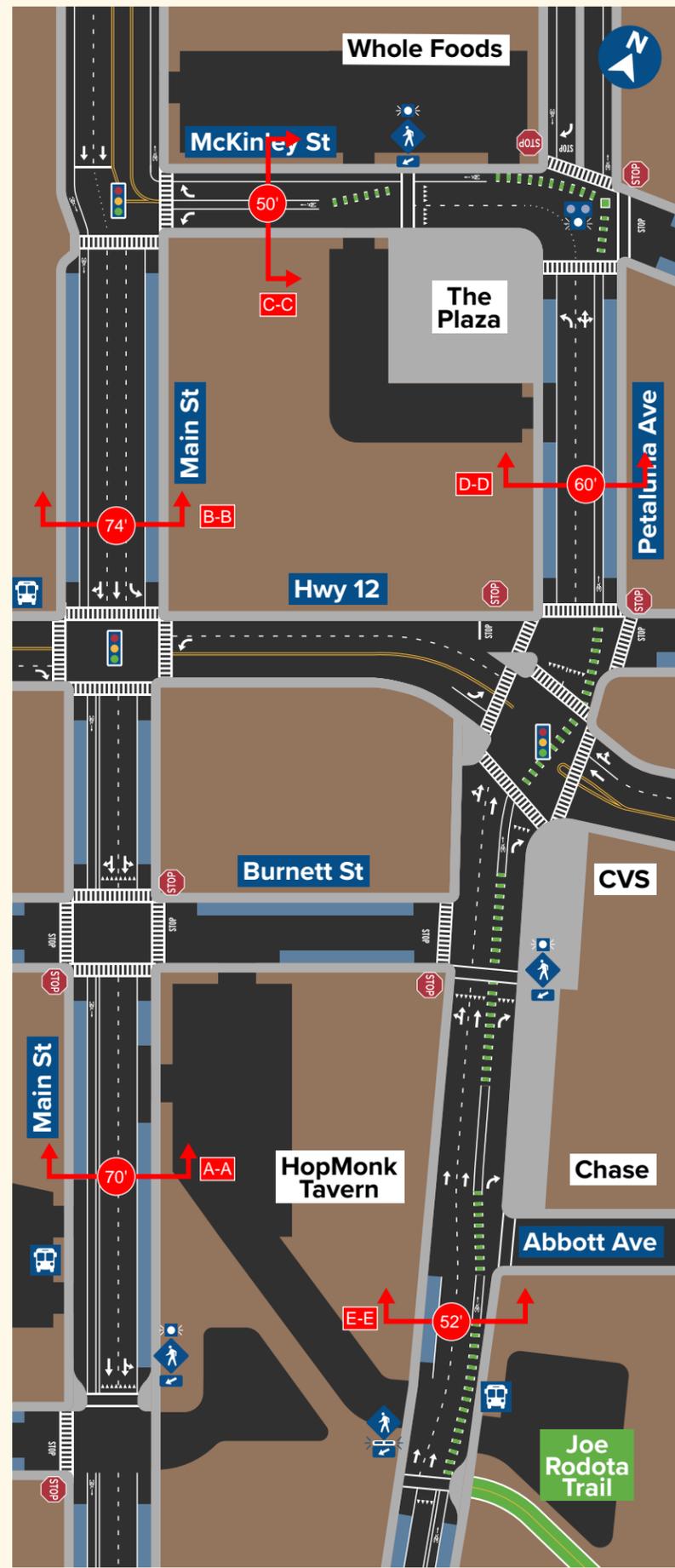
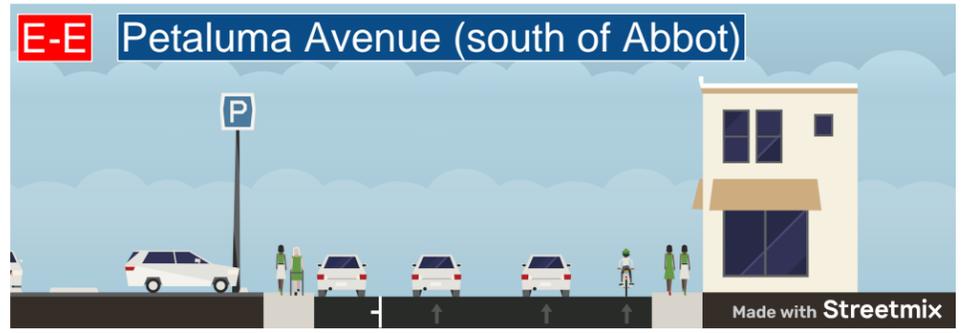
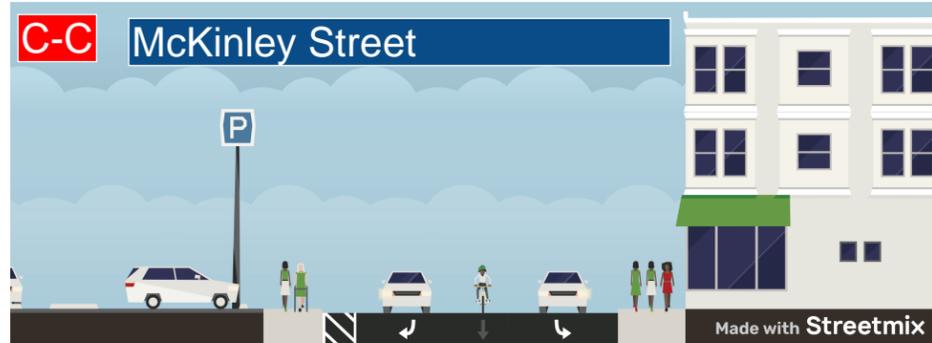
