



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

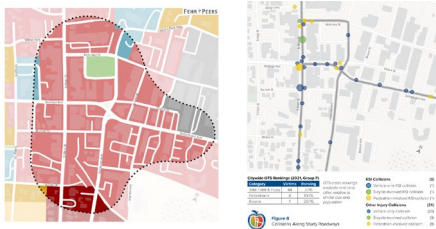
Agenda



01 Study Timeline

Study Timeline

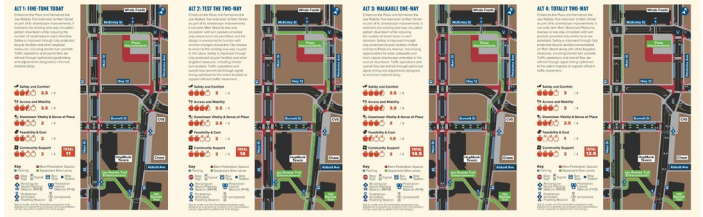
Summer 2024
Existing Conditions Assessment



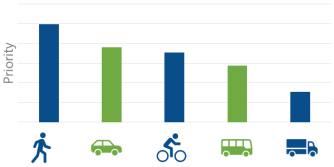
Fall/Winter 2024/2025
Circulation Options & Analysis



Fall/Winter 2025
Analyze Four Alternatives



Fall 2024
Community Workshop & Survey



Spring 2025
Community Workshop & Identify Alternatives

Alternatives to Study

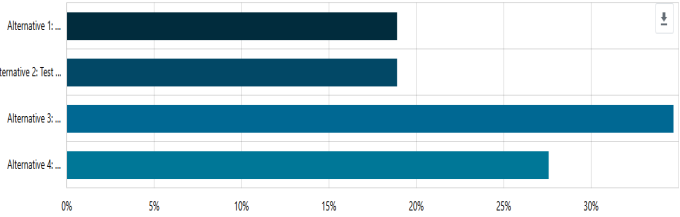
	One-Way	Two-Way	Level of Investment	Motorist Level of Service	Overall Safety
Fine Tune Today (1B)		Test the Two Way (2A)	\$	No Change	Improved
Walkable One-Way (1A)		Totally Two-Way (2D)	\$\$\$\$	Worsen	Much Improved

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 Study Timeline

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

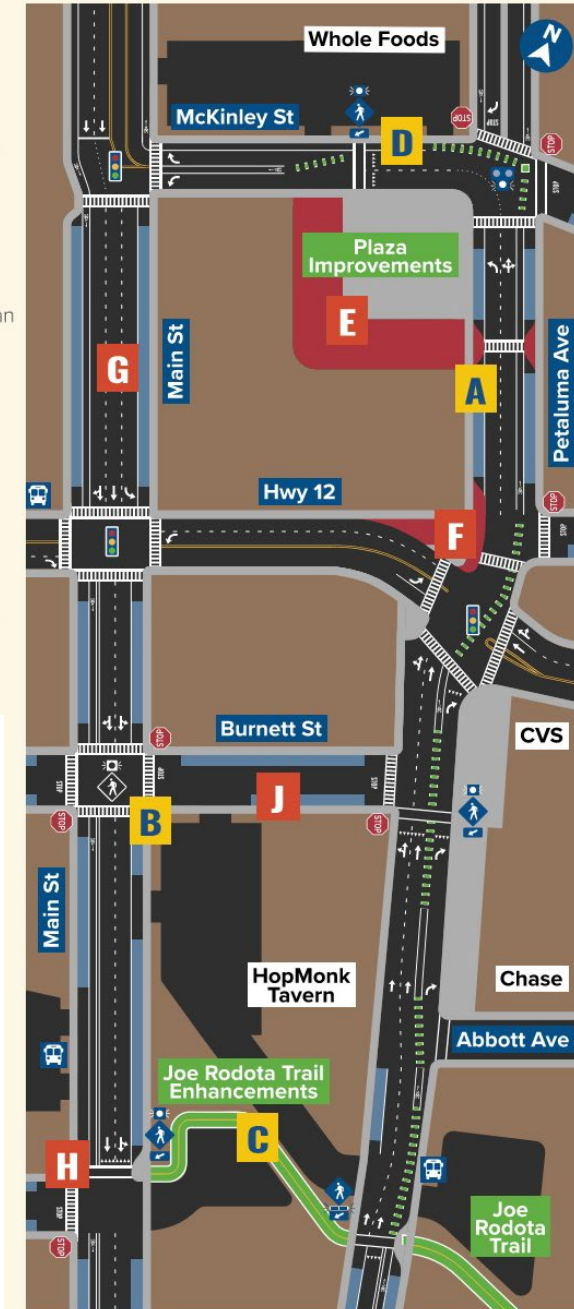
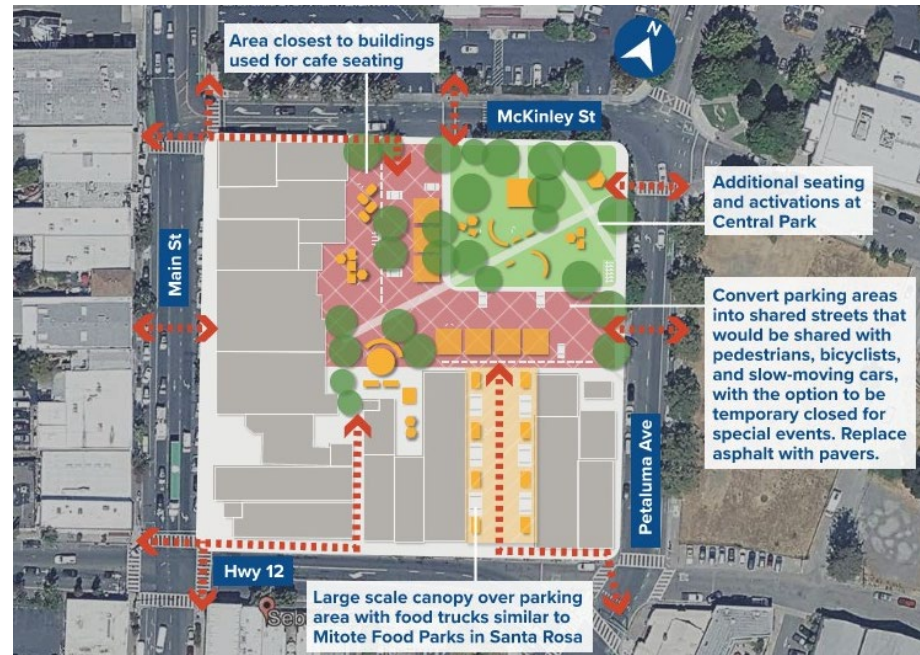
Install midblock crossing on Main Street with treatments to provide safe crossing to slow down traffic and create pedestrian friendly blocks.

