RESOLUTION NO. 6765-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL CONFIRMING COMPLETION OF THE CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT, ADOPTING THE "REIMAGINING THE CORE" DOWNTOWN MOBILITY AND VITALITY PLAN, AND DIRECTING IMPLEMENTATION AND FUNDING COORDINATION

WHEREAS, the City of Sebastopol received funding through the Caltrans Sustainable Transportation Planning Grant Program to prepare the "Reimagining the Core" Downtown Mobility and Vitality Plan ("Plan") for the downtown State Route 12 and State Route 116 corridor; and

WHEREAS, the Plan evaluated existing conditions, circulation alternatives, multimodal safety and accessibility improvements, operational refinements, and streetscape opportunities intended to improve downtown mobility, safety, walkability, and vitality; and

WHEREAS, the planning process included extensive community engagement, interagency coordination, and review by the Planning Commission, which recommended adoption of the Plan along with recommendations related to coordinated implementation, community involvement, and corridor-wide design cohesion; and

WHEREAS, the Plan identifies a preferred corridor framework intended to improve pedestrian and bicycle connectivity, support downtown vitality, improve multimodal access and safety, and balance local and regional mobility needs; and

WHEREAS, implementation of the Plan will require continued coordination with Caltrans, SCTCA, Sonoma County, regional partners, local businesses, and the community, and is anticipated to occur incrementally through future funding, environmental review, technical analysis, and capital improvement efforts;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sebastopol hereby:

1. Confirms completion of the work program associated with the Caltrans Sustainable Transportation Planning Grant for the "Reimagining the Core" Downtown Mobility and Vitality Plan.
2. Adopts the "Reimagining the Core" Plan as a guiding policy and planning document for future downtown corridor planning, funding, environmental review, design, and implementation activities.
3. Endorses the Plan's preferred multimodal corridor framework, including two-way circulation on Main Street, Petaluma Avenue, and McKinley Street, along with associated pedestrian, bicycle, streetscape, and operational improvements intended to improve safety, accessibility, and downtown vitality.

4. Directs staff to continue coordination with Caltrans, SCTCA, Sonoma County, regional partners, businesses, property owners, and the community to advance a coordinated corridor-wide implementation strategy consistent with the Plan recommendations.
5. Directs staff to consider the establishment of a community advisory group or similar engagement process to support ongoing community involvement and future implementation of the Plan recommendations.
6. Directs staff to pursue funding, technical studies, environmental review, partnership opportunities, and near-term safety improvements necessary to advance phased implementation of the Plan recommendations.
7. Authorizes the City Manager, or designee, to utilize the adopted Plan in support of future grant applications, interagency coordination, and related implementation efforts.

VOTE:

Ayes: Councilmembers Carter, Hinton, Zollman, Vice Mayor Maurer
Noes: Mayor McLewis
Abstain: None
Absent: None

APPROVED: Signed by: Jill McLewis 7C6BCED0A8914A1... _____
Jill McLewis, Mayor

ATTEST: Signed by: Mary Gourley 44C0774260FE430... _____
Mary Gourley, City Manager

APPROVED AS TO FORM: Signed by: Alex Mog 66BDB79D572A4EB... _____
Alex Mog, City Attorney

Reimagining the Core

Our Community's Plan for Downtown Mobility & Vitality

DRAFT

City of Sebastopol **April 2026 DRAFT**

ACKNOWLEDGEMENTS

(To be completed for final report)

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EXECUTIVE SUMMARY

> This study provides a clear and actionable path forward to transform downtown Sebastopol into a safer, more walkable, and more vibrant place—one that reflects community values while continuing to serve regional travel needs.

Downtown Sebastopol serves two essential roles: it is both the heart of the community and a regional corridor connecting Sonoma County. Today, that balance is strained. State Routes 116 and 12 function as the City's main streets, but their current design prioritizes vehicle movement in ways that create challenges for safety, walkability, and the overall downtown experience.

Recent data highlights the urgency of addressing these issues. Sebastopol ranks among the worst cities in California for traffic safety among peer communities, with ongoing concerns for people walking and bicycling. While traffic volumes are relatively modest for a state highway, the existing one-way street system, closely spaced intersections, and frequent crossings contribute to congestion, driver confusion, and uncomfortable conditions for non-drivers.

This study evaluates how downtown streets can better serve residents, businesses, visitors, and regional travelers while supporting the City's long-term vision for a safe, accessible, and economically vibrant downtown.

WHAT WE HEARD

The community wants a downtown that prioritizes people while maintaining necessary access for vehicles.

Community engagement was central to this effort, with broad participation across surveys, workshops, and stakeholder meetings. Input was consistent across all phases.

Participants emphasized:

- The importance of downtown's local businesses and small-town character
- A strong desire for safer crossings and slower vehicle speeds
- Interest in wider sidewalks, greenery, and spaces to gather
- Ongoing concerns about congestion, parking, and business access

WHAT THE DATA SHOWS

Downtown challenges are driven more by street design than by traffic volume alone.

Technical analysis reinforces many of the community's concerns and provides important context for decision-making.

- Traffic volumes are relatively low for a state highway corridor, but high for a rural downtown
- Vehicle speeds are at or slightly above desired levels for a pedestrian-oriented downtown
- Collisions are concentrated along the corridor, with greater risk for people walking and bicycling
- The existing one-way system increases travel distances and complicates navigation

Testing of alternative circulation patterns shows that converting to two-way operation can:

- Reduce vehicle travel distances
- Improve access to destinations
- Support lower speeds and improved safety

EXPLORING THE OPTIONS

The study evaluated a range of approaches to improve safety, access, and the overall downtown experience:

- Refining the existing one-way system
- Introducing two-way traffic on Main Street and/or Petaluma Avenue
- Creating more pedestrian-oriented spaces with reduced vehicle access

Each approach presents tradeoffs between traffic operations, safety, access, and placemaking. No single option eliminates congestion, but some better support the City's broader goals.

WHAT WE RECOMMEND

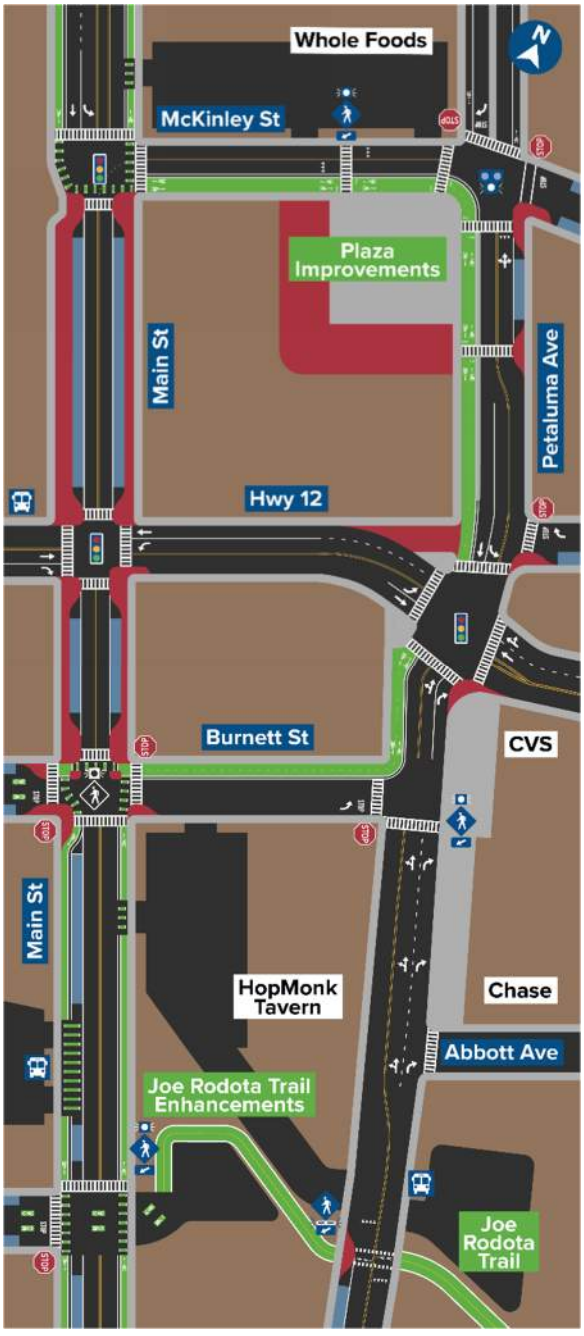
A Walkable, Two-Way Downtown

The study recommends a coordinated set of improvements that transform downtown Sebastopol into a safer, more walkable, and more connected place, anchored by a transition to a two-way street system and a rebalancing of street space to better serve people.

Key improvements include:

- Wider sidewalks and enhanced streetscape on Main Street to support walking, gathering, and local businesses
- Curb extensions and improved crossings throughout downtown to shorten crossing distances and improve safety
- A multimodal corridor on Petaluma Avenue and McKinley Street, including a shared-use pathway connecting to the Joe Rodota Trail and regional routes such as the Gravenstein Trail and Apple Blossom Trail
- Targeted bicycle connections and improved access throughout downtown
- Traffic signal upgrades and timing changes to support slower speeds, safer crossings, and more intuitive circulation

Together, these improvements create a downtown that prioritizes safety and access while maintaining its role as a regional corridor.



HOW IT GETS DELIVERED

A Flexible, Phased Approach to Implementation

These improvements are designed to be implemented incrementally over time, allowing the City to make steady progress while responding to funding opportunities and community priorities.

Projects can be delivered:

- Block-by-block, focusing on near-term safety improvements
- Corridor-by-corridor, delivering more comprehensive changes
- Or as part of a larger coordinated project, including the transition to two-way operations

A key principle is to design once and build over time, ensuring that early improvements support the long-term vision and avoid costly rework.

A Funding Strategy Aligned with State and Federal Priorities

Implementing this vision will require a combination of state, regional, federal, and local funding sources. The project is well positioned to compete for funding because it directly aligns with key priorities, including:

- Safety, particularly for people walking and bicycling
- Vehicle miles traveled (VMT) reduction and climate goals
- Downtown vitality and economic activity
- Transformation of a state highway into a local main street, in coordination with Caltrans

Because different funding programs prioritize different outcomes, improvements may be delivered in varying sequences. For example, safety-focused funding may advance pedestrian improvements first, while climate-focused funding may support earlier implementation of the two-way conversion.

NEXT STEPS

In addition to defining the preferred alternative, this plan outlines a clear path forward to advance implementation. The City can take immediate and near-term actions to move from concept to delivery by initiating targeted technical studies, pursuing funding opportunities, and coordinating across City departments, partner agencies, and the community.

Recommended next steps include advancing work on parking and curbside management, traffic operations and signal feasibility, access management, and right-of-way considerations, and also establishing a community advisory group to guide ongoing design and implementation. Together, these actions position the City to make steady, incremental progress while maintaining flexibility to align with funding opportunities and community priorities.

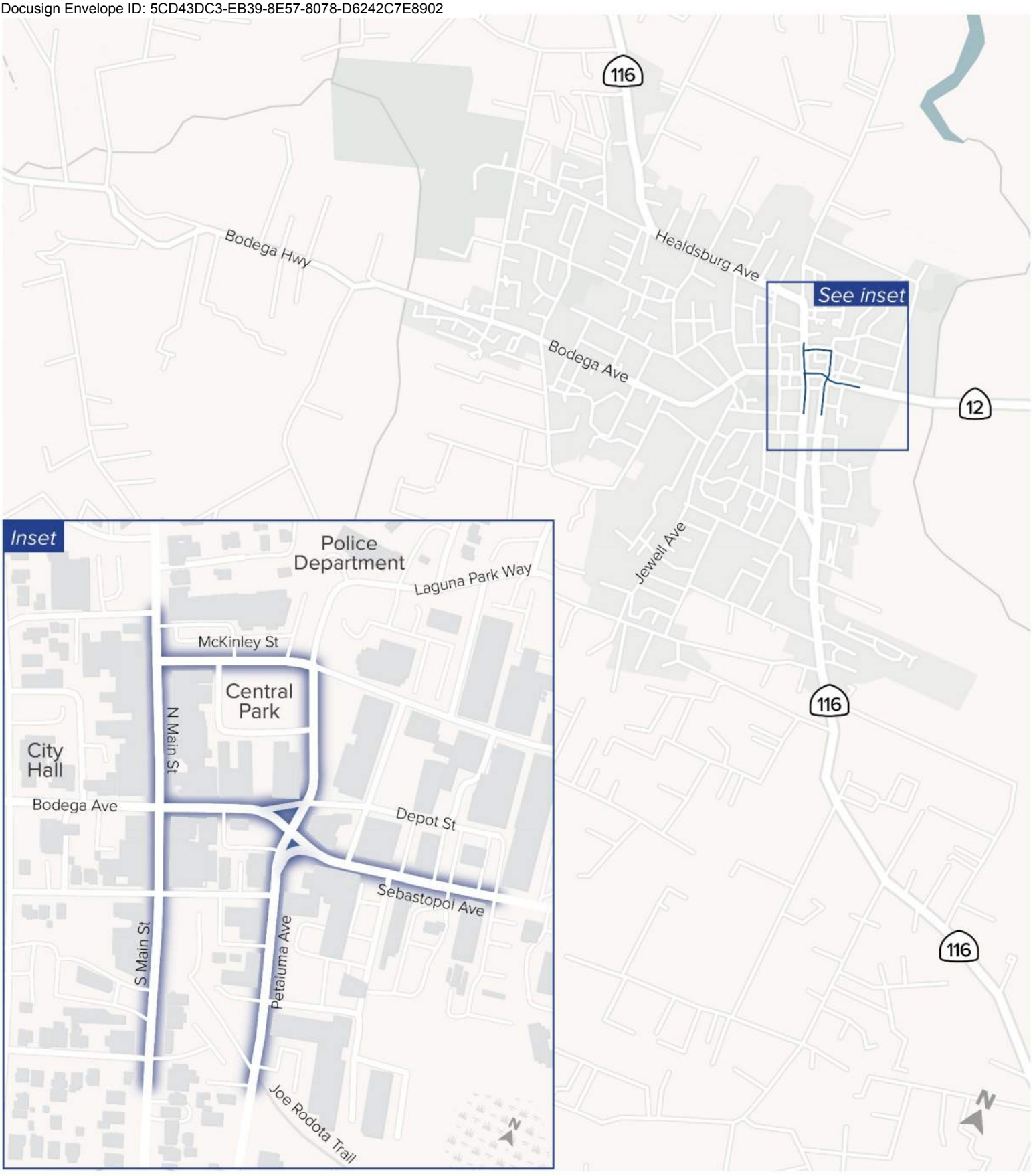


Figure 1
Project Area

— Study Roadways

1. INTRODUCTION

Downtown Sebastopol is both a destination and a corridor. State Routes 116 and 12 connect regional travel between Santa Rosa, the Russian River area, and the coast, while also serving as the City's primary commercial streets. This dual role creates an inherent tension between maintaining regional mobility and supporting a safe, accessible, and vibrant downtown environment.

As shown in **Figure 1**, the study area focuses on the core of downtown Sebastopol, centered on the intersection of State Routes 116 and 12 and the surrounding street network, including Main Street, Petaluma Avenue, and key connecting corridors. This area represents the heart of the community, where local businesses, civic destinations, and public spaces are concentrated, and where the interaction between regional traffic and local activity is most pronounced.

The study intentionally focuses on this core area to address the most critical challenges and opportunities facing downtown today. These include improving safety for all users, enhancing conditions for walking and bicycling, supporting access to local businesses, and better managing the impacts of regional through traffic. By concentrating on the downtown core, the study evaluates how changes to street design, circulation, and the public realm can meaningfully improve the overall function and experience of this important area. Additional background, including the purpose of the study, prior planning efforts, and supporting traffic data, is provided in **Appendix A**.

Today, the tension between regional mobility and local needs is visible in several ways. Streets are designed to move vehicles efficiently, but this comes at the expense of comfort and safety for people walking and bicycling. Traffic congestion is present, but it is driven less by high volumes and more by closely spaced intersections, turning movements, and pedestrian activity. The result is a downtown that functions more like a highway corridor than a traditional main street.

This study evaluates how the downtown street network can better balance these competing roles. The goal is not to eliminate regional travel, but to better align street design with community priorities, safety goals, and the long-term vision for downtown Sebastopol.

2. COMMUNITY VISION AND PRIORITIES

Community engagement played a central role in shaping this study. Input was gathered through surveys, workshops, stakeholder meetings, and presentations to decision-making bodies, providing multiple opportunities for residents, businesses, and stakeholders to participate. A detailed summary of the engagement process, participation, and input received is provided in **Appendix B**. Across all phases of engagement, several consistent themes emerged.

Participants described downtown as a place defined by its local businesses, walkability, and sense of community. These qualities are central to Sebastopol's identity and are widely valued by residents, business owners, and visitors.

At the same time, participants identified a number of challenges that limit the downtown experience. Concerns about traffic speeds, crossing safety, and overall comfort for pedestrians were frequently raised. Many participants expressed a desire for wider sidewalks, more greenery, and spaces that support gathering and social activity. There was also recognition of the need to maintain access for vehicles, particularly for customers and deliveries, along with concerns about parking availability and convenience.

Taken together, this input reflects a clear direction. The community is seeking a downtown that prioritizes people while continuing to accommodate necessary vehicle access. This balance is central to the development and evaluation of alternatives throughout the study.

3. DOWNTOWN TODAY

Downtown Sebastopol serves as the City's central core, with a mix of retail, restaurant, service, and civic uses. As shown in Figure 2, this compact area functions as both a local destination and a regional travel corridor, creating a complex transportation environment with a wide range of users.

The street network is organized around a one-way couplet system, with Main Street carrying southbound traffic and Petaluma Avenue carrying northbound traffic. While this configuration was implemented to improve traffic flow, it also shapes how people experience downtown, influencing access, visibility, and overall comfort.

Traffic volumes along these corridors are relatively modest for a state highway, generally ranging between approximately 8,000 and 12,000 vehicles per day. Despite these moderate volumes, congestion occurs due to closely spaced intersections, turning movements, on-street parking, and frequent pedestrian crossings.

Vehicle speeds are a key factor influencing safety and comfort. Observed speeds are generally at or slightly above posted limits, contributing to reduced comfort for pedestrians and bicyclists, particularly where crossing distances are long or buffering is limited.

Safety analysis shows that collisions are concentrated along the highway corridors, with greater risk for people walking and bicycling. Although these collisions represent a smaller share of total incidents, they are more likely to result in severe injuries, underscoring the need for streets that better accommodate all users.

Additional detail on existing conditions—including land use, transportation network characteristics, multimodal facilities, safety conditions, and traffic operations—is provided in **Appendix C**. This includes:

- Land use and activity patterns
- Transportation network and lane configurations
- Bicycle and pedestrian facilities
- Transit service and parking conditions
- Collision patterns and safety performance
- Traffic volumes, speeds, and intersection operations

Overall, existing conditions reflect a system that prioritizes vehicle movement but does not fully support the broader goals of safety, accessibility, and downtown vitality.

4. RESEARCH, DESIGN GUIDANCE & BEST PRACTICES

A substantial body of research and professional guidance provides insight into how roadway design influences safety, behavior, and overall corridor performance. Key findings from national research and state guidance are summarized below, with additional detail provided in **Appendix D**.

A consistent finding across research is that vehicle speed is a primary determinant of crash severity. Lower speeds are associated with significantly improved safety outcomes, particularly for pedestrians. Importantly, operating speeds are influenced more by street design than by posted limits or enforcement alone. Elements such as lane width, crossing distance, intersection design, and streetscape features all play a role in shaping driver behavior.

Research also emphasizes the importance of context-sensitive design. Streets that function as downtown main streets should be designed to support a mix of users and activities, rather than prioritizing through traffic. This includes providing safe and comfortable facilities for walking and bicycling, as well as creating an environment that supports economic activity and social interaction. State guidance, including Caltrans Design Information Bulletin 94 (DIB 94), reinforces this approach by encouraging roadway design that reflects surrounding land use and community context.

Studies comparing one-way and two-way street systems provide additional insight. Two-way streets are often associated with lower speeds, improved visibility, and more direct access to destinations, while also supporting business access and downtown vitality. One-way streets can improve vehicle throughput and simplify signal coordination but may contribute to higher speeds and reduced accessibility.

Additional research, design guidance, and best practices are documented in Appendix D, including:

- National Cooperative Highway Research Program (NCHRP) studies on roadway design, safety, and cross-section reallocation
- Caltrans Design Information Bulletin 94 (Complete Streets and context-sensitive design)
- Pedestrian safety countermeasure guidance (FHWA STEP and Caltrans toolbox)
- Bikeway design guidance (AASHTO and related best practices)
- Research on the safety and operational performance of one-way and two-way street systems

Collectively, this body of research supports a design approach that prioritizes safety, access, and placemaking, particularly in downtown environments where community activity is a primary function.

Modal Priority by Context (Caltrans DIB 94 Table 3.2).

Rural downtown environments, such as Sebastopol, prioritize walking and emphasize design approaches that support pedestrian safety and comfort.

Place Type		Modal Priority on Conventional Highways and Local Roads within State Right of Way				
		Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	City Center					
	Urban Community					
Suburban Area	Suburban Community					
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.

5. EXPLORING OPTIONS & TRADEOFFS

To better understand how different design approaches could perform, the study evaluated a range of potential circulation concepts. These concepts represent fundamentally different ways of organizing traffic and allocating space within the downtown street network. This chapter summarizes key findings from that exploration, with additional detail provided in **Appendix E**.

The analysis included the following areas of focus:

Historical Concept of a Regional Bypass

The concept of a bypass around downtown Sebastopol has been considered in past planning efforts as a way to divert regional traffic. This study revisited that concept and confirmed that it is not feasible due to environmental constraints, cost, and limited effectiveness in reducing downtown traffic. Modeling results indicate that a bypass would result in minimal diversion of trips from the downtown corridor. *A regional bypass would not meaningfully reduce traffic in downtown Sebastopol and is unlikely to be competitive for available funding sources.*

Opportunities for Safety Improvements

A range of potential safety strategies were identified, including enhanced pedestrian crossings, curb extensions, improved visibility, and traffic calming measures. These treatments directly address the primary risk factors observed in the study area, including vehicle speeds, crossing distance, and driver yielding behavior. *Targeted safety improvements can significantly reduce crash risk and improve comfort for people walking and bicycling.*

Opportunities for Streetscape Enhancements

The study explored ways to improve the public realm, including wider sidewalks, street trees, lighting, and spaces for gathering. These enhancements help visually narrow the roadway, which can contribute to lower vehicle speeds, while also supporting business activity and creating a more inviting downtown environment. *Streetscape enhancements are essential to achieving both safety and downtown vitality.*

Circulation Scenarios and Testing

Multiple circulation scenarios were developed and tested to evaluate how changes to street directionality and network configuration would affect travel patterns. These scenarios included:

- Maintaining the existing one-way system with targeted improvements
- Converting streets to two-way operation to improve access and reduce travel distances
- Limiting or removing vehicle access in select areas to prioritize pedestrian activity

Traffic modeling was used to evaluate these concepts using measures such as vehicle miles traveled (VMT) and vehicle hours traveled (VHT). The results show that two-way circulation provides more direct routes and reduces overall travel distance, while changes to circulation have relatively modest effects on overall delay and congestion. One-way systems maintain higher throughput but result in less intuitive routing and longer travel paths. Two-way circulation improves access and travel efficiency with minimal impact on overall congestion. The types of circulation changes evaluated are described below:

- One set of concepts retains the existing one-way system while introducing targeted improvements. These approaches maintain familiarity and may be simpler to implement, but offer limited opportunity to fundamentally change the downtown experience.
- A second set of concepts explores converting streets to two-way operation. These approaches improve access, reduce travel distances, and create a more intuitive and balanced network. They are also associated with lower vehicle speeds and improved visibility, contributing to safer conditions.
- A third set of concepts considers limiting or removing vehicle access in portions of downtown to create more pedestrian-oriented spaces. While these approaches offer strong placemaking potential, they introduce significant changes to circulation patterns and were not broadly supported as a primary strategy.

Overall, the findings indicate that while no single approach eliminates congestion, changes to circulation—particularly conversion to two-way operation—can improve access, reduce travel distances, and better support the safety and vitality goals for downtown Sebastopol. These findings informed the development of the alternatives presented in the following chapter.

6. ALTERNATIVES DEVELOPMENT

Building on this analysis, the study developed four alternatives that represent a range of approaches to improving downtown conditions. Each alternative includes a common set of baseline improvements focused on safety and streetscape enhancements, while differing in how traffic circulation and street space are organized.

- **Fine Tune Today:** The first alternative maintains the existing one-way system while introducing targeted improvements. This approach focuses on refining current conditions and enhancing safety without significantly altering traffic patterns.
- **Test the Two Way:** The second alternative introduces two-way traffic on Main Street while maintaining one-way flow on Petaluma Avenue. This approach tests the potential benefits of two-way circulation in a limited and adaptable manner.
- **Walkable One Way:** The third alternative retains the one-way system but prioritizes pedestrian and bicycle improvements, including expanded space for walking and enhanced bicycle facilities.
- **Totally Two Way:** The fourth alternative converts both Main Street and Petaluma Avenue to two-way traffic and incorporates comprehensive multimodal improvements. This approach represents the most significant transformation of the downtown street network.

Each alternative reflects a different balance between maintaining existing conditions and pursuing more substantial change. Below is a screenshot of each of the four alternatives studied. The detailed layout for each is included in **Appendix F**.

EVALUATION AND KEY FINDINGS

The alternatives were evaluated based on safety, mobility, access, and alignment with community priorities.

Several key findings emerged from this evaluation. Two-way circulation improves access to downtown destinations and reduces travel distances, making it easier for people to reach businesses and navigate the network. One-way systems, while efficient for moving traffic, tend to prioritize throughput over accessibility and may contribute to higher speeds.

Safety outcomes are closely tied to street design. Alternatives that reduce speeds, shorten crossing distances, and improve visibility offer the greatest potential to reduce collisions and improve comfort for pedestrians and bicyclists.

Community input strongly supports improvements that enhance walkability and safety, even when these changes introduce some tradeoffs in traffic operations. At the same time, maintaining access for businesses and managing parking remain important considerations.

Overall, the evaluation highlights the importance of balancing multiple objectives rather than focusing on a single measure of performance.

7. PREFERRED ALTERNATIVE: A WALKABLE, TWO-WAY DOWNTOWN

A NEW FRAMEWORK FOR DOWNTOWN MOVEMENT

The preferred alternative repositions **downtown Sebastopol as a walkable, people-oriented main street supported by a connected multimodal network**. The defining shift is a transition from the existing one-way couplet to a two-way street system, paired with targeted investments in the pedestrian environment and multimodal connections.

This approach is grounded in three core objectives: improving safety and comfort for people walking, supporting local businesses and downtown vitality, and maintaining functional access and circulation for all users. Rather than expanding roadway capacity, the preferred alternative reallocates space within the existing right-of-way to better reflect how downtown is used today.

Below is a streamlined description of what we build, how we build it, and how we fund it. Details related to project design, implementation, and funding is provided in **Appendix G**.

HOW THE DOWNTOWN STREETS CHANGE

Main Street: A Pedestrian-Oriented Downtown Core

Main Street is redesigned to function as the heart of downtown, with a stronger emphasis on the pedestrian experience and business activity.

Sidewalks are widened on both sides of the street, creating space for walking, gathering, and outdoor uses such as dining and retail displays. On-street parking is maintained to support convenient access to businesses, with targeted removal near intersections to improve visibility and safety through daylighting, consistent with California Assembly Bill 413.

Curb extensions are introduced at intersections to shorten crossing distances, increase visibility, and slow turning vehicles. Streetscape improvements—including trees, lighting, and furnishings—enhance comfort and reinforce the character of downtown.

Due to limited right-of-way and the priority placed on pedestrian space, dedicated bikeway facilities are not included on most of Main Street.

Instead, bicycle travel is supported through parallel and connecting routes.

Petaluma Avenue and McKinley Street: The Multimodal Spine

Petaluma Avenue and McKinley Street are reconfigured to serve as the primary multimodal corridor through downtown, addressing existing gaps in pedestrian infrastructure while providing a comfortable route for people biking and rolling.

Sidewalks are reconstructed to provide a consistent and accessible pedestrian environment. A shared-use pathway accommodates two-way travel for people walking, biking, and rolling, creating a clear and continuous connection through downtown.

These improvements connect directly to the Joe Rodota Trail and extend access to regional facilities such as the Gravenstein Trail and Apple Blossom Trail, strengthening both local and regional connectivity.

Connecting the Network

Additional improvements extend the benefits of the project beyond the primary corridors and strengthen connections within downtown.

Within the downtown core, these include a bicycle-priority corridor on Burnett Street, improved access between the Joe Rodota Trail and Ives Park, and installation of bicycle parking and end-of-trip facilities at key locations. Together, these elements create a connected network that supports short local trips as well as regional access.

