



Reimagining the Core

A Vision for Mobility and Vitality in Downtown Sebastopol

Presentation to Planning Commission

February 10, 2026

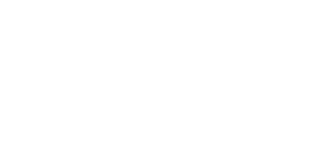


- 01** Background
- 02** Scoring Criteria
- 03** Survey Input
- 04** Next Steps
- 05** Discussion

Agenda



01 Background



OTS Crash Rankings Results

Why We Are Here

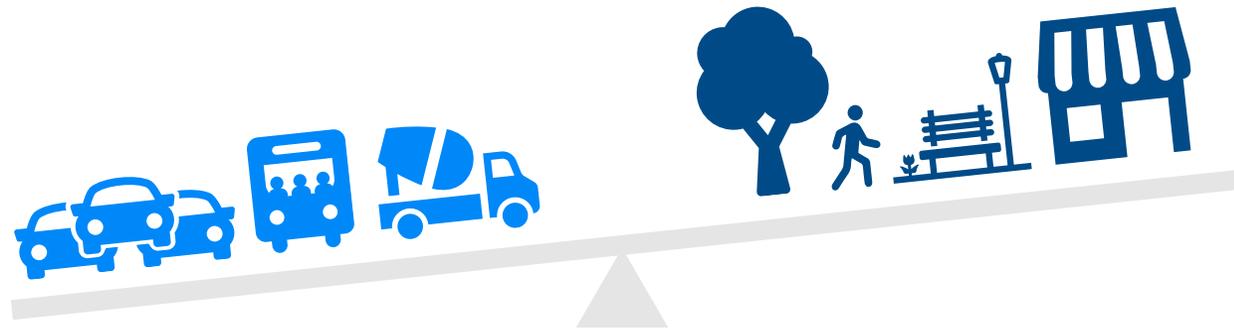
- In 2023, compared to 73 other similarly-sized California cities:
 - Sebastopol ranks ***the worst in overall pedestrian safety*** (15 to 65 yr)
 - 4th worst in pedestrian safety (>15 yr)
 - 8th worst in pedestrian safety (65+)
 - Sebastopol ranks 9th worst overall ***for all safety categories***



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

Movement vs Place

Streets can focus on through-traffic by moving as many **cars, trucks, and buses** as possible.



Movement vs Place

Streets can focus on **creating places** by supporting walking, biking, businesses, and public spaces.

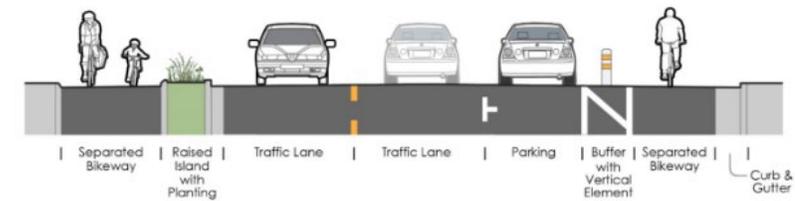
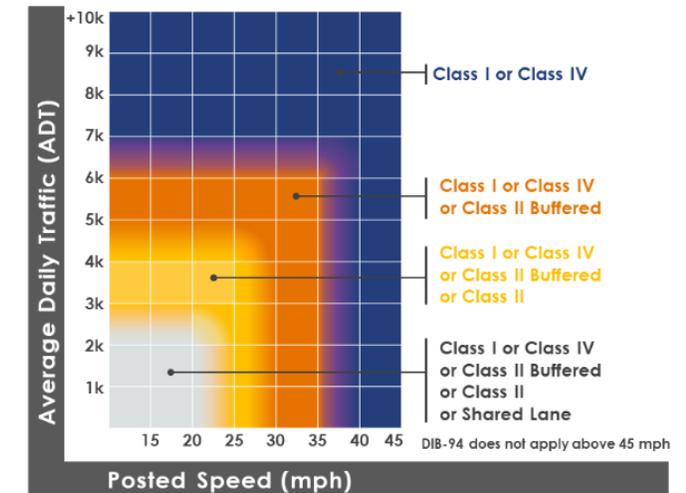
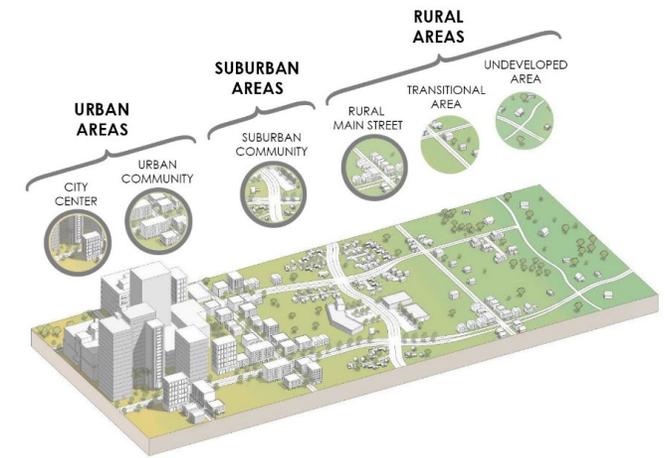