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

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

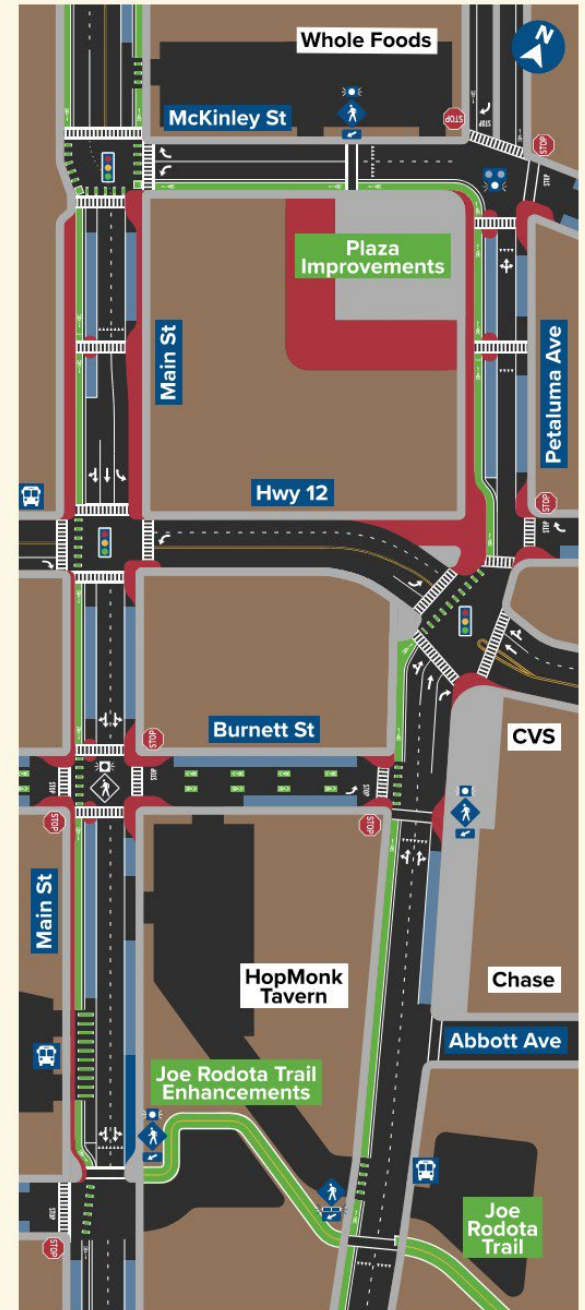
🍏🍏🍏🍏 2 / 4

TOTAL
11

Key

■ Parking	■ New Pedestrian Spaces
🚦 Signal	■ Separated Bike Lanes
🛑 Stop Sign	🚌 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