Outside of the downtown core, additional intersection and corridor improvements will be needed to support the major changes in the core, which could include intersection safety and gateway treatments including roundabouts, improved pedestrian crossing treatments, and a continuation of a proposed multi-use pathway along main Street extending to where Main Street and Petaluma Avenue connect together at the southern edge of the existing one-way couplet.

HOW THE SYSTEM OPERATES

Traffic signal and operational changes are used to reinforce the physical design and support a slower, safer downtown environment.

Signal upgrades and revised timing are designed to maintain travel speeds at or below 25 miles per hour while increasing opportunities for people to cross the street. Measures such as leading pedestrian intervals improve visibility and reduce conflicts between people walking and turning vehicles.

Some turning movements are modified or restricted at key locations to improve safety, with alternative routes provided

through the surrounding street network. Signal coordination is designed to support steady, low-speed progression through downtown rather than prioritizing vehicle throughput.

HOW IT GETS BUILT

The project is designed to be implemented incrementally, allowing the City to advance improvements over time based on funding, coordination, and community priorities.

Improvements are grouped into logical components—such as pedestrian and streetscape improvements, bikeway connections, signal upgrades, and two-way conversion—that can be delivered independently or in combination. This flexible approach allows near-term safety improvements to move forward while preserving the ability to implement larger corridor changes as opportunities arise.

All improvements are designed with the ultimate configuration in mind, ensuring that early phases support future changes and minimize the need for rework.

HOW IT GETS FUNDED

Implementation will require a combination of state, regional, federal, and local funding sources. The project is well positioned for funding because it directly supports key priorities, including safety, climate and vehicle miles traveled reduction, downtown vitality, and the transformation of a state highway into a context-sensitive main street in coordination with Caltrans.

Because funding programs emphasize different outcomes, the order of implementation may vary. For example, safety-focused funding may advance pedestrian improvements first, while climate-focused funding may support earlier implementation of the two-way conversion.

> This approach allows the City to advance meaningful improvements in the near term while maintaining flexibility and **a clear path toward a long-term vision for a safe, connected, and vibrant downtown Sebastopol.**

8. NEXT STEPS

While the preferred alternative establishes a clear vision for a safer, more walkable, and more vibrant downtown, successful implementation will depend on the City's ability to move from concept to action. As outlined in **Appendix H**, the study identifies a set of near-term actions, technical studies, and organizational commitments that provide a practical and flexible roadmap for advancing the project.

FROM VISION TO IMPLEMENTATION

The consultant recommends that the City take immediate steps to maintain momentum and position the project for funding and delivery. This includes advancing targeted technical work, refining key design elements, and coordinating across City departments, elected officials, regional partners, and the community. This approach ensures that early actions support the long-term vision while allowing the City to respond to evolving opportunities and constraints.

TARGETED TECHNICAL STUDIES TO SUPPORT IMPLEMENTATION

To move the project forward, several focused studies are recommended to refine design, assess feasibility, and support funding applications. These include:

- A **Parking, Wayfinding, and Curbside Management Plan** to better understand and optimize parking supply, improve access, and support downtown businesses
- A **Traffic Operations and Signal Feasibility Study** to evaluate upgrades needed to support two-way operations and improved pedestrian safety
- An **Access Management Study** to assess turning movements, driveway access, and circulation impacts
- A **Regional and Network Connectivity Assessment** to identify improvements outside the downtown core that support overall system performance
- A **Right-of-Way and Easement Feasibility Study** to determine the cost and feasibility

of property acquisition where needed

- **Environmental Review and Project Development Studies** to advance the project toward design and construction

Together, these efforts will refine the proposed improvements, identify constraints and opportunities, and provide the technical foundation needed to advance design, funding, and implementation.

COMMUNITY PARTNERSHIP AND ONGOING ENGAGEMENT

Implementation of the preferred alternative will require continued collaboration with the community, particularly downtown businesses and property owners. The study recommends establishing a Downtown Implementation Advisory Group (or similar community task force) to provide ongoing input as projects advance. This group would serve as a forum for collaboration, help refine design and phasing decisions, and ensure that implementation reflects community priorities while minimizing impacts to access and business operations. Ongoing outreach and communication will be critical to maintaining transparency and building long-term support.

CITY COMMITMENTS AND COORDINATION

Advancing the project will require coordinated action across City leadership and departments. Key commitments include:

- **City Council** affirming the preferred alternative, authorizing funding for next-phase work, and directing staff to pursue a phased, funding-aligned implementation strategy
- **Planning Commission and Planning Department** supporting policy alignment, design refinement, and ongoing community engagement
- **Public Works** leading technical project development, advancing quick-build improvements, and integrating recommendations into the Capital Improvement Program
- **City staff across departments** coordinating funding, partnerships, and project delivery

These roles ensure that the study's recommendations are carried forward into implementation in a consistent and coordinated manner.

NEAR-TERM ACTIONS

Over the next 12 to 24 months, the City can demonstrate progress by:

- Advancing coordination with Caltrans and regional partners
- Identifying and pursuing grant funding opportunities
- Initiating priority technical studies and preliminary design
- Implementing low-cost, near-term safety improvements where feasible

POSITIONING FOR IMPLEMENTATION

Taken together, these next steps provide a clear and actionable path forward. By advancing targeted studies, committing local resources, coordinating across departments, and maintaining strong community partnerships, the City is well positioned to make near-term improvements while continuing to build toward the long-term vision for a safe, connected, and vibrant downtown Sebastopol.

Reimagining the Core

Our Community's Plan for Downtown Mobility & Vitality

APPENDIX *DRAFT*

City of Sebastopol **April 2026**

List of Appendices

APPENDIX A. BACKGROUND & CONTEXT

BACKGROUND

Downtown Sebastopol is the cultural and economic center of the city and a key gateway to western Sonoma County. The downtown core is defined by the intersection of State Route 116 and State Route 12, which serve both as regional travel corridors and as the city's main streets. While these highways provide important connections between Santa Rosa, the Russian River area, and the coast, their role as through-routes creates challenges for the downtown environment, including significant through traffic resulting in traffic congestion, safety concerns, and barriers to a more pedestrian-oriented downtown.

The City of Sebastopol initiated the Reimagining the Core study to explore strategies for improving mobility, safety, and the overall experience in downtown. Funded through the Caltrans Sustainable Transportation Planning Grant Program, the study evaluates how the downtown street network can better serve people walking, bicycling, driving, and accessing local businesses while supporting the community's long-term vision for a vibrant and welcoming downtown. The recommendations in this report are intended to guide future planning, design, and funding efforts for transportation improvements in the downtown core.

Study Purpose and Objectives

The purpose of this study is to develop a vision and implementation framework for improving mobility, safety, and downtown vitality in Sebastopol. The study focuses on the downtown street network and the need to balance regional traffic circulation with the needs of the local community.

Key objectives of the study include improving safety for all roadway users, enhancing conditions for walking and bicycling, supporting access to local businesses, and identifying opportunities to reduce the impacts of thorough traffic in the downtown area. The study also aims to develop concept-level improvements that can support future project development and funding applications.

At its core, this study is a census building tool. The study process was designed to allow the community and decision makers to make informed decisions about a preferred design of downtown core streets.

Study Area Description

The study area focuses on the core of downtown Sebastopol where State Route 116 and State Route 12 pass through the city. The primary corridors evaluated include Main Street and Petaluma Avenue, along with portions of Bodega Avenue/Sebastopol Avenue and nearby connecting streets that form the downtown circulation network.

Downtown Sebastopol is a compact, mixed-use area with a concentration of retail, restaurants, civic uses, and community destinations. These streets serve a wide range of users, including residents, visitors, local businesses, and regional travelers passing through the city. Because the state highways function as both regional routes and local main streets, the downtown network must balance mobility with safety, accessibility, and the overall character of the downtown environment.

Community-Driven Planning Process

Community input has been an important part of the Reimagining the Core study. Throughout the project, the city and project team worked with residents, business owners, and regional partners to understand community priorities and evaluate potential improvements for downtown.

The study process began with an assessment of existing conditions, including traffic operations, safety considerations, and the physical design of downtown streets. Based on this analysis and initial community input, the project team developed and evaluated a range of alternatives that explored different approaches to traffic circulation and street design.

Community engagement included public meetings, presentations to the Planning Commission and City Council, and an online engagement platform. Input received throughout the process helped refine the alternatives and informed the development of the recommended strategies.

Engagement included online surveys garnering over 850 responses, including 646 responses weighing-in on a preferred alternative in the final phase. There were public workshops with 180 participants, stakeholder meetings with downtown business owners, bicycle advocates, and members of the Climate Action Committee, and a pop-up activity at the Sebastopol Area Senior Center. Outreach was supported by email

announcements, newsletters, social media, and press coverage, which helped broaden awareness and participation throughout the study.

PLANNING CONTEXT AND PREVIOUS PLANS

A number of plans, studies, and policy documents have examined transportation conditions and the role of the downtown street network in Sebastopol over the past decade. While each effort focused on different aspects of safety, mobility, land use, and urban design, several consistent themes emerge across these documents. These findings provide context for this study by identifying shared priorities, documented challenges, and strategies for improving safety, accessibility, and the overall function of downtown streets.

RELEVANT CITY PLANS AND POLICIES

Sustainable Design Assessment Team Report (2013)

The Sebastopol Sustainable Design Assessment Team (SDAT) Report, prepared in 2013 through the American Institute of Architects' Communities by Design program, was developed to help the city identify strategies to strengthen downtown vitality, sustainability, and connectivity. The SDAT process brought together a multidisciplinary team of volunteer professionals who worked with city staff, community stakeholders, and residents through focus groups, workshops, and public meetings to assess land use, transportation, urban design, and economic development issues affecting Sebastopol's downtown. The resulting report provides a high-level vision and framework intended to guide future planning and policy decisions related to downtown development and public investments.

The report concluded that Sebastopol's downtown has strong underlying assets but faces challenges related to traffic dominance, limited pedestrian activity, and weak physical connections between key destinations such as Main Street, the Plaza, and surrounding districts. A central theme of the recommendations is that downtown streets should function as livable city streets rather than highway corridors, with improvements that prioritize walkability, bicycle access, and public spaces while reinforcing downtown's unique character. The report recommended strengthening design guidelines, improving pedestrian and bicycle connections, reconsidering street design standards that prioritize vehicle throughput, and enhancing the public realm to support local businesses and community activity. These findings reinforce the importance of designing the State Route 116 corridor through downtown as a place that supports

pedestrian activity, economic vitality, and a strong sense of place rather than functioning primarily as a regional traffic route.

State Route (SR) 116 Safety Study (2021)

The 2021 SR 116 Safety Study was conducted by the City of Sebastopol, in coordination with Caltrans, to evaluate safety conditions along the SR 116 corridor through the city, including the downtown segment where the highway functions as Sebastopol's primary commercial main street. The purpose of the study was to identify locations with elevated collision rates, evaluate pedestrian crossing conditions, and determine whether additional traffic control or safety improvements were warranted along the corridor. The analysis reviewed traffic volumes, collision history, and intersection operations along the approximately 2.6-mile segment of SR 116 within the city, where the roadway transitions from suburban highway conditions into the downtown one-way couplet of Main Street and Petaluma Avenue.

The study found that while most intersections along the corridor operate adequately from a traffic operations perspective, several locations—particularly within and near the downtown area—experience collision rates higher than statewide averages for similar facilities. The study concluded that improving pedestrian safety and crossing visibility should be a priority along the corridor and recommended a range of improvements such as enhanced crosswalk treatments, pedestrian-activated warning beacons, curb extensions to shorten crossing distances, and potential upgrades to intersection traffic control where warranted. The study also developed conceptual improvement plans and cost estimates intended to help the city and Caltrans prioritize and implement future safety improvements along SR 116.

Local Roadway Safety Plan (2021)

The City of Sebastopol's Local Road Safety Plan provides a comprehensive analysis of roadway safety conditions based on six years of collision data from 2015 through 2020, along with stakeholder input and public outreach. During this period, a total of 557 collisions were recorded within the city, with the highest concentrations occurring along the state highway corridors (SR 116 and SR 12) and at intersections where regional traffic mixes with local circulation. Unsafe speed and driver behavior were identified as leading contributing factors in many crashes, with rear-end and sideswipe collisions among the most common types. The analysis found that several key corridors—including Bodega Avenue, Main Street/SR 116, and Sebastopol Avenue—experience higher collision densities, particularly at intersections and locations where traffic

volumes and turning movements are concentrated. The plan highlights safety concerns for vulnerable road users, noting that while pedestrian and bicycle collisions represent a smaller portion of total crashes, they account for a higher share of severe injuries.

Based on these findings, the plan recommends a combination of targeted and citywide safety strategies to address the most common collision patterns and roadway risk factors. Engineering countermeasures include improvements to pedestrian crossings, enhanced intersection visibility and signal operations, additional lighting, bicycle conflict markings, and potential changes to intersection traffic control where warranted. The plan emphasizes a broader approach aligned with the "5 E's" of traffic safety—engineering, enforcement, education, emergency response, and emerging technologies—to address behaviors such as speeding and distracted driving while improving overall roadway safety. For downtown and other activity centers, the plan highlights the importance of enhancing multimodal safety through measures such as improved crosswalk treatments, leading pedestrian intervals, and expanded pedestrian and bicycle infrastructure. These findings provide important context for downtown planning efforts by identifying corridors and intersections with documented safety concerns and highlighting the types of improvements most likely to reduce collisions and improve safety for all roadway users.

Active Transportation Plan (2025)

The City of Sebastopol Active Transportation Plan provides a framework for improving conditions for walking, biking, and rolling throughout the city and strengthening connections to regional destinations. Developed as part of the Sonoma County Transportation Authority's Countywide Active Transportation Plan effort, the document evaluates existing travel patterns, safety conditions, and gaps in the current network to identify infrastructure improvements and policies that support greater use of active transportation modes. The plan recognizes that Sebastopol functions as a regional destination for West Sonoma County and that improving active transportation connections—particularly to downtown, schools, trails, and transit—can provide residents and visitors with alternatives to driving while supporting health, environmental, and community benefits. Existing conditions analysis highlights that while the city has a basic network of bike lanes and routes, many corridors remain stressful for less experienced riders, and gaps in sidewalks, crossings, and bicycle facilities limit connectivity and comfort for many users.

Safety and comfort for people walking and bicycling are central themes in the plan. The analysis notes that major corridors such as Main Street/Healdsburg Avenue (SR 116),

Sebastopol Avenue (SR 12), and Bodega Avenue carry higher traffic volumes and are identified as higher-stress routes and part of the regional high-injury network. To address these conditions, the plan recommends developing a more connected, low-stress active transportation network that serves people of all ages and abilities. Recommended strategies include expanding separated or buffered bicycle facilities, creating bicycle boulevards on lower-speed residential streets, improving pedestrian crossings and sidewalk continuity, strengthening trail connections such as those linking to the Joe Rodota Trail and West County Trail, and implementing traffic calming measures near schools and neighborhood destinations. The plan includes long-term recommendations for expanding the city's trails network, recommending future evaluation of the Apple Blossom and Gravenstein trails. Public input emphasized the need for safer crossings, more separated bike paths, improved access to downtown and schools, and better connections to regional trails. These findings highlight the importance of prioritizing pedestrian and bicycle safety, closing network gaps, and creating low-stress routes when planning transportation improvements in the downtown area and along key corridors.

REGIONAL AND STATE POLICIES

State of California Safe System Policies

California has adopted several statewide policies and guidance documents that shift transportation planning and design toward a Safe System approach, which emphasizes preventing fatal and severe injury crashes by designing roadways that anticipate human error and reduce the severity of collisions. In 2022, Caltrans formally adopted a Director's Policy on Road Safety (DP-36), committing the department to the Safe System framework and establishing the long-term goal of eliminating traffic fatalities and serious injuries on the state highway system by 2050. This approach recognizes that roadway safety is a shared responsibility across system design, vehicle technology, speeds, user behavior, and post-crash response, and it prioritizes roadway designs that reduce crash risk and better protect vulnerable road users such as people walking and bicycling.

Supporting this policy direction, Caltrans has adopted guidance to incorporate Complete Streets and context-sensitive design into the state highway system. Design Information Bulletin 94 (DIB-94), released in 2024, provides statewide guidance for implementing Complete Streets on the State Highway System. The bulletin emphasizes designing transportation corridors based on their surrounding context—such as urban main streets, suburban corridors, or rural highways—and encourages the inclusion of facilities

for walking, bicycling, transit, and other space-efficient modes alongside motor vehicle travel. Collectively, **these policies reflect California's broader transportation goals of improving safety, supporting equitable access, reducing greenhouse gas emissions, and designing streets that function as community places rather than solely as vehicle corridors.**

State Route 116 Transportation Concept Report (2016)

The State Route 116 Transportation Concept Report (TCR) is a corridor planning document prepared by Caltrans as part of its System and Regional Planning program. Transportation Concept Reports establish a long-range planning framework for state highways by identifying corridor functions, operational issues, and potential strategies to guide future planning, design, and investment decisions. Caltrans typically aims to update TCRs approximately every five years; however, the 2016 TCR remains the most recent planning document guiding Caltrans' long-term vision for the SR 116 corridor.

Within Sebastopol, the TCR identifies the portion of SR 116 that overlaps with SR 12 through downtown as a unique segment where the state highway also functions as the community's primary commercial main street. Because of this **dual role, the report emphasizes the importance of balancing regional mobility with local access, safety, and the vitality of downtown businesses. The document identifies several challenges associated with the existing one-way couplet system on Main Street and Petaluma Avenue, noting that the configuration—originally implemented to improve vehicle flow—prioritizes regional through movement and contributes to a "drive-through" environment that can reduce downtown cohesiveness and create barriers for people walking and bicycling. The report notes that the interaction of SR 116 and SR 12, combined** with the one-way circulation pattern, creates a complex circulation environment that can be confusing for drivers and less comfortable for pedestrians.

The TCR identifies several strategies that could improve conditions in downtown Sebastopol while maintaining the corridor's transportation function. These strategies include evaluating the potential conversion of downtown streets to two-way operation, implementing context-sensitive and traffic-calming design measures, and enhancing multimodal access for walking, bicycling, and transit. The report acknowledges the historical concept of a potential bypass around Sebastopol to divert regional traffic; however, coordination conducted as part of this study confirmed that both Caltrans and the Sonoma County Transportation Authority currently consider such a bypass infeasible due to environmental constraints and the lack of funding necessary to advance it.

The SR 116 TCR provides an important policy foundation for the Sustainable Transportation Grant (STG) study. The strategies evaluated in this study are intended to be consistent with the corridor vision outlined in the TCR by emphasizing context-sensitive improvements that balance regional mobility with local access. In particular, the TCR supports changes that reinforce downtown Sebastopol as a community-oriented main street, improve multimodal safety and accessibility, and better support local businesses and economic vitality while maintaining the essential transportation function of SR 116 through the city.

KEY THEMES FROM PAST EFFORTS

The plans and studies described above identify several consistent themes related to transportation, safety, and the role of the downtown street network. A recurring finding across multiple efforts is that the SR 116 corridor through Sebastopol serves a dual role as both a regional transportation route and the city's primary downtown main street. This dual function creates tension between maintaining regional vehicle mobility and creating a downtown environment that supports walking, bicycling, local access, and economic activity. Many of the previous studies note that the existing one-way couplet and highway-oriented street design can contribute to higher vehicle speeds, complex circulation patterns, and conditions that are less comfortable for people walking or biking.

Another consistent theme is the need to improve safety for all roadway users, particularly pedestrians and bicyclists. Collision analyses and safety planning efforts have identified intersections and corridors within and near downtown where crash rates are elevated and where improvements to pedestrian crossings, visibility, and traffic calming could reduce risk. Previous plans emphasize that enhancing multimodal safety—through measures such as improved crosswalk treatments, curb extensions, bicycle facilities, and context-sensitive street design—can help address documented safety concerns while also supporting a more vibrant and accessible downtown.

Connectivity and placemaking are emphasized throughout the planning efforts. Several plans highlight the importance of strengthening connections between key destinations such as Main Street, the Plaza, The Barlow, regional trails, and nearby neighborhoods. Improving the quality of the public realm, reinforcing downtown as a community gathering place, and designing streets that function as livable public spaces rather than primarily as highway corridors are identified as important strategies for supporting downtown vitality.

Finally, both local and state policies increasingly emphasize context-sensitive design and the Safe System approach to roadway safety. Recent statewide policies and guidance encourage designing transportation corridors in ways that reduce severe crashes, better accommodate all travel modes, and reflect the surrounding land use context. For a corridor such as SR 116 through Sebastopol's downtown, this direction supports transportation improvements that balance regional mobility with local access, improve safety for all users, and reinforce downtown Sebastopol's role as a walkable and economically vibrant community center.

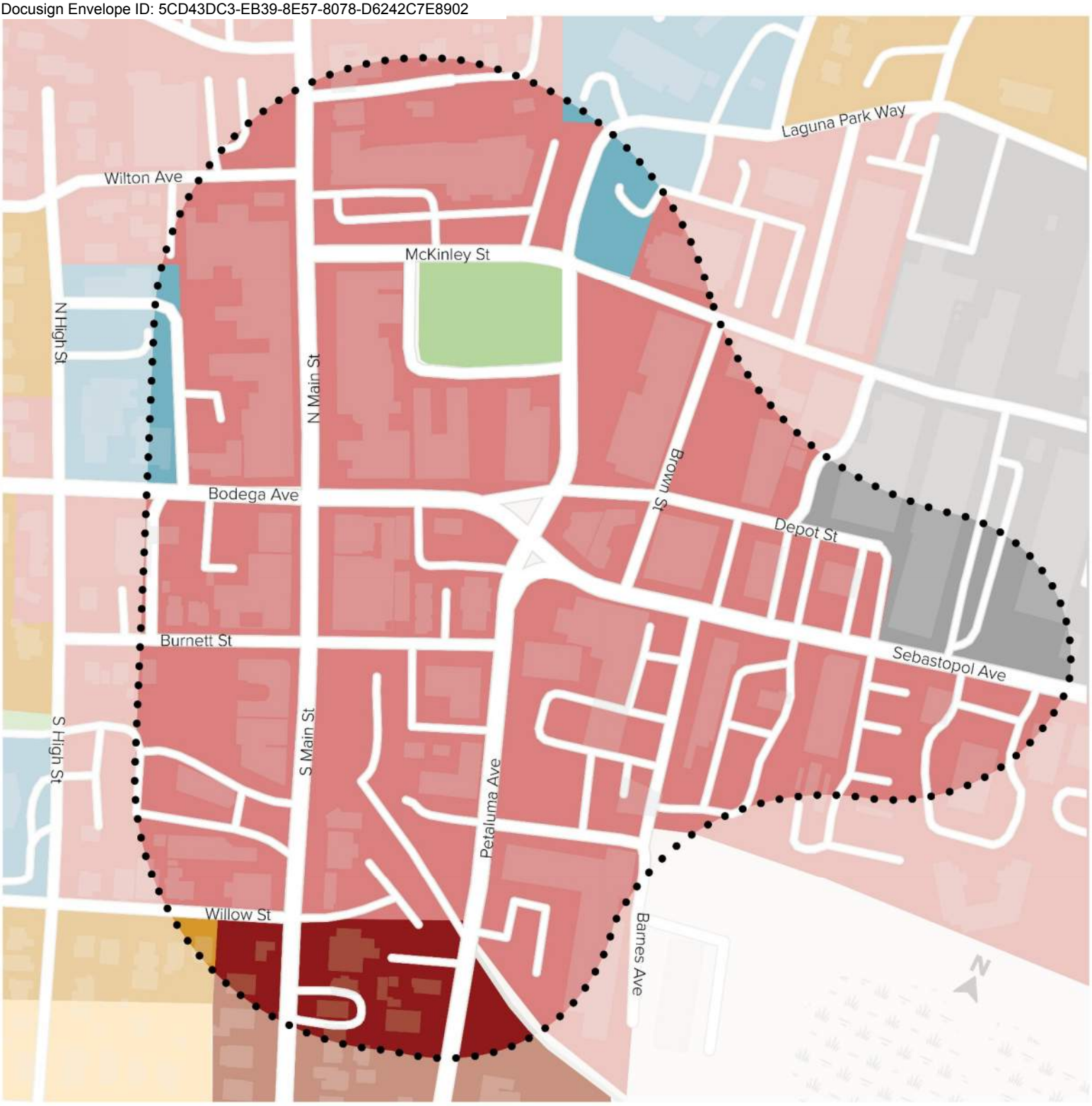
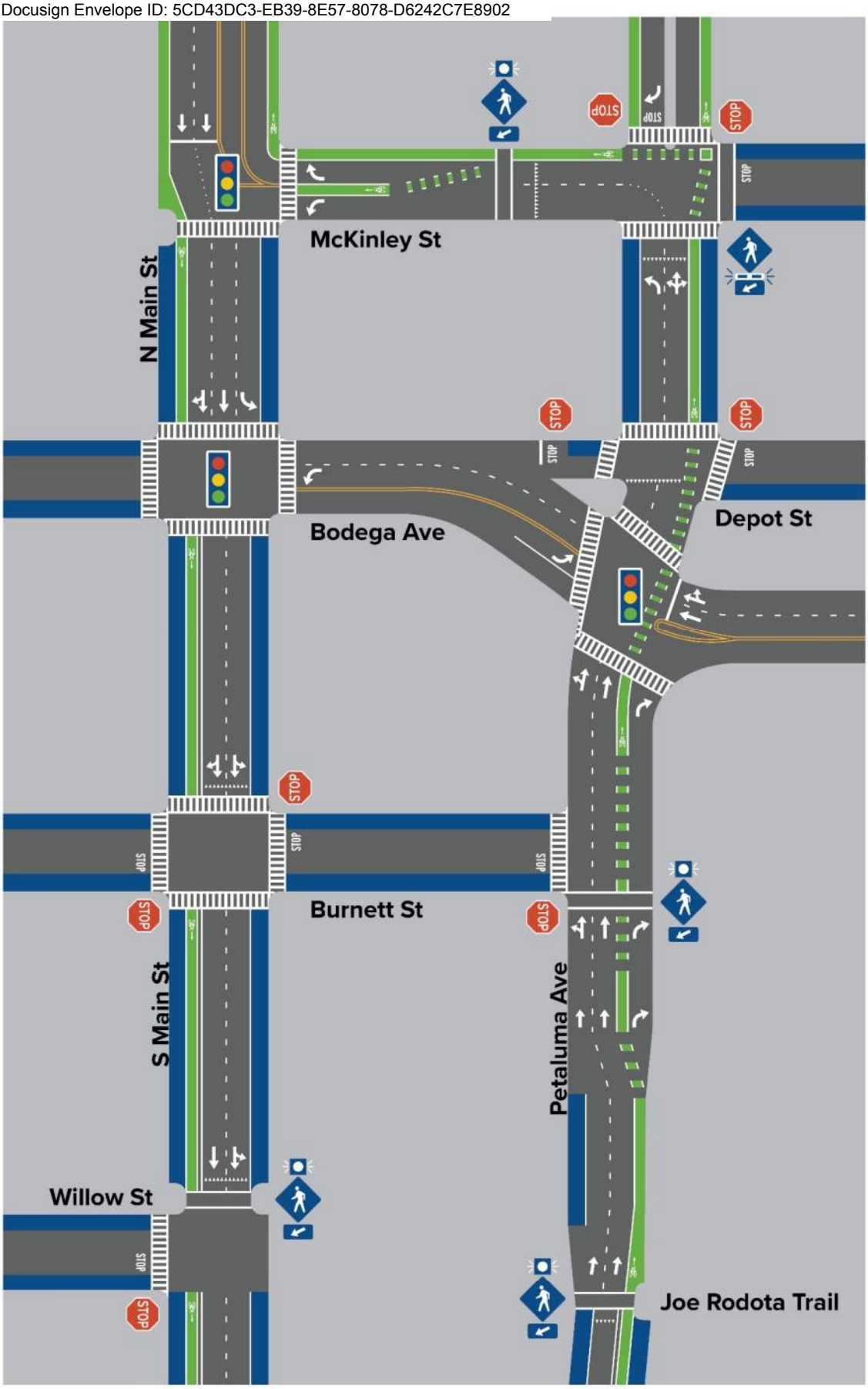


Figure 2
Existing Land Use Context

APPENDIX B: EXISTING CONDITIONS

LAND USE AND DOWNTOWN ACTIVITY

Downtown Sebastopol is identified as the Central Core. Based on the city's Municipal Code, the Central Core District is intended to create, preserve, and enhance the downtown area as the historic retail core of Sebastopol. This district provides for a range of uses, including office, retail, restaurant, service, and other commercial uses. The district promotes residential growth such as mixed-use and affordable housing development, with its intent to increase the vibrancy of the city's central downtown area. The land use map of downtown is shown in **Figure 2**.



