Reimagining the Core

A Vision for Mobility and Vitality in Downtown Sebastopol

Presentation to Planning Commission

July 8, 2025

Agenda

01 Goals for Tonight

02 Confirming Evaluation Criteria

03 Choosing the Alternatives

04 Next Steps / Schedule

01 Goals for Tonight

Recommended Input & Action

Input:

- **Feedback on Evaluation Metrics**
  - *Do these metrics reflect the values of the commission and community?*

Action:

- **Confirm/Approve Alternatives for Deeper Analysis**
  - *Selected alternatives will be evaluated using the approved metrics to help identify the preferred option.*

01 Goals for Tonight

02 Confirming Evaluation Criteria

Evaluation Categories

Safety & Comfort
Access & Mobility
Sense of Place & Downtown Vitality
Feasibility & Cost
Community Support

Safety & Comfort

Improve safety for all users, with a focus on people walking, biking, and crossing the street.

Metric	Type	
Conflict points at intersections (#)	**Quantitative**	Qualitative
Total crossing distance reduced via bulbouts and lane reductions (ft)	**Quantitative**	Qualitative
Sidewalk widening potential (low, medium, high)	Quantitative	**Qualitative**
Speed management measures (descriptive)	Quantitative	**Qualitative**

Access & Mobility

Enhance access to destinations and mobility options for people of all ages and abilities, whether walking, biking, taking transit, or driving.

Metric	Type
Route directness between key destinations (map-based)	**Quantitative** Qualitative
End-to-end travel time by mode (min)	**Quantitative** Qualitative
Vehicle Level of Service (LOS) at intersections (A-F)	**Quantitative** Qualitative
Bicycle Level of Traffic Stress (LTS) (1-4)	**Quantitative** Qualitative

Sense of Place & Downtown Vitality

Enhance Main Street's identity and vibrancy by expanding pedestrian space, adding placemaking features, and connecting to nearby parks and trails.

Metric	Type
Expanded pedestrian/public realm (sq ft)	**Quantitative** Qualitative
Integration with existing parks/trails/plazas (map-based)	Quantitative **Qualitative**
Placemaking enhancements, e.g., trees, furnishings, programming spaces (descriptive)	Quantitative **Qualitative**

Feasibility & Cost

Focus on solutions that are realistic to build, maintain, and fund within local and state constraints.

Metric	Type
Relative costs ($, $$, $$$, $$$$)	Quantitative **Qualitative**
Timeframe (short, medium, long term)	Quantitative **Qualitative**
Ease of implementation, e.g., ROW needs, construction impacts (descriptive)	Quantitative **Qualitative**

Community Support

Align with community values and input to build shared ownership and long-term success.

Metric	Type	
Community Input on Alternatives (Phase 3 survey)	**Quantitative**	Qualitative
Alignment with input from earlier outreach phases	Quantitative	**Qualitative**
Stakeholder support (businesses, partner agencies)	Quantitative	**Qualitative**

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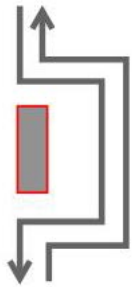
Circulation Options

Series 1: One-Way Main Street

In this series of circulation options, Main Street would remain as a one-way street in the southbound direction. All circulation options 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.

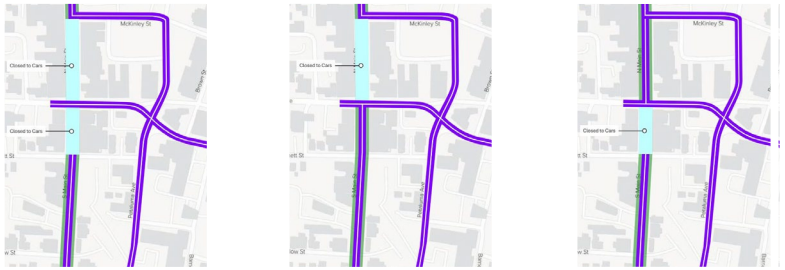
Series 2: Two-Way Main Street

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.



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.