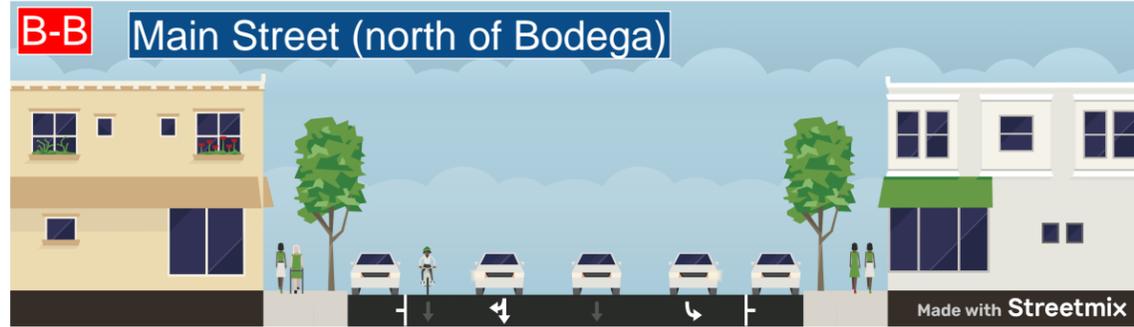
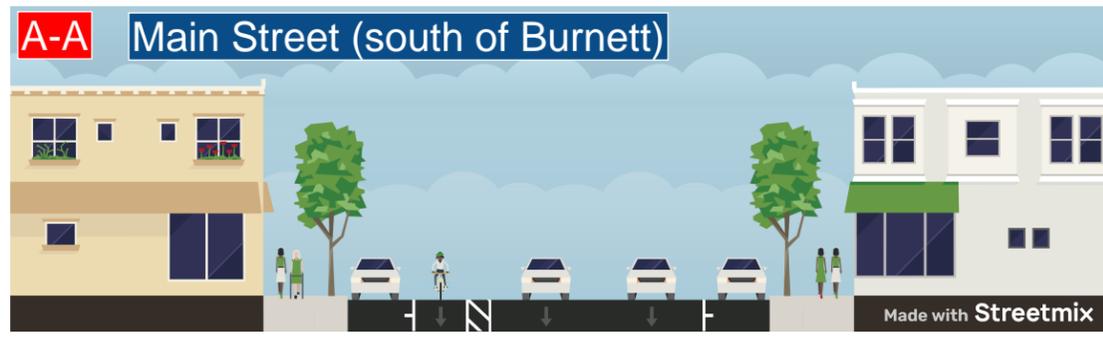