Bike Lane

Curbside Parking/Loading

Traffic Control Devices

Pedestrian Hybrid Beacon (PHB)

Pedestrian-Activated Flashing Beacon

Stop Sign

Signal

Figure 3
Existing Traffic Controls and Lane Configurations

TRANSPORTATION NETWORK OVERVIEW

Within the Study Area, there are a variety of traffic control devices and lane configurations. Traffic controls include traffic signals, side street stop controls, pedestrian hybrid beacons, and pedestrian-activated warning beacons. Intersection traffic control and lane configurations are illustrated in **Figure 3**.

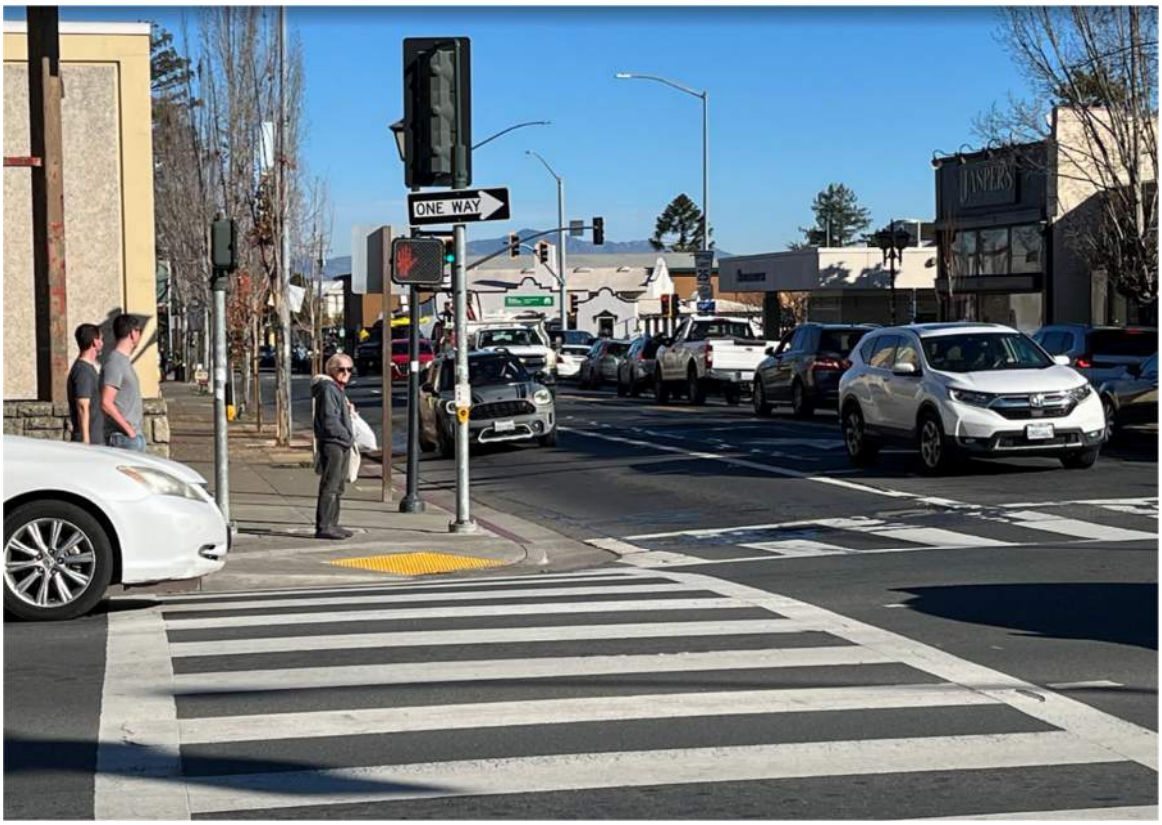


Figure 4
Existing Bicycle Facilities

Bicycle Network

The existing bicycle infrastructure within the study area includes Class II, Class IIB, and Class III facilities. Both one-way and two-way facilities are present. The network spans key streets including Main Street, Petaluma Avenue, Sebastopol Avenue, and Bodega Avenue, enhancing connectivity and access throughout the corridor. Bicycle parking is limited in the study area, with many people locking their bikes to signage poles and street lights. Existing Class II bike lanes ("buffered bike lanes") are provided on Main Street (southbound), Petaluma Avenue (northbound), and McKinley Street between Main Street and Petaluma Avenue (westbound).

Figure 5
Existing Pedestrian Access and Circulation

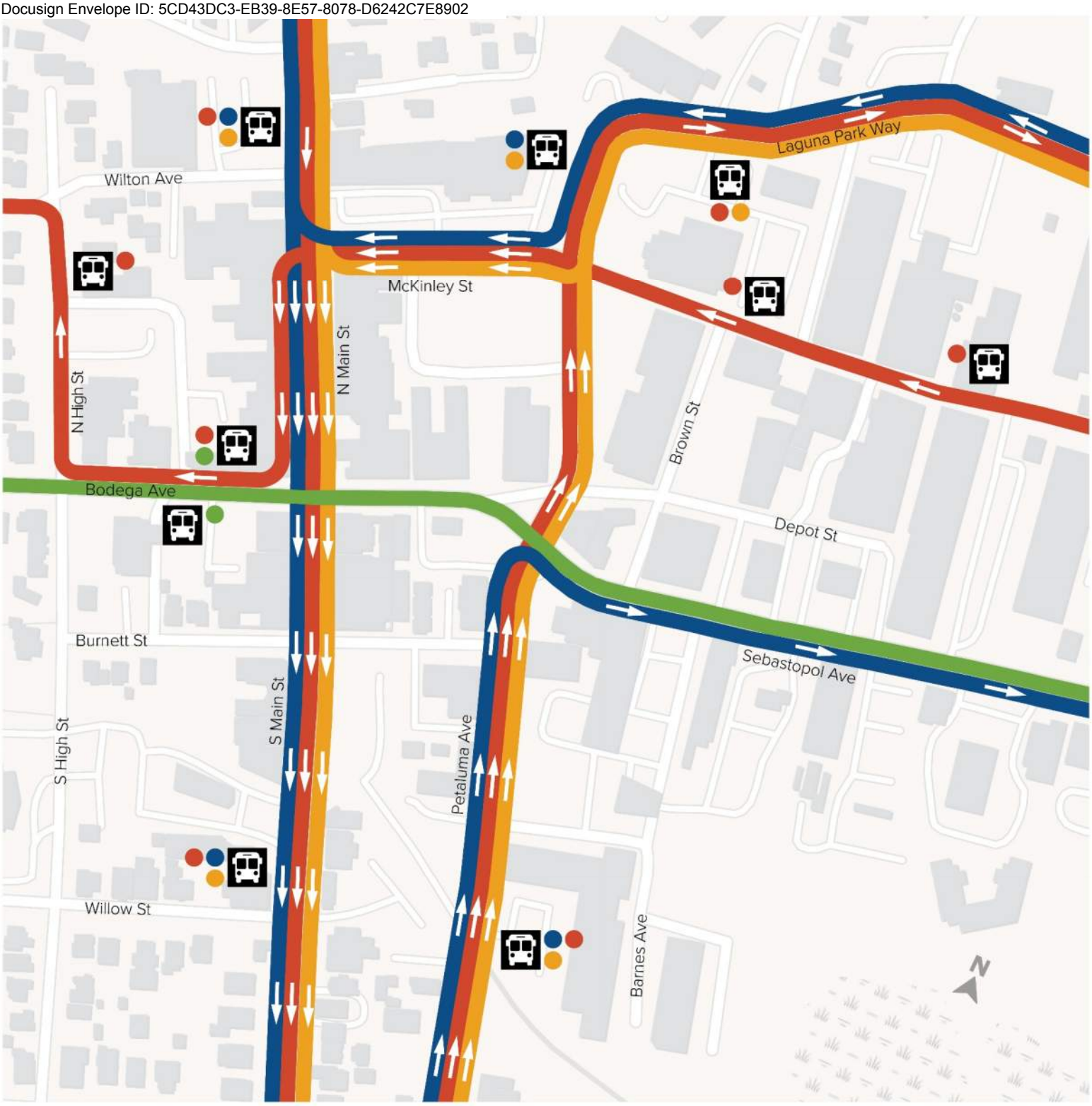
Pedestrian Access & Circulation

Figure 5 illustrates sidewalk locations, approximate widths, and crosswalk types throughout the study area.

Sidewalks are typically about 10 feet wide, though widths vary. Wider segments occur along portions of Petaluma Avenue (e.g., near CVS), while narrower conditions are present along the west side of Petaluma Avenue and along McKinley Street west of the Plaza, where space constraints limit pedestrian comfort and streetscape opportunities.

Marked crosswalks are provided at most major intersections and some uncontrolled locations. Many crossings include high-visibility markings; while other key uncontrolled crossings—such as Petaluma Avenue at the Joe Rodota Trail and Main Street at Willow Street—use standard striping with decorative paver treatments.

Overall, the network is generally connected, but variations in sidewalk width and gaps in high-visibility crossings present opportunities to improve pedestrian comfort and safety.



Route	Headway
Sonoma County Transit Route 20	35 - 85 minutes Mon - Fri, 85 - 110 minutes Sat - Sun
Sonoma County Transit Route 24	45 - 60 minutes Mon - Sat
Sonoma County Transit Route 26	Two daily round trips Mon - Fri
Mendocino Transit Route 95	One daily round trip Mon - Sun

Figure 6
Existing Transit Services and Facilities

Transit Service

Existing transit routes and service frequencies operating within the corridor area are shown on this figure. Transit stops and alignments are shown along key corridors such as Main Street, Petaluma Avenue, and Bodega Avenue.

Four regional and local transit routes are identified:

- Sonoma County Transit Route 20 runs Monday through Friday with headways of 35–85 minutes and on weekends with headways of 85–110 minutes.
- Sonoma County Transit Route 24 operates Monday through Saturday with headways between 45–60 minutes.
- Sonoma County Transit Route 26 offers two round trips daily on weekdays.
- Mendocino Transit Route 95 provides one round trip daily, operating seven days a week.

There are about **600** parking spaces on the street and in publicly available lots in the study area.

- On-Street Parking Permmited
- On-Street Parking Prohibited
- City-Owned Public Off-Street Parking
- Other Public Off-Street Parking
- Non-Public Off-Street Parking

Figure 7
Existing Parking Facilities

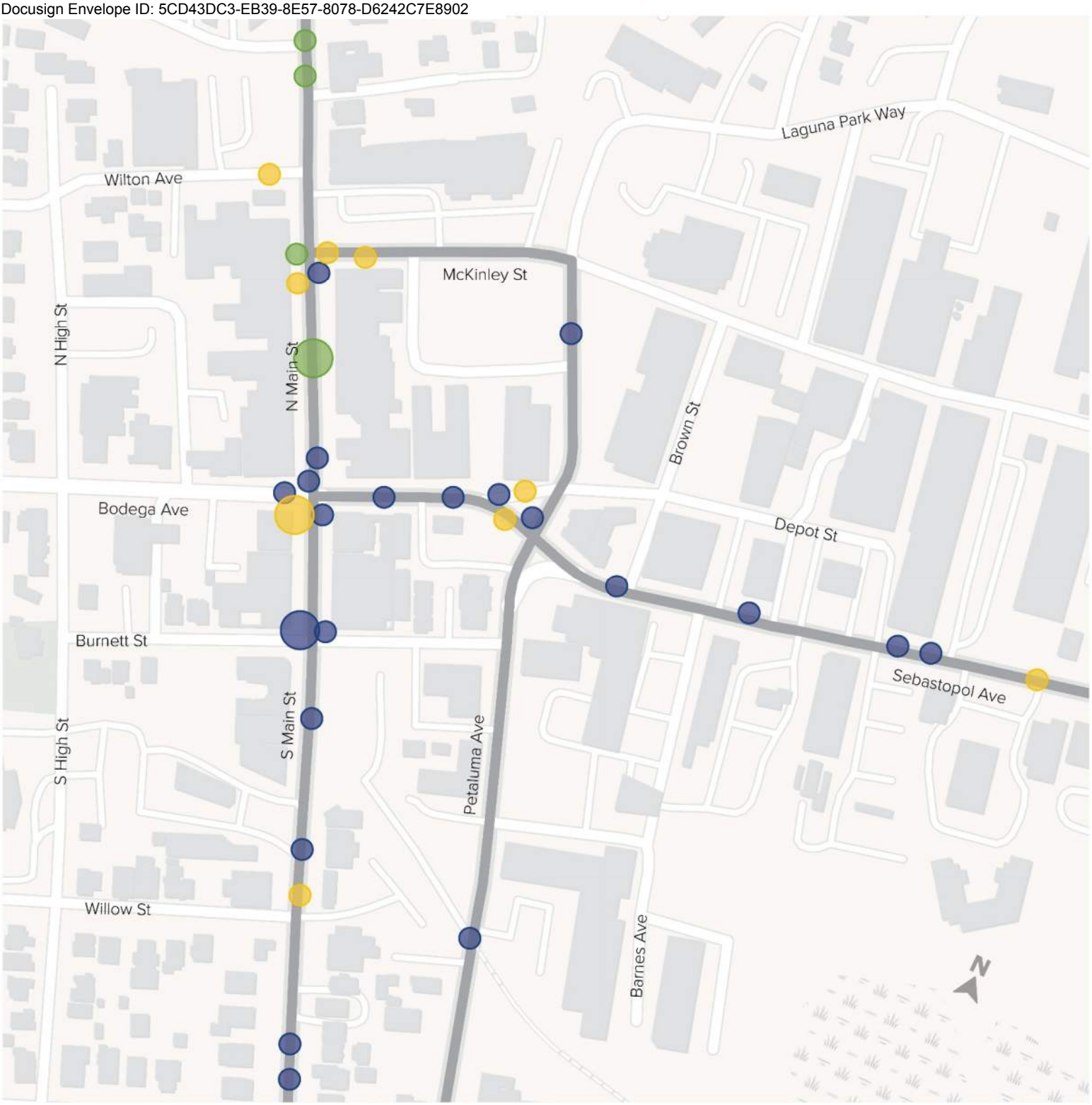
Parking

Figure 7 provides an overview of parking availability in the study area, highlighting both on-street and off-street options. The map identifies:

- **On-Street Parking Permitted:** Numerous segments along major and minor roads—including Main Street, Petaluma Avenue, and McKinley Street—allow street parking.
- **On-Street Parking Prohibited:** Certain sections of the road network, particularly near intersections and central zones, restrict on-street parking.
- **Off-Street Parking:** Several designated off-street parking facilities both public parking areas and private lots for downtown businesses.

It is estimated that there are approximately 400 off-street parking spaces within or near the downtown core that are publicly accessible or under City control. In addition, there are an estimated 200 on-street spaces in the downtown core, none of which have time restrictions.

Below is also a parking map of the city that publicizes a "park once" approach to parking and visiting downtown Sebastopol.



KSI Collisions **(3)**

- Vehicle-only KSI collision (1)
- Bicycle-involved KSI collision (1)
- Pedestrian-involved KSI collision (1)

Other Injury Collisions **(31)**

- Vehicle-only collision (20)
- Bicycle-involved collision (3)
- Pedestrian-involved collision (8)

Figure 8
Collisions Along Study Roadways

COLLISION ASSESSMENT

This figure illustrates collision data from 2019 through 2023 obtained from the Transportation Injury Mapping System (TIMS), a web-based database developed by the UC Berkeley Safe Transportation Research and Education Center using crash records from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS). TIMS compiles and geocodes reported injury and fatal crashes on public roadways across California, providing a consistent dataset for safety analysis.

California Office of Traffic Safety Rankings

Each year, the California Office of Traffic Safety (OTS) develops rankings to allow jurisdictions to compare their traffic safety performance against peer cities of similar population, helping identify areas of relative strength and potential concern. While widely used by agencies, researchers, and the public to highlight emerging or ongoing safety issues and inform funding opportunities, the rankings are only indicators and should be interpreted in the context of local conditions, as various factors may overstate or understate a jurisdiction's standing. The most recently published rankings are for calendar year 2023, when of the city ranked 9th worst in the state for jurisdictions of similar size (74 total agencies ranked). The OTS rankings include various subsets based on mode (driving, walking, biking) and age. In four of the last five years of published data (2019 through 2023), Sebastopol ranked in the top ten worst for composite ranking of pedestrian and bicycle safety.

Countywide Vision Zero Dashboard

The Sonoma County Transportation and Climate Authorities (SCTCA) manages a dashboard that illustrates collision data as well as key elements for each documented crash. Below is a summary of the study area, largely aligned with the collision data shown on the figure and location and types of documented crashes in the study area.

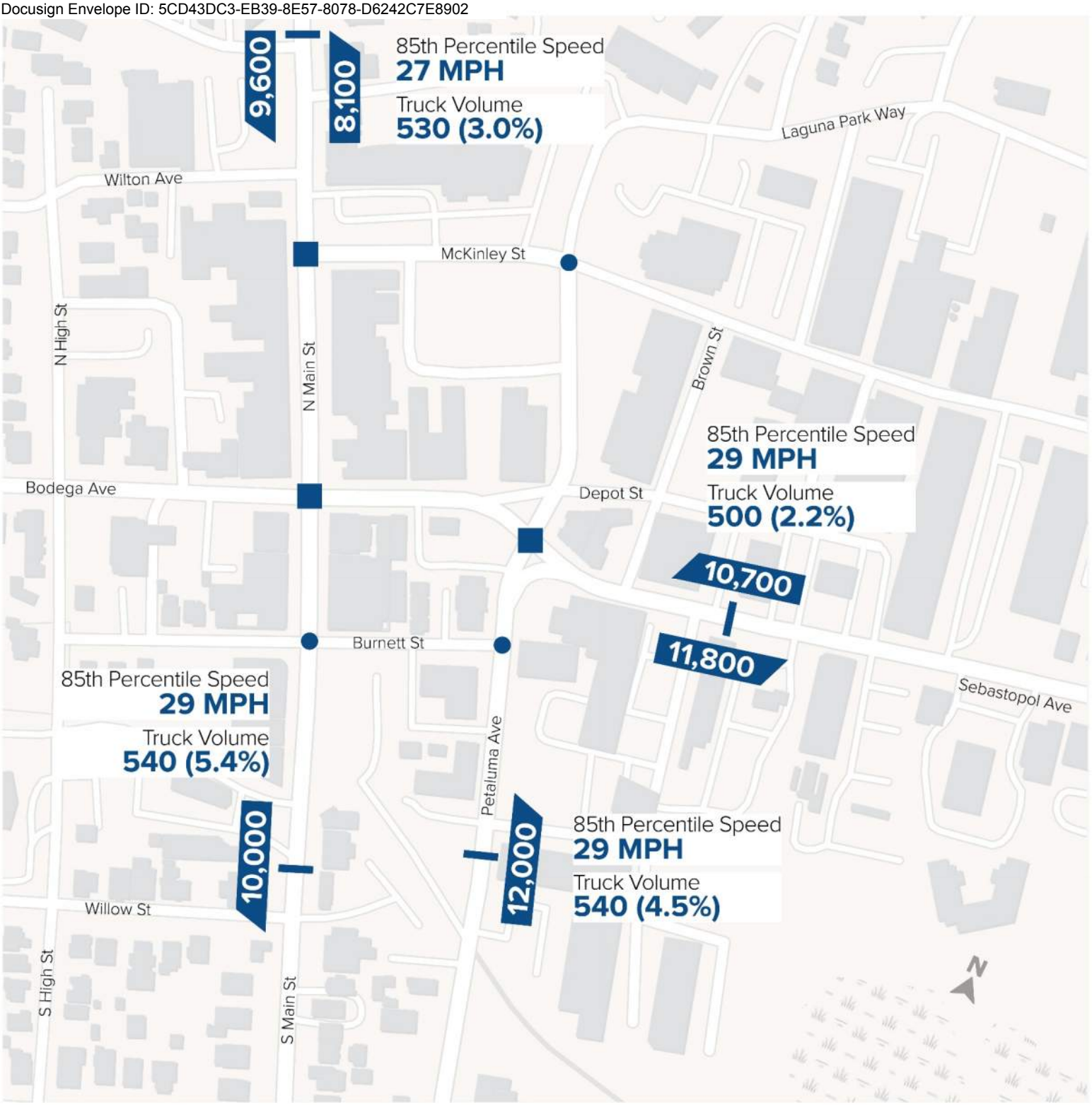


Figure 9
Existing Traffic Conditions

- Roadway Segment Count Location
- Study Intersection (signalized)
- Study Intersection (unsignalized)

TRAFFIC CHARACTERISTICS

Figure 9 summarizes traffic data collected in Fall 2024 at key locations along the study corridors and at study intersections. The data includes vehicle volumes, truck percentages, operating speeds —an industry standard measure representing the speed at or below which 85 percent of vehicles are traveling. Within the downtown core, SR 116 operates as a one-way couplet, with northbound traffic on Petaluma Avenue and southbound traffic on Main Street. SR 12 operates in both directions east-west, where it becomes Bodega Ave west of downtown, providing access to greater western Sonoma County.

Traffic Volumes

Daily traffic volumes along the SR 116 couplet and SR 12 range from approximately 8,100 to 12,000 vehicles per day, reflecting the area's dual role as both a regional route and the City's primary downtown street network. These volumes are relatively low for State highways functioning as arterials reflecting that much of the congestion in Sebastopol is a function of intersection spacing, side friction of parking and driveways and heavy pedestrian crossings.

Truck Volumes

Truck traffic comprises a relatively small but notable share of overall volumes, ranging from approximately 2.2 percent to 5.4 percent. The highest percentages are observed along Main Street and Petaluma Avenue, consistent with the corridor's function as a regional route. These rates are typical for state route arterials.

Vehicle Speeds

Vehicle speeds are a key determinant in the survivability of traffic collisions. Observed 85th percentile speeds generally range from 27 to 29 miles per hour, indicating that typical travel speeds are at or slightly above posted speed limits. These speeds can contribute to reduced comfort for people walking and bicycling, particularly in areas with longer crossing distances or limited traffic calming features.

Intersection Operations

Intersections within the downtown area are closely spaced and accommodate a mix of through and turning movements, requiring signal operations that balance vehicular flow with pedestrian crossings. Intersection Level of Service (LOS) was evaluated at key signalized intersections during a typical weekday PM peak period to understand operational conditions and provide context for potential improvements. A summary of the findings using Highway Capacity Manual 2000 methodology is shown in the following table.

Table 1. Existing Level of Service

Intersection	Existing Conditions	
	LOS	Delay (seconds)
North Main Street/ McKinley Street	A	8.2
North Main Street/ Bodega Avenue	E	58.5
Petaluma Avenue/ Sebastopol Avenue	B	19.0

Source: Fehr & Peers.

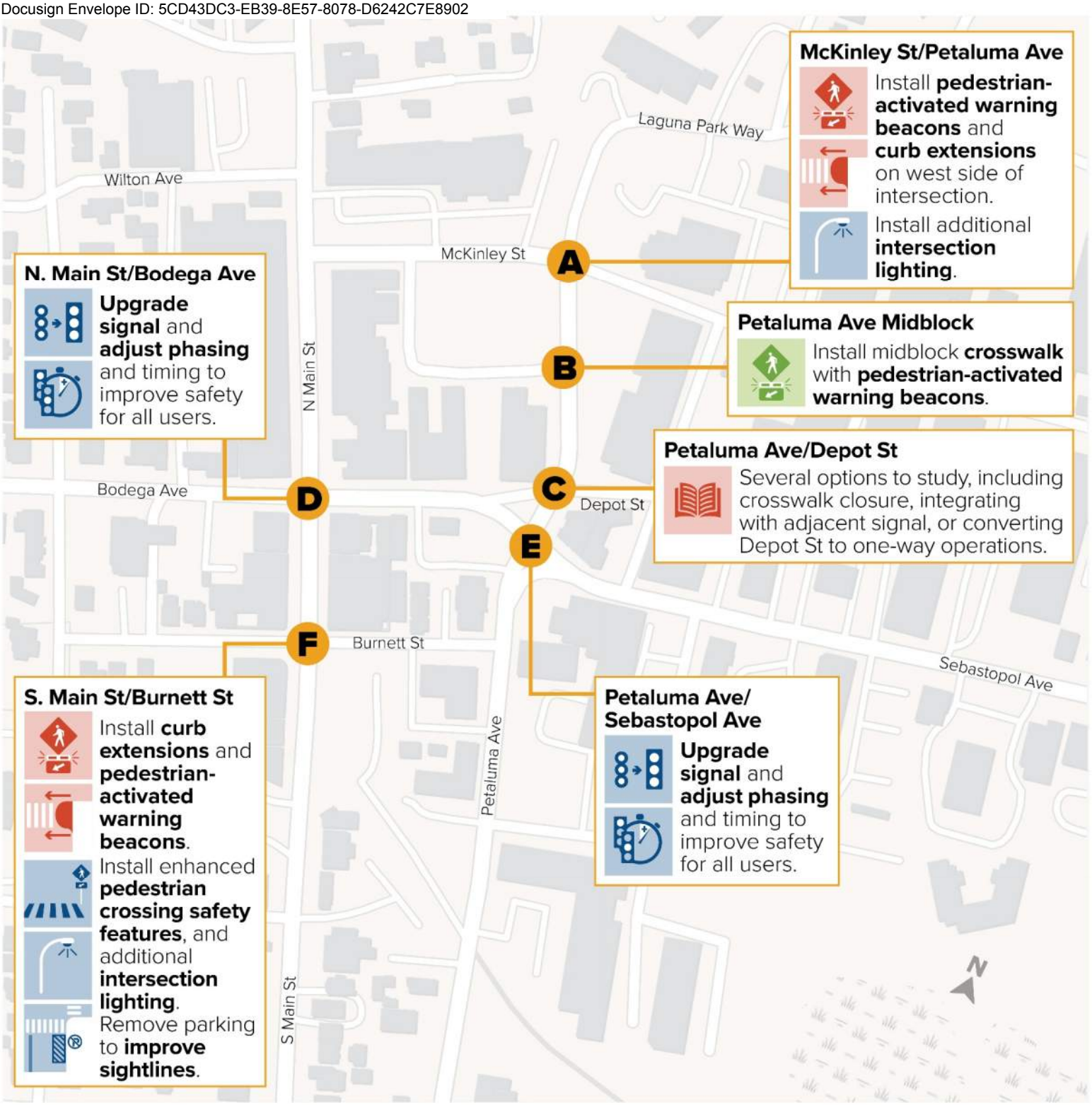


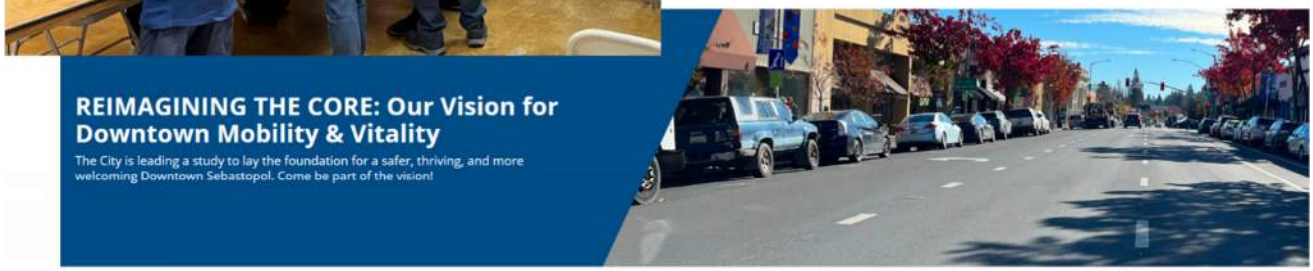
Figure 10
Previous Plans and Concepts

PLANNED AND APPROVED IMPROVEMENTS

Figure 10 includes several intersection safety improvements identified in the study area. These proposed alternatives are based on a series of traffic operations and safety analyses performed on behalf of the city and take into account many of the same data sources this study was based upon.

In 2025 Caltrans installed a new pedestrian hybrid beacon at the intersection of McKinley Street and Petaluma Avenue to accommodate pedestrians crossing near the Plaza (see photo below).

APPENDIX C: COMMUNITY ENGAGEMENT



The City of Sebastopol has been working closely with the community to reimagine downtown as a safer, more vibrant, and people-focused place. Funded by a Caltrans Sustainable Transportation Planning Grant, this 18-month effort evaluated how Main Street, Petaluma Avenue, Sebastopol Avenue, and McKinley Street can better function as both a regional corridor and the heart of the city. Through technical analysis, coordination with Caltrans, and multiple rounds of community engagement, the study developed and evaluated four alternatives focused on safety, walkability, bicycle access, traffic calming, and downtown vitality. The result is a recommended framework for City Council consideration that advances safety, environmental responsibility, and long-term investment in downtown.

