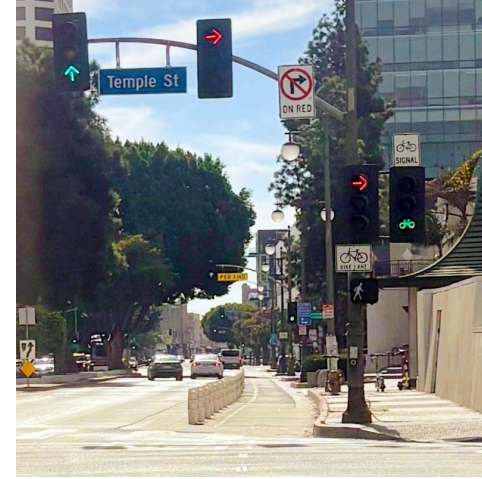
01 Since We Last Met

02 Options/Alternatives

- Safety Treatments
- Streetscape Treatments
- Circulation Options
- Identify the Three to Advance

Safety Treatments

A targeted set of safety treatments will be essential to addressing both immediate and long-term community needs for safer, more comfortable, and accessible travel in the downtown area, responding directly to key concerns raised through public input.



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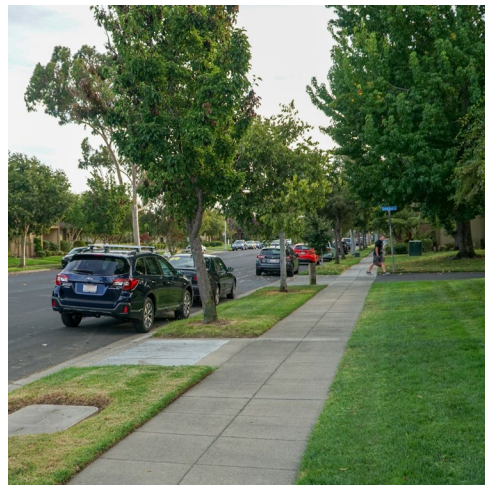
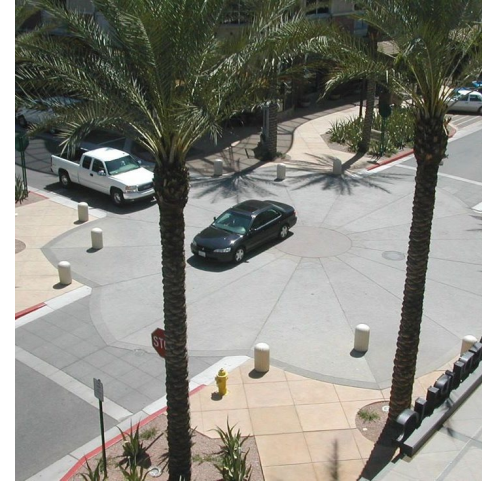


Streetscape Treatments

A thoughtful set of streetscape improvements and placemaking strategies will be critical to addressing community priorities for a more vibrant, welcoming, and active downtown, enhancing public spaces to support both near-term use and long-term vitality.



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Circulation Options

- **Grant Requirements:**
 - ✓ At least one alternative will **Not Change Downtown Level of Service**
 - ✓ At least one alternative will consider **Two-Way Main Street**
 - ✓ Study up to **Three Alternatives**

Circulation Options

- **Our Approach & Methodology**

- Consider numerous options informed by industry best practices and community input
- Develop model of downtown area and test major circulation patterns
- Evaluate multiple options using area wide quantifiable metrics – *Distance & Time* – to screen / reduce to three alternatives



Distance: Vehicle Miles Travelled (VMT)

The more miles vehicles travel, the greater the cumulative impact on air quality, road maintenance, and congestion



Time: Vehicle Hours Travelled (VHT)

The more time vehicles spend on the road, the more they reflect inefficiencies in the system

Non-Negotiables

All circulation options would meet a specific set of design standards, including requirements to address multimodal access and safety

Common to All Circulation Options:

- Context-Appropriate Safety Countermeasures
- Community-Supported Streetscape Treatments
- Improved Pedestrian Safety, Comfort, and Access
- Protected/Separated Bicycle Facilities

