



Reimagining the Core

Our Community's Plan for Mobility and Vitality in Downtown Sebastopol

Presentation to Planning Commission

April 28, 2026

What We Need From You Tonight

- **Walkable.** Affirm the overall vision for a more walkable, safe, and vibrant downtown
- **Two-Way.** Support the pedestrian, streetscape, circulation and multimodal improvements as identified in the Plan
- **Main Street.** Provide input on implementation priorities, including phasing considerations and key tradeoffs between pedestrian space, parking, and multimodal access

Council Direction

- **Affirm Downtown Priorities.** Safety, walkability, environmental sustainability, and business vitality as the City's guiding framework
- **Adopt Preferred Street Design Framework.** Calm traffic and shorten crossings on Main Street, retain on-street parking, add protected bikeways on McKinley and Petaluma, and implement two-way circulation on Main and Petaluma (and remove two proposed mid-block crossings)
- **Evaluate Preferred Alternative.** Authorize team to analyze Walkable Two Way as preferred configuration
- **Explore Bikeways on Main Street.** Evaluate two-way bike lanes on Main Street

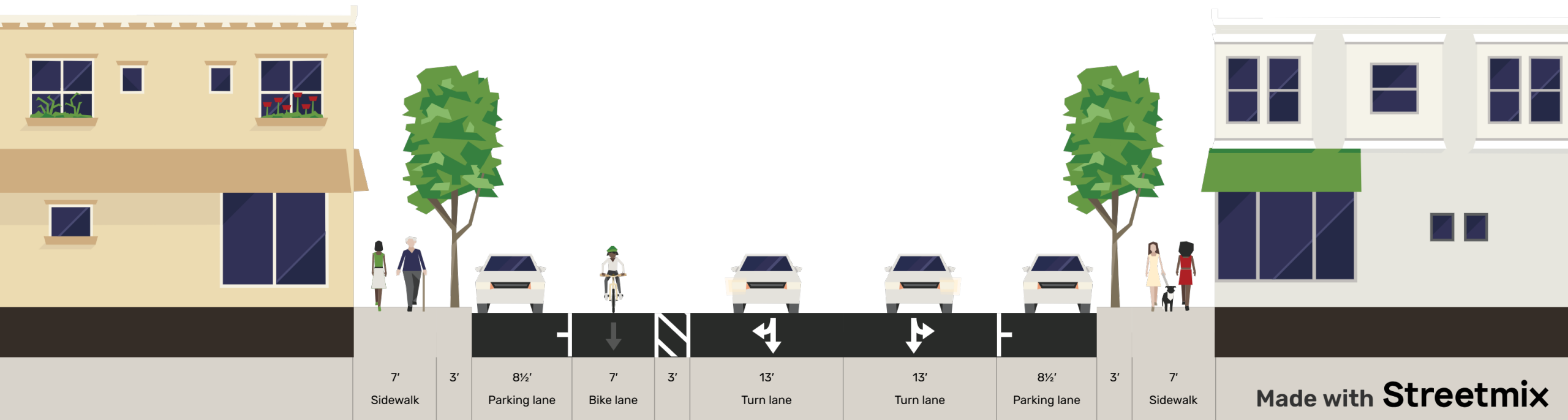
Understanding Trade-Offs

- **Main Street**
 - On-street **parking**
 - Wider Sidewalks for amenities like **outdoor seating**
 - Dedicated and protected **bike lanes**

You can't have all three on both sides of the street

Existing Conditions

Main Street (between Burnett and Bodega)