Project Home | Background | Existing Conditions | Community Workshop #1 | Community Workshop #2 | Alternatives | Survey Results | FAQ

APPROACH TO COMMUNITY DRIVEN PLANNING PROCCESS

Community engagement was a central component of the Reimagining the Core study, informing each stage of analysis and shaping the development and refinement of alternatives. The engagement process was designed to build understanding of existing conditions, identify community priorities, and support informed discussion of tradeoffs associated with different approaches to downtown circulation and streetscape design.

The study included three phases of engagement, each building on the previous phase. Early outreach focused on listening and confirming issues and opportunities. Subsequent phases introduced and refined alternatives, allowing the community to react to specific concepts and tradeoffs. This iterative approach ensured that community input was integrated throughout the planning process rather than collected at a single point in time.

Engagement Phases

Engagement activities were organized into three phases aligned with key milestones in the study:

- **Phase 1 (July – November 2024): Existing Conditions and Community Priorities**
  Introduced the project, confirmed existing conditions findings, and gathered input on challenges, priorities, and opportunities to inform the development of alternatives.
- **Phase 2 (April – July 2025): Vision and Alternatives Development**
  Presented a draft vision and a broad set of potential alternatives and worked with the community and stakeholders to refine options, identify tradeoffs, and narrow the range of concepts for further study.
- **Phase 3 (January – March 2026): Preferred Alternative and Draft Plan**
  Shared refined alternatives and a preferred approach and gathered final input to inform the Draft Plan and implementation framework.

Engagement Approach

The engagement approach was guided by several core principles:

- **Provide multiple ways to participate**, including both in-person and online engagement opportunities
- **Build understanding over time**, with each phase introducing new information and increasing levels of detail
- **Support informed discussion of tradeoffs**, particularly related to traffic operations, safety, parking, and economic vitality
- **Reach a broad cross-section of the community**, including residents, businesses, and stakeholders with different perspectives and travel needs
- **Maintain transparency**, documenting how input informed the development and refinement of alternatives

Given the study area's role as both a local downtown and a regional travel corridor, engagement focused on helping participants understand constraints and tradeoffs associated with each alternative.

Engagement Activities

A range of engagement tools and strategies were used to reach community members and stakeholders across all phases:

- **Project website (Social Pinpoint)** with background materials, FAQs, surveys, and a mailing list sign-up.
- **Online surveys** to gather input on priorities, tradeoffs, and preferences for alternatives.
- **Public workshops and open houses** with interactive stations to collect detailed feedback.
- **Stakeholder meetings and focus groups** with downtown business owners, community organizations, and local leaders.
- **Pop-up outreach event**, including at the Sebastopol Area Senior Center and the Apple Blossom Parade.
- **Promotional efforts**, including flyers, City newsletter announcements, email lists, social media, and press coverage in local media outlets such as the Sebastopol Times and Press Democrat.

These activities were designed to complement one another. Surveys provided broad input across a large number of participants, while public workshops and stakeholder meetings supported more detailed, qualitative feedback and dialogue.

Who We Reached

The engagement process reached a broad cross-section of the Sebastopol community, including residents, business owners, employees, and visitors, as well as stakeholders representing a range of perspectives on downtown mobility, safety, and economic vitality.

Across all phases, engagement included:

- **Online surveys**, with approximately:
  - 223 responses in Phase 1
  - 646 responses in Phase 3
- **Public workshops**, with over 100 participants in Phase 1 and over 80 participants in Phase 2
- **Stakeholder meetings and focus groups** with downtown business owners, bicycle advocates, members of the Climate Action Committee, and other local stakeholders
- **Pop-up outreach**, including targeted engagement at the Sebastopol Area Senior Center, where paper surveys were provided to reach community members less likely to participate online
- **Presentations to the Planning Commission** at key milestones
- **Presentation to City Council** to select preferred alternative and to review and adopt the plan.

The project also developed a mailing list of over 250 subscribers and used a project website and City communication channels to share updates and encourage participation. Outreach was supported by email announcements, newsletters, social media, and press coverage, which helped broaden awareness and participation throughout the study.

Survey responses provide additional insight into who participated in the engagement process:

- **Geographic distribution:** Both Phase 1 and Phase 3 surveys collected information on where respondents live. In the Phase 1 survey, approximately 63% of respondents lived within Sebastopol city limits (with the largest shares

from the Northwest (24%) and Southwest (29%) areas), 28% lived in the greater Sebastopol area, and 9% lived elsewhere in Sonoma County. Results from the Phase 3 survey show a similar pattern, with the majority of respondents located within Sebastopol or nearby communities. This distribution generally reflects local residential patterns, with higher participation from more populated areas.

- **Household income:** Demographic questions were included in the Phase 1 survey. Among respondents, approximately 40% reported household incomes below $75,000, while about 35% reported incomes above $150,000. This distribution reflects meaningful participation from lower-income households, in addition to moderate- and higher-income residents.
- **Race and ethnicity:** Based on the Phase 1 survey, the respondent pool was predominantly White (approximately 87%), with additional representation from Hispanic or Latino, Asian, Black or African American, and other racial and ethnic groups. This is generally consistent with Sebastopol's demographic profile as a majority White community with smaller shares of other groups. While survey responses provide a useful snapshot of participants, engagement also included in-person outreach designed to reach a wider range of community members, including seniors and others less likely to participate in online surveys. Stakeholder meetings further ensured representation from key groups with a direct interest in downtown conditions, including local businesses and advocacy organizations.

Role of Community Input in the Study

Community input played a direct role in shaping the study at each stage:

- **Phase 1 input** informed the identification of key issues, priorities, and opportunities, and helped define the overall corridor vision and evaluation framework
- **Phase 2 input** guided the refinement of alternatives, including narrowing a broader set of concepts and identifying key tradeoffs related to circulation, parking, and street design
- **Phase 3 input** informed the selection and refinement of a preferred approach and helped shape implementation considerations

Throughout the process, clear differences in community perspectives surfaced, particularly related to one-way versus two-way circulation, the role of Main Street as a regional corridor, and the balance between vehicle access and pedestrian-oriented improvements. The engagement process provided a structured way to understand these perspectives, explore tradeoffs, and support informed decision-making.

The following sections of this report present key findings from each phase of engagement and describe how community input informed the development of alternatives and recommendations.

PHASE 1 ENGAGEMENT: COMMUNITY VISION AND PLANNING GOALS

Phase 1 Overview

Phase 1 engagement focused on understanding existing conditions from a community perspective and establishing a shared vision for the future of Downtown Sebastopol. Input gathered during this phase informed the development of the project vision, study objectives, and the initial set of priorities used to shape and evaluate initial alternatives.

Engagement findings highlight both shared values about downtown and differing perspectives on how to balance local access with regional traffic demands.

What We Heard and Community Priorities

Phase 1 engagement revealed strong alignment around what makes Downtown Sebastopol unique, along with consistent themes related to challenges and desired improvements.

Community members consistently described downtown as a place defined by its small, locally owned businesses, walkability, and sense of community. Words such as "shops," "local," "restaurants," and "walkable" were frequently used to describe what people value most about Main Street and the downtown experience.

At the same time, feedback highlighted a fundamental tension - Main Street functions as both a local downtown and a regional corridor, and in its current configuration, vehicle traffic often shapes the overall experience. Congestion, vehicle speeds, and turning movements were frequently cited as affecting safety, comfort, and the overall downtown experience.

This tension is reflected in how participants described desired changes. Across surveys and workshops, there was a consistent direction toward rebalancing the street to better support people walking, biking, and spending time downtown, while also maintaining necessary access for drivers and businesses.

Several themes emerged across engagement activities:

- The need for a more comfortable and continuous pedestrian environment, including wider sidewalks and safer crossings.
- Interest in enhancing the public realm, with more greenery, seating, and spaces that support activity and gathering.
- A desire to reduce or better manage the impacts of through-traffic.

- Concern about parking availability and convenience, alongside recognition that different types of businesses have different parking needs.

These themes translate into a set of priorities that guided the development of alternatives.

TRAVEL MODE PRIORITIES

Participants ranked walking as the highest priority, followed by personal vehicles and bicycling, with transit and freight ranking lower. This ordering reflects a preference to elevate the pedestrian experience while acknowledging the continued importance of vehicle access in a downtown that serves both local and regional trips.

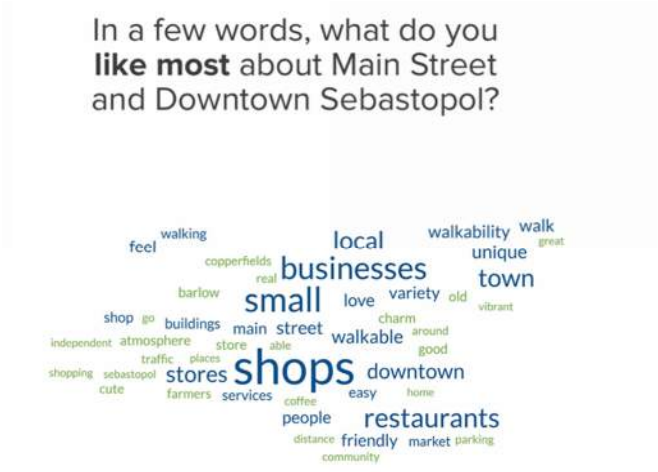
PRIMARY PRIORITIES

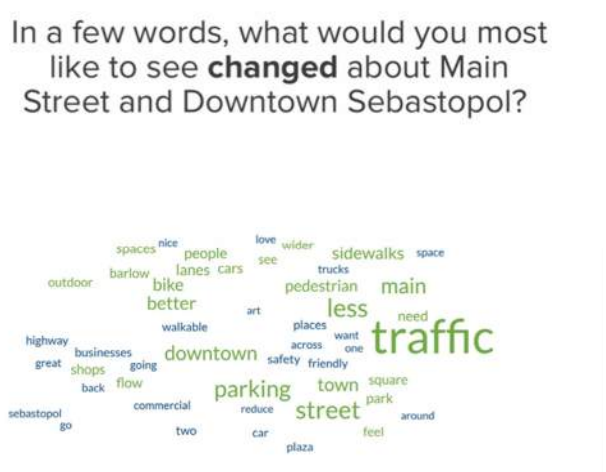
- Wider, more comfortable sidewalks
- Placemaking and urban design improvements, including parklets, street trees, and aesthetic enhancements
- Strategies to address traffic congestion and improve overall circulation

SECONDARY PRIORITIES

- Enhanced pedestrian and bicycle crossings
- High-quality bicycle facilities
- Support for local businesses, shoppers, and visitors
- Improved traffic flow and signal timing

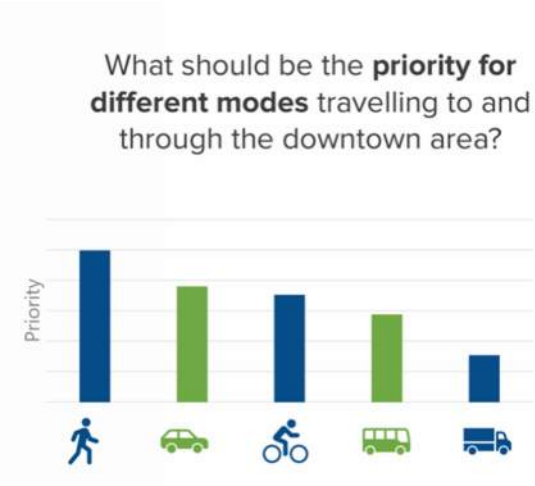
Additional issues were raised but did not rise to the same level of priority. Some participants expressed interest in managing or rerouting truck traffic, reflecting broader concerns about regional traffic impacts. Wayfinding was also discussed but is best understood as a supporting strategy rather than a primary driver of change.





Community Vision

Building on this input, a vision for Downtown Sebastopol was developed to reflect shared community values and priorities:



Vision Statement

> *A vibrant Main Street that reflects Sebastopol's unique character and community values, creates inviting public spaces where people want to spend time, prioritizes safe and comfortable travel for those walking and biking, and supports thriving local businesses, while balancing the needs of local access and regional traffic circulation.*

This vision captures the central tension identified throughout Phase 1 engagement: the need to balance Sebastopol's role as a regional corridor with the community's desire for a more people-oriented downtown.

Study Objectives

Phase 1 input also helped refine the study objectives, which guided subsequent analysis and alternative development:

- Enhance multimodal safety, accessibility, and comfort
- Encourage mode shift to support greenhouse gas reduction goals
- Mitigate negative impacts of regional through-traffic
- Support downtown economic vitality and local businesses

These objectives reflect both community priorities and broader policy goals, and provided a framework for evaluating potential design approaches in later phases of the study.

PHASE 2 ENGAGEMENT: IDENTIFYING THE ALTERNATIVES

Phase 2 engagement focused on testing a range of circulation and streetscape alternatives and refining a smaller set of concepts for further study. Building on Phase 1 priorities, this phase introduced specific design approaches and supported more detailed discussion of tradeoffs related to traffic operations, safety, parking, and placemaking.

Input from this phase informed both the narrowing of alternatives and key design directions carried forward into Phase 3.

What We Heard and Tradeoffs

Phase 2 engagement shifted the discussion from general priorities to specific design choices, revealing how preferences evolve when tradeoffs are made more explicit.

Feedback remained consistent with Phase 1 priorities, with continued emphasis on walkability, safety, and improving the overall downtown experience. Responses to specific alternatives highlighted differing views on how best to achieve those outcomes.

One-Way Concepts

For one-way alternatives, many participants expressed comfort with the 1B and 1D options, building on the existing configuration and seen as more familiar with fewer perceived operational issues.

More ambitious one-way concepts that prioritized pedestrian space and placemaking generated interest, but also raised questions about impacts to traffic flow, access, and the feasibility of new bicycle facility types—such as questions about how two-way cycle tracks work at intersections.

Two-Way Concepts

Two-way alternatives generated significant interest as well, particularly option 2D that proposed both Main Street and Petaluma Avenue with two-way circulation which some viewed as an opportunity to improve access and restore a more traditional main street feel.

At the same time, these concepts raised concerns about:

- Left-turn conflicts and traffic operations
- Potential increases in congestion

- Allocation of limited curb space

Preferences for bicycle facilities varied. Some participants supported facilities on Main Street, while others preferred maintaining the current one-way couplet or enhancing options on parallel streets such as Petaluma Avenue to provide more space for pedestrians on Main Street. Others expressed interest in achieving both wider sidewalks and bicycle facilities on Main Street, which would require more substantial reallocation of space, like removing vehicle lanes or on-street parking.

Testing and Flexibility

Across alternatives, there was interest in testing changes before committing to permanent design decisions and better understand real-world impacts.

While a full closure of Main Street was not carried forward, positive feedback indicated interest in periodic or event-based closures, particularly within a two-way framework.

Parking and Business Access

Parking remained a central issue, with more detailed input from business stakeholders.

Discussions highlighted that parking needs vary by business type, with some relying on short-term turnover and others on longer-duration parking. This led to broader discussion of parking as a system-level issue, including management of existing supply, wayfinding to off-street parking, and potential long-term strategies such as additional off-street parking or a structured facility.

There was general recognition that parking policy may need to be addressed as a separate but related effort.

Additional Considerations

Participants also identified improvements that could apply across alternatives, including:

- Intersection improvements such as roundabouts along Petaluma Avenue at Sebastopol Avenue or McKinley Street
- Better connections between the Joe Rodota Trail, downtown, and Ives Park
- Coordination with related efforts such as the Calder Creek project

Stakeholders also raised concerns about construction impacts and disruption, particularly for small businesses.

APPENDIX D: RESEARCH, DESIGN GUIDANCE, & BEST PRACTICES

This chapter summarizes relevant research and professional guidance related to roadway safety, multimodal design, and downtown street operations. National studies, agency guidance, and professional design standards provide insight into how roadway design influences vehicle speeds, pedestrian safety, bicycle comfort, and overall corridor performance. The research summarized below helps inform the evaluation of potential improvements by identifying proven safety countermeasures, multimodal design practices, and the operational trade-offs associated with different street configurations, particularly in small-city and rural downtown environments.

RELEVANT NATIONAL RESEARCH

A substantial body of national research has examined how roadway design, lane configurations, and multimodal infrastructure influence safety and corridor performance. Several studies conducted through the National Cooperative Highway Research Program (NCHRP) provide guidance on topics such as roadway cross-section reallocation, pedestrian safety treatments, bicycle facility design, and traffic calming strategies. These studies help establish the state of practice for evaluating potential roadway improvements and provide evidence-based insights that are applicable to downtown corridors seeking to balance safety, accessibility, and vehicle operations.

NCHRP Research Report 1136 – On-Street Bicycle Facility Design Features: A Guide (2024)
This report evaluates the safety performance of different bicycle facility designs, including conventional bike lanes, buffered lanes, and separated facilities. The findings provide evidence on how street design influences bicyclist safety and user comfort. The research is relevant for downtown corridor planning where integrating bicycle facilities is part of a broader strategy to improve multimodal safety.

NCHRP Research Report 1036 – Roadway Cross-Section Reallocation: A Guide (2023)
This report provides a framework for evaluating roadway cross-section changes such as lane reductions, road diets, and reallocating roadway space to support multimodal travel. It introduces an analysis approach that evaluates roadway performance across a longer portion of the day rather than focusing solely on peak-hour operations. The

research is relevant to downtown corridor studies because it provides guidance for balancing vehicle operations with safety, accessibility, and community outcomes when considering changes such as lane reductions or conversions between one-way and two-way street operations.

NCHRP Report 893 – Systemic Pedestrian Safety Analysis (2018)
This report presents a systemic approach to identifying roadway characteristics associated with pedestrian crashes, including roadway width, traffic speeds, lighting conditions, and crossing distance. The research encourages proactive safety improvements at locations with similar risk characteristics, even if crash histories are limited. This approach is particularly relevant for rural downtown environments where crash data may be sparse but roadway design may still present safety risks.

NCHRP Report 772 – Evaluating the Safety Effects of Road Diets (2014)
This report documents the safety effects of road diet conversions, typically involving the reduction of four-lane undivided roadways to three lanes with a center turn lane and space for other uses such as bicycle lanes or pedestrian improvements. The research found that road diets are commonly associated with reductions in crashes and vehicle speeds. These findings are relevant for rural downtown corridors where reallocating roadway space may improve pedestrian safety and overall corridor function.

NCHRP Report 612 – Safe and Aesthetic Design of Urban Roadside Treatments (2008)
This report examines how roadside elements such as street trees, lighting, and streetscape improvements influence driver behavior and roadway safety. The research suggests that streetscape features can help visually narrow roadways and contribute to reduced vehicle speeds. These findings are relevant for downtown projects seeking to improve safety while enhancing the character and walkability of the corridor.

NCHRP Report 562 – Improving Pedestrian Safety at Unsignalized Crossings (2006)
This report evaluates engineering treatments intended to improve pedestrian safety at uncontrolled crossings, including high-visibility crosswalks, median refuge islands, and flashing beacons. It examines driver yielding behavior and safety outcomes associated with these treatments. The report is relevant to downtown safety studies where pedestrian crossings frequently occur at unsignalized intersections or midblock locations.

COMPLETE STREETS FLEXIBILITY IN CALIFORNIA

California Department of Transportation Design Information Bulletin 94 (DIB 94), updated in 2024, provides guidance for incorporating Complete Streets principles into projects on the State Highway System. The bulletin represents a significant shift in Caltrans policy by emphasizing context-sensitive design, multimodal safety, and flexibility in applying traditional highway design standards, particularly in urban and downtown environments.

DIB 94 acknowledges that strict adherence to conventional design standards—such as lane widths, clear recovery areas, and design speeds—may not always support the safety and accessibility needs of all users. Instead, the guidance allows for design flexibility where appropriate, enabling practitioners to tailor roadway designs to better reflect local context, land use, and community priorities. This is particularly relevant for small-city and rural downtown corridors where the transportation system must balance regional mobility with local access, safety, and economic vitality.

A key concept introduced in DIB 94 is the use of a "target speed" rather than relying solely on traditional design speed. Target speed reflects the desired operating speed for a corridor based on its surrounding context and intended function. This approach supports design strategies that actively manage vehicle speeds through geometric design, lane configuration, and streetscape elements—aligning closely with Safe System principles and Vision Zero goals.

The bulletin also formalizes a performance-based design approach, encouraging engineers to evaluate trade-offs between competing objectives such as safety, multimodal access, traffic operations, and project cost. Rather than defaulting to prescriptive minimums, DIB 94 supports documenting design decisions through engineering judgment and context-sensitive analysis. This framework is particularly useful when considering design elements such as reduced lane widths, shorter curb radii, protected bicycle facilities, or expanded pedestrian space within constrained rights-of-way.

DIB 94 further reinforces the importance of multimodal accommodation on state facilities. It directs project teams to consider the needs of people walking, biking, and using transit from the earliest stages of project development. The guidance aligns with statewide policies promoting equitable access and sustainable transportation, and it supports the integration of features such as curb extensions, median refuges, separated bikeways, transit prioritization, and enhanced crossing treatments.

For downtown corridors like those evaluated in this study, DIB 94 is particularly relevant because it:

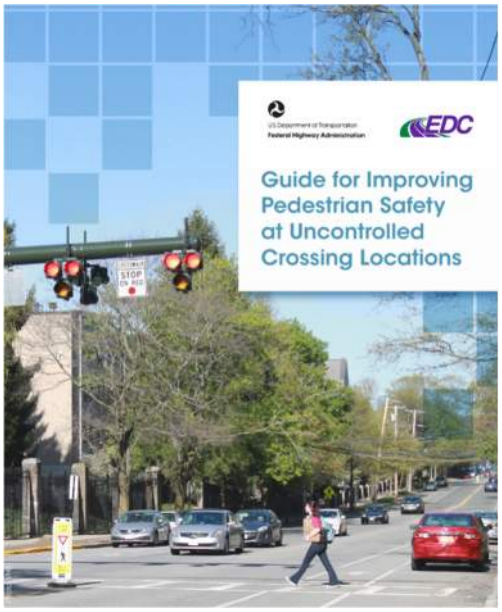
- Supports reallocation of roadway space to improve safety and multimodal access
- Provides a framework for evaluating lane reductions or conversions (e.g., one-way to two-way operations)
- Encourages lower operating speeds through design rather than enforcement alone
- Allows flexibility to incorporate Complete Streets elements within constrained corridors
- Emphasizes documented engineering judgment when deviating from traditional highway standards

Overall, DIB 94 represents a modernized approach to roadway design on state facilities, aligning Caltrans practice with national trends toward context-sensitive, multimodal, and safety-focused design. Its principles are directly applicable to downtown corridor planning efforts where achieving a balance between mobility, safety, and place-making is a primary objective.

PEDESTRIAN SAFETY COUNTERMEASURE GUIDANCE

Two widely used resources for identifying and selecting pedestrian safety treatments are the Caltrans Pedestrian Safety Countermeasures Toolbox (2019) developed by the California Department of Transportation and the Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) developed by the Federal Highway Administration as part of the Safe Transportation for Every Pedestrian (STEP) initiative.

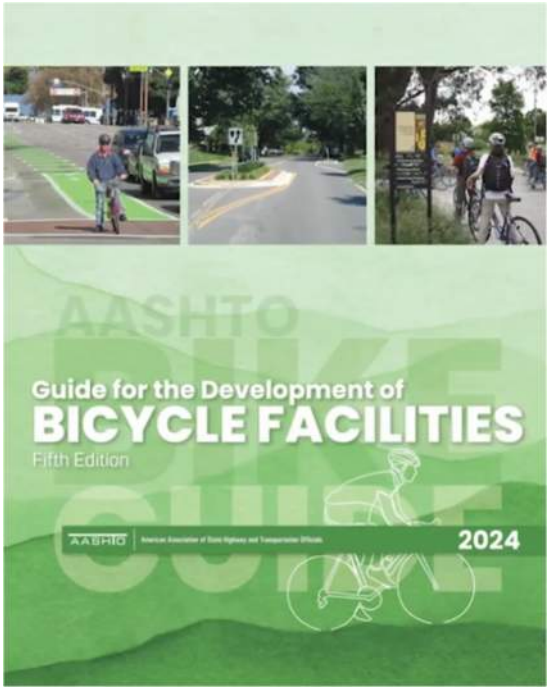
The Caltrans Pedestrian Safety Countermeasures Toolbox compiles dozens of engineering treatments intended to reduce pedestrian crash risk on state and local roadways. The document organizes countermeasures by roadway context—such as signalized intersections, unsignalized intersections, and roadway segments—and describes the purpose, application, and implementation considerations for each treatment. Examples include high-visibility crosswalk markings, curb extensions, pedestrian refuge islands, flashing beacons, improved lighting, and traffic-calming measures. The toolbox is intended to help agencies select proven or promising treatments during safety investigations and project development and provides a practical reference for identifying improvements that can enhance pedestrian safety in downtown environments with frequent crossings and multimodal activity.



Similarly, the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides a step-by-step process for evaluating pedestrian crossings where no traffic signal or stop control is present. The guide helps agencies identify roadway characteristics that influence crossing safety—such as vehicle speeds, traffic volumes, number of lanes, and crossing distance—and recommends appropriate countermeasures based on those conditions. The guidance was developed as part of the STEP program, which promotes proven safety countermeasures such as road diets, pedestrian refuge islands, pedestrian hybrid beacons, and leading pedestrian intervals. The guide is particularly relevant for rural and small-city downtown corridors where many pedestrian crossings occur at uncontrolled intersections or midblock locations and where roadway design and traffic speeds can significantly affect pedestrian safety outcomes.

Collectively, these resources provide transportation practitioners with evidence-based tools to identify and evaluate pedestrian safety improvements, making them useful references when developing safety strategies for downtown corridors in rural communities.

BIKEWAY DESIGN GUIDANCE



A key national reference for bicycle facility planning and design is the American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, commonly referred to as the AASHTO Bikeway Design Guide. The most recent 5th Edition (2024) provides comprehensive guidance for the planning, engineering, and design of bicycle infrastructure on streets, roadways, and off-street shared-use paths across a wide range of urban, suburban, and rural contexts.

The guide establishes the national state of practice for bikeway design and includes guidance on selecting appropriate facility types based on roadway context, traffic speeds and volumes, and the comfort and safety needs of bicyclists. It includes chapters covering bikeway selection, design elements common to all bikeways, and detailed guidance for specific facility types such as conventional bike lanes, separated bike lanes, bicycle boulevards, and shared-use paths.

A central concept of the guide is designing facilities that serve a wide range of users, often described as "All Ages and Abilities." The guidance encourages practitioners to evaluate roadway conditions and choose bikeway types that provide appropriate separation from vehicle traffic where speeds and volumes are higher. It also emphasizes flexibility in applying design dimensions and treatments so that bicycle facilities can be integrated into constrained rights-of-way while still maintaining safety and operational effectiveness.

The AASHTO Bikeway Design Guide is widely used by state and local transportation agencies and often serves as the primary technical reference for bicycle facility planning in transportation corridor studies. In downtown and rural main street contexts, the guidance helps practitioners evaluate appropriate bikeway types and design treatments that improve bicycle safety and connectivity while balancing the operational needs of motor vehicles and other street users.

SAFETY AND OPERATIONAL PERFORMANCE OF ONE-WAY AND TWO-WAY STREETS

A number of studies have examined the effects of converting streets between one-way and two-way operations. These studies analyze outcomes related to safety, traffic operations, economic vitality, and community livability.

Research evaluating several one-way to two-way conversions between 2004 and 2011 found that economic impacts varied by location. In some cases, job growth in the conversion corridors exceeded growth in the surrounding local economy, while in other cases the growth rate was lower, suggesting that street conversions alone do not guarantee economic revitalization.

A study examining conversions in Louisville, Kentucky found that after converting several one-way streets to two-way operations, overall traffic volumes increased but crash rates declined. The study also identified increases in property values and reductions in crime rates in some areas following the conversion.

Other case studies have examined the relationship between street directionality and neighborhood vitality. For example, research comparing one-way and two-way segments along East Breckinridge Street found measurable differences in property values and property abandonment rates, suggesting that street design can influence neighborhood stability.

Operational studies have also examined the effects of one-way and two-way street systems on traffic flow. Research analyzing urban grid networks found that two-way street systems can distribute traffic more evenly and may reduce travel times in congested networks. A simulation of San Francisco's street network found that a fully one-way network increased average intra-city trip lengths by approximately 1.7 percent, resulting in an estimated 27 million kilometers of additional annual vehicle travel.

Across multiple studies, several common themes emerge regarding the relative advantages and trade-offs of one-way and two-way street systems.

Two-way streets are often associated with lower vehicle speeds, improved pedestrian awareness, and reductions in crash severity. They can also improve local access by allowing drivers to approach destinations from either direction, which may benefit local businesses and reduce vehicle travel distances.