# EXISTING CONDITIONS



- Key**
- Parking
  - Stop Sign
  - Signal
  - Rectangular Rapid-Flashing Beacon (RRFB)
  - Pedestrian-Activated Flashing Beacon
  - Pedestrian Hybrid Beacon (PHB)

*Not to scale and for illustrative purposes only. Additional engineering analysis and coordination will be required to determine final design.*

# ALT 1: FINE-TUNE TODAY

Enhances the Plaza and formalizes the Joe Rodota Trail extension to Main Street as part of its streetscape improvements. It maintains the existing one-way circulation pattern downtown while reducing the number of travel lanes in each direction. Safety is improved through fully protected bicycle facilities and other targeted measures, including shorter turn pockets. Traffic operations and overall flow are refined through optimized signal timing and adjustments designed to minimize motorist delay.

### Safety and Comfort

🍏🍏🍏🍏 2.5 / 4

### Access and Mobility

🍏🍏🍏🍏 2.5 / 4

### Downtown Vitality & Sense of Place

🍏🍏🍏🍏 2 / 4

### Feasibility & Cost

🍏🍏🍏🍏 2 / 4

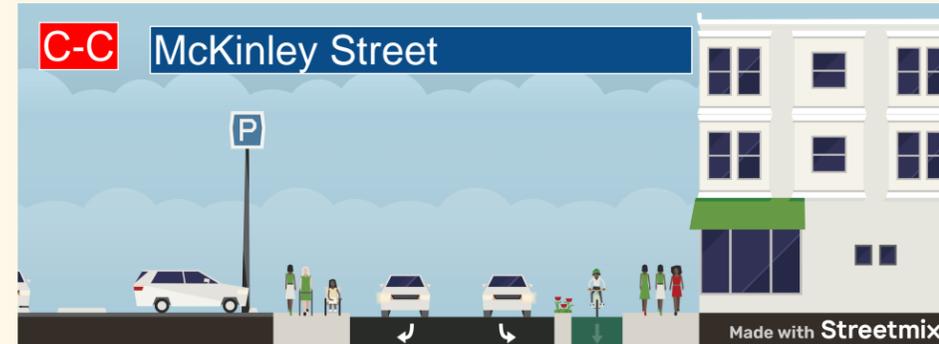
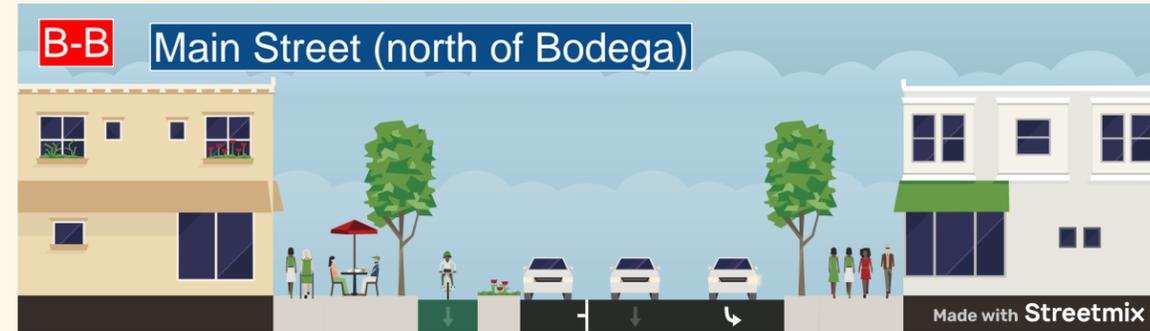
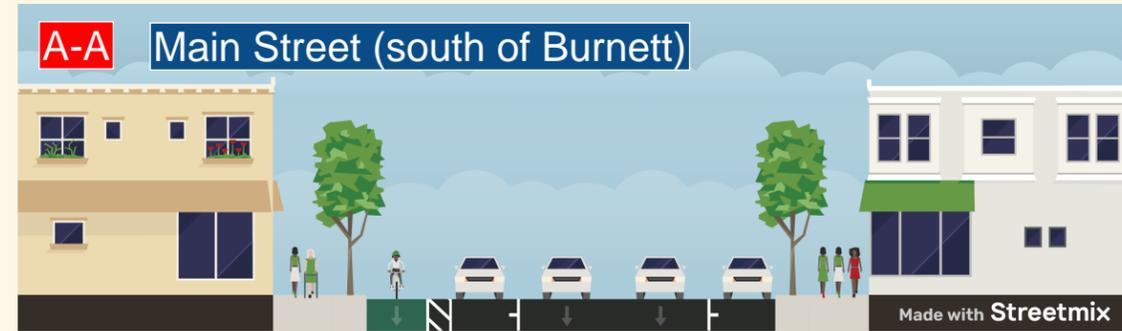
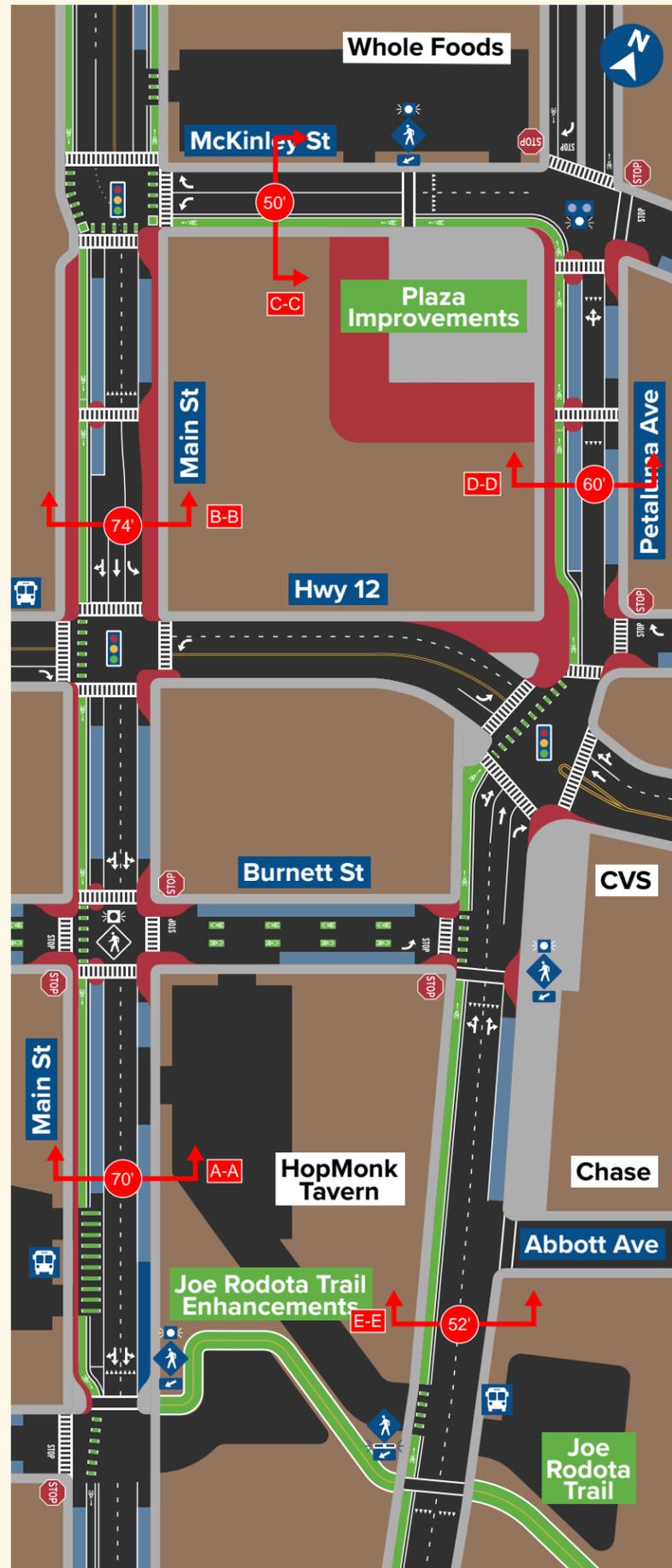
### Community Support

🍏🍏🍏🍏 2 / 4

**TOTAL 11**

- Key**
- New Pedestrian Spaces
  - Parking
  - Separated Bike Lanes
  - 🛑 Stop Sign
  - 🚦 Signal
  - 🚌 Bus Stop
  - 🚲 Bike Station
  - 🚶 Rectangular Rapid-Flashing Beacon (RRFB)
  - 🚶 Pedestrian Hybrid Beacon (PHB)
  - 🚶 Pedestrian-Activated Flashing Beacon
  - 🚶 (proposed)

Not to scale and for illustrative purposes only. Additional engineering analysis and coordination will be required to determine final design.