Choosing the Alternatives

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%

Mandatory Design Criteria

All alternatives are required to meet Caltrans Complete Street Design Standards, including:

- Design decisions shall support an **operating speed of 25 mph**

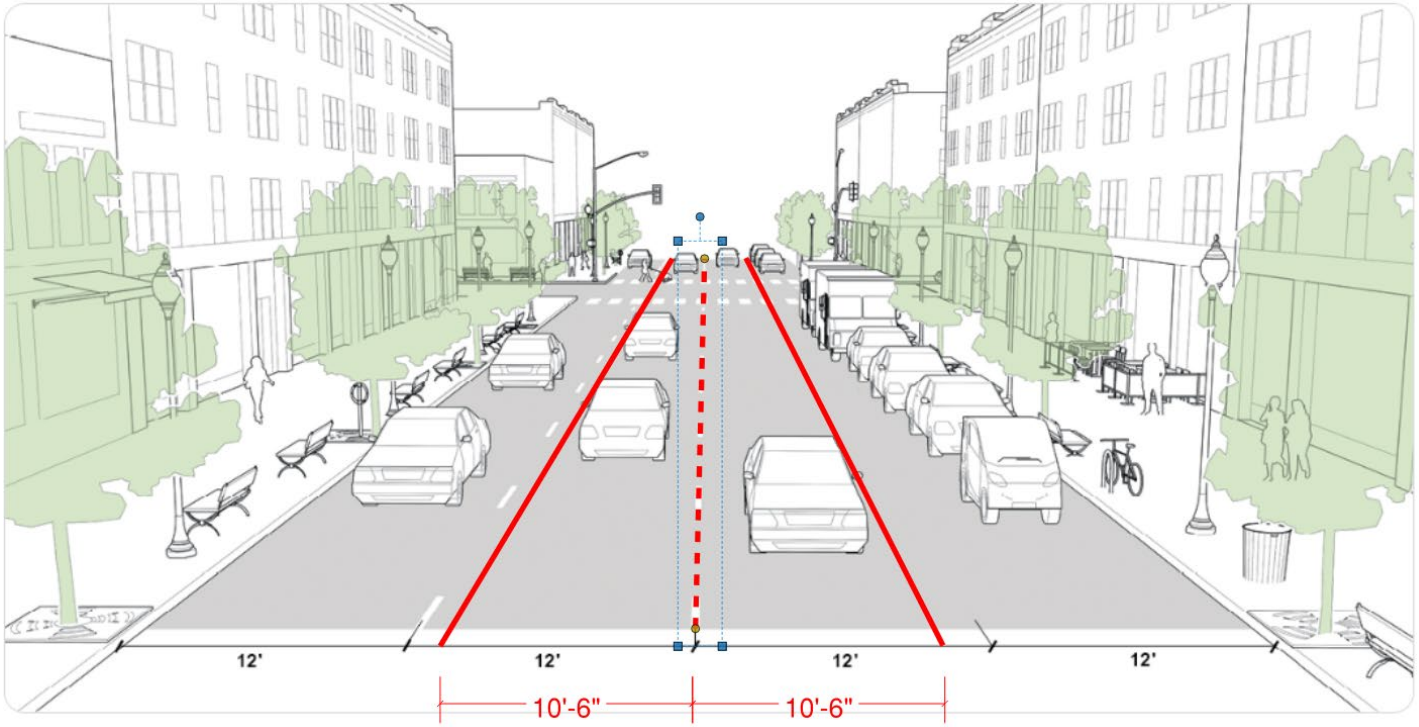
Currently 29mph

Mandatory Design Criteria

All alternatives are required to meet Caltrans Complete Street Design Standards, including:

- Design decisions shall support an **operating speed of 25 mph**
- Travel lanes shall be **10.5 to 11 ft**