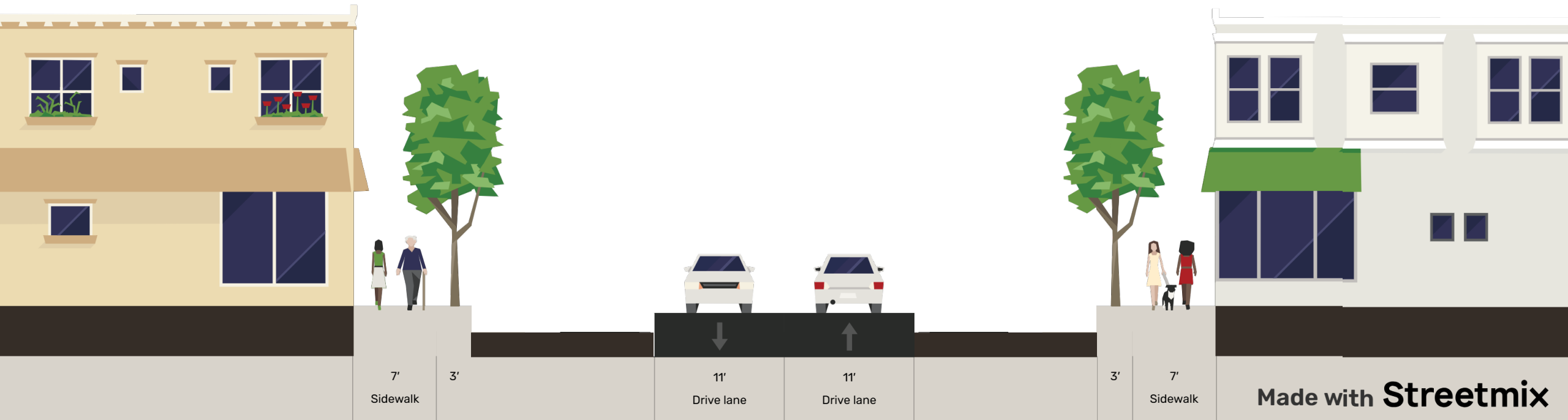
Minimum Sidewalk Zone

Main Street (between Burnett and Bodega)



One Lane in Each Direction

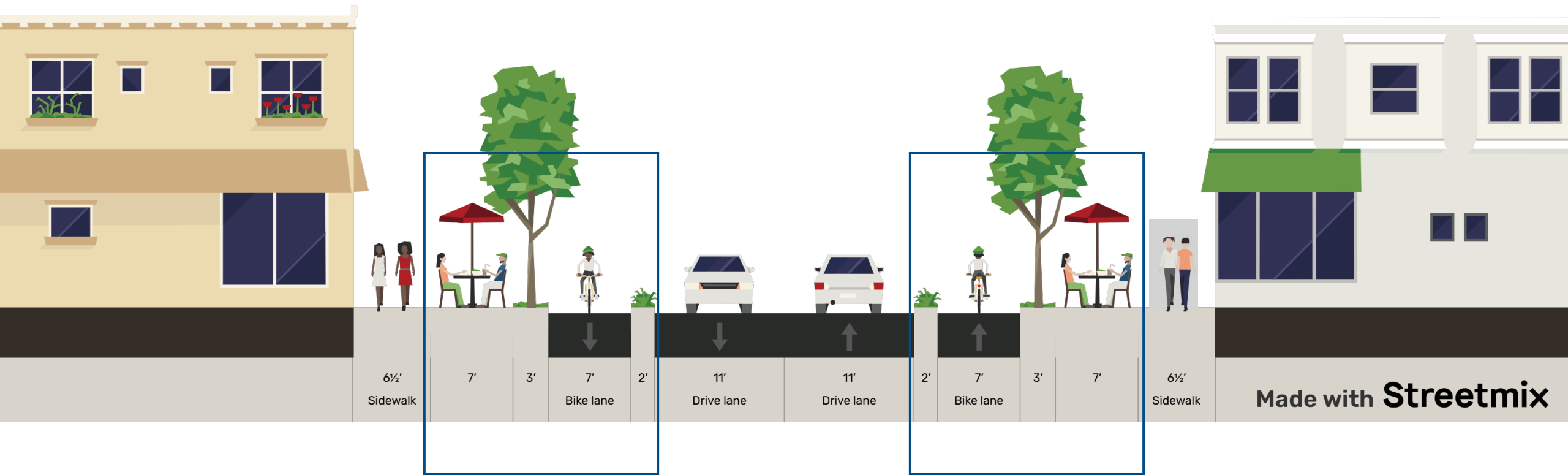
Main Street (between Burnett and Bodega)