One-way streets, however, can improve traffic efficiency in corridors carrying higher volumes of through traffic. By simplifying signal coordination and eliminating opposing turning movements, one-way systems can increase roadway capacity and improve traffic flow. Some studies estimate that one-way streets can increase vehicle throughput by 10 to 50 percent compared to comparable two-way corridors.

In highly congested urban areas, coordinated one-way networks may reduce travel times by approximately 10 to 15 percent. One-way street systems may also benefit freight movement and transit operations by providing wider turning radii and more predictable traffic patterns.

Overall, research indicates that the relative benefits of one-way or two-way streets depend on local context, including traffic volumes, street network structure, downtown land uses, and community priorities related to safety, accessibility, and economic vitality.

These findings are based on various publications and research, specifically::

Boeing, G. and W. Riggs. 2022. "Converting One-Way Streets to Two-Way Streets to Improve Transportation Network Efficiency and Reduce Vehicle Distance Traveled." Journal of Planning Education and Research, published online ahead of print

Riggs, W., & Appleyard, B. (2018). The economic impact of one to two-way street conversions: advancing a context-sensitive framework. *Journal of Urbanism: International Research on Placemaking and Urban Sustainability*, *11*(2), 129–148. https://doi.org/10.1080/17549175.2017.1422535

Riggs, W., & Gilderbloom, J. (2016). Two-Way Street Conversion: Evidence of Increased Livability in Louisville: Evidence of Increased Livability in Louisville. *Journal of Planning Education and Research*, *36*(1), 105-118.

Gilderbloom, J. et al. *East Breckinridge Street Case Study.*

APPENDIX E: IDENTIFYING OPTIONS

This chapter presents the key findings used to inform future decisions about downtown Sebastopol's street network, safety, and public realm. It evaluates both long-standing regional concepts—such as a potential bypass—and locally focused improvement strategies. Based on updated analysis, a regional bypass is not considered feasible or effective in addressing current conditions. As a result, the study focuses on improvements within the existing corridor to better balance regional mobility with local access, safety, and downtown vitality.

The chapter also evaluates a range of circulation scenarios and design strategies to understand how different approaches could perform and what tradeoffs they present. Technical analysis is paired with community input to assess options related to one-way and two-way circulation, bicycle facilities, and pedestrian-oriented design. The findings from this chapter provide the basis for narrowing alternatives and identifying a preferred direction.

This chapter is organized into the following sections:

- Regional Circulation and the Historical Concept of a "Bypass"
- Opportunities for Safety Enhancements
- Opportunities for Streetscape Treatments
- Circulation Scenarios and Testing Approach
- Evaluation Metrics and Findings
- Community Input and Tradeoffs (Phase 2 Engagement)

Figure 11
Potential Regional Bypass Routes

REGIONAL CIRCULATION AND THE HISTORICAL "BYPASS" CONCEPT

The concept of a regional bypass around Sebastopol has been considered for several decades as a potential strategy to divert regional through traffic—particularly trips traveling along SR 116 and SR 12—away from the downtown core. Some of the potential routes are illustrated in **Figure 11**. This concept is documented in the State Route 116 Transportation Concept Report (TCR) (2016), which serves as Caltrans' long-range planning framework for the corridor. The TCR acknowledges the bypass as a previously studied concept intended to address congestion and operational challenges at the intersection of SR 116 and SR 12 in downtown Sebastopol. Conceptual bypass alignments have generally envisioned routes that would connect SR 116 north and south of the city or provide an alternative connection between SR 12 and SR 116 outside of downtown. These routes would likely extend around the perimeter of the city—either to the west or east—requiring new roadway construction through largely undeveloped areas. As described in the TCR, such alignments would face substantial constraints, including environmental impacts to sensitive habitats and agricultural lands, as well as right-of-way acquisition challenges and potential community impacts.

The TCR, along with subsequent coordination with Caltrans and the Sonoma County Transportation Authority, indicates that a regional bypass is not considered feasible at this time due to these environmental, financial, and implementation constraints. As a result, the planning focus has shifted away from constructing new capacity and toward improving the existing corridor. This includes strategies that better balance regional mobility with local access, enhance safety for all users, and support downtown Sebastopol's function as a community-oriented main street.

As part of this study, regional travel demand modeling was used to further evaluate the potential effectiveness of bypass concepts. Conceptual bypass scenarios were coded into the regional model by adding new roadway links representing potential bypass alignments and, where appropriate, increasing roadway capacity on connecting corridors. The modeling results indicate that these types of bypass improvements would result in minimal changes to overall regional travel patterns and limited diversion of traffic from the downtown corridor. This finding reinforces the conclusion that a bypass would not meaningfully address existing conditions in downtown Sebastopol and supports a focus on context-sensitive improvements within the existing roadway network.

OPPORTUNITIES FOR SAFETY ENHANCEMENTS

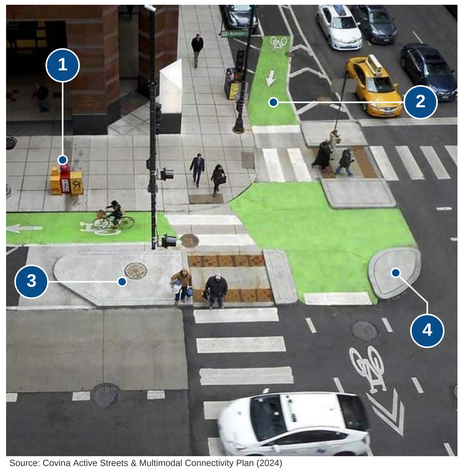
Improving safety for all roadway users is a central goal of creating a more walkable and vibrant downtown environment. In downtown areas where people walking, bicycling, and driving interact in close proximity, street design plays a critical role in reducing conflicts and creating a more predictable and comfortable travel environment. As part of this study, a range of potential safety enhancements was considered that could help reduce vehicle speeds, improve visibility at intersections, and provide clearer separation or priority for different travel modes. These improvements are intended to support safer travel conditions for residents, visitors, and businesses while reinforcing the community's vision for a more people-oriented downtown core.

Potential safety enhancements include both roadway design features and intersection improvements. Examples may include curb extensions that shorten pedestrian crossing distances and improve sightlines, high-visibility crosswalk treatments, pedestrian refuge islands, and tighter curb radii to slow turning vehicles. Additional measures may include protected bicycle facilities, improved lighting at crossings, raised crossings or speed tables, and enhanced traffic control treatments where appropriate. Together, these types of safety-focused design elements can help calm traffic, reduce the likelihood and severity of crashes, and create a more comfortable environment for people walking and bicycling throughout the downtown area.

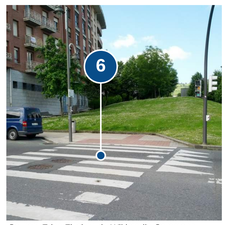
Reimagining the Core
A Vision for Downtown Mobility and Vitality

Safety Treatments

A targeted set of safety treatments will be essential to addressing both immediate and long-term community needs for safer, more comfortable, and accessible travel in the downtown area, responding directly to key concerns raised through public input.



Source: Covina Active Streets & Multimodal Connectivity Plan (2024)



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Bicycle & Pedestrian Separation Treatments

Design elements that provide physical or visual separation between modes of travel to reduce conflicts and enhance safety

1. Widened Sidewalks
   Enlarged pedestrian zones that reduce crowding, encourage walking, and improve safety near traffic.
2. Separated / Protected Bikeways
   Dedicated bicycle paths with physical barriers or buffers that shield cyclists from moving vehicles.
5. Curb Extensions (Bulb-Outs)
   Sidewalk expansions at intersections or crossings that shorten pedestrian crossing distances and slow turning vehicles.
3. Median Islands/Barriers
   Raised or landscaped medians that provide pedestrian refuge and discourage unsafe vehicle maneuvers.
4. Protected Corners/Intersections
   Geometrically designed corners that separate pedestrian and cyclist movements from vehicle turns, improving visibility and safety.
6. Raised Crosswalks
   Elevated pedestrian crossings that act as speed calming devices and enhance pedestrian visibility.

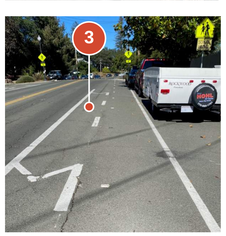
Source: Covina Active Streets & Multimodal Connectivity Plan (2024)

Intersection & Signal Timing Treatment

Strategies and infrastructure that organize the movement of all modes at intersections to reduce conflicts and prioritize safety.

1. Right Turn Protected Phasing
   Signal phase that isolates right-turning vehicles from crossing pedestrians and bikes.
2. Turn Prohibitions
   Strategic restriction of vehicle turning movements at certain intersections to simplify crossing and reduce conflict points.
3. Bike Signals and Detection
   Dedicated traffic signals for cyclists, paired with sensors that detect bike presence and adjust signal phasing accordingly.
4. Leading Pedestrian Intervals (LPIs)
   Signal timing that gives pedestrians a head start into the crosswalk before vehicles get a green light.
5. Traffic Signals and Pedestrian Hybrid Beacons
   Signal systems that facilitate safe crossings at high-conflict or midblock locations, often activated by pedestrians.
6. Two-Stage Left Turn Treatments
   Bicycle turn boxes that guide cyclists through intersections in two predictable stages, reducing crossing conflicts.
7. Left Turn Protected Phasing
   Dedicated left-turn arrows for vehicles, preventing conflicts with oncoming traffic and crossing pedestrians.
8. Signal Progression
   Coordinated signal timing that smooths vehicle flow at consistent speeds and reduces red-light running or speeding.

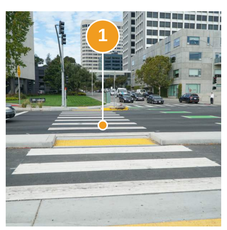
Source: Federal Highway Administration



Speed Management Treatments

Traffic calming designs that reduce vehicle speeds to improve reaction times and minimize crash severity.

1. Speed Tables/Speed Humps
   Raised surfaces spanning the roadway that encourage drivers to slow down while maintaining vehicle flow.
2. Roundabouts
   Circular intersections that slow vehicles while maintaining flow and reducing the likelihood of severe collisions.
3. Lane Narrowing
   Reduction of lane widths to naturally slow traffic and make space for other modes like bikes or wider sidewalks.



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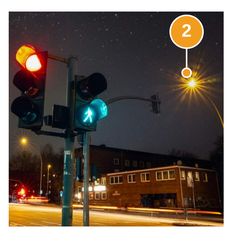

Visibility & Illumination Treatments

Design strategies and infrastructure that improve visibility of pedestrians, cyclists, and signage—especially in low-light conditions.

1. High-Visibility Crossings
   Bold, patterned crosswalks (e.g., ladder or zebra striping) that draw driver attention and signal pedestrian priority.
2. Lighting
   Pedestrian-scale, well-placed lighting fixtures that illuminate crosswalks, sidewalks, and intersections to improve nighttime safety.

OPPORTUNITIES FOR STREETSCAPE TREATMENTS

Downtown streets serve not only as corridors for moving vehicles, but also as important public spaces that support walking, bicycling, shopping, dining, and community gathering. As part of this study, a range of potential streetscape improvements was considered to help create a safer, more comfortable, and more vibrant environment in the downtown core. These improvements are intended to support the community's vision for a people-oriented downtown while maintaining appropriate access and mobility.

Potential streetscape improvements span a broad range of elements that enhance safety, accessibility, and the overall character of the street environment. These may include widening sidewalks where feasible, installing curb extensions (bulb-outs) to shorten pedestrian crossings, and improving crosswalk visibility and accessibility. Other enhancements could include street trees and landscaped planters, pedestrian-scale lighting, seating areas, bicycle parking, and opportunities for outdoor dining or small public gathering spaces. Additional intersection improvements—such as tighter curb radii, raised crossings, or pedestrian refuge areas—may also help reduce vehicle speeds and improve comfort for people walking and bicycling. Together, these types of improvements can contribute to a more welcoming and active downtown streetscape while supporting the day-to-day needs of residents, visitors, and local businesses.

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Streetscape Treatments

A thoughtful set of streetscape improvements and placemaking strategies will be critical to addressing community priorities for a more vibrant, welcoming, and active downtown, enhancing public spaces to support both near-term use and long-term vitality.

Utilities & Functional Elements

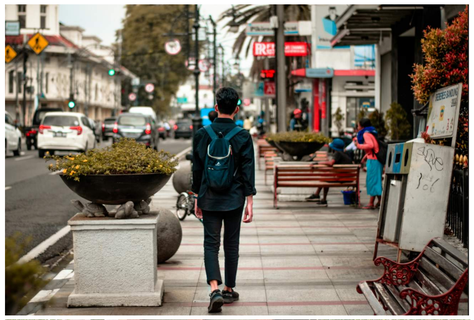
Essential infrastructure and smart amenities that support daily public use and urban efficiency.

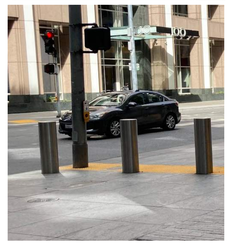
Public Trash & Recycling Bins
Durable, clearly marked receptacles to encourage proper waste disposal and maintain clean public spaces.

Drinking Fountains & Bottle Fill Stations
Accessible hydration points for pedestrians, including refillable options for sustainable water use.

Smart Streetlights & Wi-Fi Hotspots
Multi-functional poles offering energy-efficient lighting and wireless connectivity to enhance safety and digital access.

Electric Vehicle Charging Stations
Modern charging hubs that support the use of clean-energy vehicles and promote sustainable transportation.





Public Space Activation

Elements that invite interaction, rest, and cultural engagement in the public realm.

Seating & Benches
Comfortable, thoughtfully placed seats that offer rest stops and encourage lingering.

Outdoor Dining Areas
Designated spaces for cafes and eateries to extend seating into the public realm, creating lively streetscapes.

Community Art/Murals
Colorful, often locally-inspired artworks that celebrate neighborhood identity and spark visual interest.

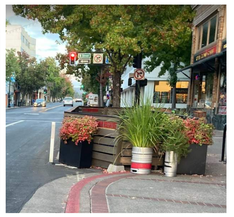
Public Performance Spaces
Open-air venues or stages that accommodate music, theater, and community events.

Active Play Areas (e.g., Climbing Structures, Playgrounds)
Engaging spaces for children's recreation that promote physical activity and imagination.

Interactive Water Features/Fountains
Playful and cooling elements that invite interaction, especially in warmer months.

Colored Pavement for High-Visibility Zones
Brightly hued surfaces that enhance pedestrian safety and draw attention to key areas.

Street Bollards
Short vertical posts used to guide traffic or protect pedestrians, often designed to complement surrounding aesthetics.



Green Infrastructure & Landscaping

Nature-based solutions that enhance environmental performance and urban beauty.

Street Trees
Shaded canopies that cool sidewalks, improve air quality, and create a welcoming pedestrian experience.

Rain Gardens/Bioswales
Vegetated areas designed to capture and filter stormwater, reducing runoff and supporting biodiversity.

Planters & Green Walls
Vertical and horizontal plantings that soften urban edges and introduce greenery into dense streetscapes.

Pocket Parks
Small-scale green spaces nestled into urban areas, offering informal gathering spots and natural relief.

Parklets
Mini public parks created by repurposing parking spaces, providing seating, planting, and social space.

Landscaped Medians
Central street dividers enhanced with plantings to calm traffic and beautify roadways.

Pedestrian, Bicycle & Mobility Enhancements

Design features that improve safety, accessibility, and comfort for non-motorized users.

Wider Sidewalks
Expanded pedestrian pathways that allow for easier movement, socializing, and outdoor amenities.

Curb Extensions/Bulb-outs
Sidewalk widenings at intersections to shorten crossing distances and improve pedestrian visibility.

Crosswalks & Pedestrian Refuge Islands
Clearly marked crossings with protected zones for safe mid-street waiting.

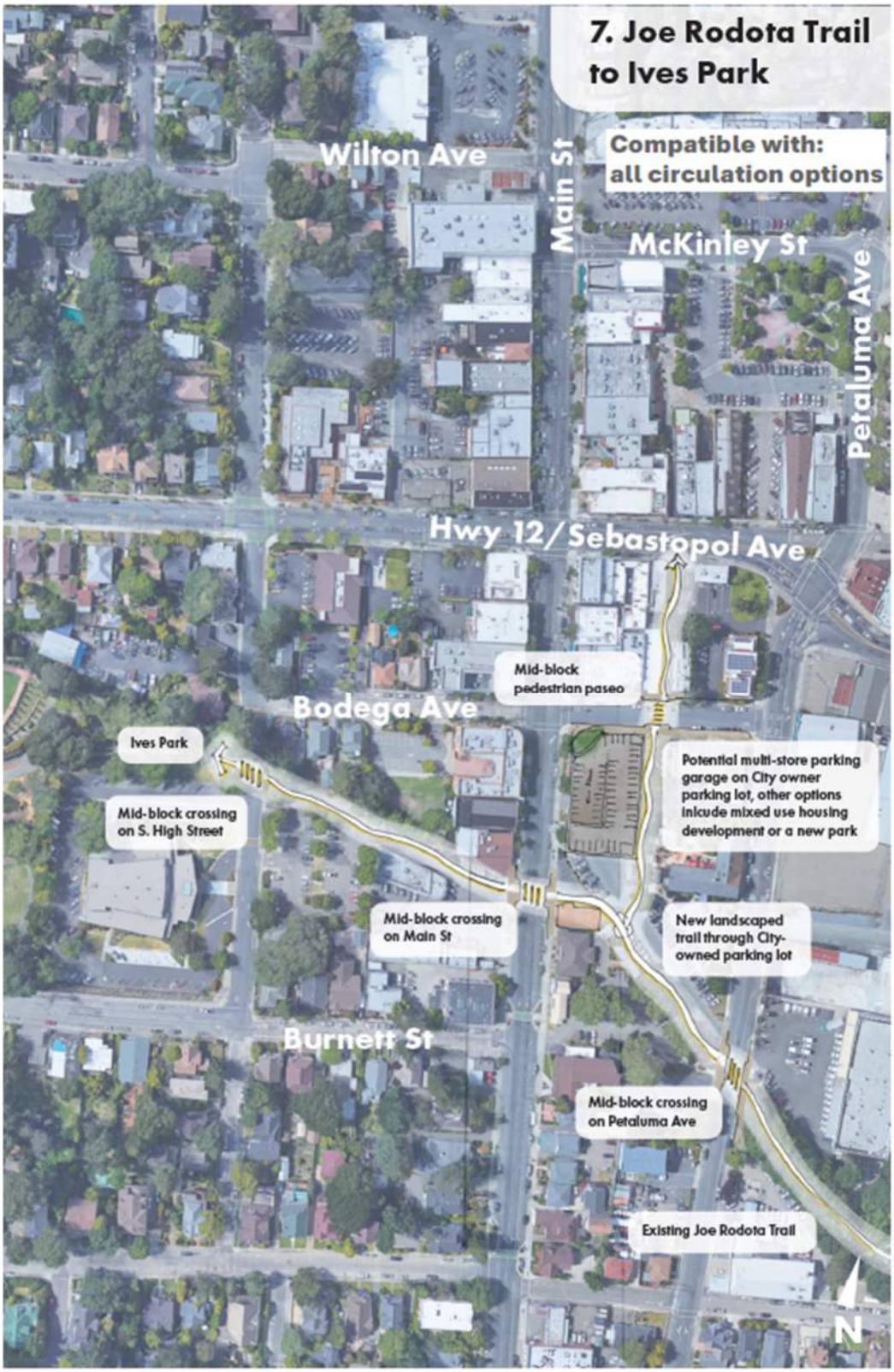
Pedestrian Lighting
Low-level, human-scaled lighting that improves nighttime visibility and enhances safety for walkers.

Wayfinding Signage
Informative signs that help users navigate streets, destinations, and transportation options.

Bike Racks
Secure and accessible parking spots for bicycles that support sustainable transport.

PUBLIC PARK AND TRAIL ENHANCEMENTS

The community, along with the consultant team, developed a series of sketches illustrating potential opportunities for enhancing the Plaza and the connecting the Joe Rodota Trail to Main Street and Ives Park. Some of these sketches follow.



CIRCULATION SCENARIOS

Through the community engagement and visioning process for this study, several distinctly different approaches to organizing vehicle circulation were identified. Community input highlighted a range of perspectives—from maintaining the existing one-way street system, to restoring two-way operations, to creating more people-oriented spaces with reduced vehicle access. These ideas represented fundamentally different ways that traffic could move through the downtown area.

To help inform the development of project alternatives, the study team evaluated a range of potential circulation patterns early in the planning process. The purpose of this effort was not to identify final designs, but rather to understand how different network configurations might influence travel patterns, traffic performance, and opportunities for improving walking, bicycling, and the overall downtown environment.

A dynamic traffic assignment (DTA) model developed using VISUM software was used to test these circulation scenarios. The model simulates how vehicles distribute themselves through the street network based on travel times and routing choices, allowing the study team to evaluate how traffic patterns may shift under different circulation configurations. For consistency, each option was tested using the same traffic demand assumptions and the same intersection traffic control assumptions so that differences in results would primarily reflect the effects of the circulation pattern itself.

The analysis also considered how each circulation concept could support improvements to the pedestrian and bicycle environment. Across all options, opportunities were explored to provide protected bicycle facilities, improve pedestrian crossings, and introduce streetscape enhancements such as widened sidewalks, curb extensions, and street trees where feasible.

Circulation Series

Three categories, or "series," of circulation options were developed and tested. Each series represents a fundamentally different configuration for Main Street, which serves as the primary organizing element of the downtown street network. Within each series, several variations were developed to explore different ways bicycle facilities and complementary circulation changes on nearby streets could be implemented. The three series identified are as follows:

- Series 1: One-Way Main Street
- Series 2: Two-Way Main Street
- Series 3: Limited or No Vehicle Access on Main Street

Within each series, several variations were developed to explore different ways bicycle facilities and complementary circulation changes on nearby streets could be implemented, which is elaborated on in the following sections.

Circulation Series 1: One-Way Main Street

In this series of circulation options, Main Street remains a one-way street in the southbound direction, generally maintaining the existing one-way circulation pattern in the downtown core. Petaluma Avenue continues to function as the northbound counterpart within the couplet system.

Within this series, the variations explore ways to improve safety and multimodal access while retaining the overall one-way system. Concepts include implementing protected bicycle facilities, reducing travel lanes where feasible, modifying curbside uses, and enhancing intersections with improved pedestrian crossing treatments. Retaining one-way operations while reallocating roadway space may also create opportunities to widen sidewalks and introduce streetscape elements that enhance the pedestrian experience.

The variations tested within this series include:

- **Circulation Scenario 1A** – Main Street remains one-way southbound and Petaluma Avenue remains one-way northbound for motorized traffic. A two-way protected bicycle facility is provided along Petaluma Avenue.
- **Circulation Scenario 1B** – Main Street remains one-way southbound and Petaluma Avenue remains one-way northbound for motorized traffic. Protected bicycle facilities are provided along both Main Street and Petaluma Avenue in the direction of traffic.
- **Circulation Scenario 1C** – Main Street remains one-way southbound and Petaluma Avenue remains one-way northbound for motorized traffic. A two-way protected bicycle facility is provided along Main Street.
- **Circulation Scenario 1D** – Main Street remains one-way southbound and Petaluma Avenue is converted to two-way traffic. A two-way protected bicycle facility is provided along Main Street.

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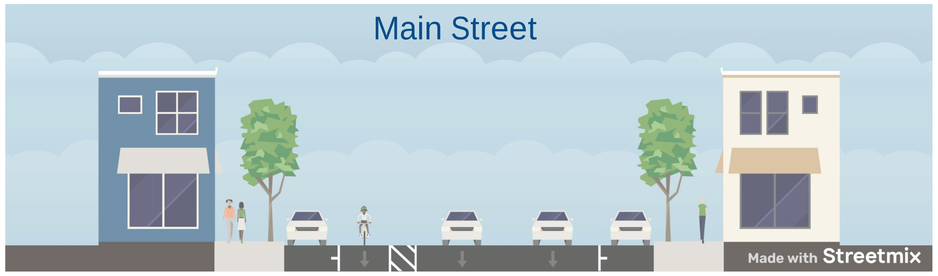
Series 1: One-Way Main

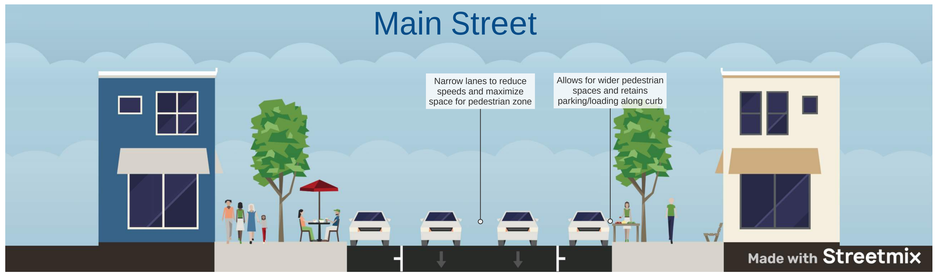
Retaining Main Street as a one-way street, while looking at ways to implement a protected bike facility in each direction, and reduce number of lanes in key segments can create opportunities for a pedestrian experience in the downtown area

Existing Conditions

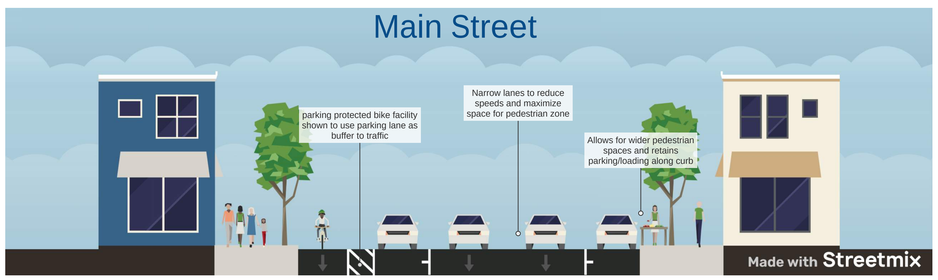


Legend
- One-Way Southbound
- One-Way Northbound
- Two-Way
- Protected Bikeway

1A
All Bikes on Petaluma Ave

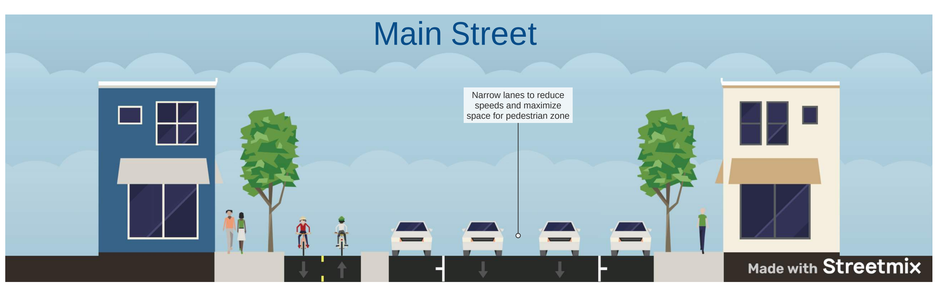


1B
NB Bikes on Petaluma, SB Bikes on Main



Note: Option 1C not viable as it would preclude opportunities to maximize improved pedestrian zones

1D
All Bikes on Main St



Circulation Series 2: Two-Way Main Street

In this series of circulation options, Main Street is converted to two-way traffic, allowing vehicles to travel both northbound and southbound through the corridor. This configuration explores how restoring two-way circulation could influence travel patterns and improve access to downtown businesses and destinations.

The variations within this series explore different ways to integrate protected bicycle facilities, adjust travel lane configurations, and modify curbside uses while maintaining safe and efficient operations. As with the other series, opportunities for improved pedestrian crossings and streetscape enhancements are also considered.

The variations tested within this series include:

- **Circulation Scenario 2A** – Main Street is converted to two-way traffic and Petaluma Avenue remains one-way northbound. A two-way protected bicycle facility is provided along Petaluma Avenue.
- **Circulation Scenario 2B** – Main Street is converted to two-way traffic and Petaluma Avenue remains one-way northbound. A two-way protected bicycle facility is provided along Main Street.
- **Circulation Scenario 2C** – Main Street is converted to two-way traffic and Petaluma Avenue remains one-way northbound. A southbound protected bicycle facility is provided on Main Street and a northbound protected bicycle facility is provided on Petaluma Avenue.
- **Circulation Scenario 2D** – Both Main Street and Petaluma Avenue are converted to two-way traffic. A two-way protected bicycle facility is provided along Main Street.