How We Get There

Caltrans Complete Streets Standard

DIB 94

- Implements Complete Streets on state highway facilities
- Applies context-sensitive standards based on surrounding land use and community setting
- Encourages flexibility in design to support safety, multimodal access, and comfort
- Seeks to balance the movement role of highways with local place and livability goals



Design Standards

Prioritizing Modes

Place Type		Modal Priority on Conventional Highways and Local Roads within State Right of Way				
		Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Rural Area	Rural Main Street					
	Transitional Area					
	Undeveloped Area					

Note:

Colors in this table indicate relative priority of modes in the given place type.

Number of icons indicate relative number of anticipated users in the place type.

Highest Priority  Lowest Priority

Most Users  Fewest Users

Design Standards

Operating Speed

Place Type	Proposed Operating Speed Recommended Ranges	Discussion
Rural Main Street	25 – 35 mph	Rural Main Streets may lack the developed infrastructure that provides clearly defined, separated spaces for pedestrians and bicyclists, and thus would require a lower operating speed.

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed					
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph
Rural Main Street	Through	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLT	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5 ft	10.5 ft

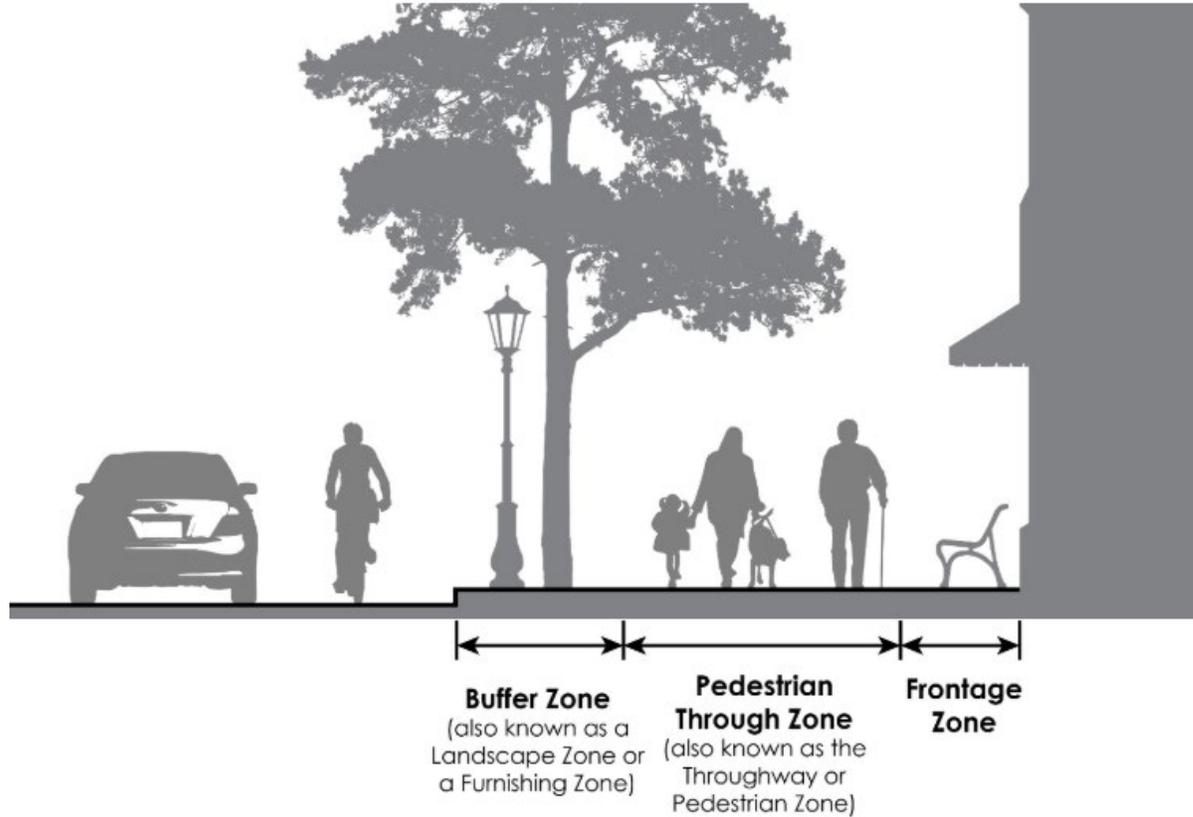
Note: Cells shaded in gray are outside the range of proposed operating speeds recommended