Parking

Outdoor Seating

Bike Lanes



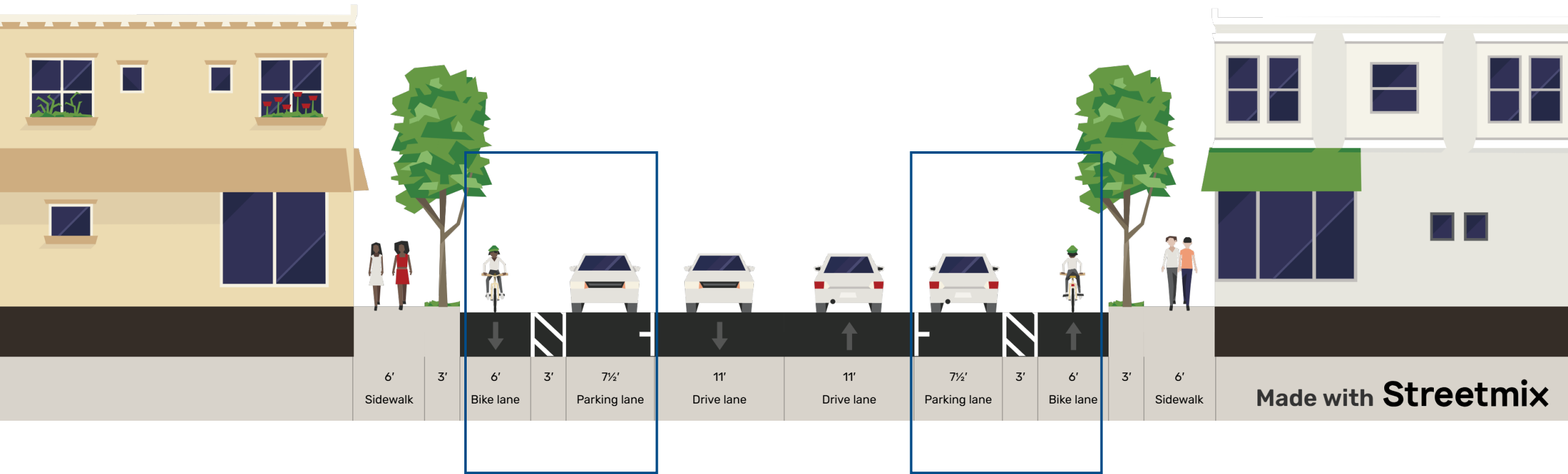
There are currently ~34 parking spaces on Main from McKinley to Burnett

Space for Outdoor Dining and other Amenities on both sides of the street and cycle tracks