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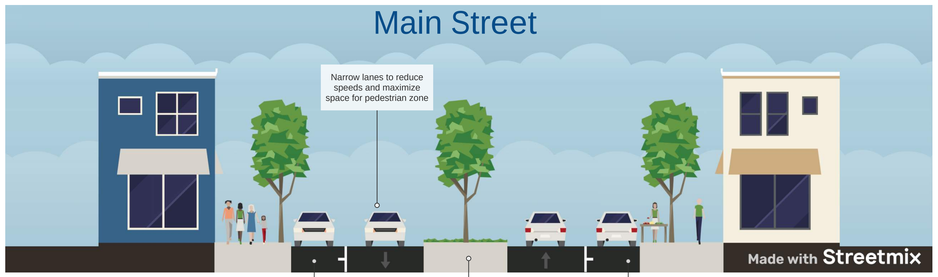
Series 2: Two-Way Main

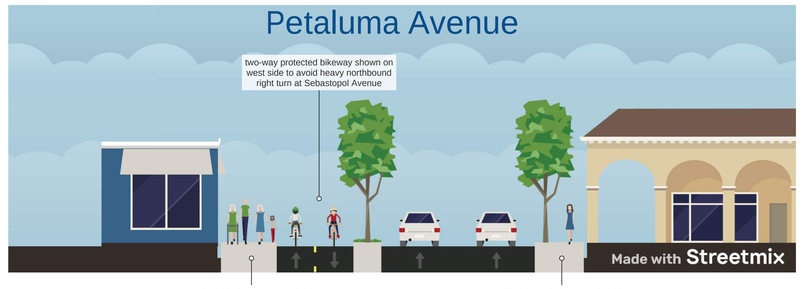
Converting Main Street to a two-way street allows for more direct access from the north and south, and exploring ways to implement a protected bike facility in each direction will provide a more flexible circulation network, exploring improved pedestrian circulation and comfort throughout the study area

Existing Conditions

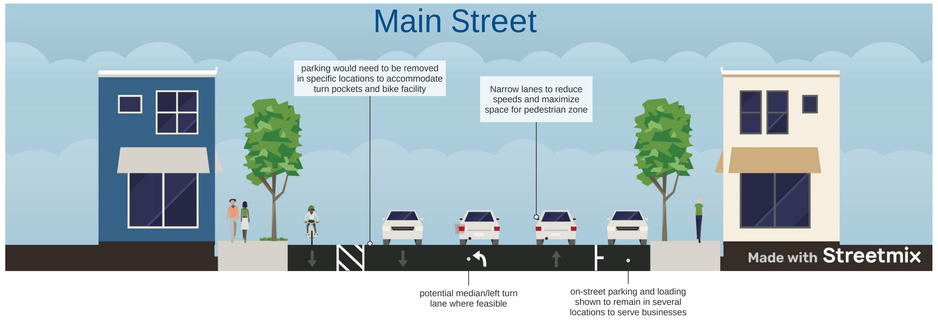
Legend
- One-Way Southbound
- One-Way Northbound
- Two-Way
- Protected Bikeway

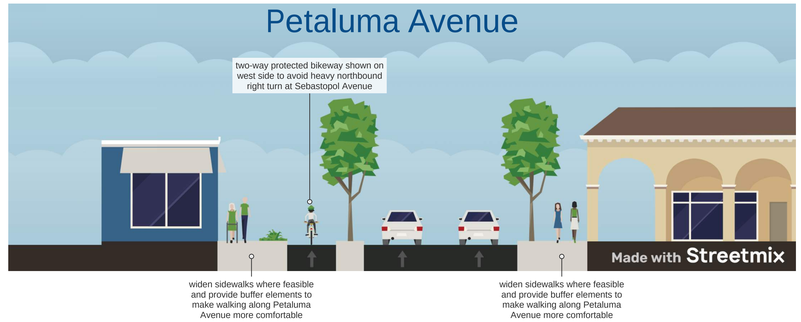
2A
All Bikes on Petaluma Ave



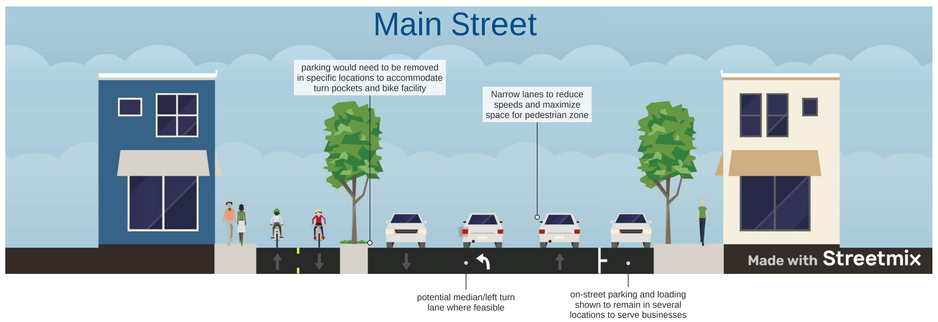


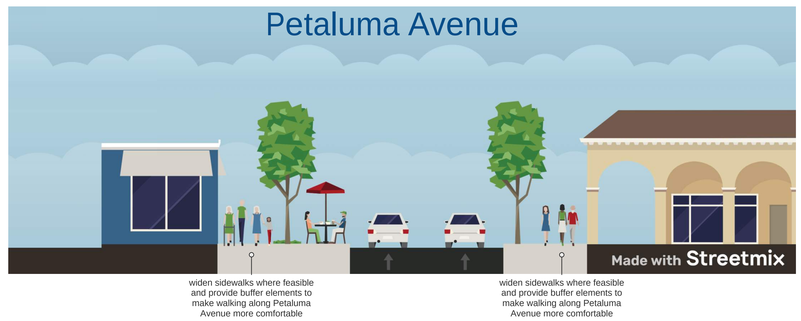
2B
NB Bikes on Petaluma, SB Bikes on Main

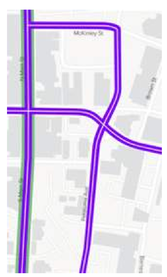




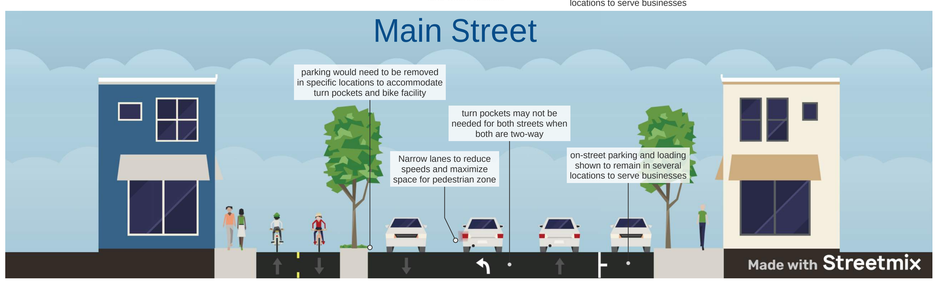
2C
All Bikes on Main St

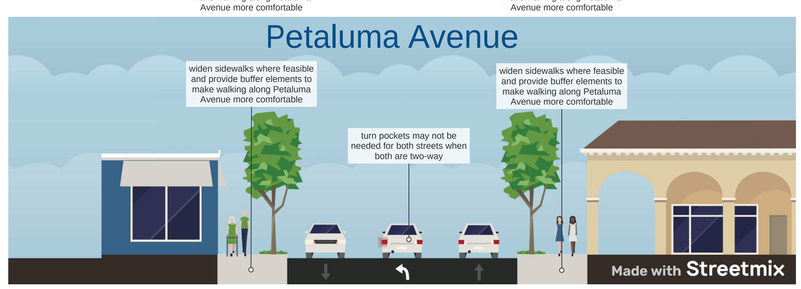






2D
All Bikes on Main St & Two-Way Petaluma





Circulation Series 3: Limited or No Vehicle Access on Main Street

In this series of circulation options, vehicle access on a portion of Main Street is limited or removed, creating the opportunity for a more pedestrian-oriented space within the downtown core. To maintain overall network circulation, Petaluma Avenue would be converted to two-way traffic to provide an alternative north–south route.

These concepts explore how reallocating space on Main Street could support expanded pedestrian areas, protected bicycle facilities, and enhanced public space. Additional improvements such as widened sidewalks, improved crossings, and streetscape enhancements would support a more people-focused downtown environment.

The variations tested within this series include:

- **Circulation Scenario 3A** – Main Street is closed to motorized traffic between McKinley Street and Burnett Street. The Main Street/Bodega Avenue intersection remains open to east–west traffic only. A two-way protected bicycle facility runs through the closed segment and connects to bicycle facilities north and south of downtown.
- **Circulation Scenario 3B** – Main Street is closed to motorized traffic between McKinley Street and Bodega Avenue. A two-way protected bicycle facility runs through the closed segment and connects to bicycle facilities north and south of downtown.
- **Circulation Scenario 3C** – Main Street is closed to motorized traffic between Bodega Avenue and Burnett Street. A two-way protected bicycle facility runs through the closed segment and connects to bicycle facilities north and south of downtown.

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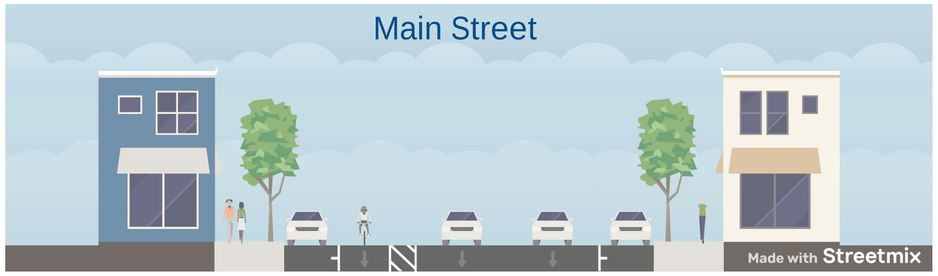
Series 3: No-Way Main

Closing a portion of Main Street to cars would provide a pedestrian and bike promenade, requiring thoughtful consideration of business commercial access, and prioritizing throughput for traffic on Petaluma Avenue as the only north-south street though downtown.

Existing Conditions

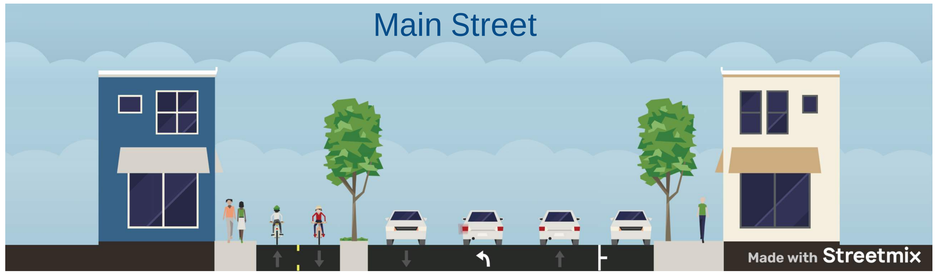


Promenade

Closed Block(s)

Open to Cars

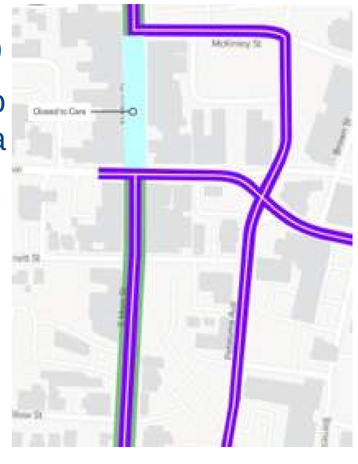
South of the Closed Block



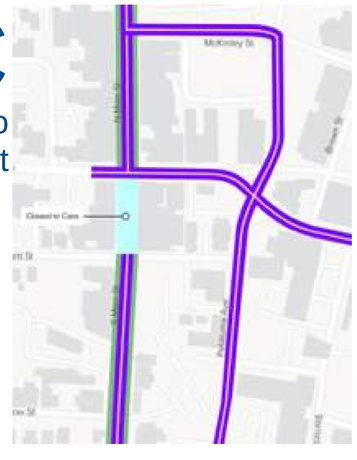
3A
McKinley to Burnett

Legend
- One-Way Southbound
- One-Way Northbound
- Two-Way
- Protected Bikeway

3B
McKinley to Bodega



3C
Bodega to Burnett



Traffic Evaluation

To compare how the circulation options affect overall network performance, the analysis evaluated two commonly used transportation system metrics: Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Both metrics were calculated for the study network during a typical weekday PM peak hour using the dynamic traffic assignment model.

Vehicle Miles Traveled represents the total distance traveled by all vehicles within the network. Changes in VMT provide insight into how direct travel routes are and how much driving occurs across the system. Increases in VMT can indicate that drivers are traveling longer distances due to circulation changes or route shifts.

Vehicle Hours Traveled represents the total amount of time vehicles spend traveling within the network. Changes in VHT provide an indication of overall travel efficiency and congestion levels. Higher VHT values generally reflect slower speeds, longer routes, or delays within the network.

Together, these two metrics provide a useful way to understand how different circulation configurations affect both the distance and time associated with vehicle travel through the downtown street network. The table below summarizes the modeled VMT and VHT results for each circulation option tested in this analysis, presented as a percentage change compared to existing conditions. As expected, converting both Main Street and Petaluma Avenue to two-way operations has the largest reduction in both VMT and VHT since it would provide two routes in each direction (north and south) that would result in more direct routes.

VMT and VHT Screening for Circulation Options

Circulation Scenario	Vehicle Miles Traveled	Vehicle Hours Traveled
1A. One Way Main	No change	No change
1B. One Way Main	No change	No change
1C	No change	No change
1D One Way Main with Two Way Petaluma Ave	3% Reduction	No change
2A	2% Reduction	1% Reduction
2B	2% Reduction	1% Reduction
2C	2% Reduction	1% Reduction
2D	5% Reduction	5% Reduction
3A	1% Reduction	3% Increase
3B	2% Reduction	2% Increase
3C	1% Reduction	3% Increase

COMMUNITY INPUT

Phase 2 engagement focused on testing circulation and streetscape concepts and refining a smaller set of alternatives for further study. Building on Phase 1 priorities, this phase introduced more specific design approaches and prompted discussion of key tradeoffs related to safety, traffic operations, parking, and placemaking. Input from this phase played a critical role in narrowing the range of alternatives and shaping the design direction carried forward into Phase 3.

As concepts became more concrete, feedback highlighted how preferences evolved when tradeoffs were more clearly understood. There was continued strong support for improving walkability, safety, and the overall downtown experience, alongside differing views on how best to balance these goals with traffic flow, access, and parking. Both one-way and two-way concepts generated interest, with two-way options in particular seen as an opportunity to improve access and create a more intuitive and traditional main street environment, while also raising questions about operations and feasibility.

Key Themes and Tradeoffs Identified:

- **One-Way Concepts:** Familiar and easier to implement, but offer limited opportunity to significantly improve the pedestrian experience
- **Two-Way Concepts:** Improve access and navigation and support a more traditional downtown feel, but raise concerns about left turns, congestion, and curb space allocation
- **Bicycle Facilities:** Mixed preferences, with interest in both Main Street and parallel routes depending on tradeoffs with pedestrian space and parking
- **Testing and Flexibility:** Strong interest in piloting changes before permanent implementation
- **Parking and Business Access:** Ongoing concern, with recognition that parking needs vary and may require a broader management strategy
- **Public Realm Enhancements:** Support for wider sidewalks, landscaping, and connections to key destinations such as the Joe Rodota Trail and Ives Park
- **Implementation Considerations:** Interest in coordinating with related projects and minimizing construction impacts on businesses

Overall, Phase 2 engagement reinforced that while perspectives differ on specific design choices, there is broad alignment around the need to improve safety, walkability, and the overall downtown experience, while carefully managing impacts to access and circulation.

DIRECTION FOR ALTERNATIVES DEVELOPMENT

Input from Phase 2 engagement, combined with technical analysis and coordination with Caltrans and partner agencies, informed the refinement and narrowing of alternatives.

The initial set of concepts was reduced to a smaller group representing a range of approaches:

Two one-way concepts:

- A refined version of existing conditions ("Fine Tune Today")
- A more pedestrian-oriented concept ("Walkable One-Way")

Two two-way concepts:

- A lower-cost, testable approach ("Test the Two-Way")
- A more comprehensive redesign ("Totally Two-Way")

This structure allows for comparison across a spectrum from incremental improvements to more significant changes, reflecting both community input and implementation considerations.

These alternatives were carried forward into Phase 3 for further evaluation and input.

APPENDIX F: ALTERNATIVES DEVELOPMENT

This chapter presents the improvements and alternative concepts developed to enhance access, safety, and mobility for people walking, biking, and traveling through downtown Sebastopol. Building on prior and ongoing planning efforts—including adopted plans, capital projects, and anticipated development—this study establishes a set of baseline improvements that are incorporated into all alternatives.

These baseline improvements include a coordinated package of strategies such as streetscape enhancements, park and trail upgrades, expanded and more connected pedestrian spaces, dedicated separated bicycle facilities, and targeted intersection and pedestrian safety improvements. Together, these elements form the common foundation across all concepts.

From this foundation, four alternative concepts were developed that vary primarily in circulation patterns and the configuration of bicycle facilities. While each alternative includes the same core improvements, they differ in how these elements are arranged and integrated within the downtown street network.

To support evaluation and comparison, each alternative was assessed using a consistent set of qualitative and quantitative metrics, summarized below:

Evaluation Metrics

Each alternative was evaluated using a set of qualitative and quantitative metrics to "score" each alternative relative to the existing condition and one another. The following categories were used:

Safety & Comfort: Measures how well an alternative improves the actual and perceived safety and comfort of all users, especially people walking, biking, and using mobility devices. This includes traffic safety, visibility, street lighting, and user experience across age and ability.

Access & Mobility: Evaluates how effectively an alternative improves access to and within downtown for people walking, biking, using transit, or driving—especially for short trips, errands, and everyday use. Prioritizes connectivity, travel time, and route choices for active modes.

Sense of Place & Downtown Vitality: Assesses the potential of each alternative to enhance the character, vibrancy, and functionality of downtown as a destination—supporting public life, business activity, and a welcoming, people-centered environment.

Feasibility & Cost: Considers the ease of implementation, including cost, complexity, phasing potential, and alignment with existing plans or infrastructure. High-scoring options are realistic, fundable, and constructible within the city's resources and constraints.

Community Support: Reflects the level of public, business, and stakeholder support for each alternative, including alignment with community values and input gathered through outreach. A strong score indicates broad or growing consensus.

For each of the above categories, each alternative was rated using a scale of 0 to 4 apples, 4 being the best potential outcome for that particular evaluation metric category.

The following graphics illustrate this progression—from baseline improvements to alternative concepts and their evaluation—providing a clear visual framework for understanding how each alternative responds to the study's goals and community priorities.

A VISION FOR DOWNTOWN

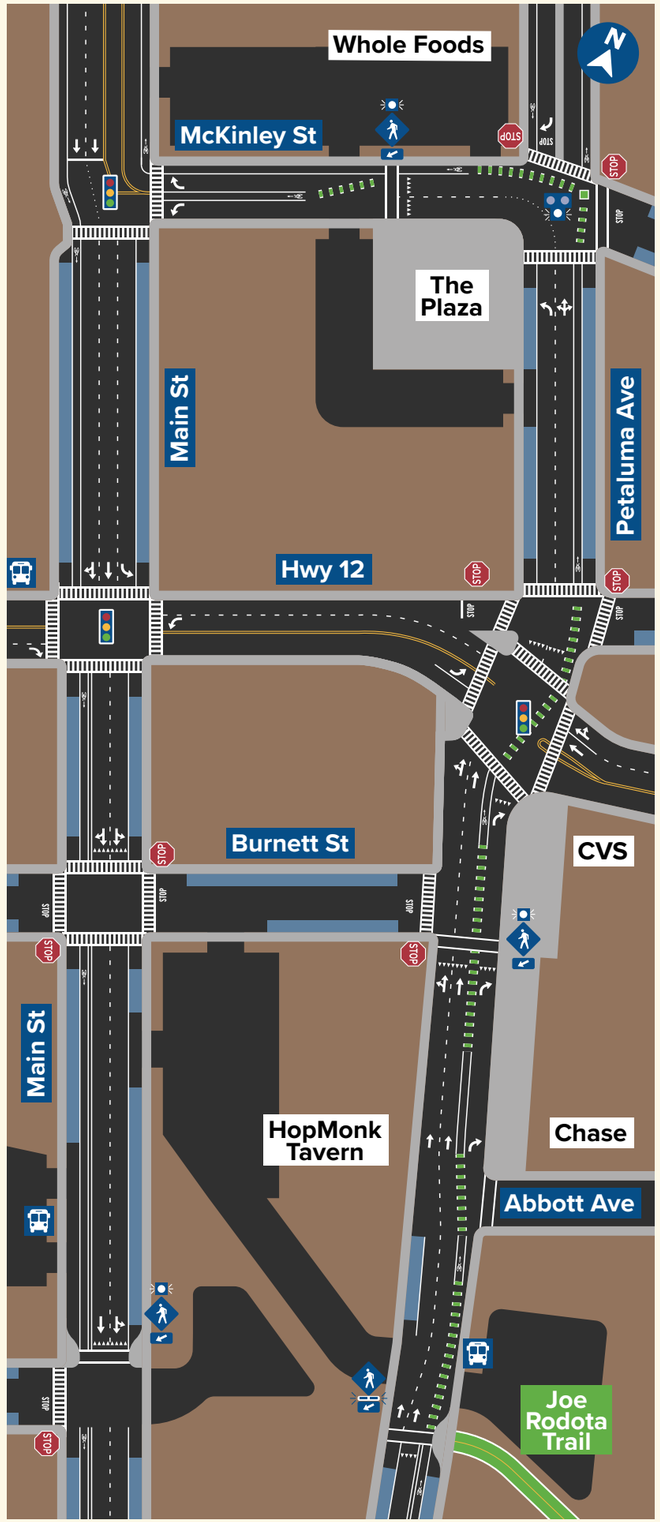
Sebastopol is embarking on an exciting journey to reimagine our downtown! The Reimagining the Core project is all about transforming the heart of our city, where State Routes 116 and 12 meet, into a place that feels safer, more welcoming, and easier to navigate whether you are walking, biking, driving, or taking transit.

Since our original Downtown Plan was created back in 1990, a lot has changed. We have seen more traffic, more trucks passing through, and longer commutes becoming part of daily life. In 2013, community members brought in experts from the American Institute of Architects to share ideas for improvement, and now, thanks to a Caltrans Sustainable Communities Grant awarded in 2022, we are taking the next step forward.

We aim to create a vibrant Main Street that reflects Sebastopol's unique character and community values, creates inviting public spaces where people want to linger, prioritizes safe and comfortable travel for those walking and biking, and supports thriving local businesses, while balancing the needs of local access and regional traffic circulation.

This project is about listening to what our community needs and creating a vision that works for everyone. We have heard that downtown Sebastopol should be a place where it is comfortable and safe to walk to your favorite coffee shop or restaurant, bike to meet friends, or stroll with your family. At the same time, we are committed to supporting California's climate goals by making it easier for people to choose alternatives to driving alone. By reducing regional through-traffic impacts and working closely with our local businesses, we are building a downtown that is vibrant, accessible, and ready for the future.

EXISTING CONDITIONS



Key

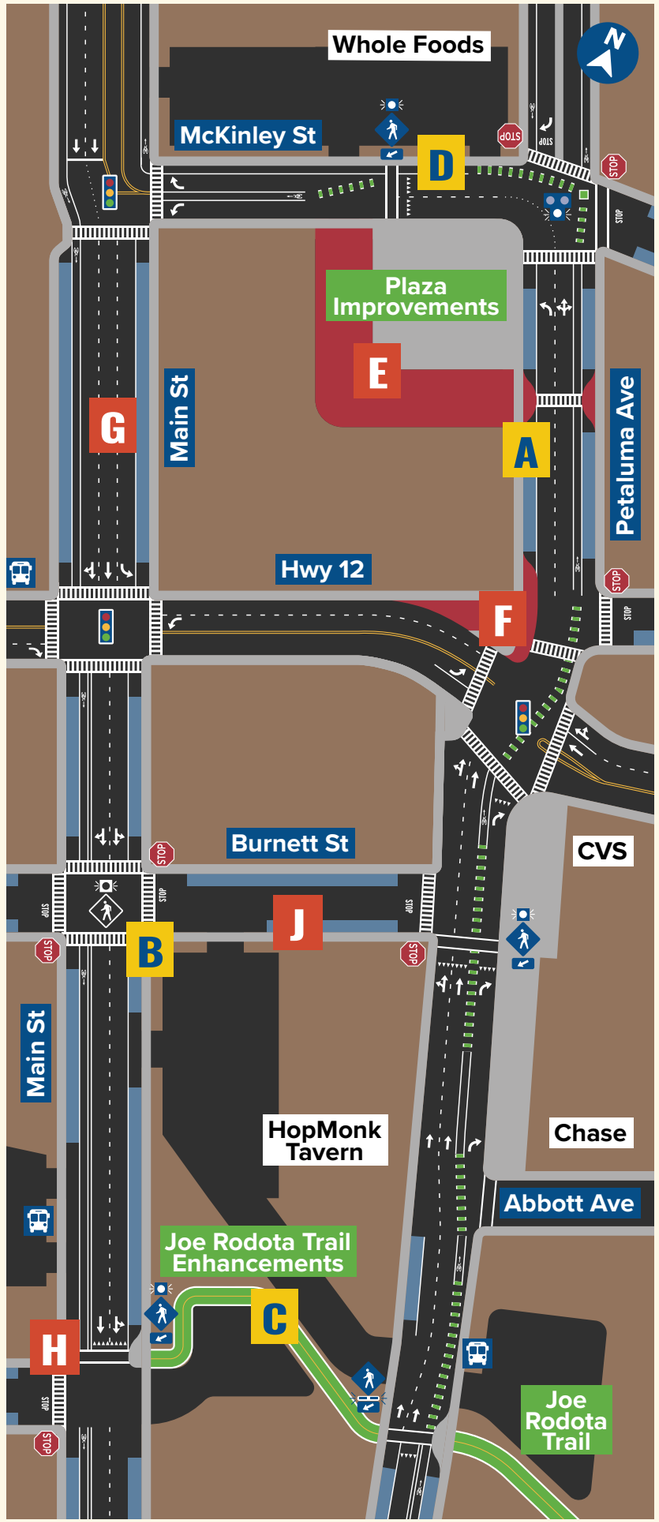
- Parking
- Stop Sign
- Signal
- Rectangular Rapid-Flashing Beacon (RRFB)
- Pedestrian-Activated Flashing Beacon
- Pedestrian Hybrid Beacon (PHB)

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

This study builds upon previous and ongoing planning and design efforts, including adopted plans, programs, projects, and developments that together form the set of **baseline improvements** included in every alternative. Building on this foundation, this study identifies a suite of **streetscape enhancements** and **safety enhancements** that will fulfill the goal to further improve access, safety, and mobility for people walking and biking in and around downtown.

There are four alternative designs for implementing these enhancements. While all four alternatives share common objectives, they differ primarily in how traffic circulation is organized, where protected bicycle facilities are accommodated, and the degree to which additional pedestrian space can be created to help realize the community's vision for a more walkable, connected, and vibrant Sebastopol.

However, all four alternatives share the baseline improvements and a number of streetscape and safety features in common. These features and their placement within each alternative are shown on this map, and are illustrated in more detail within each alternative on subsequent pages.



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.

BASELINE IMPROVEMENTS

These are improvements already planned for and committed to in previous planning studies, approved developments, and current infrastructure design projects, and include several spot improvements for improved pedestrian and bicycle access, safety, and mobility:

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 conect 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 improvemed pedestrian connections along McKinley Street to connect Main Street to the Barlow, and other locations of interest.