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










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Community Support

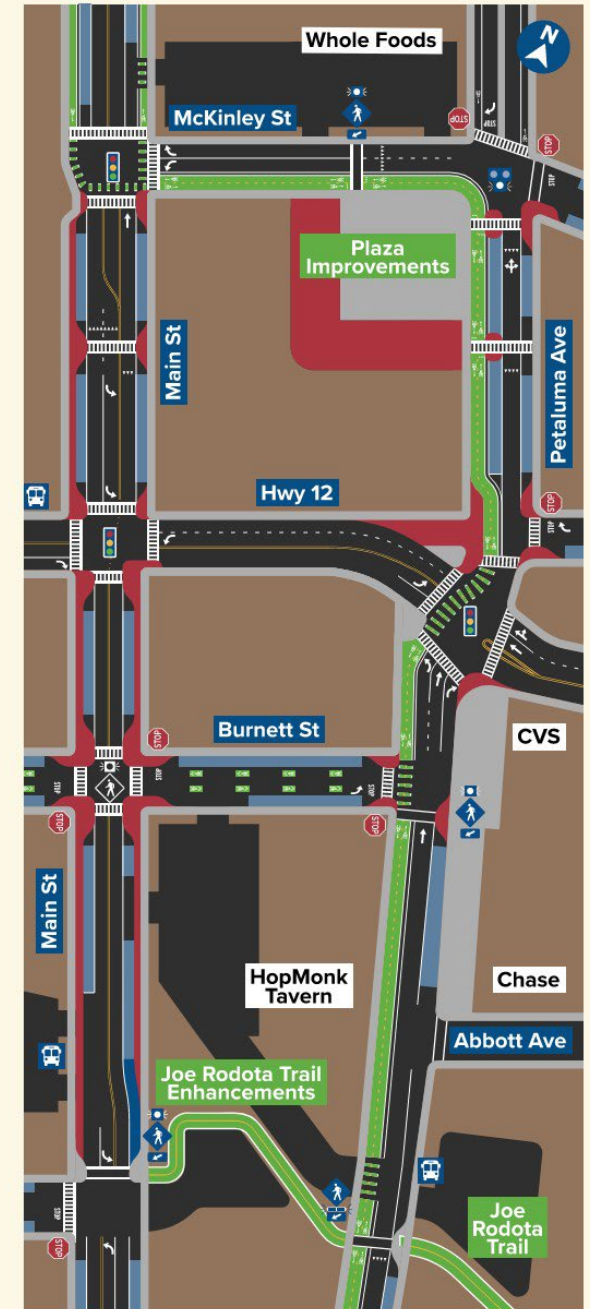
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**TOTAL
14**

Key

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

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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.

🌿 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

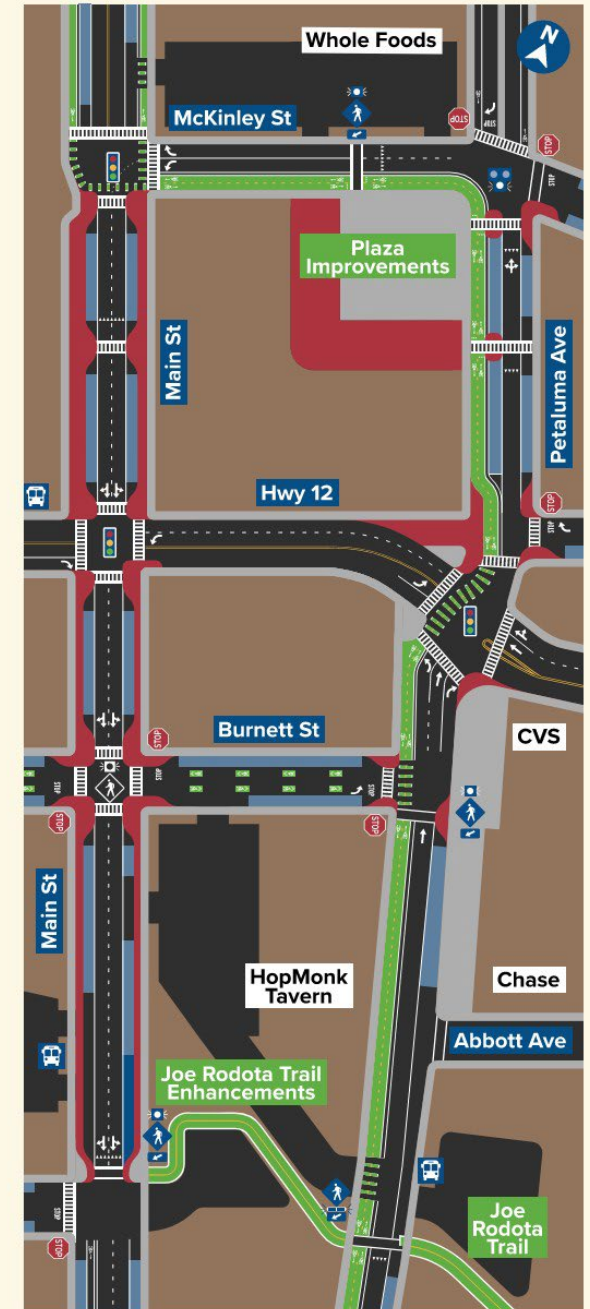
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**TOTAL
14.5**

Key

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

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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.