Parking

~~Outdoor Seating~~

Bike Lanes

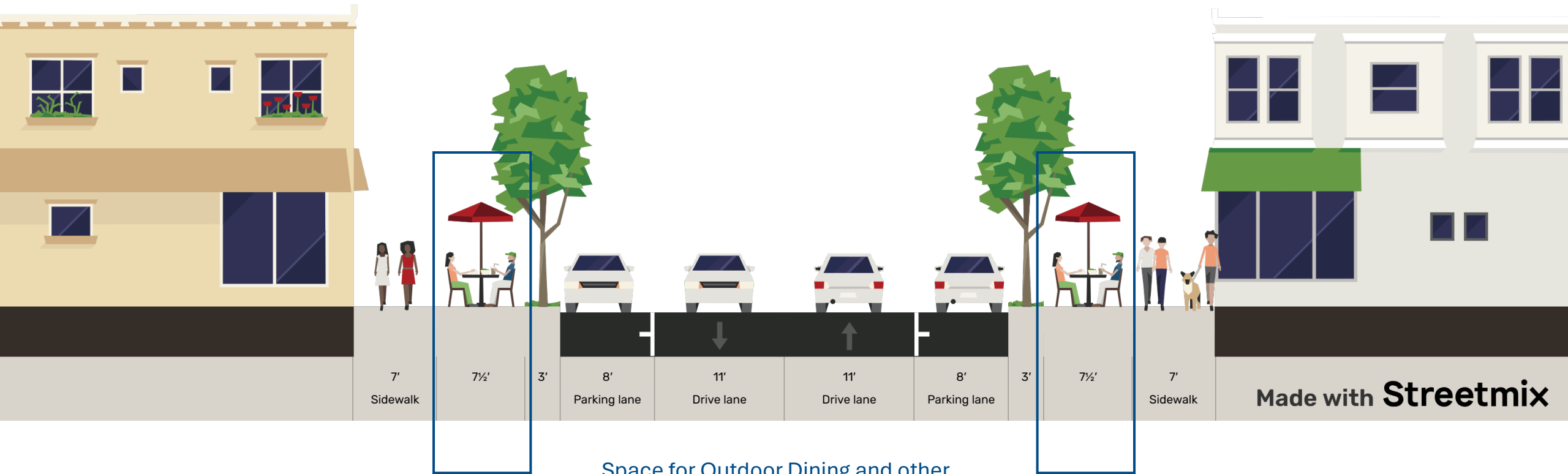


Parking Protected Bike Lanes

Parking

Outdoor Seating

~~Bike Lanes~~



Space for Outdoor Dining and other Amenities on both sides of the street





Main Street is the Place