Circulation Options

One-Way Main



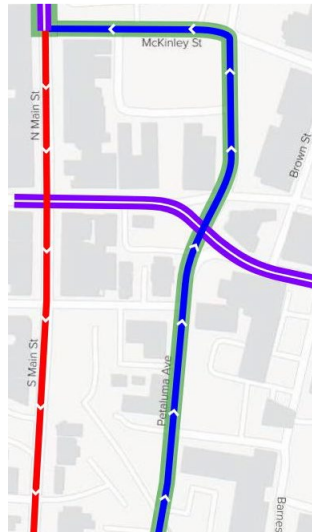
- Max two lanes in each direction
- Consider parking adjustments for curb extensions, commercial loading zones, additional amenities

Legend

-  One-Way Southbound
-  One-Way Northbound
-  Two-Way
-  Protected Bikeway

1A

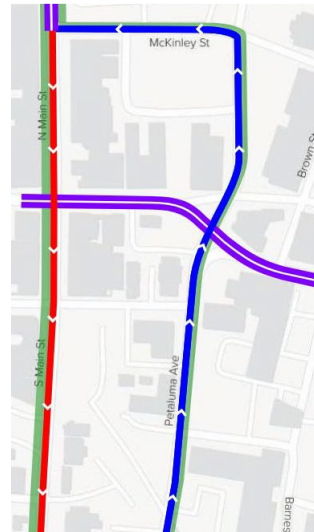
All Bikes on
Petaluma Ave



Negligible Change
from Existing

1B

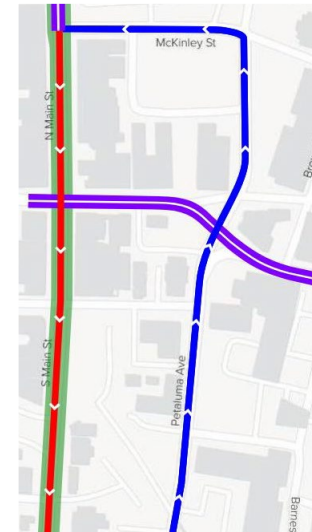
SB Bikes on Main
NB Bikes on Main



Negligible Change
from Existing

1C

All Bikes on
Main St



Negligible Change
from Existing

1D

All Bikes on Main St &
Two-Way Petaluma Ave



Annual VMT Savings
300k miles

Annual VHT Savings
3 months of less time in a car

Circulation Options

Two-Way Main



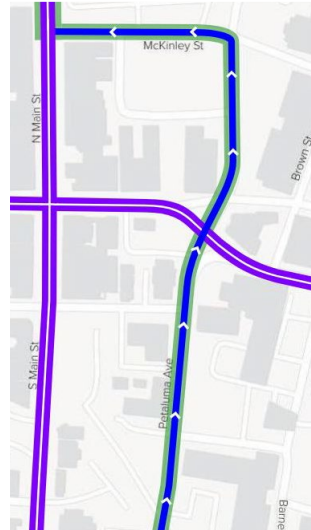
- Left turn pockets with protected phases
- Potentially prohibit some left turns
- Consider parking adjustments for curb extensions, commercial loading zones, additional amenities