Currently 12 ft

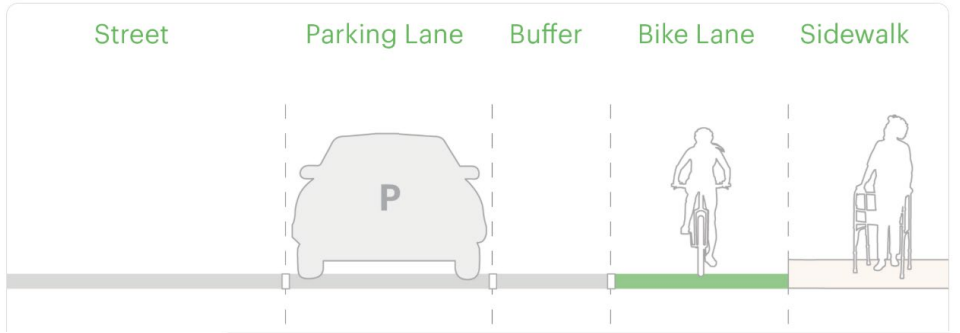


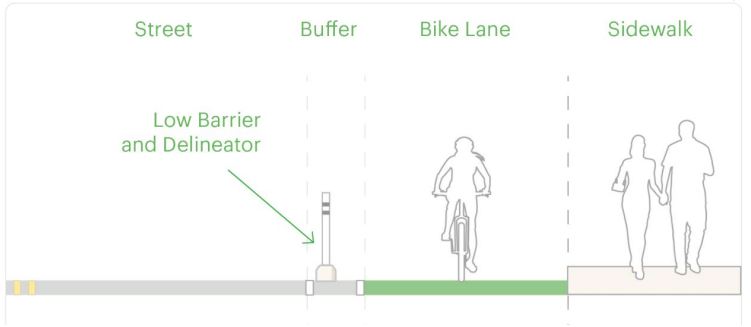
Mandatory Design Criteria

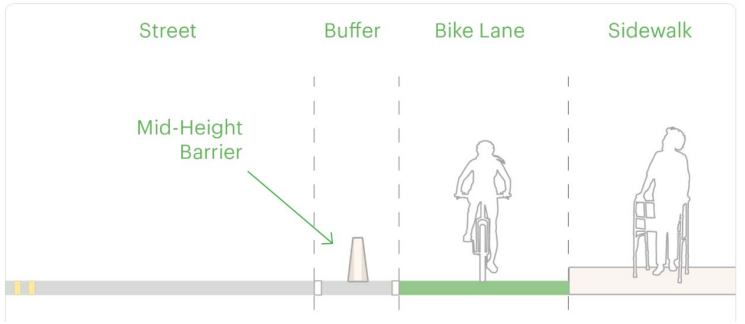
All alternatives are required to meet Caltrans Complete Street Design Standards, including:

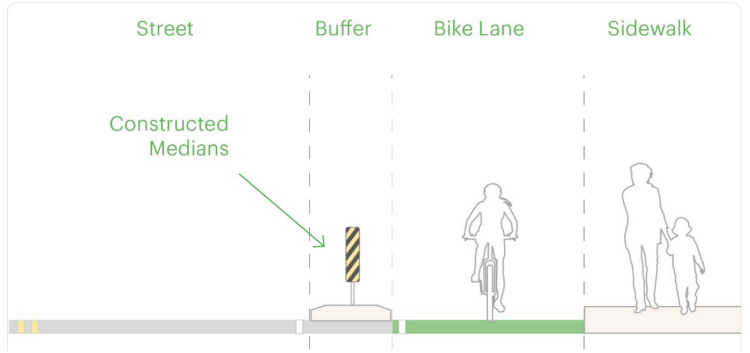
- Design decisions shall support an **operating speed of 25 mph**
- Travel lanes shall be **10.5 to 11 ft**
- Bike facilities must be **Separated** and **Protected**

Currently just stripes









Mandatory Design Criteria

All alternatives are required to meet Caltrans Complete Street Design Standards, including:

- Design decisions shall support an **operating speed of 25 mph**
- Travel lanes shall be **10.5 to 11 ft**
- Where provided, bike facilities must be **Separated** and **Protected**
- Sidewalk zone shall be maximized for optimal safety and comfort