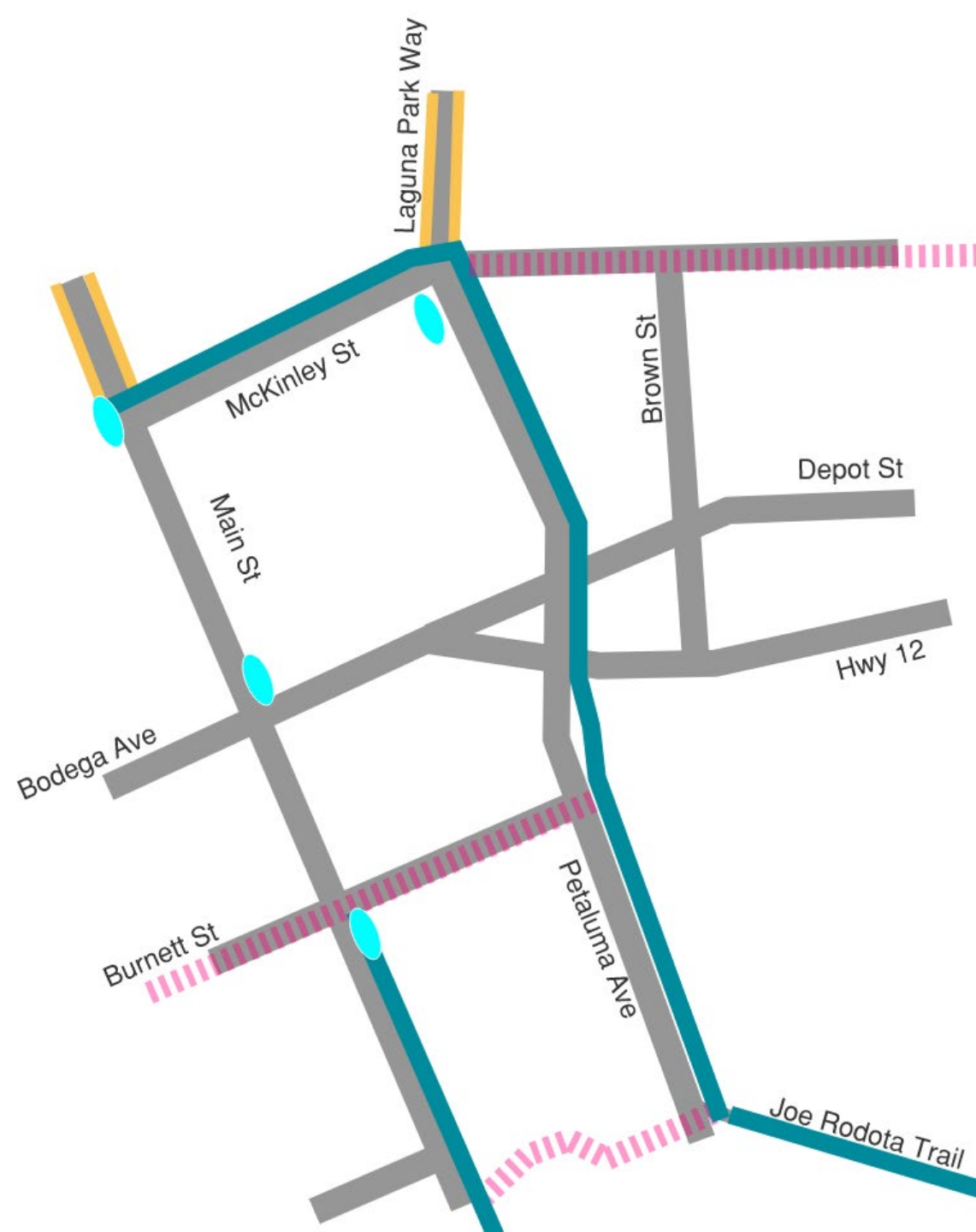
- **Supports walking, gathering, local business activity**
 - ✓ One lane in each direction for cars
 - ✓ On-Street parking on both sides of the street
 - ✓ Wider sidewalks with pedestrian amenities
 - ✓ Area for bike parking to support cyclists as pedestrians