Assembly Bill 1014

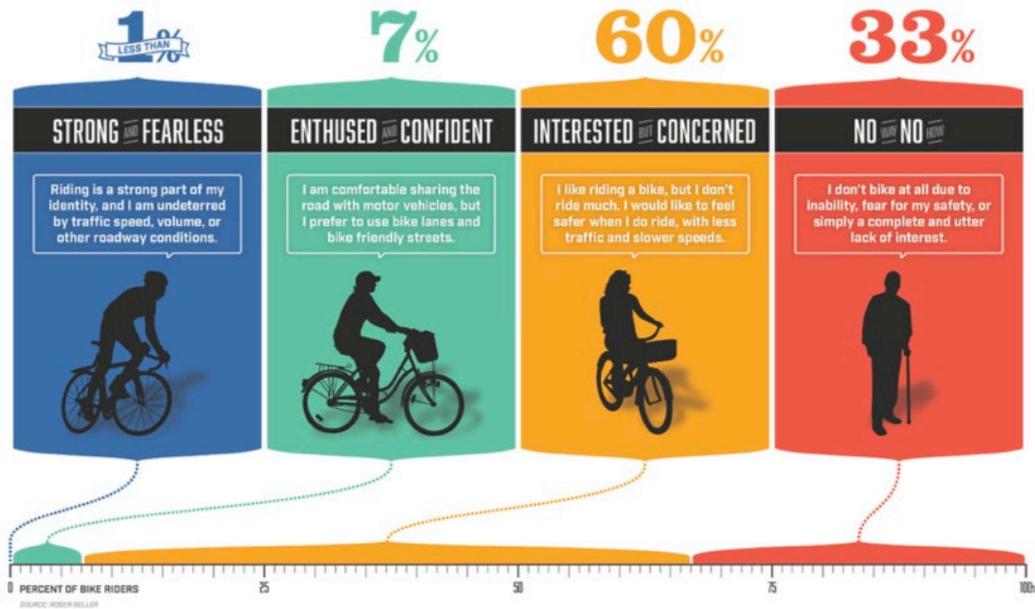
Gives Caltrans more flexibility to lower limits for safety:

- Allows reductions up to 5 mph below traditional 85th-percentile speeds
- Supports lower limits near vulnerable road users and safety corridors
- *The City and community can formally request Caltrans to enact this change*

Design Standards Sidewalks & Crosswalks

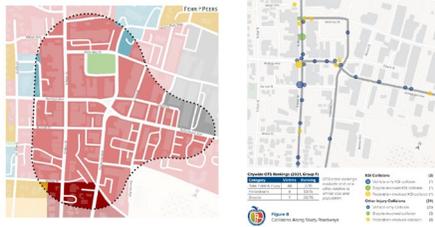


Design Standards Bicycle Facilities



Study Timeline

Summer 2024
Existing Conditions Assessment



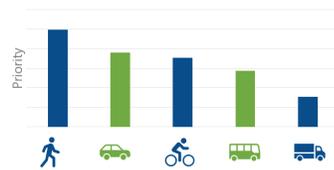
Fall/Winter 2024/2025
Circulation Options & Analysis