Legend

- One-Way Southbound
- One-Way Northbound
- Two-Way
- Protected Bikeway

2A

All Bikes on
Petaluma Ave

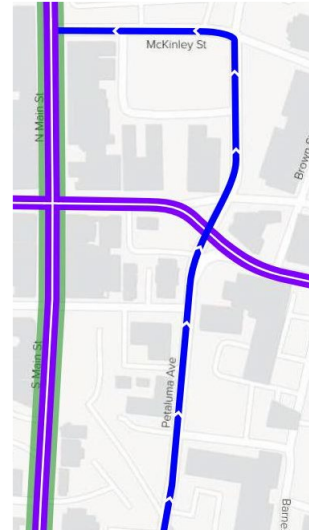


Annual VMT Savings
240k miles

Annual VHT Savings
7 months of less time in a car

2B

SB Bikes on Main
NB Bikes on Main

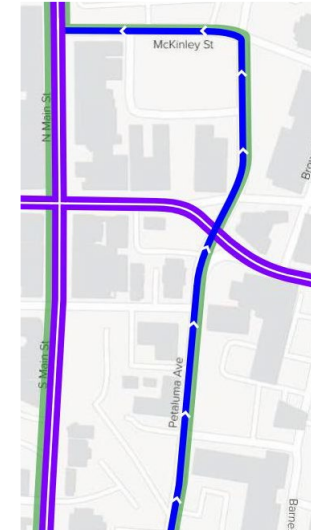


Annual VMT Savings
240k miles

Annual VHT Savings
7 months of less time in a car

2C

All Bikes on
Main St

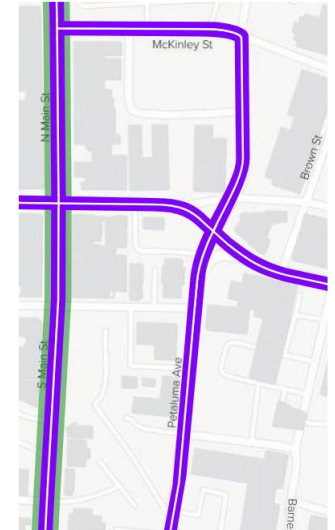


Annual VMT Savings
240k miles

Annual VHT Savings
7 months of less time in a car

2D

All Bikes on Main St &
Two-Way Petaluma Ave



Annual VMT Savings
530k miles

Annual VHT Savings
3 years of less time in a car

Series 2: Two-Way Main Street

In this series of circulation options, Main Street would be converted to two-way traffic. All potential changes would include installing a protected bicycle facility in each direction, adding intersection crossing improvements, and exploring opportunities for pedestrian sidewalk and streetscape enhancements where feasible. Concepts would explore lane reductions, curbside zone adjustments, intersection traffic control, and other elements to address safety in the downtown area.

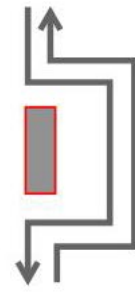
Circulation Options

No-Way Main

- All northbound and southbound thru traffic must use Petaluma Ave
- Emergency vehicles and commercial loading considerations
- Bikeway to be on Main due to Petaluma Ave width

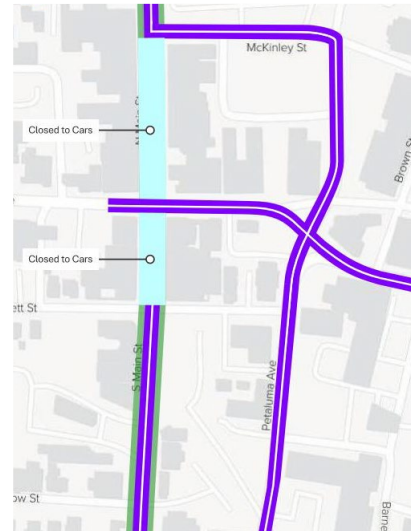
Legend

- One-Way Southbound
- One-Way Northbound
- Two-Way
- Protected Bikeway



3A

McKinley to
Burnett

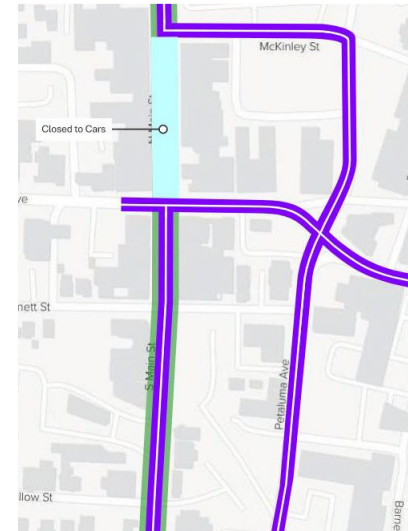


Annual VMT Savings
86k miles

Annual VHT Increase
2 years of more time in a car

3B

McKinley to
Bodega

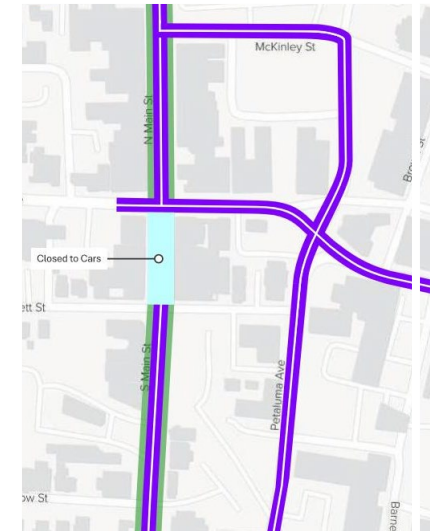


Annual VMT Savings
175k miles

Annual VHT Increase
14 months of more time in a car

3C

Bodega to
Burnett



Annual VMT Savings
140k miles

Annual VHT Increase
21 months of more time in a car

Series 3: No Cars on Main Street

In this series of circulation options, Main Street would be closed to cars for a portion of the corridor, and Petaluma Ave would be converted to two-way traffic. All potential changes would include installing a protected bicycle facility in each direction along Main Street, both in the segment closed to cars and north and south of the closed block(s). Additional improvements including additional intersection crossing improvements and opportunities for sidewalk and streetscape enhancements will be explored. Concepts would explore lane reductions, curbside zone adjustments, intersection traffic control, and other elements to address safety in the downtown area.