Petaluma Ave & McKinley is for Movement

- **Supports safe, continuous travel for all modes**
 - ✓ One lane in each direction for cars
 - ✓ Adequate space for comfortable walking
 - ✓ Shared use pathway to connect to regional trails and destinations around downtown

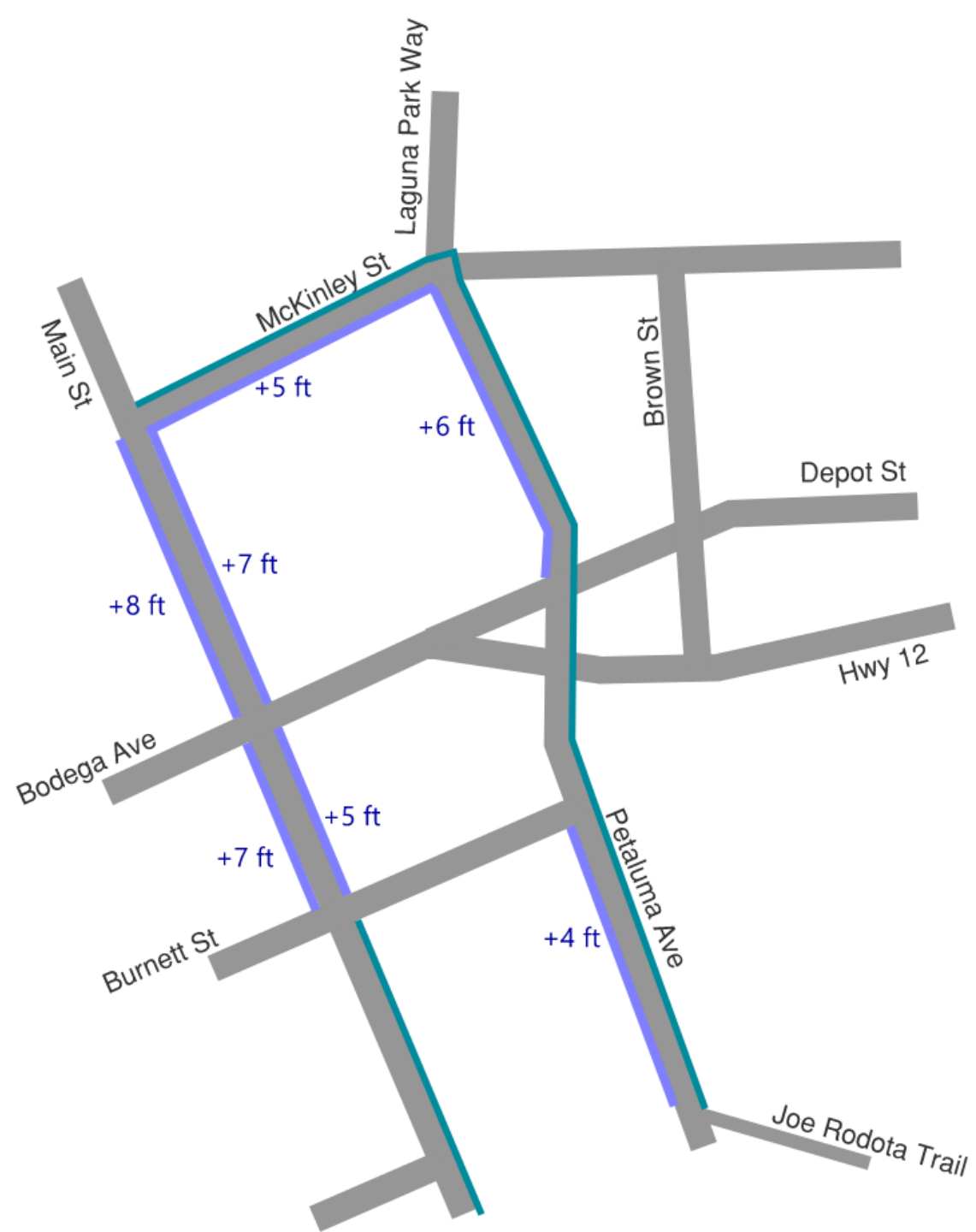
Bike Connectivity

-  Shared Use Path
-  Bike Blvd
-  Bike Lanes
-  Bike Parking

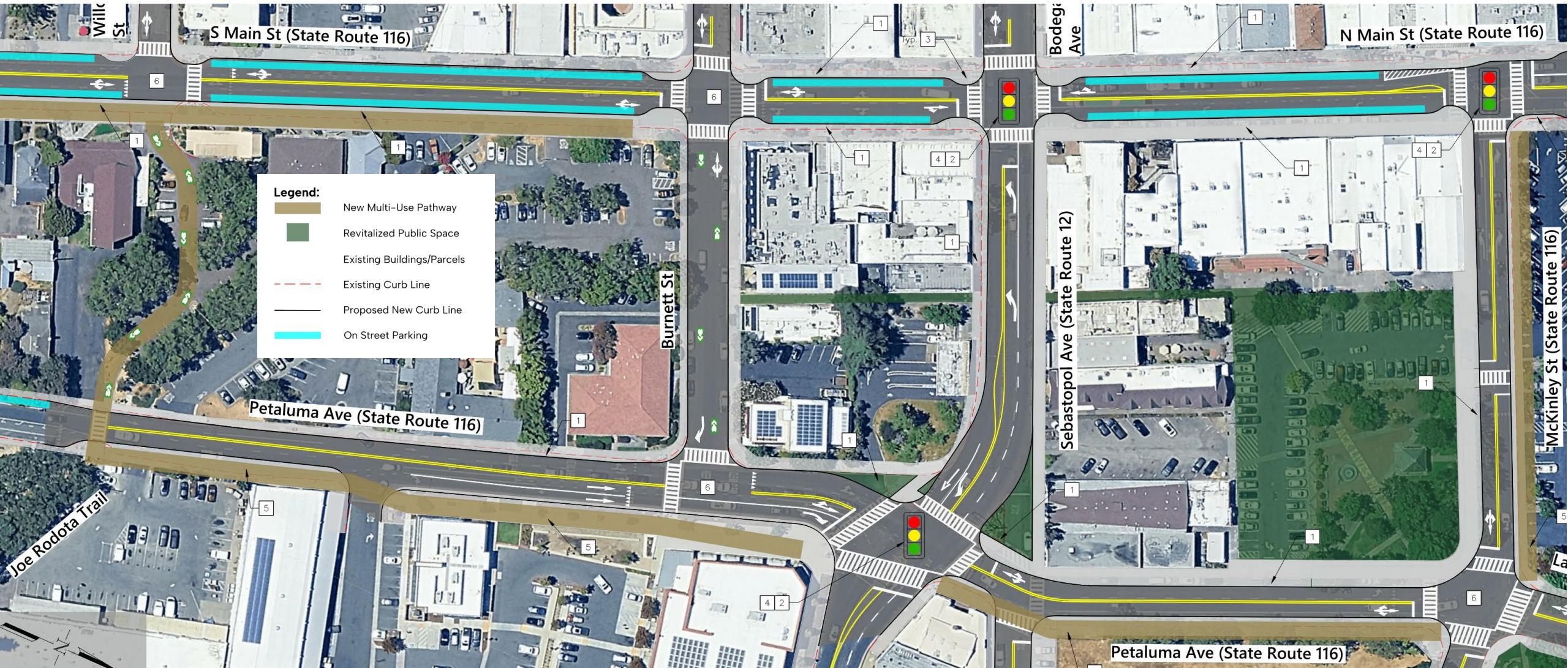


Walkability

- Wider sidewalks allows for more amenities
- All crosswalks to be high visibility



Our Community's Walkable Two-Way Downtown



Project Components

- ❑ Pedestrian and Streetscape Improvements
 - Wider sidewalks and curb extensions at intersections with bike parking, outdoor seating, and other community-supported amenities
- ❑ Bikeway and Multimodal Connections
 - Widen sidewalk zone and implement shared use path and intersection crossing accommodations
- ❑ Traffic Signal and Operations Upgrades
 - Additional traffic signal or crossing treatments, and corridor signal timing changes to reduce speeds through downtown
- ❑ Two-Way Configuration
 - Add poles, wiring, and equipment to facilitate two-way operations, including additional intersection safety treatments and traffic control systems



Supportive Improvements

- Consider improvements outside of the study area, such as:
 - Roundabouts north and south of downtown
 - Traffic calming on side streets
 - Bikeway treatments on Main to the south
 - Improved crossings



Supplemental Studies

- **Recommend additional technical studies to inform final design:**
 - Parking & Curbside Management
 - Access Management Strategies
 - Intersection Traffic Control Strategies
 - Right of Way Studies
 - Environmental Review and Project Development Studies



Implementation

- **Overarching Framework**
 - Identify near-term capital projects (intersection safety measures)
 - Build two-way configuration compatibility into all projects
