



Reimagining the Core

A Vision for Mobility and Vitality in Downtown Sebastopol

Presentation to Planning Commission

February 10, 2026



01 Study Timeline

02 Scoring Criteria

03 Survey Input

04 Discussion

05 Next Steps/Look Ahead

Agenda

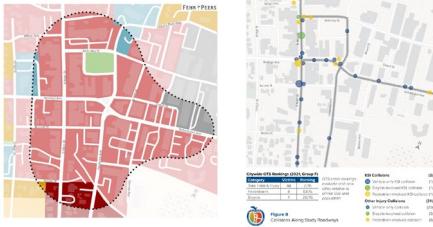


01 Study Timeline

Study Timeline

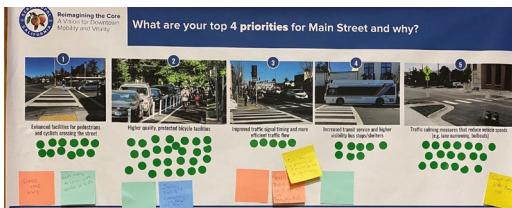
Summer 2024

Existing Conditions Assessment



Fall 2024

Community Workshop & Survey



Fall/Winter 2024/2025

Circulation Options & Analysis

Circulation Options

- Left turn pockets with protected phases
- Potentially prohibit some left turns
- Consider parking adjustments for curb



Spring 2025

Community Workshop & Identify Alternatives

Alternatives to Study



feel walking local walkability wal
copperfields real businesses unique
barlow small love variety old town
shop go buildings main street charm vibrant
at atmosphere traffic places walkable around
desertedstop stores able good home
farmers services Shops downtown
coffee people easy restaurants parking
distance friendly market community

Fall/Winter 2025

Analyze Four Alternatives



Evaluation Categories

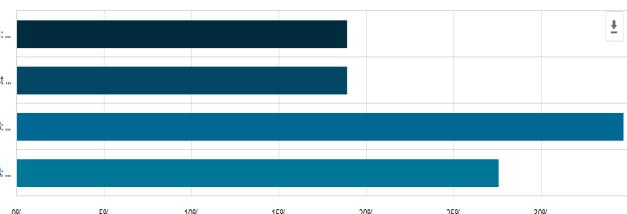
- Safety & Comfort
- Access & Mobility
- Sense of Place & Downtown Vitality
- Feasibility & Cost
- Community Support

Early 2026

Community Survey and Refining Alternatives

1

Question 1: Which alternative do you like best?





01 Study Timeline

02 Alternatives

Addressing Safety & Mobility All Alternatives



A
The Piazza 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.

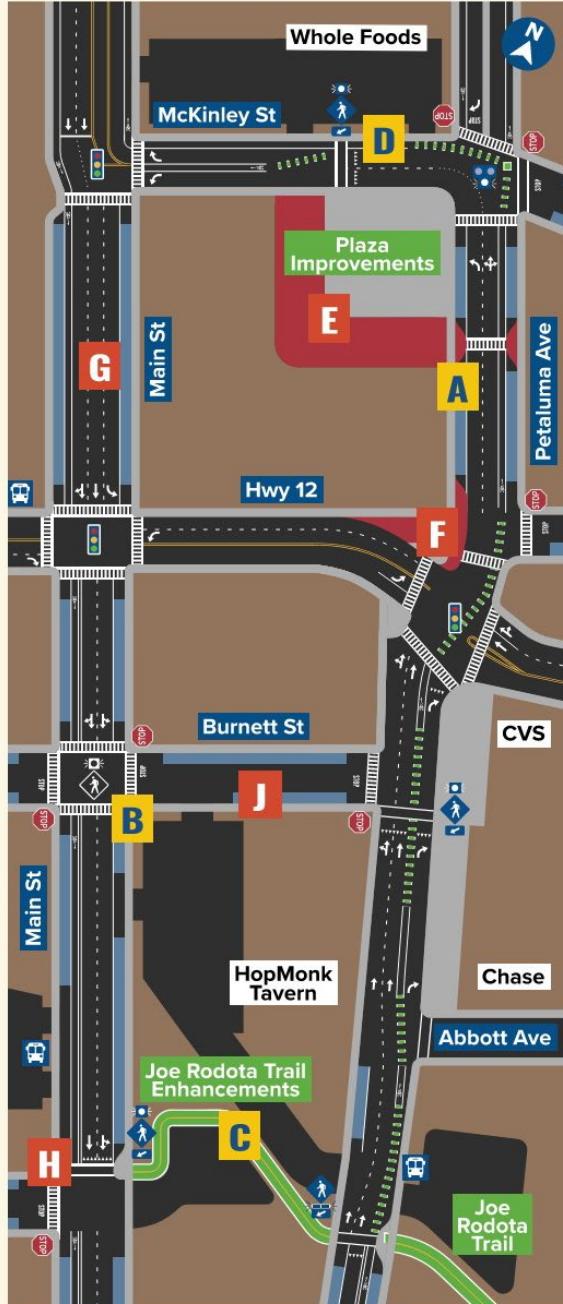
E
Plaza improvements, which are documented in the next pages.