Fall/Winter 2025
Analyze Four Alternatives



Fall 2024
Community Workshop & Survey



Spring 2025
Community Workshop & Identify Alternatives

Alternatives to Study

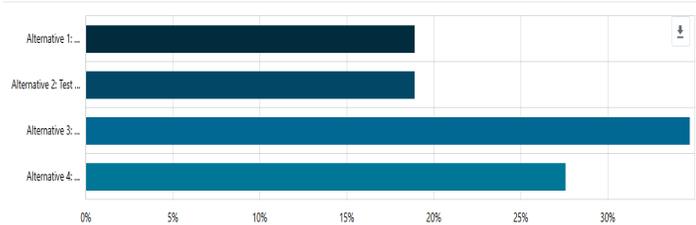
	One-Way	Two-Way	Level of Investment	Motorist Level of Service	Overall Safety
Fine Tune Today (1B)		Test the Two Way (2A)	\$\$	No Change	Improved
Walkable One-Way (1A)		Totally Two-Way (2D)	\$\$\$\$	Worsen	Much Improved

Evaluation Categories

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

Early 2026
Community Survey and Refining Alternatives

1 Question 1: Which alternative do you like best?
Multi Choice | Skipped: 0 | Answered: 196 (100%)





01 Background

02 Alternatives

Addressing Safety & Mobility

All Alternatives

A

The Plaza Hotel project proposes a new mid-block crosswalk between the proposed hotel and the Plaza.

B

The City is currently designing a new flashing pedestrian beacon for the intersection of Main and Burnett Streets.

C

The Sebastopol Active Transportation Plan (ATP), adopted in January 2025, calls for an extension of the Joe Rodota Trail to connect the existing trailhead to Willow Street, as well as other bike blvd treatments along Willow and High Streets.

D

The City's ATP also calls for improved pedestrian connections along McKinley Street to connect Main Street to the Barlow, and other locations of interest.

E

Plaza improvements, which are documented in the next pages.

F

Remove the slip lane at the intersection of Petaluma and Sebastopol Avenues to create a permanent parklet.

G

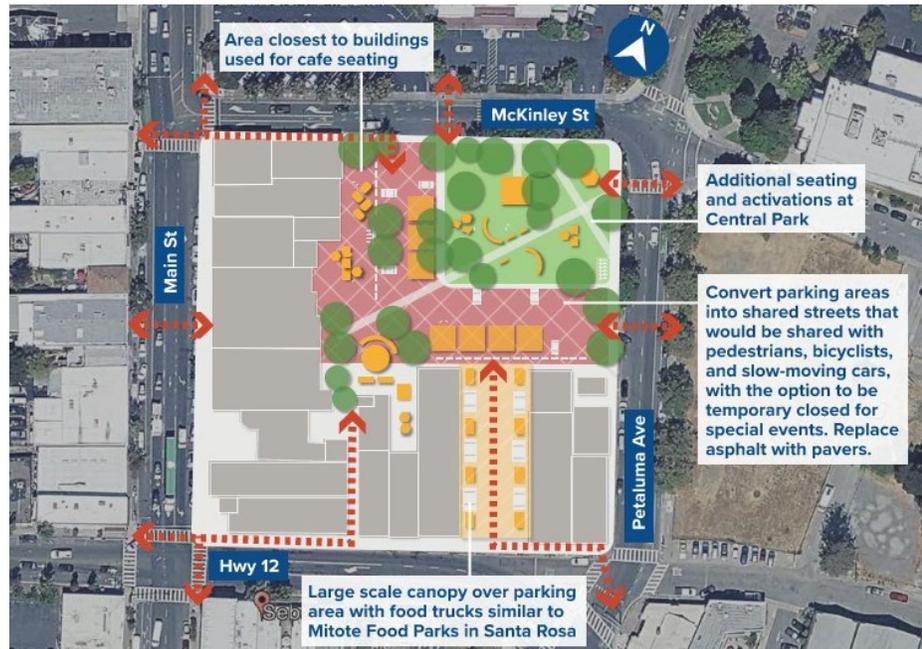
Install midblock crossing on Main Street with treatments to provide safe crossing to slow down traffic and create pedestrian friendly blocks.

H

Improve connections Joe Rodota Trail to Ives Park via curb extensions, improvement crossing treatments.

J

Establish Burnett Street as a Bike Blvd by prioritizing bikes, slowing down cars, and supporting additional east west bike connections.