Safety and Comfort

 3 / 4

Access and Mobility

 3 / 4

Downtown Vitality & Sense of Place

 2.5 / 4

Feasibility & Cost




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Community Support

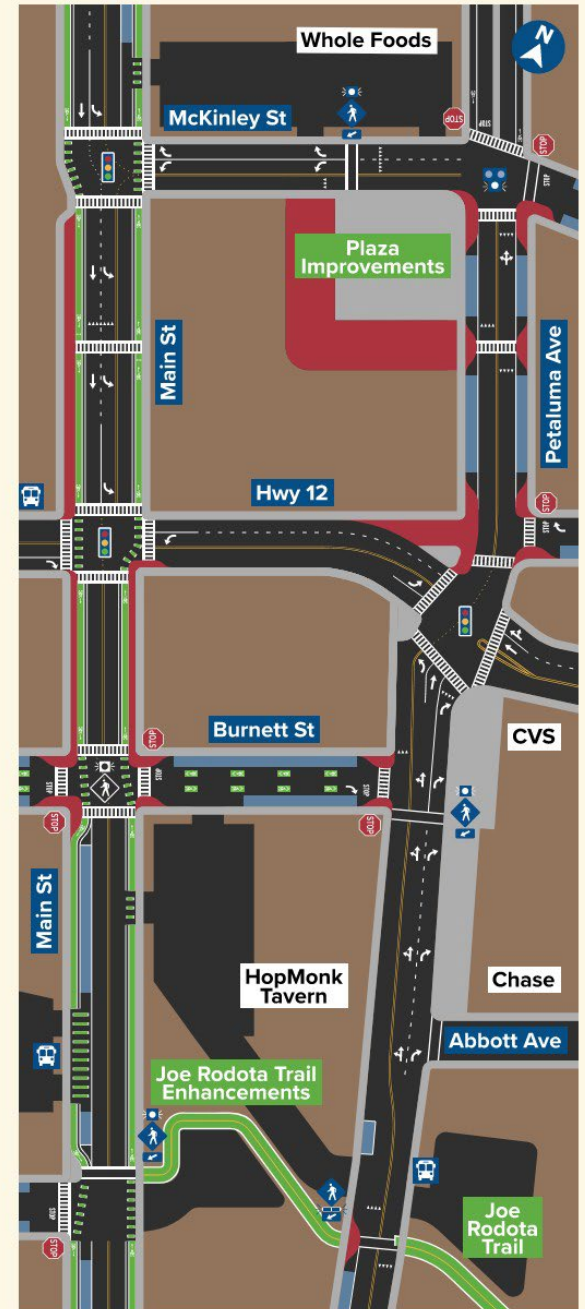
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**TOTAL
12.5**

Key

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

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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: 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	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%

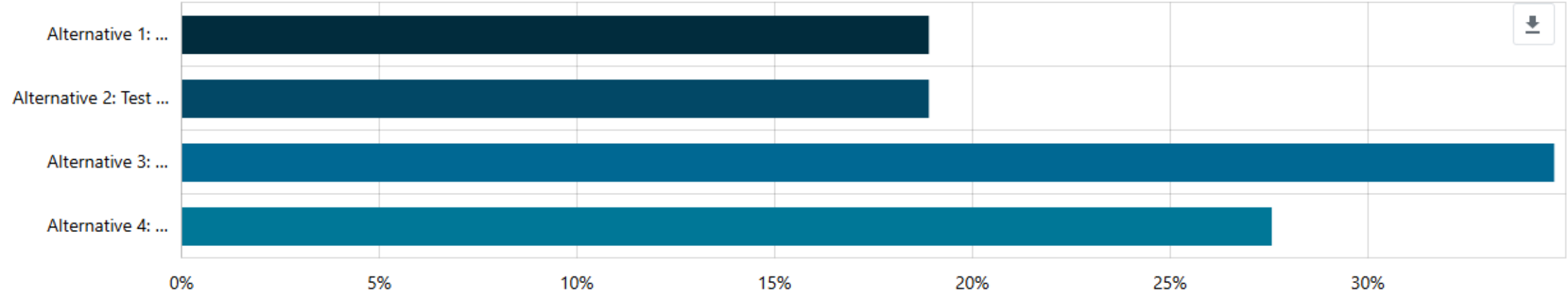
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Question 1: Which alternative do you like best?

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



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