## ALT 2: TEST THE TWO-WAY

Enhances the Plaza and formalizes the Joe Rodota Trail extension to Main Street as part of its streetscape improvements. It converts Main Street to two-way circulation with turn pockets provided only where turns are permitted, and the design is envisioned to function with minimal changes should the City choose to revert to the existing one-way couplet in the future. Safety is improved through fully protected bicycle facilities and other targeted measures, including shorter turn pockets. Traffic operations and overall flow are refined through signal timing optimized to the extent feasible to support efficient traffic movement.

### Safety and Comfort

🍏🍏🍏🍏 3 / 4

### Access and Mobility

🍏🍏🍏🍏 3.5 / 4

### Downtown Vitality & Sense of Place

🍏🍏🍏🍏 2.5 / 4

### Feasibility & Cost

🍏🍏🍏🍏 2 / 4

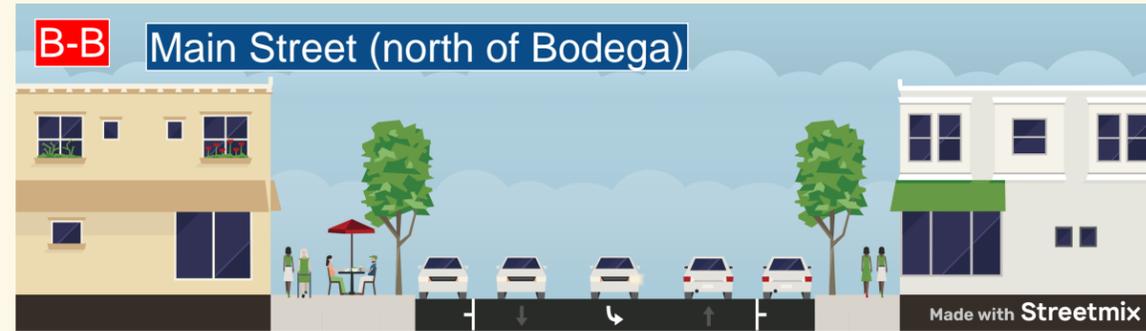
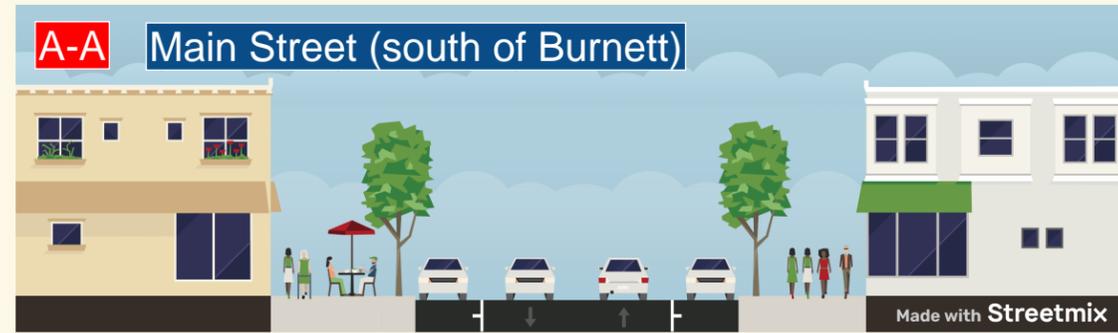
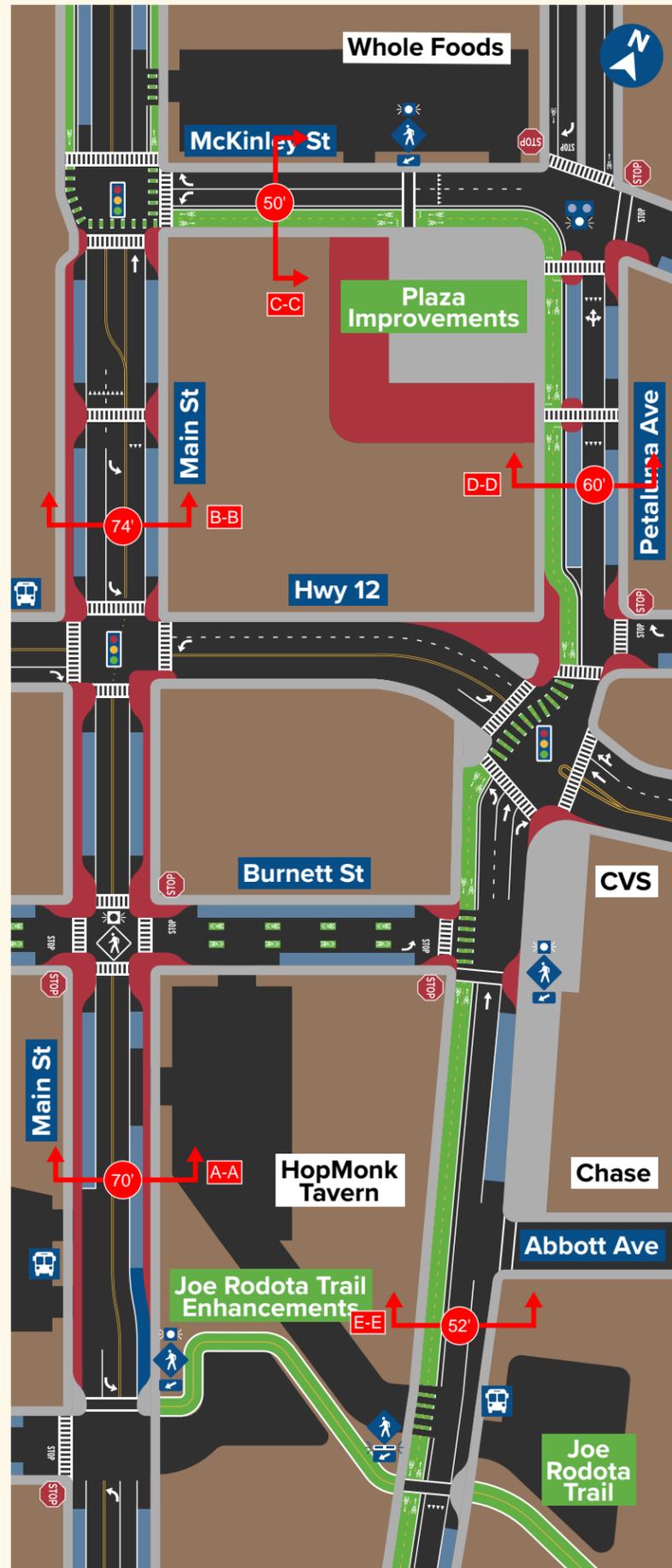
### Community Support