Alternative 1 Fine Tune Today

- One way car and bike circulation remains unchanged
- Parking reduction of ~10-15 spaces (2%)
- Bikeways to be protected/separated*
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks
- Traffic signal timing adjustments for reduced speeds, traffic calming, and ped/bike safety

* The side of the street for the bikeway is subject to change as design is refined

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

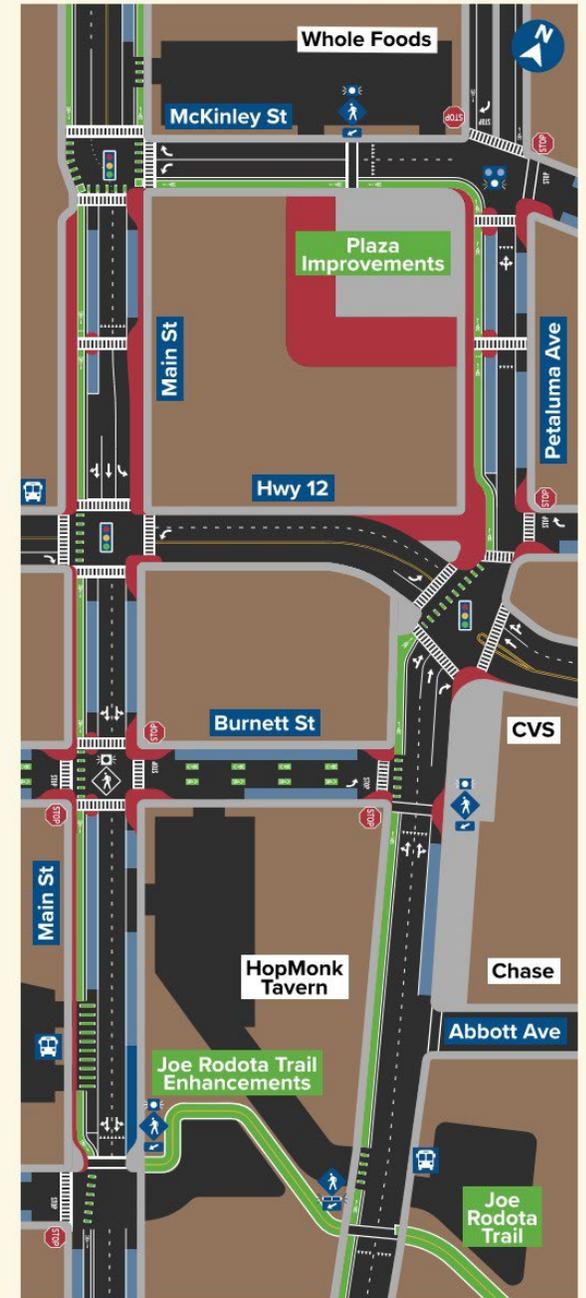
🍏🍏🍏🍏 2 / 4

TOTAL
11

Key

🚗 Parking	🚶 New Pedestrian Spaces
🛑 Stop Sign	🚲 Separated Bike Lanes
🚦 Signal	🚏 Bus Stop
🚶 Rectangular Rapid-Flashing Beacon (RRFB)	🚲 Bike Station
🚶 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.



Alternative 2 Test the Two Way

- **Converts Main Street to two-way for cars**
- **Bikeways in both directions on Petaluma Avenue**
- **Parking reduction of ~5-10 spaces (1%)**
- Bikeways to be protected/separated*
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks
- Traffic signal timing adjustments for reduced speeds, traffic calming, and ped/bike safety

* The side of the street for the bikeway is subject to change as design is refined