Currently 5 to 10 ft

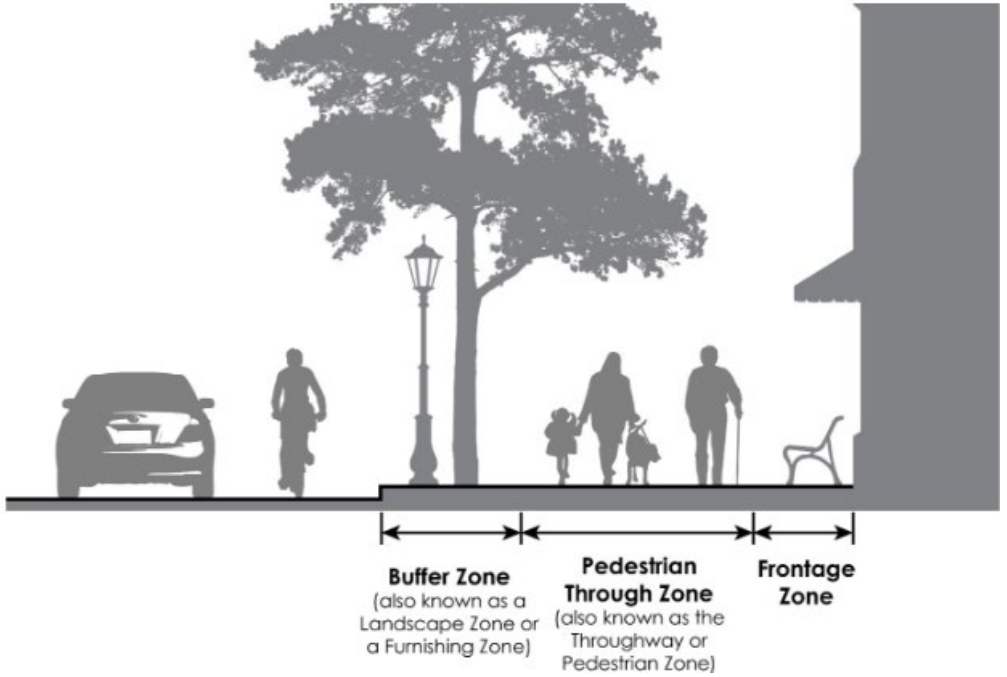


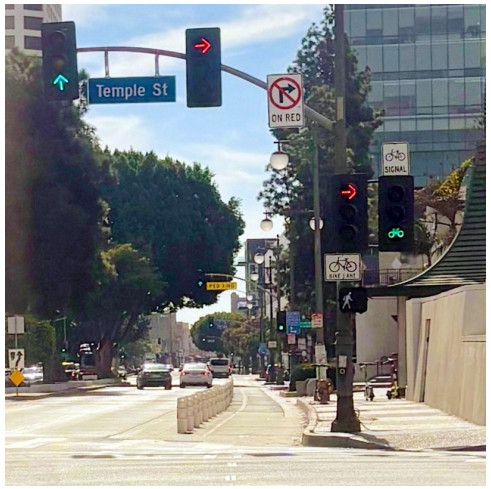
Table 5.2.1 Suggested Sidewalk Zone Widths by Place Type

Place Type	Buffer Zone (ft)	Through Zone (ft)	Frontage Zone (ft)
Urban Area – City Center	4-8	6-12	2-4
Urban Area – Urban Community	4-8	6-12	2-4
Suburban Area	2-7	5-8	0-5
Rural Main Street	2-7	5-8	2-5

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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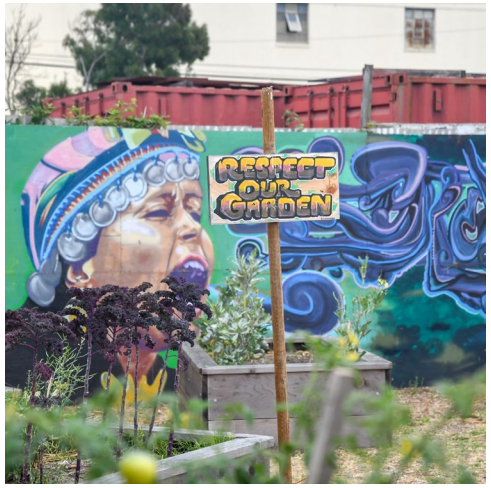
Streetscape Treatments

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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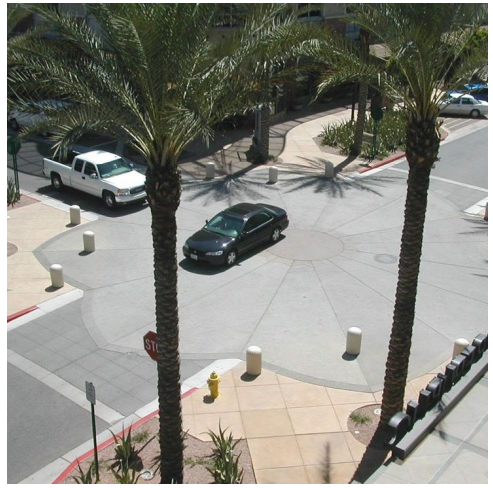