Compare Options

			Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)
One-Way Main Street	1A	One-Way Main (SB), One-Way Petaluma (NB), Two-Way Bike Facility on Petaluma	0%	0%
	1B	One-Way Main (SB), One-Way Petaluma (NB), One-Way Bike Facilities on both Main (SB) and Petaluma (NB)	0%	0%
	1C	One-Way Main (SB), One-Way Petaluma (NB), Two-Way Bike Facility on Main	0%	0%
	1D	One-Way Main (SB), Petaluma Converted to Two-Way, Two-Way Bike Facility on Main	-3%	0%
Two-Way Main Street	2A	Convert Main to Two-Way, One-Way Petaluma (NB), Two-Way Bike Facility on Petaluma	-2%	-1%
	2B	Convert Main to Two-Way, One-Way Petaluma (NB), One-Way Bike Facilities on both Main (SB) and Petaluma (NB)	-2%	-1%
	2C	Convert Main to Two-Way, One-Way Petaluma (NB), Two-Way Bike Facility on Main	-2%	-1%
	2D	Convert Main to Two-Way, Convert Petaluma to Two-Way, Two-Way Bike Facility on Main	-5%	-5%
Car-Free Main Street	3A	Main Street Closed to Cars McKinley to Burnett Two-Way Bike Facilities on Main	-1%	3%
	3B	Main Street Closed to Cars McKinley to Bodega Two-Way Bike Facilities on Main	-2%	2%
	3C	Main Street Closed to Cars Bodega to Burnett Two-Way Bike Facilities on Main	-1%	3%

Circulation Options

*How Do We Pick the Three
Alternatives for Deeper Dive?*

Circulation Options

Draft Alt #1 = "Fine Tune Today"

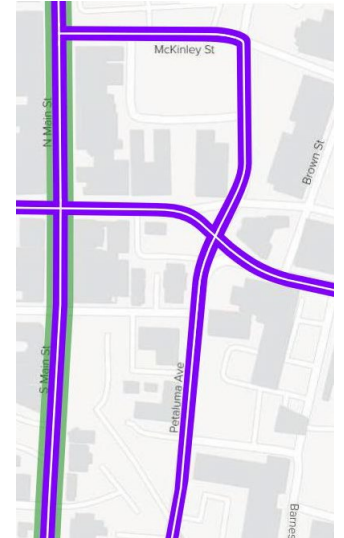
- Option 1B Current Circulation + enhancements that do not change level of service.
- This meets grant requirements.



Circulation Options

Draft Alt #2 = “Totally Two Way”

- Option 2D two-way Main AND Petaluma.
- This meets grant requirements.



Circulation Options

Draft Alt #3

For third alternative, the grant left is open-ended, and there are a few directions we could go:

- **"Enhanced One-Way"** - Options 1A-D with enhanced treatments for people walking/biking
- **"Two-Way Main"** - Options 2A or 2C, hybrid approach - Main Street becomes two-way while Petaluma Avenue remains one-way to support bike facilities
- **"Main Street Promenade"** – Pedestrian one block of Main Street with no through-traffic b/t Bodega Avenue and McKinley

Recommended Input & Actions

Input:

- **Reactions to Vision Statement** – Does this resonate with the commission and community?
- **Reactions to Draft Alternatives** – Are we headed in the right direction?

Action:

- **Promote May 22 Community Meeting** – We want to hear from everyone
- **Targeted Business Outreach** – We want to understand what drives business success and ensure all three alternatives maximize this
- **Engineering Feasibility** – Initiate engineering effort to check geometric configuration allows safe turns for all vehicles, roundabout feasibility, bypass alignment/feasibility, evacuation routes, Caltrans design standards



01 Since We Last Met

02 Options/Alternatives

03 Feedback/Discussion

- Questions
- Reactions
- Requests for More Information



- 01 Since We Last Met
- 02 Options/Alternatives
- 03 Feedback/Discussion
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Next Steps

May 22, 2025	Community Workshop (May 22 3p-7p Sebastopol Arts Center)
June 2025	Select Three Alternatives
Summer 2025	Build & Analyze Three Alternatives
Fall 2025	Present & Select Preferred Alternative
Fall/Winter 2025	Implementation Plan and Draft Final Plan
Early 2026	City Council Adoption