 - Opportunistic project delivery (funding drives the phasing)
 - Leverage current programs (CIP, HSIP, SHOPP, Development)

Funding Opportunities

Partner with SCTCA and Caltrans to take action on near-term funding opportunities now

- ❑ **One Bay Area Grant (OBAG).**

Pedestrian safety improvements, bikeway improvements, phased downtown complete streets package, preliminary design

- ❑ **SB 1 Local Partnership Program (LPP).**

Multimodal phased package with strong local commitment; pedestrian, bikeway, and selected streetscape improvements

- ❑ **Transportation Fund for Clean Air (TFCA).**

Smaller bikeway connections, bike parking, end-of-trip facilities, quick-build or targeted VMT-reduction elements

- ❑ **Measure M / Go Sonoma.**

Local match, preliminary design, technical studies, and gap funding to support phased implementation

- ❑ **Sebastopol Local Funds.**

Local match, early action items, quick-build safety improvements, and consultant support for studies or grant preparation

Accountability & Commitments

- **Ensuring accountability will require explicit actions and commitments:**
 - ❑ Consider community task force to support progress, engagement, transparency, and community-focused processes
 - ❑ Building two-way configuration compatibility into all projects, programs, development considerations
- **City Commitments**
 - ❑ City Council
 - ❑ Planning Commission (see next slide)
 - ❑ Planning Department
 - ❑ Public Works
 - ❑ Interdepartmental coordination

Commitment from Planning Commission

- Continue to support the policy identified by the STUDY through input on design refinement and implementation priorities as project opportunities are identified.
- Serve as a forum for continued community input, ensuring alignment with community values and business needs.
- Consider establishing ad hoc committee to explore grant opportunities and support future efforts