🍏🍏🍏🍏 3 / 4

**TOTAL**  
**14**

- Key**
- 🚶 New Pedestrian Spaces
  - 🅅 Parking
  - 🚦 Signal
  - 🚌 Bus Stop
  - 🚲 Bike Station
  - 🚦 Stop Sign
  - 🚶 Rectangular Rapid-Flashing Beacon (RRFB)
  - 🚶 Pedestrian-Activated Flashing Beacon
  - 🚶 Pedestrian Hybrid Beacon (PHB)
  - 🚶 (proposed)

*Not to scale and for illustrative purposes only. Additional engineering analysis and coordination will be required to determine final design.*



### ALT 3: WALKABLE ONE-WAY

Enhances the Plaza and formalizes the Joe Rodota Trail extension to Main Street as part of its streetscape improvements. It maintains the existing one-way circulation pattern downtown while reducing the number of travel lanes in each direction. Safety is improved through fully protected bicycle facilities shifted entirely to Petaluma Avenue, maximizing opportunities for wider sidewalks and more robust streetscape amenities in the core of downtown. Traffic operations and overall flow are refined through optimized signal timing and adjustments designed to minimize motorist delay.

**Safety and Comfort**



**Access and Mobility**



**Downtown Vitality & Sense of Place**



**Feasibility & Cost**



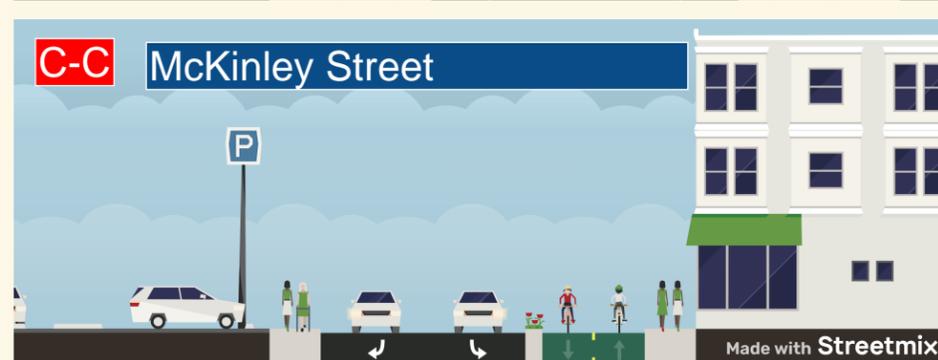
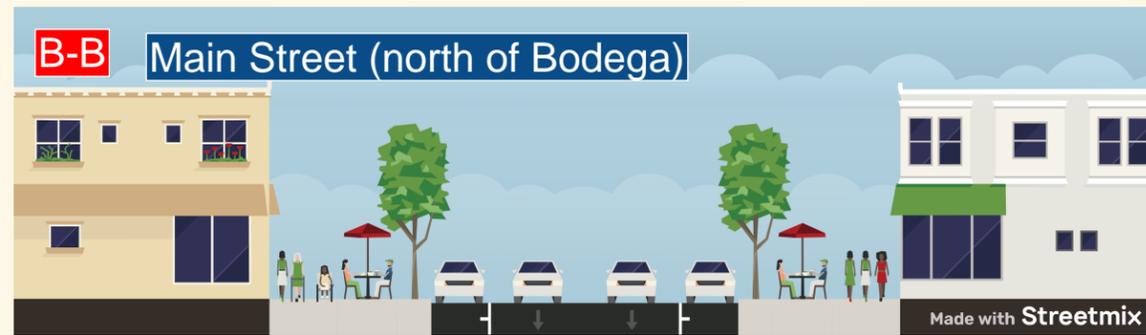
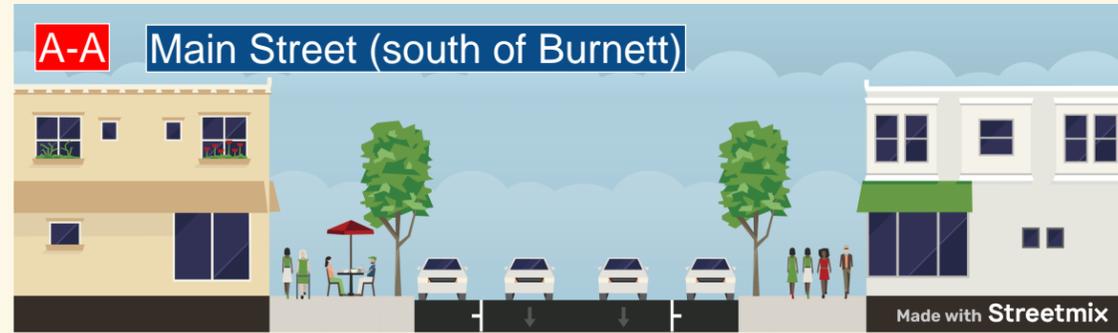
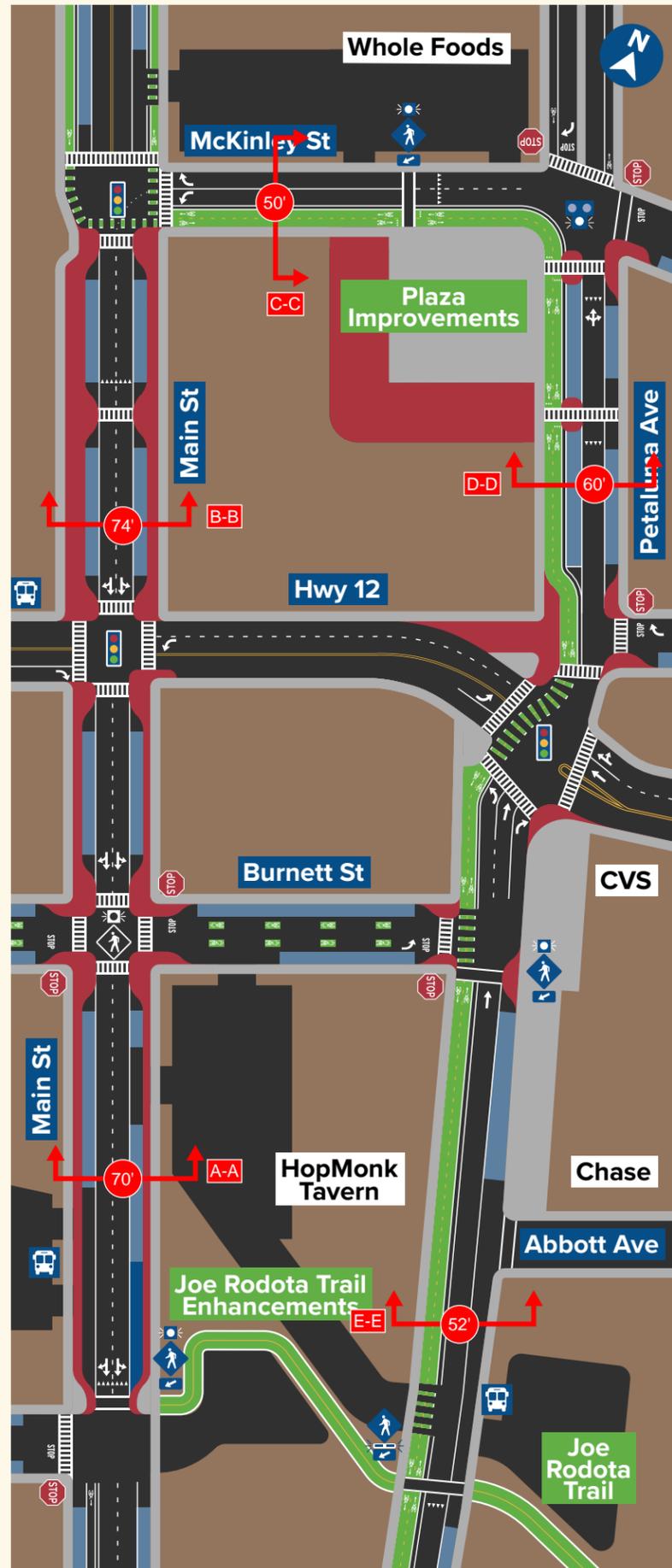
**Community Support**