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

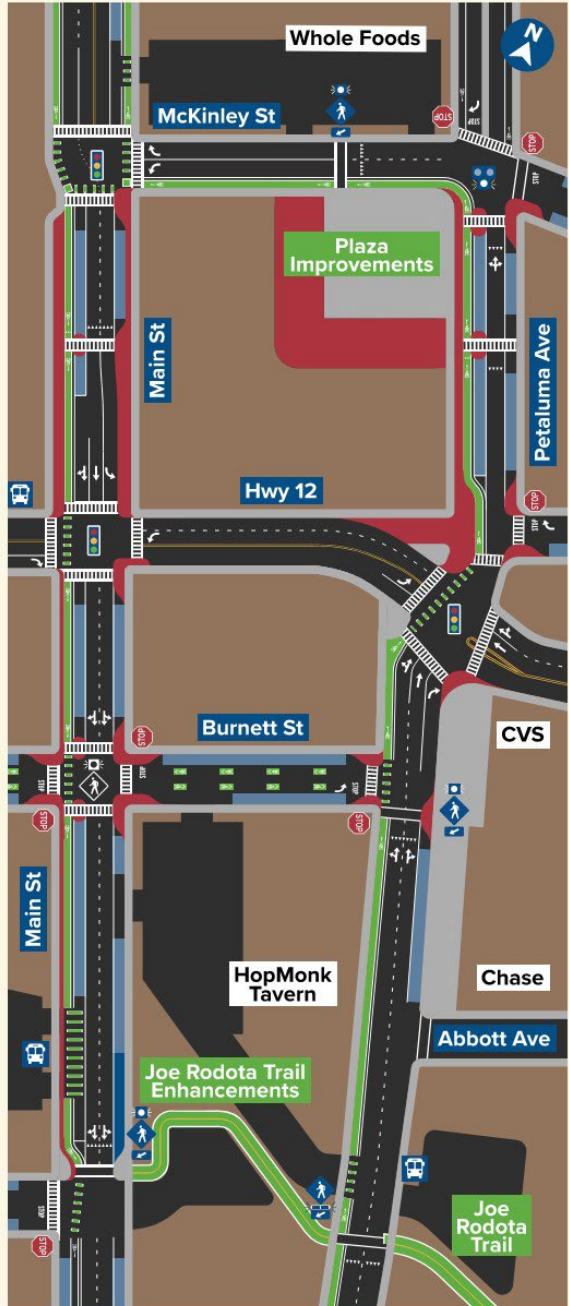
- One way car and bike circulation remains unchanged
- Parking reduction of ~10-15 spaces (2%)
- Bikeways to be protected/separated
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks
- Traffic signal timing adjustments for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

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.