SAFETY AND STREETSCAPE ENHANCEMENTS SHARED BY ALL FOUR ALTERNATIVES

These specific safety and streetscape enhancements are shared by all four alternatives:

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

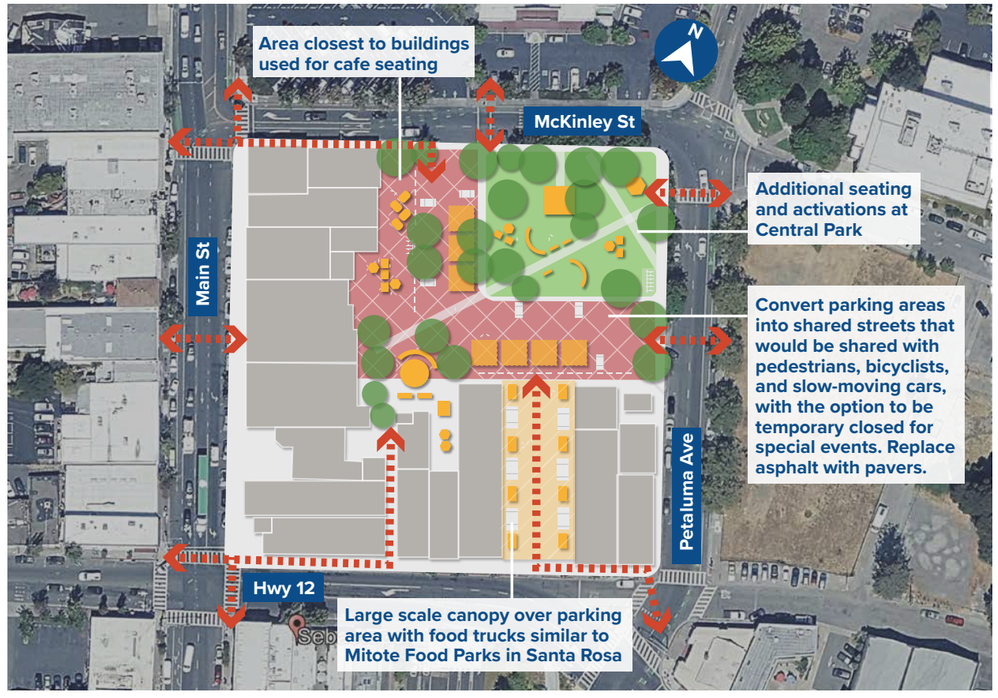
Establish Burnett Street as a Bike Blvd by prioritizing bikes, slowing down cars, and supporting additional east west bike connections.

STREETSCAPE IMPROVEMENT: THE PLAZA

Sebastopol's central park, referred to as "the Plaza", sits right in the heart of downtown Sebastopol and serves as our community's living room - a place where neighbors gather for concerts, festivals, farmers markets, and simply enjoying a beautiful day outdoors. This green space connects directly to our downtown shops and restaurants, making it a natural hub for both locals and visitors.

As we reimagine downtown mobility, there are opportunities to make the Plaza even more accessible and inviting. The parking area can be converted to a shared street that could be programmed with expanded seating, lounging areas, dining, and food truck accommodations to bring more activity to the area.

Adjacent improvements could include safer, more visible crosswalks and pedestrian pathways leading to the park, better bike parking facilities, enhanced lighting for evening events, and upgraded park amenities that encourage people to linger longer. Creating seamless, comfortable connections between the park and surrounding businesses would help the Plaza truly anchor our downtown as a destination where people want to spend time, not just pass through.



STREETSCAPE IMPROVEMENT: JOE RODOTA TRAIL

The Joe Rodota Trail is an 8.5-mile paved pathway that connects Sebastopol to Santa Rosa, following what was once the Northwestern Pacific Railroad corridor. This beloved trail has become one of our region's most important car-free routes, used daily by commuters, recreational cyclists, families out for a walk, and runners enjoying the scenery. For many residents, it is the safest and most pleasant way to travel between the two cities without getting in a car. To maximize the trail's potential as a true alternative transportation route, improvements could focus on better connections between the trail and downtown Sebastopol, making it easier and more intuitive to transition from the trail to Main Street businesses.

This might include:

- clearer wayfinding signage
- increased landscaping for shade and ecological benefits
- dedicated bike lanes connecting the trail to downtown destinations
- improved trail surface maintenance
- better lighting in key areas
- additional access points that reduce barriers for people entering or leaving the trail

By strengthening these connections, the Joe Rodota Trail couldplay a large role in reducing vehicle trips and supporting our vision of a more walkable, bikeable community.

Existing terminus of the Joe Rodota Trail, looking west

SAFETY IMPROVEMENT: SEPARATED PROTECTED BIKEWAYS

A Class IV bikeway (separated bikeway) is a bike lane that includes a physical separation between the separated bikeway and the throughvehicular traffic. The separation may include, but is not limited to grade separation, flexible posts, barriers, curb, or on-street parking. Caltrans provides design standards and guidelines, such as Design Information Bulletins (DIB) 89 and 94, for Class IV bikeways.

One-Way Lanes

One-way separated bike lanes are located on either side of the street alongside the direction of vehicle travel. One-way protected bike lanes can connect to shared lanes, standard bike lanes, or protected intersections. In areas where cars merge across the bike lane, drivers must yield to people biking. Green paint, dashed lane markings, and signs help make this clearer.

Two-Way Lanes

Two-way separated bike lanes have both directions of bike travel located on either side of the street. Two-way protected bike lanes also use physical barriers. Because bikes travel in both directions, intersections and driveways require extra care. Improving sight lines, slowing turning vehicles, and using clear markings all help increase safety

SAFETY IMPROVEMENT: CURB EXTENSIONS AND BULBOUTS

Curb extensions narrow the roadway visually and physically, making crossings shorter and safer for people walking. They also create space for things like benches, street trees, plants, and other street amenities. Curb extensions can be used on many types of streets—downtown, neighborhood, or residential.

“Curb extension” is a general term that can include a number of specific designs incorporated in planned improvements in Downtown Sebastopol.

Standard curb extensions are commonly used at intersections of roadways with on-street parking, and extend the curb outwards to the edge of the parking lane. This improves the visibility of people at the intersection and shortens crosswalks.

Midblock curb extensions narrow the roadway between intersections and may include bike cut-throughs. They are often placed in conjunction with mid-block pedestrian crossings.

EVERY ALTERNATIVE IMPROVES SAFETY AND COMFORT FOR PEOPLE WALKING AND BIKING IN AND AROUND DOWNTOWN

The alternatives are presented in greater detail in the following pages. All four include a common set of safety and streetscape improvements recommended regardless of which option is ultimately selected. In addition to the specific common features explored previously such as improvements to the Plaza, each alternative also has shared design features intended to slow vehicle speeds, address known safety issues at intersections, and create a more comfortable walking and biking experience throughout downtown. These shared improvements include continuous, separated, protected bike facilities; lane width reductions to slow vehicle speeds; curb extensions and bulbouts at intersections to reduce crossing distance, increase space for people walking and biking, and improve sightlines; and traffic signal phasing and timing changes to promote low speed traffic, bike and pedestrian safety access and circulation. Each alternative also provides opportunities for streetscape improvements such as street trees and seating.

HOW DO THE ALTERNATIVE CONCEPTS DIFFER?

While many improvements and safety features are consistent across all alternative concepts, they are different in the directionality of the traffic lanes and the location of the proposed protected bikeways.

Alternative 1: Fine Tune Today

Maintains the existing one-way traffic pattern (Main St SB, Petaluma Ave NB) with Class IV protected bike lanes in the same direction as traffic on each street. This option fine-tunes current operations while keeping familiar vehicle and bike flows.

Alternative 2: Test the Two Way

Converts Main St to two-way traffic while Petaluma Ave remains one-way. Petaluma Ave features Class IV protected bike lanes in both directions, improving bike connectivity while testing two-way traffic for vehicles on Main St.

Alternative 3: Walkable One Way

Keeps one-way traffic on both streets (Main St SB, Petaluma Ave NB) but provides two-way Class IV protected bike lanes on Petaluma Ave, prioritizing safe and convenient bike travel along this corridor.

Alternative 4: Totally Two Way

Converts both streets to two-way traffic and includes Class IV protected bike lanes in both directions on Main St, creating a fully two-way network for vehicles and a high-quality, two-way bike corridor for enhanced connectivity.

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

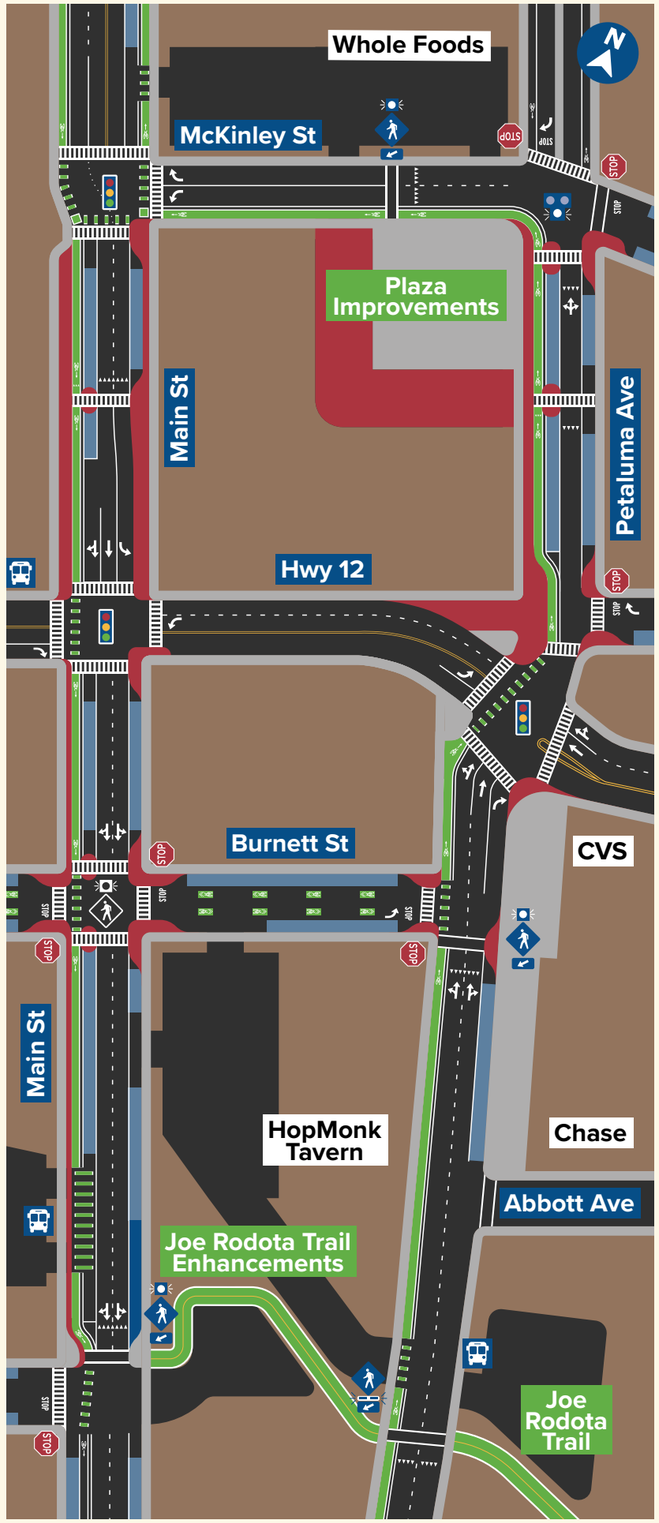
Access and Mobility
2.5 / 4

Downtown Vitality & Sense of Place
2 / 4

Feasibility & Cost
2 / 4

Community Support
2 / 4

TOTAL 11



Key

- Parking
- New Pedestrian Spaces
- 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.

STREETSCAPE IMPROVEMENTS POSSIBLE WITH ALTERNATIVE 1


planters as bike lane delineators


vegetated sidewalk extension


sidewalk extension with seating


small vegetated bulbout


large bulbout


distinctive public art


parallel seating


parklet seating


bulbout seating


bike parking


small dining parklet

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

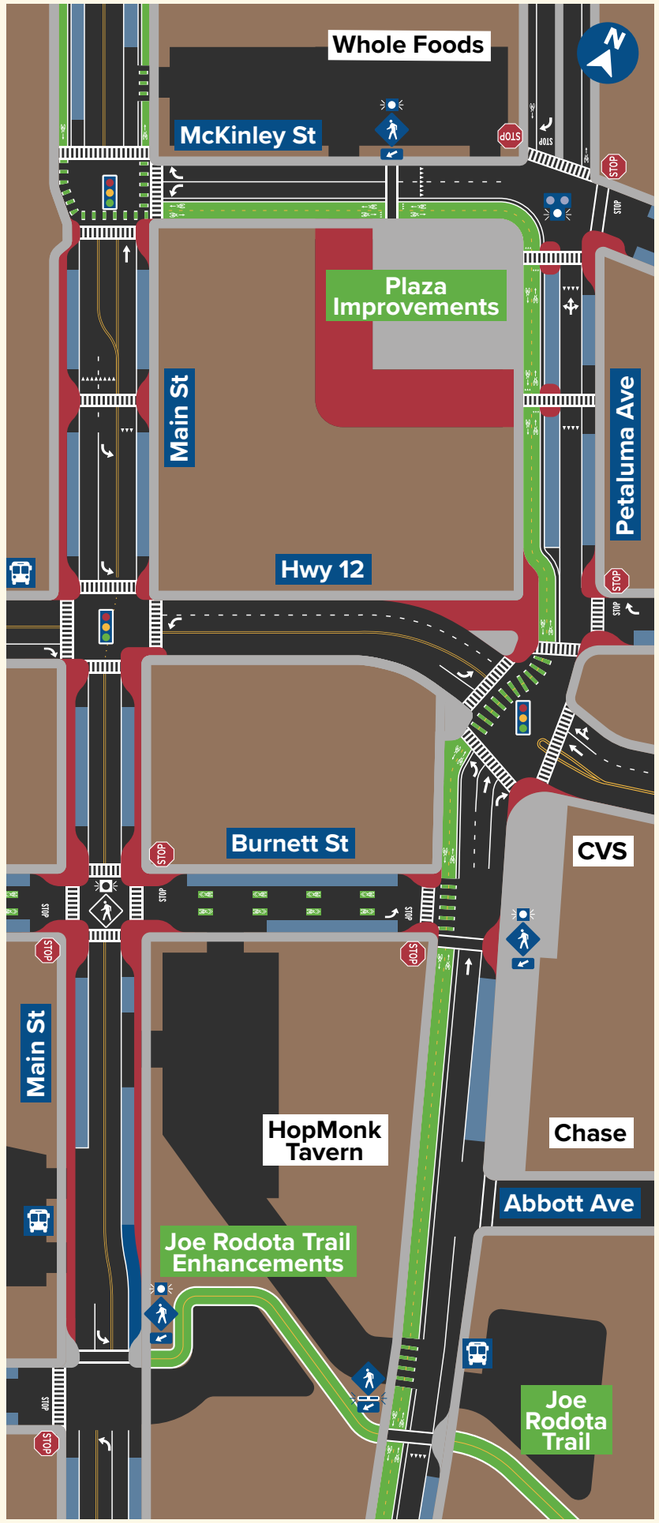
Access and Mobility
3.5 / 4

Downtown Vitality & Sense of Place
2.5 / 4

Feasibility & Cost
2 / 4

Community Support
3 / 4

TOTAL 14



Key

- Parking
- 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.

STREETSCAPE IMPROVEMENTS POSSIBLE WITH ALTERNATIVE 2


vegetated sidewalk extension


sidewalk extension with seating


small vegetated bulbout


large bulbout


distinctive public art


parallel seating


bulbout seating


narrow street trees


bike parking


small dining parklet

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
3 / 4

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)

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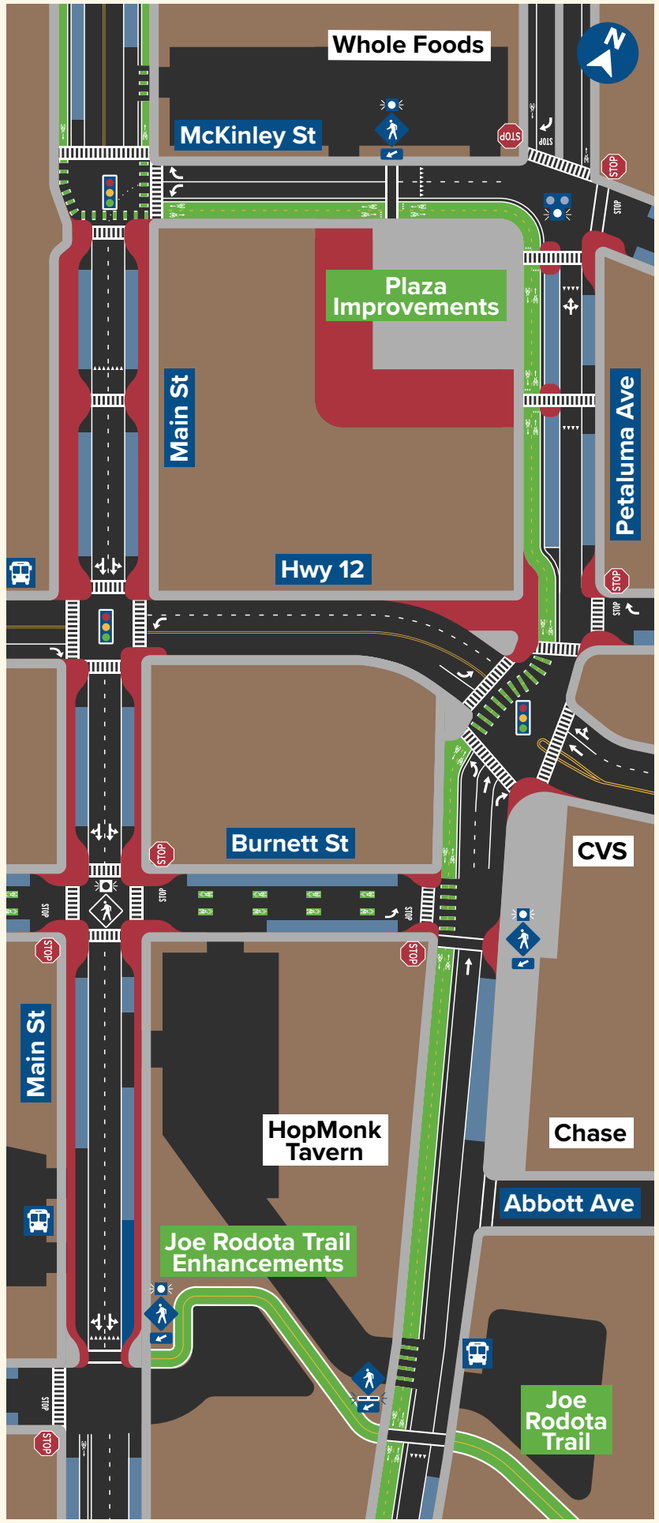


STREETSCAPE IMPROVEMENTS POSSIBLE WITH ALTERNATIVE 3


planters as bike lane delineators


vegetated sidewalk extension


sidewalk extension with seating


small vegetated bulbout


large bulbout


distinctive public art


parallel seating


parklet seating


bulbout seating


narrow street trees


two-row street trees


bike parking


small dining parklet


full dining parklet

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

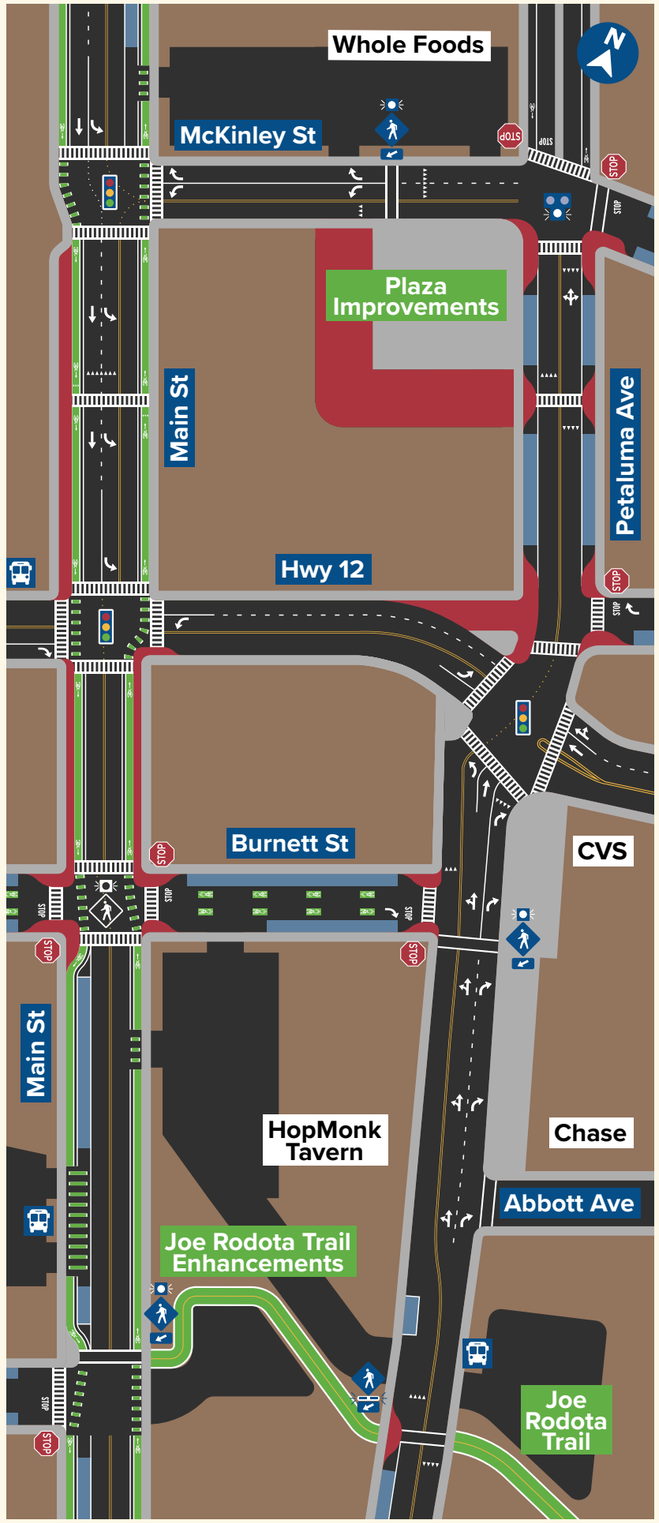
Access and Mobility
3 / 4

Downtown Vitality & Sense of Place
2.5 / 4

Feasibility & Cost
1 / 4

Community Support
3 / 4

TOTAL 12.5



Key

- 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.

STREETSCAPE IMPROVEMENTS POSSIBLE WITH ALTERNATIVE 4


planters as bike lane delineators


vegetated sidewalk extension


sidewalk extension with seating


small vegetated bulbout


large bulbout


distinctive public art


parallel seating


bulbout seating


bike parking


pedestrian street fair

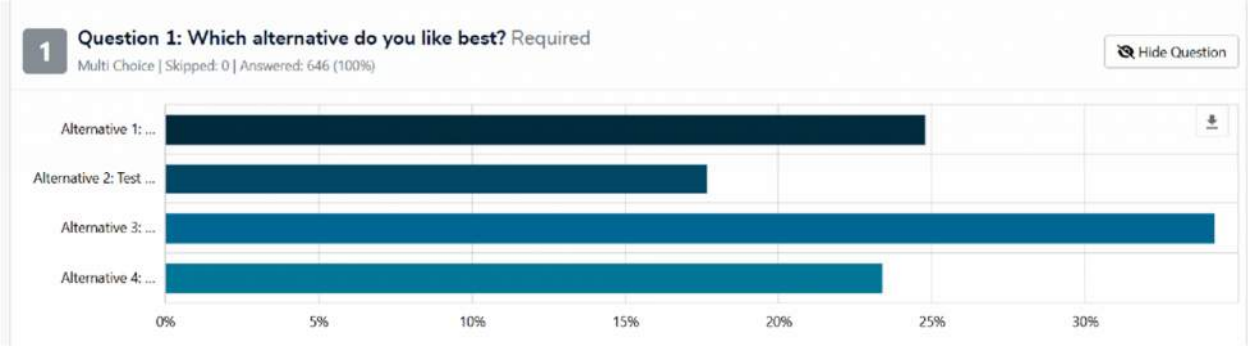
IDENTIFYING THE PREFERRED ALTERNATIVE

After the four alternatives were developed, the team focused on gathering final input on the refined set of alternatives and informing the development of a preferred approach. Outreach during this phase centered on an online survey, supported by city communication channels, local media, and public meetings.

Community Survey Results and Final Input

The Phase 3 survey received 646 responses, reflecting a range of perspectives across the four alternatives. Responses were distributed across all options, with no single alternative receiving a majority:

- Walkable One-Way: 34%
- Fine Tune Today: 25%
- Totally Two-Way: 23%
- Test the Two-Way: 18%



While preferences were distributed, more than half of respondents supported the more transformative, or "visionary," approaches—Walkable One-Way and Totally Two-Way—both of which emphasize rebalancing the street toward walkability, placemaking, and a stronger downtown experience.

Survey comments reinforce themes identified in earlier phases. Across all alternatives, respondents emphasized the importance of improving safety for people walking and biking, addressing traffic congestion, and maintaining access to downtown businesses, including parking.

At the same time, responses reflect differing perspectives on how best to achieve these outcomes. Some respondents prioritized maintaining existing traffic operations and minimizing disruption, while others supported more significant changes to reduce the dominance of vehicles and create a more people-oriented downtown.

Implications for the Preferred Approach

Community input reinforces a key takeaway from the engagement process: while there is broad agreement on desired outcomes, there is no single consensus on a specific configuration.

The distribution of responses, however, indicates meaningful support for approaches that go beyond incremental change and advance a more walkable, place-oriented downtown.

The preferred approach confirmed through direction from the Planning Commission and City Council builds on this input by combining key elements of the Walkable One-Way and Totally Two-Way concepts into a "Walkable Two-Way" framework. This approach is intended to:

- Improve pedestrian comfort, safety, and public space
- Maintain intuitive access and circulation
- Support a more active and economically vibrant downtown environment

This direction reflects the range of community input and provides a balanced path forward that integrates shared priorities while responding to differing perspectives.

Discussion and Collaboration Leading to the Preferred Alternative

During the Planning Commission and City Council meetings that occurred after the community survey was completed, a comprehensive discussion of the alternatives and community priorities occurred. Informed by the previous discussions and analysis, and the shared vision of a more walkable, vibrant downtown, the preferred alternative was determined to be the walkable elements shown in Alternative 3 Walkable One Way, and the two-way circulation of Alternative 4. The following chapter describes this new alternative in more detail, referred to as **Walkable Two Way**.

THE PREFERRED ALTERNATIVE: A WALKABLE, TWO WAY DOWNTOWN

PREFERRED ALTERNATIVE DESCRIPTION ("WHAT WE BUILD")

The project improvements are organized to distinguish between the physical design of the street and how the transportation system operates. The corridor design framework describes the physical changes within the public right-of-way, including sidewalks, curb extensions, crossings, and bikeway connections, and how these elements are applied to different streets in downtown Sebastopol. The traffic signal section then explains how signal timing, phasing, and coordination will function to support these improvements and reinforce a safe, walkable downtown environment.

Corridor Design Framework

The preferred alternative includes a coordinated set of physical improvements that reconstruct and reallocate the public right-of-way to support a safer, more walkable, and multimodal downtown. These improvements are interrelated and are typically designed and constructed together, often requiring partial or full roadway reconstruction to achieve appropriate grades, cross-slopes, and space allocation for all users.

Core design elements include:

- Sidewalk widening and reconstruction to create a continuous, accessible pedestrian through zone and frontage zone that supports walking, gathering, and business activity.
- Intersection curb extensions (bulb-outs) to shorten pedestrian crossing distances, improve visibility, reduce vehicle turning speeds, and expand usable space at corners. These improvements are often constructed in combination with sidewalk widening and may require intersection regrading or reconstruction.
- Pedestrian crossing enhancements to improve visibility, consistency, and safety at key locations throughout downtown.
- Targeted bikeway facilities in locations where space and network priorities support dedicated infrastructure. Not all corridors include dedicated bikeway facilities.

- Traffic signal, lighting, and utility modifications, including relocation or replacement of poles, cabinets, detection equipment, drainage, and underground utilities to support the proposed corridor configuration.
- Streetscape enhancements, such as landscaping, street trees, lighting, and furnishings that contribute to a comfortable and vibrant downtown environment.
- Daylighting at intersections, achieved by removing parking near corners to improve visibility and safety, consistent with California Assembly Bill 413.

Corridor Application

Main Street (Willow Street to McKinley Street)

Improvements on Main Street focus on enhancing the pedestrian environment and supporting downtown businesses, while maintaining necessary access and on-street parking.

Key improvements include:

- Widened sidewalks on both sides of the corridor to create a more comfortable and active pedestrian environment.
- Retention of on-street parking along all blocks, with removal near intersections to provide daylighting and improve visibility.
- Installation of curb extensions at intersections to:
- Increase pedestrian space at corners
- Shorten crossing distances
- Improve visibility between pedestrians and drivers
- Reduce vehicle turning speeds
- Integration of streetscape amenities, including landscaping, lighting, furnishings, and space for outdoor dining and retail activity.
- Coordination with adjacent property owners and businesses to design frontage zones and support continued operations during phased construction.
- Reconstruction of portions of the roadway and sidewalk to achieve appropriate grades and accommodate the proposed improvements.

Dedicated bikeway infrastructure is not included on most of Main Street due to right-of-way constraints and the priority placed on pedestrian space and business activity. Bicycle access is supported through parallel and connecting routes.

Petaluma Avenue and McKinley Street

Improvements on Petaluma Avenue and McKinley Street focus on addressing substandard pedestrian conditions, improving crossing safety, and establishing key local and regional bikeway connections.