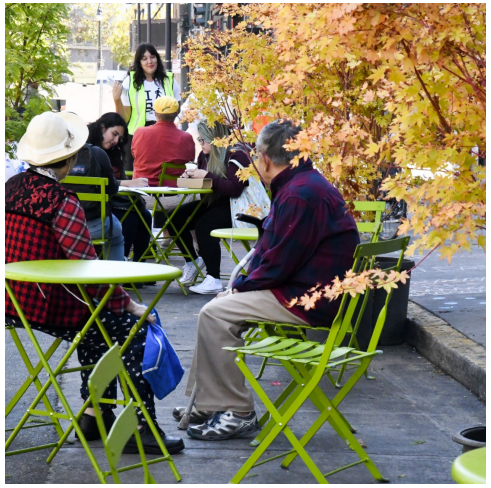

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Pick **One-Way** Streets if:

You Like…

- Simpler intersections and signal timing
- Faster, more predictable vehicle flow
- Extra space for sidewalks, bike lanes, or parking
- Cleaner design for high-volume corridors

And You Don’t Mind…

- Higher vehicle speeds and reduced pedestrian comfort
- Less intuitive navigation for drivers
- Longer travel distances and possible business visibility trade-offs
- More complex emergency routing

Pick **Two-Way** Streets if

You Like…

- Slower speeds and better safety for people walking and biking
- Easy access and visibility for businesses
- Simpler navigation and more direct travel
- A more active urban feel

And You Don’t Mind…

- More complex turning movements and signals
- Slightly slower traffic flow
- Wider cross-section requirements
- Increased intersection conflict points

Alternatives to Study

Alternative #1 = "Fine Tune Today“

Option 1B (current circulation) with enhancements that do not change level of service in a considerable way.

- Add a vertical element to protect bike lane
- Evaluate travel time/level of service impact of parking and travel lane removal on Petaluma, McKinley, and Main
- Evaluate feasibility of reducing lanes on Main Street
- Identify opportunities for sidewalk widening
- Identify opportunities for curb extensions at intersections