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

ALT 2: TEST THE TWO-WAY

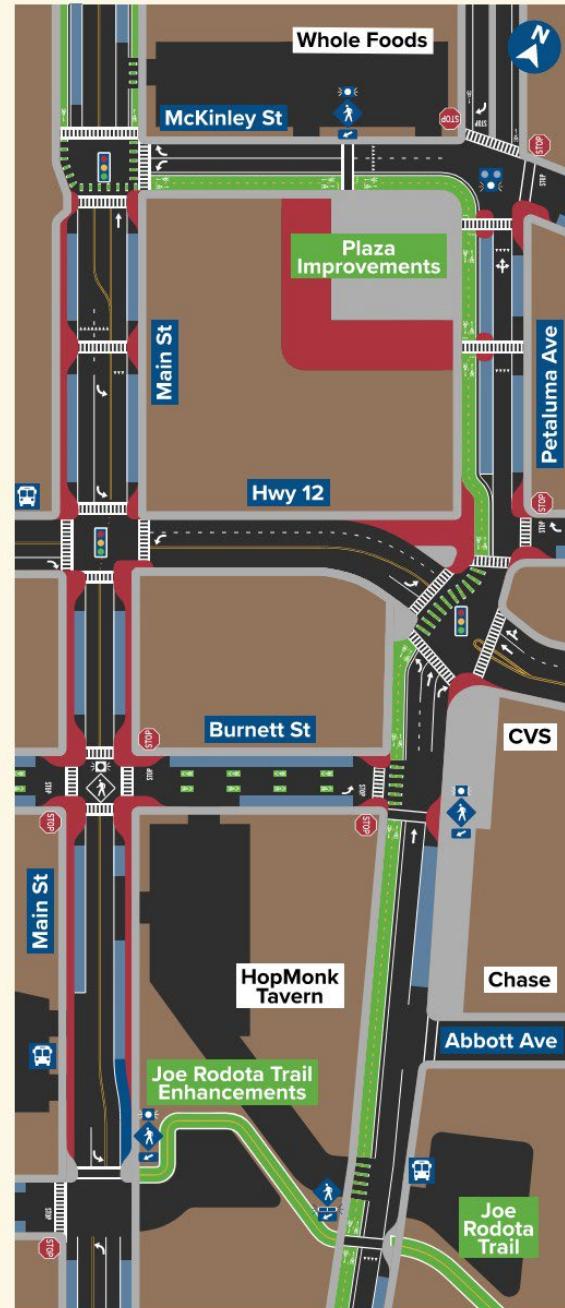
Enhances the Plaza and formalizes the Joe Rodota Trail extension to Main Street as part of its streetscape improvements. It converts Main Street to two-way circulation with turn pockets provided only where turns are permitted, and the design is envisioned to function with minimal changes should the City 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.



Key

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

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

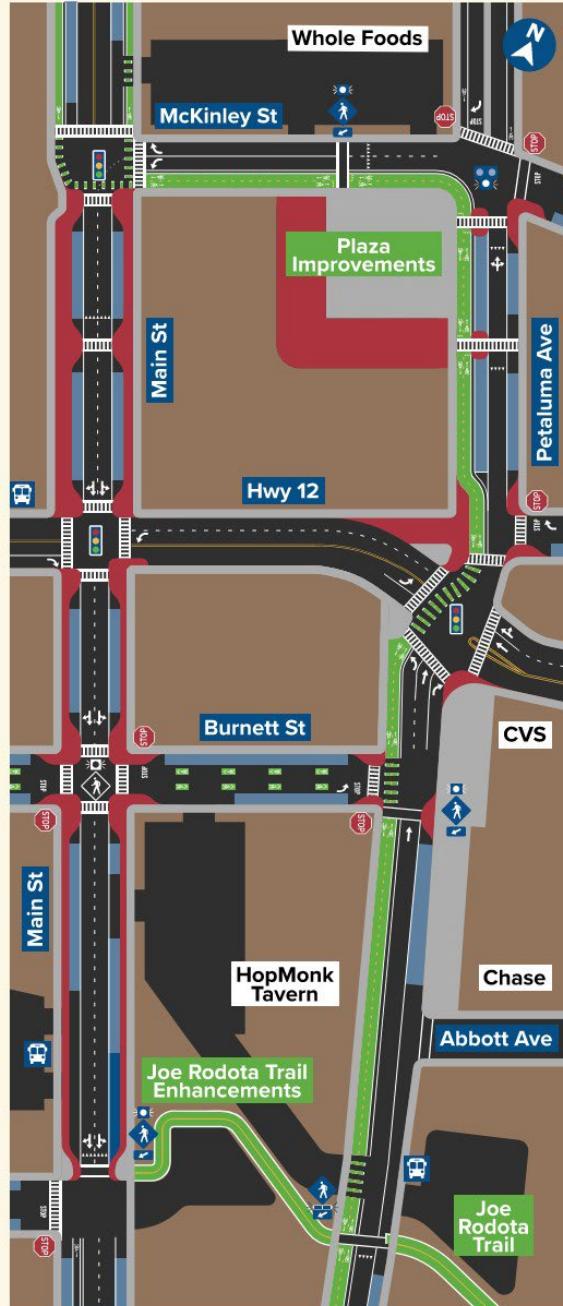
- One way car circulation remains unchanged
- Bikeways in both directions on Petaluma Avenue
- Parking reduction of ~10-15 spaces (2%)
- Bikeways to be protected/separated
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks on long blocks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

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.