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

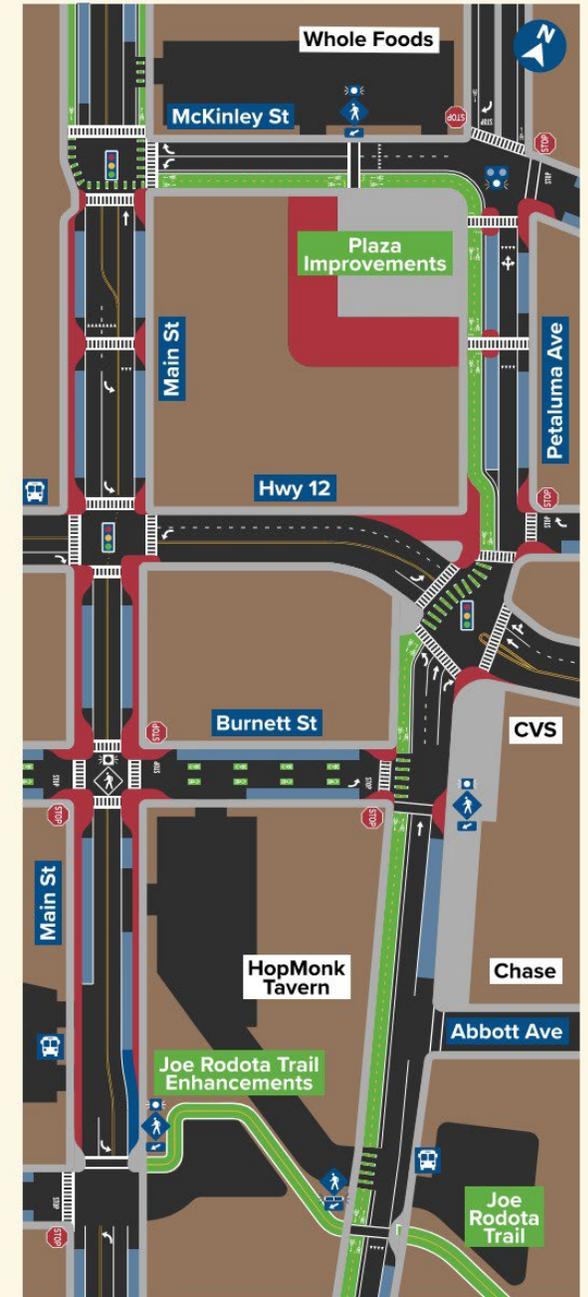
🍏🍏🍏🍏 3 / 4

**TOTAL
14**

Key

- 🅑 Parking
- 🛑 Stop Sign
- 🚦 Signal
- 🚏 Bus Stop
- 🚶 Rectangular Rapid-Flashing Beacon (RRFB)
- 🚶 Pedestrian-Activated Flashing Beacon
- 🚶 New Pedestrian Spaces
- 🚲 Separated Bike Lanes
- 🚏 Bike Station
- 🚶 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.



Alternative 3 Walkable One Way

- One way car circulation remains unchanged
- Bikeways in both directions on Petaluma Avenue
- Parking reduction of ~10-15 spaces (2%)
- Bikeways to be protected/separated*
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks
- Traffic signal timing adjustments for reduced speeds, traffic calming, and ped/bike safety

* The side of the street for the bikeway is subject to change as design is refined

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

🍏🍏🍏🍏 3.5 / 4

🚶 Access and Mobility

🍏🍏🍏🍏 3.5 / 4

🏠 Downtown Vitality & Sense of Place

🍏🍏🍏🍏 3 / 4

🏗 Feasibility & Cost

🍏🍏🍏🍏 1.5 / 4

👥 Community Support

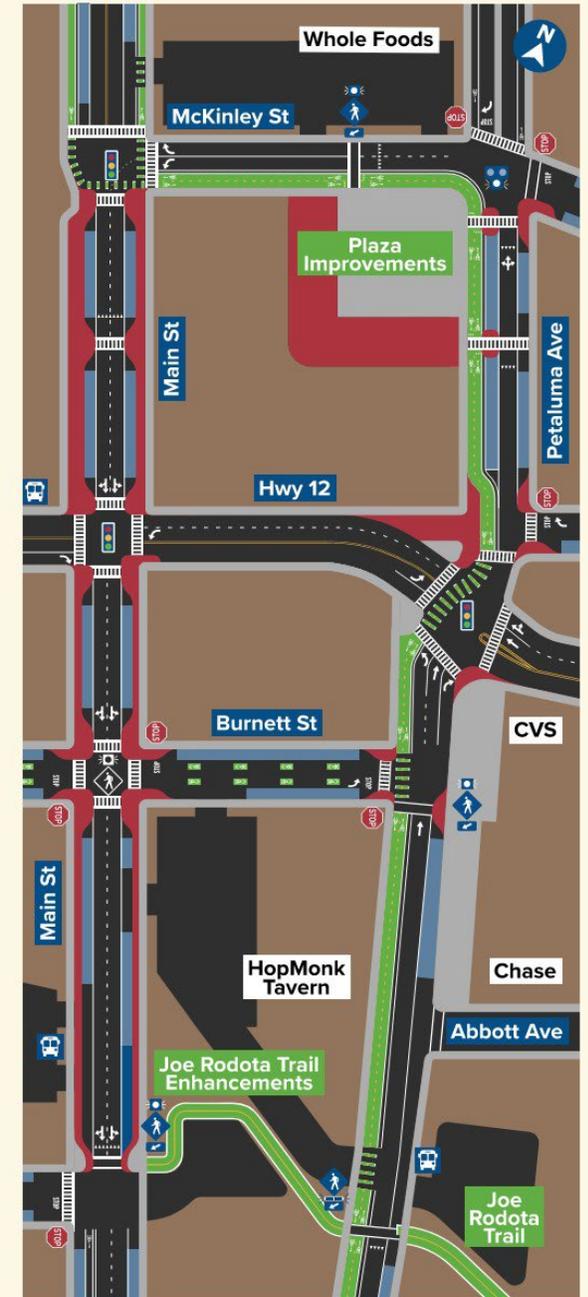
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TOTAL
14.5

Key

- Parking
- New Pedestrian Spaces
- 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.