**TOTAL 14.5**

- Key**
- New Pedestrian Spaces
  - Parking
  - Separated Bike Lanes
  - Stop Sign
  - Signal
  - Bus Stop
  - Bike Station
  - Rectangular Rapid-Flashing Beacon (RRFB)
  - Pedestrian Hybrid Beacon (PHB)
  - Pedestrian-Activated Flashing Beacon
  - (proposed)

Not to scale and for illustrative purposes only. Additional engineering analysis and coordination will be required to determine final design.



## ALT 4: TOTALLY TWO-WAY

Enhances the Plaza and formalizes the Joe Rodota Trail extension to Main Street as part of its streetscape improvements. It converts both Main Street and Petaluma Avenue to two-way circulation with turn pockets provided only where turns are permitted. Safety is improved through fully protected bicycle facilities consolidated on Main Street along with other targeted measures, including shorter turn pockets. Traffic operations and overall flow are refined through signal timing optimized to the extent feasible to support efficient traffic movement.

### Safety and Comfort

🍏🍏🍏🍏 3 / 4

### Access and Mobility

🍏🍏🍏🍏 3 / 4

### Downtown Vitality & Sense of Place

🍏🍏🍏🍏 2.5 / 4

### Feasibility & Cost

🍏🍏🍏🍏 1 / 4

### Community Support

🍏🍏🍏🍏 3 / 4

**TOTAL**  
**12.5**

- Key**
- 🚦 Signal
  - 🚏 Bus Stop
  - 🚲 Bike Station
  - 🚶 Rectangular Rapid-Flashing Beacon (RRFB)
  - 🚶 Pedestrian Hybrid Beacon (PHB)
  - 🚶 Pedestrian-Activated Flashing Beacon
  - 🚶 (proposed)
  - 🚶 New Pedestrian Spaces
  - 🚶 Separated Bike Lanes

*Not to scale and for illustrative purposes only. Additional engineering analysis and coordination will be required to determine final design.*