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

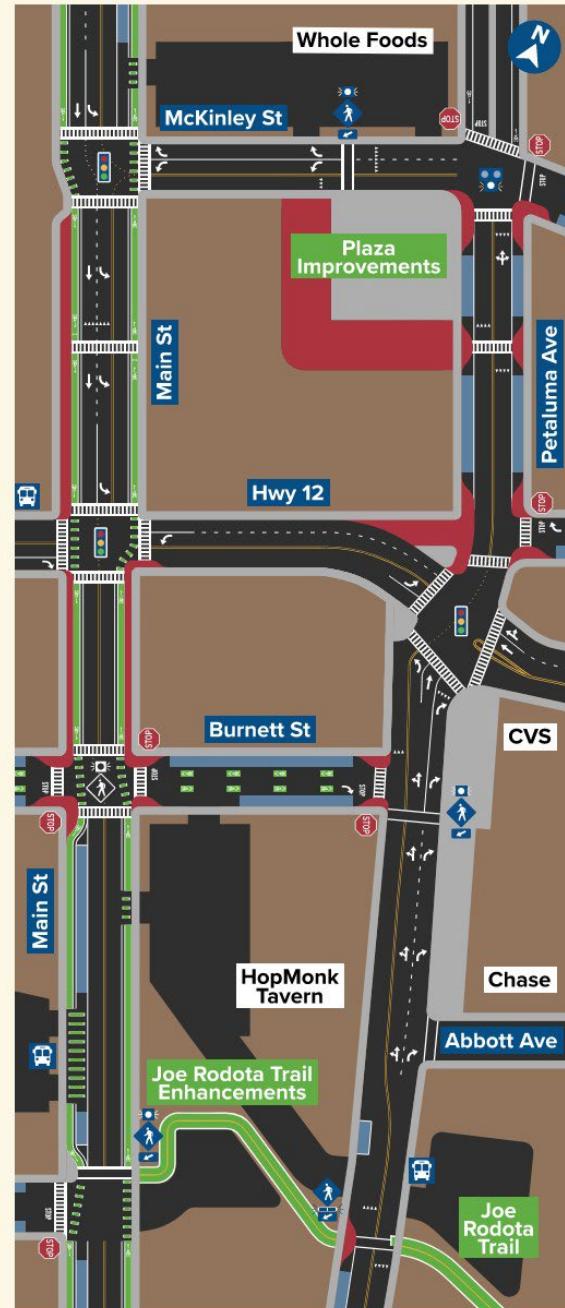
- Converts both Main Street and Petaluma Avenue to two-way for cars
- Bikeways in both directions on Main Street
- Parking reduction of ~50 spaces (8%)
- Bikeways to be protected/separated
- Narrower lanes and shorter turn pockets
- Shortens crossing distance at intersections
- Adds midblock crosswalks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

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.



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





01 Study Timeline

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

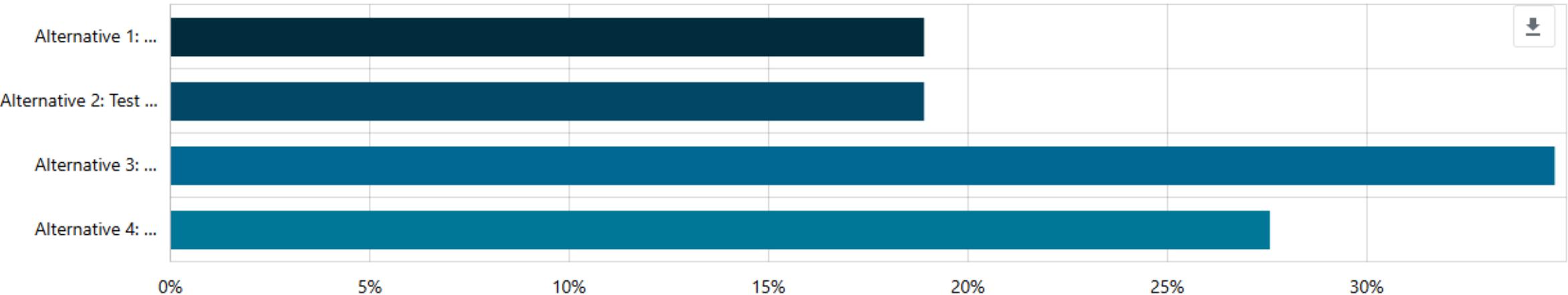
Survey Input

Alternative	Count	Percent
Alt 1: Fine Tune Today	37	19%
Alt 2: Test the Two Way	37	19%
Alt 3: Walkable One Way	68	35%
Alt 4: Totally Two Way	54	27%
	196	100%

1 Question 1: Which alternative do you like best? Required

Multi Choice | Skipped: 0 | Answered: 196 (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 Study Timeline

02 Alternatives

03 Survey Input

04 Discussion



01 Study Timeline

02 Alternatives

03 Survey Input

04 Discussion

05 Next Steps/Look Ahead