Alternative 4 Totally Two Way

- **Converts both Main Street and Petaluma Avenue to two-way for cars**
- **Bikeways in both directions on Main Street**
- **Parking reduction of ~50 spaces (8%)**
- Bikeways to be protected/separated*
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks
- Traffic signal timing adjustments for reduced speeds, traffic calming, and ped/bike safety

* The side of the street for the bikeway is subject to change as design is refined

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

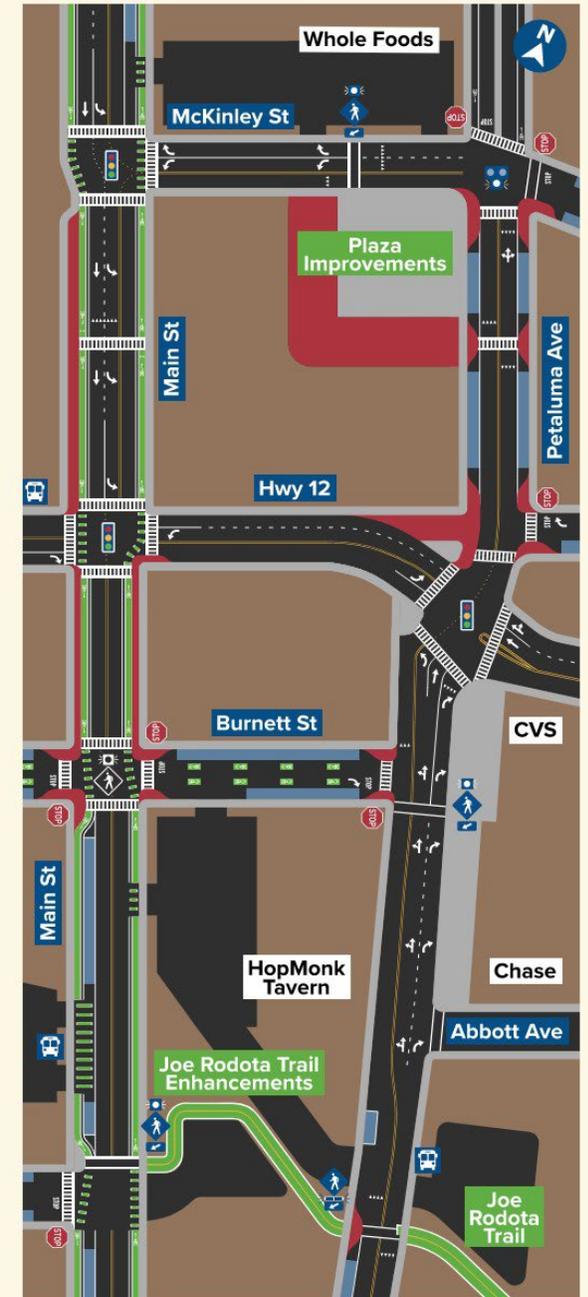
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**TOTAL
12.5**

Key

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

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01 Background

02 Alternatives

03 Survey Input

Survey Input

- Survey open from December 22, 2026 to February 8, 2026
- Email & newsletter outreach to stakeholders, project lists, and City subscribers
- Online & media promotion via City website, social media, and local press
- In-person outreach through downtown and business flyer distribution
- Over 200 votes cast

SURVEY: Pick Your Alternative

Reimagining the Core: A Vision for Downtown Mobility & Vitality / SURVEY: Pick Your Alternative

We're looking for your input on which of these four alternatives represents the vision for downtown Sebastopol. Answer the survey below and hit "Submit" at the bottom to pick your preferred alternative. This survey will be open through Sunday February 8, 2026

[Download Full Package](#)



[Open](#)