Grant Requirements

✓ *One alternative will not worsen downtown level of service*

~~– *One alternative will consider a two-way Main Street*~~

Alternatives to Study

Alternative #2 = “Test the Two-Way“

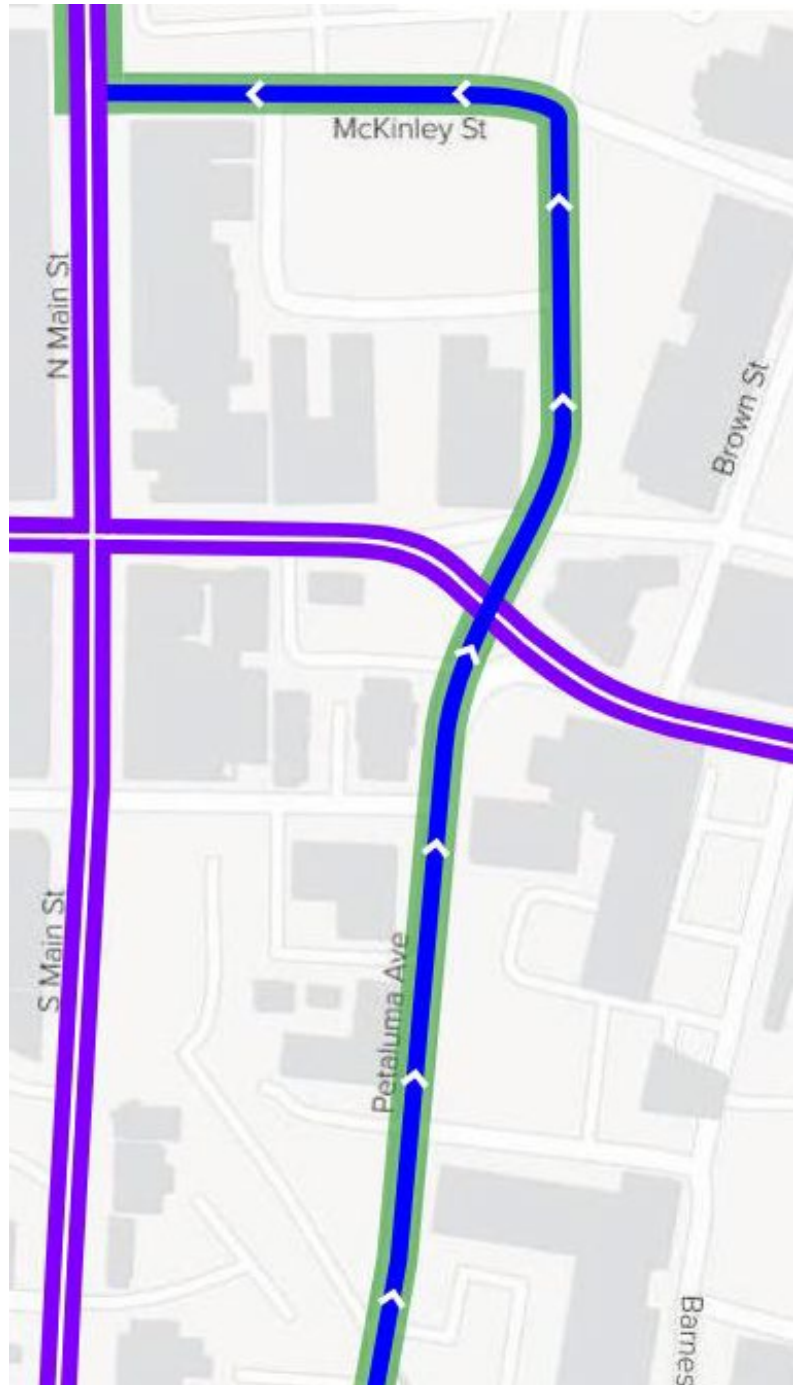
Option 2A (two-way Main, two-way bikes on Petaluma) with enhancements that do not change level of service in a considerable way

- Implement two-way cycle track on west side of Petaluma Ave
- Evaluate travel time/level of service impact of parking and travel lane removal on Petaluma, McKinley, and Main
- Identify opportunities for curb extensions at intersections
- No new curbs – demonstrate this can work to revert to one-way

Grant Requirements

✓ *One alternative will not worsen downtown level of service*

✓ *One alternative will consider a two-way Main Street*



Alternatives to Study

Alternative #3 = “Walkable One-Way“

Option 1A (one-way couplet for cars and all bikes on Petaluma Ave)

- Widen all sidewalks on Main Street, including curb extensions at intersections
- Remove unnecessary lanes and turn pockets
- Two-way cycle track or protected side running bike lanes on Petaluma Ave

Grant Requirements

- ~~*One alternative will not worsen downtown level of service*~~
- ~~*One alternative will consider a two-way Main Street*~~

Alternatives to Study

Alternative #4 = "Totally Two-Way"