Pick Your Preferred Alternative

Question 1: Which alternative do you like best? Required

- Alternative 1: Fine-Tune Today
- Alternative 2: Test the Two-Way
- Alternative 3: Walkable One-Way
- Alternative 4: Totally Two-Way

Question 2: Rank Your Choices

click and drag the alternatives below to rank them from your favorite (top) to least favorite (bottom)

Alternative 1: Fine-Tune Today	☰
Alternative 2: Test the Two-Way	☰
Alternative 3: Walkable One-Way	☰
Alternative 4: Totally Two-Way	☰

Survey Input

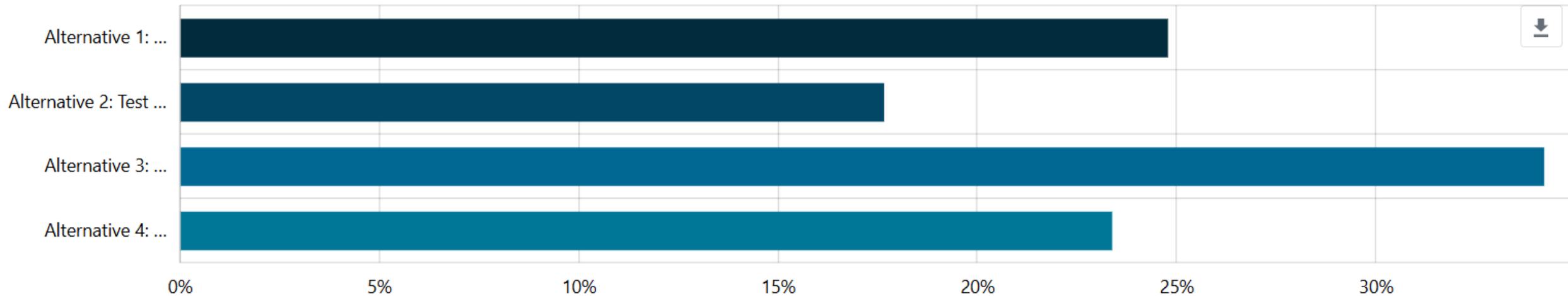
Alternative	Count	Percent
Alt 1: Fine Tune Today	160	25%
Alt 2: Test the Two Way	114	18%
Alt 3: Walkable One Way	221	34%
Alt 4: Totally Two Way	151	23%
	646	100%

1

Question 1: Which alternative do you like best? Required

Multi Choice | Skipped: 0 | Answered: 646 (100%)

 Hide Question



Key Survey Themes

- Walkability, safety, and downtown vitality
- Traffic congestion and vehicle flow
- Business access and parking
- Broad concern about congestion at Hwy 12 / Hwy 116
- Split between vehicle throughput vs. walkability/placemaking priorities
- Tension between regional traffic needs and local downtown goals
- Mixed views on two-way streets; interest in piloting before permanent changes



01 Background

02 Alternatives

03 Survey Input

04 Next Steps

Next Steps

- March 3rd City Council Meeting
- Develop Conceptual Design Plans
- Return to Planning Commission to present conceptual plan and draft report
- City Council review and adoption of concept and report



01 Background

02 Alternatives

03 Survey Input

04 Next Steps

05 Discussion

Implementation

What We Ask For	What Would Happen	Cost
Take Main Street back from Caltrans	ROW relinquishment	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
Widen Sidewalks	Reconstruct the roadway segment	\$ \$ \$ \$ \$ \$
Add Bulbouts at Intersections	Reconstruct intersection	\$ \$ \$ \$
Convert to Two-Way	Rebuild traffic signal	\$ \$ \$
Narrow the Lanes	Striping only	\$ \$
Temporary / Pilot Improvements	Striping and surface mounted elements	\$ \$

Be a Grant Magnet

- Strong community support and commitment to address documented safety issues
- Alignment with Caltrans Complete Streets Design Standards

Supporting Actions

Regardless of which Alternative is preferred, we recommend:

- Developing a **parking, curbside management, and wayfinding plan** to optimize available parking to best complement the agreed upon vision for the Downtown
- Identifying **gateway treatments** such as roundabout or signal at the “Y” and other striping changes to address speeds into and out of Downtown.
- Investigate **low-cost treatments** such as striping, signing, and traffic signal timing/phasing changes to address high speeds through Downtown outside of peak hours.
- Identify a **pilot or temporary** trial set of improvements to demonstrate proof of concept for major changes to the downtown core.
- Continue **engaging with community** and businesses after this study concludes