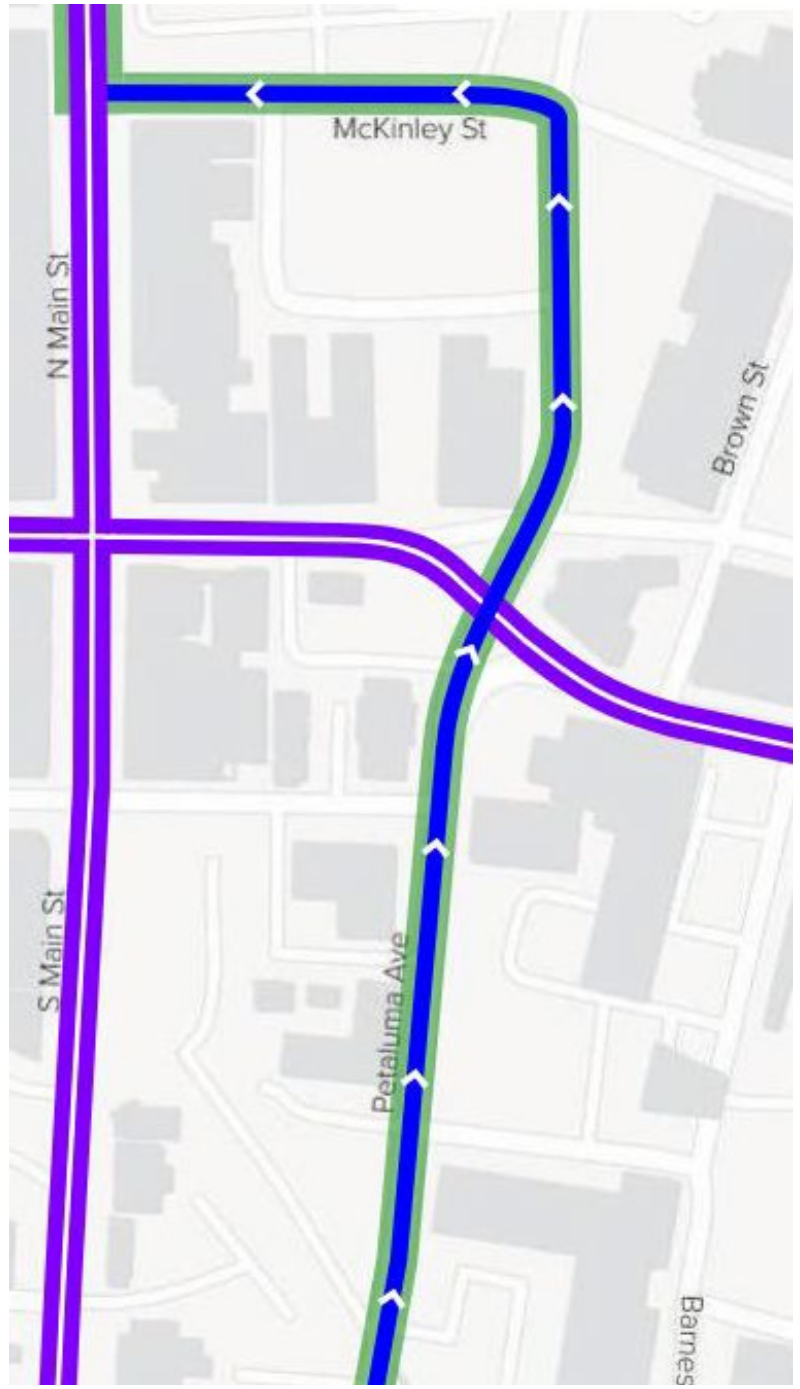
Option 2D (both Main and Petaluma as two-way) with bicycle facilities accommodated in some way pending feasibility assessment

- Implement two-way cycle track on west side of Petaluma Ave
- Evaluate travel time/level of service impact of parking and travel lane removal on Petaluma, McKinley, and Main
- Identify opportunities for curb extensions at intersections
- No new curbs – demonstrate this can work to revert to one-way

Grant Requirements

~~– *One alternative will not worsen downtown level of service*~~

✓ *One alternative will consider a two-way Main Street*



Alternatives to Study

One-Way	Two-Way
Fine Tune Today (1B)	Test the Two Way (2A)
Walkable One-Way (1A)	Totally Two-Way (2D)

Alternatives to Study

One-Way	Two-Way	Level of Investment
Fine Tune Today (1B)	Test the Two Way (2A)	$$
Walkable One-Way (1A)	Totally Two-Way (2D)	$$$$

Alternatives to Study

One-Way	Two-Way	Level of Investment	Motorist Level of Service
Fine Tune Today (1B)	Test the Two Way (2A)	$$	No Change
Walkable One-Way (1A)	Totally Two-Way (2D)	$$$$	Worsen

Alternatives to Study

One-Way	Two-Way	Level of Investment	Motorist Level of Service	Overall Safety
Fine Tune Today (1B)	Test the Two Way (2A)	$$	No Change	Improved
Walkable One-Way (1A)	Totally Two-Way (2D)	$$$$	Worsen	Much Improved

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Next Steps

July/August 2025	Build & Analyze Three Alternatives
Fall 2025	Select & Fine Tune Preferred Alternative
Fall/Winter 2025	Implementation Plan and Draft Final Plan
Early 2026	City Council Adoption


SEBASTOPOL
REIMAGINING THE CORE