Key improvements include:

- Reconstruction and widening of sidewalks to provide a consistent and accessible pedestrian environment.
- Development of a multi-use shared pathway to accommodate two-way walking, biking, and rolling.
- Installation of curb extensions and enhanced crossings to improve pedestrian safety and provide consistent crossing geometry.
- Use of existing wide frontage areas (e.g., near CVS) and expansion into adjacent parcels where needed.
- Potential targeted right-of-way acquisition to achieve adequate width for multimodal facilities.
- Integration of signal, lighting, and utility modifications to support the corridor configuration.
- This corridor serves as the primary north–south and east–west multimodal connection through downtown, linking directly to the Joe Rodota Trail and supporting connections to regional facilities, including the Gravenstein Trail and Apple Blossom Trail.

Supporting Connections

Additional improvements extend the network and strengthen connectivity to and through downtown.

Key improvements Within the Study Area include:

- Burnett Street Bicycle Boulevard, providing an east–west, bicycle-priority connection between Main Street and Petaluma Avenue through traffic calming, wayfinding, and intersection treatments.
- Joe Rodota Trail to Ives Park connection, enhancing access through City-owned and privately owned parcels consistent with the City's Active Transportation Plan.
- South Main Street transition area, where shared-use or protected bikeway treatments maintain network continuity south of downtown (south of Palm Avenue).
- Bicycle parking and end-of-trip facilities, including racks and secure storage at key locations to support access to downtown businesses and destinations.

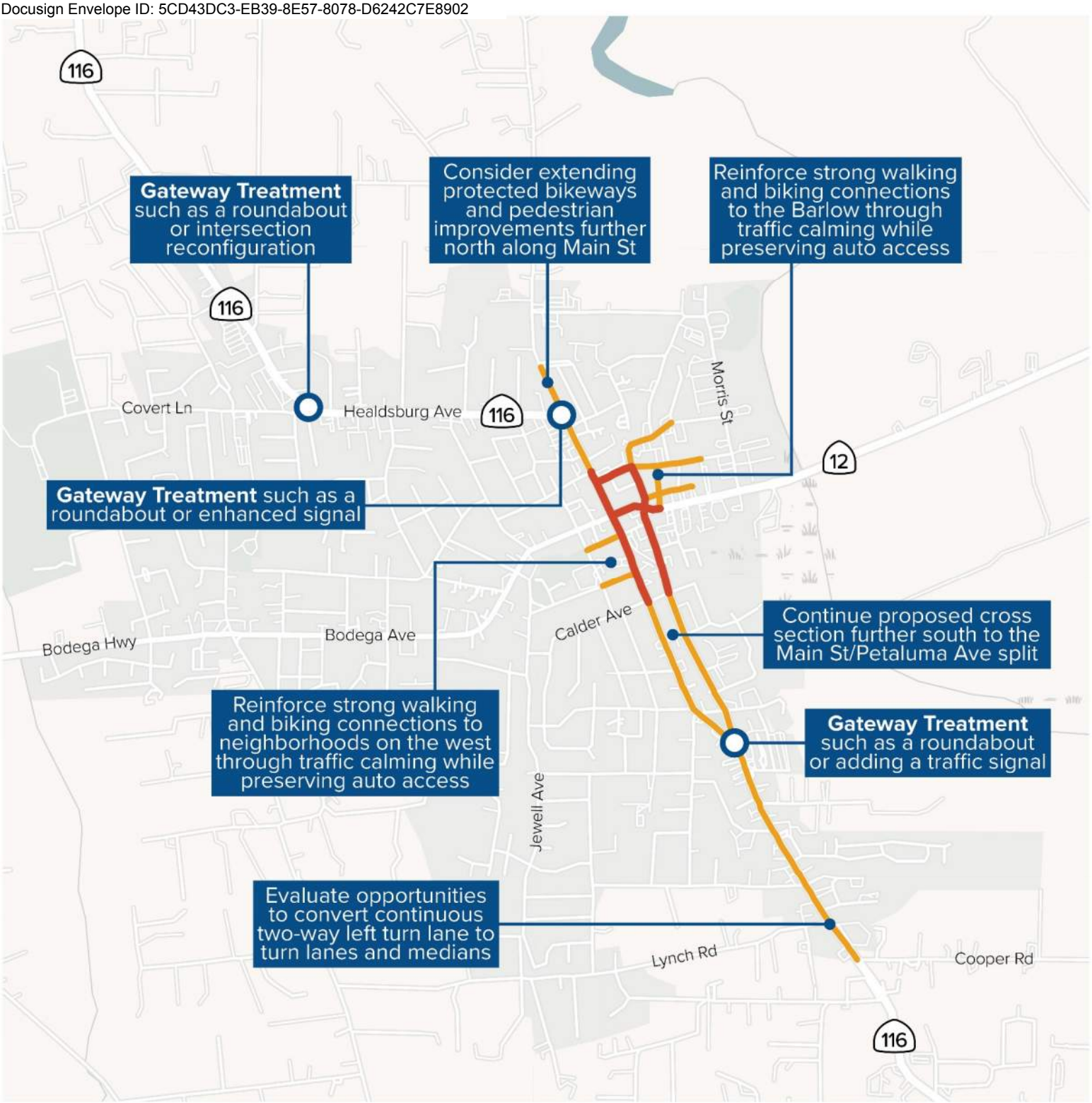


Figure 12
Off-Site Improvements

Downtown study area

Key improvements outside of the Study Area that would be needed to complete the two-way conversion and align with relevant plans, policies, and best practices are summarized in **Figure 12**.

Traffic Signal Operations and Control

Traffic signal improvements support the corridor design by managing vehicle movements, speeds, and pedestrian crossings in a manner consistent with a walkable downtown environment.

Key improvements include:

- Upgrades to traffic signals at Main Street/McKinley Street, Main Street/Sebastopol Avenue, and Petaluma Avenue/Sebastopol Avenue to accommodate two-way operations.
- Replacement of the Pedestrian Hybrid Beacon at McKinley Street/Petaluma Avenue/Laguna Park Way with a full traffic signal.
- Consideration of a new traffic signal at Main Street/Burnett Street to support pedestrian crossings and coordinated operations.

Signal operations and phasing include:

- Implementation of leading pedestrian intervals (LPIs) and protected left-turn phasing where appropriate.
- Limiting permissive left turns at major intersections due to safety and operational considerations.
- Restricting select turning movements (e.g., southbound Main Street to eastbound Sebastopol Avenue), with alternative routing provided via McKinley Street and Petaluma Avenue.
- Use of split-phased signal operation at Petaluma Avenue/Sebastopol Avenue to accommodate rerouted movements.

Signal timing and coordination include:

- Coordinating signals to maintain operating speeds at or below 25 mph.
- Providing slow-speed progression through downtown to balance safety and traffic flow.
- Minimizing cycle lengths to increase pedestrian crossing frequency and support a more walkable environment.

IMPLEMENTATION STRATEGY ("HOW WE BUILD IT")

Implementation of the downtown circulation and streetscape improvements will be guided by a flexible, phased approach that allows the City to advance improvements incrementally, in combination, or as full corridor projects, depending on available funding, community priorities, and coordination with partner agencies.

Rather than prescribing a single fixed sequence, the project has been organized into logical improvement packages that can be implemented independently or together. This approach allows the City to respond to funding opportunities as they arise while maintaining consistency with the overall vision for a safe, walkable, and economically vibrant downtown.

All improvements are intended to be **designed once and implemented over time**, ensuring that early phases support the ultimate long-term configuration. This includes designing physical improvements—such as curb geometry, signal infrastructure, and right-of-way allocation—to accommodate future changes, including potential conversion to two-way operations, even if those changes are not implemented immediately.

Project Packages

To support phased and opportunistic implementation, the project improvements have been grouped into the following packages:

A. Pedestrian and Streetscape Improvements

This package focuses on improving safety, comfort, and the overall quality of the downtown public realm.

Key elements include:

- Sidewalk widening and reconstruction
- Intersection curb extensions (bulb-outs)
- Pedestrian crossing enhancements
- Streetscape improvements, including landscaping, lighting, and furnishings
- Daylighting at intersections consistent with California Assembly Bill 413

This package strongly supports safety and downtown vitality goals and is well suited for phased, block-by-block implementation.

B. Bikeway and Multimodal Connections

This package establishes a connected network of low-stress bicycle and shared-use facilities linking downtown to surrounding neighborhoods and regional destinations.

Key elements include:

- Multi-use shared pathway along Petaluma Avenue and McKinley Street
- Burnett Street bicycle boulevard
- Joe Rodota Trail to Ives Park connection
- South Main Street transition improvements
- Bicycle parking and end-of-trip facilities

This package supports active transportation, reduces vehicle trips, and improves connectivity for users of all ages and abilities.

C. Traffic Signal and Operations Upgrades

This package includes improvements to signal infrastructure and operations needed to support safe and efficient multimodal travel.

Key elements include:

- Signal upgrades to accommodate revised roadway configurations
- Replacement of the Pedestrian Hybrid Beacon with a full traffic signal
- New traffic signal at Main Street/Burnett Street (as warranted)
- Signal timing, coordination, and phasing improvements

These improvements may be implemented independently or in coordination with corridor reconstruction projects.

D. Two-Way Conversion (System Reconfiguration)

This package includes conversion of Main Street and Petaluma Avenue from one-way to two-way operations, along with associated signal and operational changes.

Key elements include:

- Conversion to two-way traffic operations

- Revised signal phasing and coordination
- Turn restrictions and routing adjustments
- Supporting striping and signage modifications

The two-way conversion is a key strategic component of the project but is not required to be implemented as the first phase. It may be advanced independently or in combination with other improvements based on funding opportunities and project readiness.

Phasing and Sequencing Framework

Because implementation is expected to occur over time, multiple sequencing approaches are possible. The following scenarios illustrate how improvements could be advanced:

Safety-First / Incremental Approach

- Implement pedestrian and crossing improvements first
- Upgrade signals as needed to support safety
- Advance bikeway improvements where feasible
- Implement two-way conversion in a later phase

Full Corridor Transformation

- Combine streetscape, signal, and operational improvements into a single, coordinated project
- Implement two-way conversion as part of a comprehensive reconstruction effort

Funding-Driven / Opportunistic Approach

- Advance individual project packages based on available funding sources
- For example, implement the two-way conversion earlier if funding prioritizes VMT reduction or climate benefits
- Advance pedestrian or bikeway improvements when safety or active transportation funding becomes available

These scenarios are not mutually exclusive and may be combined or adapted over time.

Design Guidance for Phased Implementation

To support a phased approach, all improvements should be designed to accommodate the ultimate long-term configuration of the corridor, even if constructed incrementally.

Key considerations include:

- Locating traffic signal poles, cabinets, and detection equipment to support future operations
- Designing curb returns and intersection geometry to accommodate future turning movements
- Installing conduit and infrastructure that can support future signal modifications
- Ensuring drainage, grading, and utility improvements are compatible with future phases

This approach minimizes rework, reduces long-term costs, and ensures that each phase contributes to the overall vision.

Funding Considerations and Alignment

Implementation of the project improvements will be influenced by alignment with available funding opportunities. Because most funding programs are tied to specific policy objectives—such as safety, greenhouse gas reduction, or economic vitality—the sequencing of improvements may vary based on funding eligibility.

The project packages have been structured to align with common funding criteria:

- **Pedestrian and streetscape improvements** align strongly with safety and downtown revitalization programs
- **Bikeway and multimodal connections** align with active transportation and VMT reduction goals
- **Traffic signal upgrades** align with safety and operational funding sources
- **Two-way conversion** may be competitive for funding programs focused on climate, VMT reduction, and corridor transformation

As a result, implementation may not follow a single fixed order. For example, if a funding opportunity prioritizes VMT reduction, the two-way conversion could be

advanced ahead of other improvements. Conversely, safety-focused funding may support earlier implementation of pedestrian and crossing improvements.

A detailed summary of funding sources and alignment with project goals is provided below.

FUNDING STRATEGY ("HOW WE PAY FOR IT")

Implementing the downtown circulation and streetscape improvements will require a layered funding approach that combines state, regional, federal, and local sources. Given the scale of the project and its location on a state highway, no single funding program is likely to cover the full cost. Instead, the City will need to bundle multiple funding sources and phase implementation over time.

The funding strategy builds on the project packages and implementation approach described above, identifying sources that align with the project's safety, climate, and economic vitality goals.

The project is well positioned to compete for funding based on its alignment with several key priorities:

- **Safety:** documented collision history and incorporation of proven countermeasures
- **Active transportation and VMT reduction:** addition of bikeways and improved pedestrian facilities
- **Downtown vitality:** enhancements to the public realm that support local businesses
- **State highway transformation:** opportunity to retrofit a state route to function as a local main street

Because the project is located on Caltrans right-of-way, coordination with Caltrans will be essential, and partnership-based funding (e.g., SHOPP, HSIP) will be a core component of the strategy.

Potential Funding Sources

Tier 1: Core Funding Sources

- Active Transportation Program (ATP)

- Highway Safety Improvement Program (HSIP)
- State Highway Operation and Protection Program (SHOPP) / Caltrans Partnership
- One Bay Area Grant (OBAG 4) via SCTA
- SB 1 Local Partnership Program (LPP)

Tier 2: Corridor-Scale Opportunities

- Solutions for Congested Corridors Program (SCCP)
- State Transportation Improvement Program (STIP / RTIP)
- Federal RAISE (BUILD) Grants
- Safe Streets and Roads for All (SS4A)

Tier 3: Supporting / Match / Gap-Filler Sources

- Measure M / Go Sonoma (SCTCA)
- Sebastopol Local Funds
- Transportation Fund for Clean Air (TFCA)
- Carbon Reduction Program (CRP)
- Clean California (CleanCA)

The table on the following table summarizes how funding sources align with key project goals.

This flexible, funding-aligned implementation approach positions the City to advance meaningful improvements in the near term while maintaining a clear path toward the long-term vision for a safe, connected, and vibrant downtown Sebastopol.

Funding Source Alignment with Project Goals

Funding Source	Funding Level	Safety	VMT Reduction	Downtown Vitality
Tier 1: Core Funding Sources				
Active Transportation Program (ATP)	State	High	High	Medium
Highway Safety Improvement Program (HSIP)	State	High	Low	Low
SHOPP / Caltrans Partnership	State	High	Medium	Low
One Bay Area Grant (OBAG 4) via SCTA	Regional	Medium	High	Medium
SB 1 Local Partnership Program (LPP)	State	Medium	Medium	Medium
Tier 2: Corridor-Scale Opportunities				
Solutions for Congested Corridors Program (SCCP)	State	Medium	High	Medium
State Transportation Improvement Program (STIP / RTIP)	State / Regional	Low	Low	Medium
Federal RAISE (BUILD) Grants	Federal	High	High	High
Safe Streets and Roads for All (SS4A)	Federal	High	Low	Low
Tier 3: Supporting / Match / Gap-Filler Sources				
Measure M / Go Sonoma (SCTA)	Regional / Local	Medium	Medium	Medium
Sebastopol Local Funds	Local	Low	Low	Medium
Transportation Fund for Clean Air (TFCA)	Regional	Low	High	Low
Carbon Reduction Program (CRP)	Federal / Regional	Low	High	Low
Clean California (CleanCA)	State	Low	Low	High

APPENDIX H. ADDITIONAL RECOMMENDATIONS & NEXT STEPS

ADVANCING THE PROJECT

Following acceptance of the *Reimagining the Core* study, the City will take immediate and near-term steps to move the preferred alternative from concept to implementation. The consultant recommends advancing targeted technical work, establishing a clear implementation framework, and maintaining strong coordination across City departments, elected officials, partner agencies, and the community.

This approach is intended to maintain momentum, demonstrate commitment, and position the City to successfully compete for funding while continuing to refine key elements of the project.

SUPPLEMENTAL PLANNING AND TECHNICAL STUDIES

To support implementation and further evaluate key elements of the preferred alternative, the consultant recommends advancing the following targeted studies:

- **Parking, Wayfinding, and Curbside Management Plan**
  Evaluate existing parking supply and demand, identify opportunities for more efficient use of parking resources, and develop strategies for curbside management, loading, and wayfinding to support downtown businesses and access.

- **Traffic Operations and Signal Feasibility Study**
  Assess the feasibility, cost, and operational implications of upgrading traffic signals and other traffic control and safety devices throughout the downtown area to support two-way operations.

- **Access Management Study**
  Evaluate intersection turning movements, driveway access, and circulation patterns to better understand local impacts of the proposed improvements and identify opportunities to improve safety and reduce conflicts.

- **Regional and Network Connectivity Assessment**
  Advance the scope and feasibility of improvements outside of the downtown core that would support implementation of the proposed downtown improvements,

including gateway treatments to convert the multimodal connections in the vicinity of the downtown core.

- **Right-of-Way and Easement Feasibility Study**
  Evaluate the feasibility, cost, and potential impacts of acquiring right-of-way or easements needed to implement the full set of proposed improvements.
- **Environmental Review and Project Development Studies**
  Initiate environmental clearance and supporting technical studies required to advance the project toward design and construction.

These studies will refine project elements, identify constraints and opportunities, and support development of cost estimates, funding strategies, and implementation plans.

COMMUNITY PARTNERSHIP AND ONGOING ENGAGEMENT

Successful implementation will require continued and meaningful collaboration with the community, particularly downtown businesses, property owners, and residents.

The consultant recommends establishing a Downtown Implementation Advisory Group (or similar community task force) to provide ongoing input as the project advances. This group could:

- Serve as a forum for collaboration between the City, businesses, and community members
- Provide input on design details, phasing, and construction considerations
- Help identify and address potential impacts to access, parking, and business operations
- Support communication and transparency throughout project development

In addition, the City should continue to conduct targeted outreach, provide regular updates, and incorporate community feedback as projects move into design and implementation. This approach ensures that the community remains actively involved and helps build trust and long-term support.

CITY COMMITMENTS AND RESPONSIBILITIES

City Council (Elected Officials)

Affirm the preferred alternative as City policy direction and incorporate it into the Capital Improvement Program (CIP), grant strategy, and long-range planning efforts.

Consider authorizing the allocation of local funds to advance next-phase work, including technical studies, preliminary design, and grant preparation.

Direct staff to pursue a phased, funding-aligned implementation strategy that allows flexibility in project delivery.

Direct coordination with Caltrans and regional partners (SCTCA, etc.) to advance improvements on the state highway system.

Advocate for and pursue external funding opportunities aligned with safety, climate, and downtown vitality goals.

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.

Planning Department

Ensure alignment of recent and adopted plans, policies, and regulatory frameworks with the Study's findings, including the General Plan, Specific Plans, zoning code, and economic development strategies. This includes identifying and addressing inconsistencies, integrating the Study's vision and priorities into ongoing and future planning efforts, and ensuring that future land use and development decisions reinforce the desired downtown character, multimodal improvements, and public realm enhancements.

Actively support downtown economic development by coordinating with the advisory group and key partners to align implementation efforts, including helping define project sequencing, identifying and pursuing funding

opportunities, and advancing near-term priorities that strengthen business vitality and support a vibrant, active downtown.

Advance targeted policy and regulatory updates needed to support implementation, including updates to zoning, development standards, and permitting processes that enable streetscape improvements, multimodal facilities, and downtown activation.

Support and help lead grant applications by ensuring strong policy alignment and clear documentation of community engagement and project benefits, including safety, VMT reduction, and economic vitality.

Coordinate and facilitate ongoing stakeholder engagement as projects move into design, working with businesses, property owners, and community groups to refine project details and maintain alignment with the Study vision.

Public Works Department

Lead technical project development and delivery, including traffic operations analysis, signal design, and preliminary engineering.

Develop and implement near-term "quick-build" improvements, such as curb extensions, crosswalk enhancements, and striping changes.

Integrate study recommendations into the CIP and coordinate with planned infrastructure projects.

Ensure all designs support the ultimate corridor configuration, including future two-way operations.

City Staff (Interdepartmental Coordination)

Coordinate across departments to align project delivery, funding strategy, and communications.

Identify and pursue grant funding opportunities on an ongoing basis.

Track and report progress on implementation.

Develop partnerships with regional agencies and local stakeholders to support project advancement.

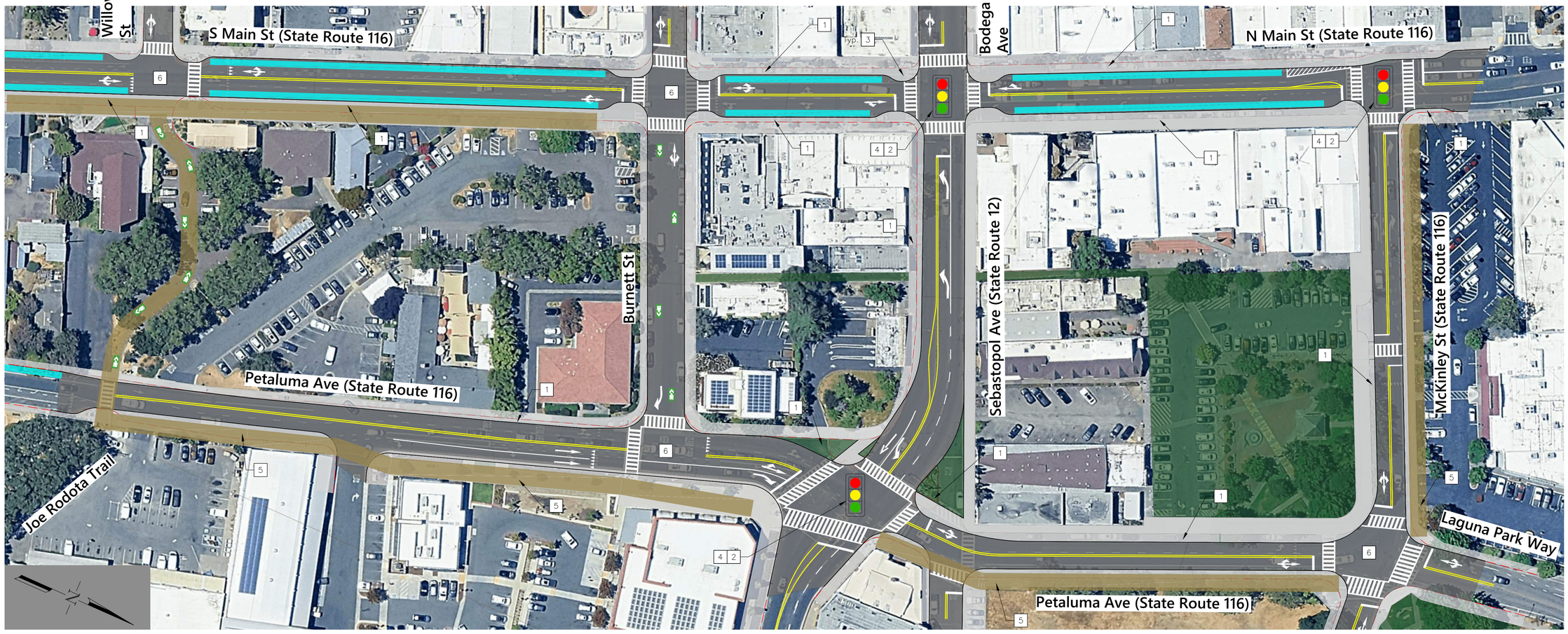
NEAR-TERM ACTIONS (NEXT 12–24 MONTHS)

To demonstrate progress and maintain momentum, the City will prioritize:

- Advancing coordination with Caltrans and SCTCA on feasibility and partnership opportunities
- Identify grant programs and seek authorization to prepare grant applications aligned with upcoming funding cycles
- Consider implementing low-cost safety improvements at priority locations as funding allows

CONCLUSION

Together, these actions—advancing targeted studies, committing local resources, coordinating across City departments, and maintaining strong community partnerships—demonstrate a clear and actionable path forward. This approach positions the City to make near-term improvements while continuing to build toward a long-term vision for a safer, more connected, and more vibrant downtown Sebastopol.



1 Sidewalk Widening.
Install new and widened sidewalks to enhance the pedestrian realm, including amenities that support adjacent businesses and community use. Improvements may include landscaping, street trees, bicycle parking, and other elements informed by community and adjacent property owner input. Work will likely require roadway regrading and reconstruction, as well as modification or relocation of existing utilities to accommodate the proposed improvements.

2 Traffic Signal Upgrades.
Install new and modify existing traffic signal poles, equipment, and hardware to accommodate two-way traffic operations. Improvements may include new signal heads, mast arms or poles, accessible pedestrian signals (APS), bicycle detection, and upgraded controller and communication equipment. Work will likely require modification or replacement of existing electrical service, conduit, and pull boxes, as well as coordination with adjacent utilities.

3 Intersection Curb Extensions.
Construct curb extensions (bulb-outs), including new curb returns and sidewalk, to shorten pedestrian crossing distances and reduce vehicle turning speeds. Improvements may include updated curb ramps, high-visibility crosswalks, drainage modifications, and streetscape elements consistent with adjacent sidewalk enhancements. Work will likely require roadway reconstruction, adjustment of drainage infrastructure, and modification or relocation of existing utilities.

4 Traffic Signal Timing Modifications.
Implement updated signal timing to support reduced vehicle speeds, improve progression between adjacent signals, and incorporate enhancements such as leading pedestrian intervals (LPIs) and bicycle signal phasing, where warranted. Improvements may include updated detection, revised phasing, and coordination strategies to balance multimodal operations. Work may require signal retiming studies, field calibration, and updates to controller programming and communication systems.

5 Multi-Use Pathway.
Install a new multi-use pathway to accommodate pedestrians and bicyclists and enhance multimodal connectivity along the corridor. Improvements may include amenities consistent with adjacent sidewalk enhancements, such as landscaping, street trees, lighting, bicycle parking, and other elements informed by community and adjacent property owner input, as well as intersection crossing treatments to support safe and comfortable crossings. Work may require right-of-way acquisition or property easements to accommodate the proposed improvements.

6 Pedestrian Crossing and Traffic Control Enhancements.
Enhance pedestrian crossings through installation of high-visibility crosswalk markings and additional safety measures. Improvements may include advanced yield markings, upgraded or new safety lighting, and evaluation and implementation of additional traffic control devices--such as Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), or a full traffic signal--based on site-specific conditions and in accordance with FHWA guidance.

Legend:
- New Multi-Use Pathway
- Revitalized Public Space
- Existing Buildings/Parcels
- Existing Curb Line
- Proposed New Curb Line
- On Street Parking

CADD FILE: C:\Dpbox\Box\--Projects\WC--Projects__WC24\WC24-4076.00_SebastopolDowntownRedesign\CAD\ConceptPlan\4076.00-Concept.dwg
Apr 22, 2026

Fehr & Peers

Sebastopol Reimagining the Core

Proposed Improvements

Conceptual - Not for construction. Additional detailed analysis and engineering design required. 04/2026

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UNAPPROVED DRAFT ACTION MINUTES

PLANNING COMMISSION
CITY OF SEBASTOPOL
MINUTES OF APRIL 28, 2026

PLANNING COMMISSION:

The notice of the meeting was posted on April 23, 2026.

1. **CALL TO ORDER:** Chair Fernandez called the meeting to order at 6:02 p.m.

2. **ROLL CALL:**

Present: Chair Fernandez,
Vice-Chair Koelemeijer,
Commissioner Fritz,
Commissioner Harper
Absent: Commissioner Kanzler
Staff: Jane Riley, Contract Planning Director
Tori Henkel, Permit Technician

3. **STATEMENTS OF CONFLICT OF INTEREST:** None.

4. **COMMENTS FROM THE PUBLIC REGARDING ITEMS NOT ON THE AGENDA:** None.

5. **APPROVAL OF MINUTES:** March 24, 2026

Vice-Chair Koelemeijer made a motion to approve the minutes of March 24, 2026, as submitted.

Commissioner Harper seconded the motion.

VOTE: 4-0-0-1
Ayes: Commissioners Harper, Fritz, Vice-Chair Koelemeijer, Chair Fernandez
Noes: None
Abstain: None
Absent: Commissioner Kanzler

6. **REGULAR AGENDA:**

A. Sustainable Transportation Grant 'Reimagining the Core' Plan Acceptance and Recommendation to City Council

Commissioner Fritz's notes and editorial fixes:

1. Bike parking nodes along Main Street and smaller bike parking throughout streets on the multi-modal path
2. Encourage quick build items
3. Continued outreach! Active body keeping it alive!
4. Streetscape treatments/features – add raised crosswalks
5. Page 80 – Bicycle & Pedestrian Separation Treatments – numbering out of order
6. Page 80 – Visibility & Illumination Treatments – Pedestrian Scale Lighting Image is not pedestrian scale
7. Page 82 – Streetscape Treatments – graphic consistency – highlight and/or number the things talked about – like it is done for Safety Treatments – easier to follow
8. Page 112 – under "Key improvements include:" – A few items after "Installation of curb extensions at intersections to:" need to be indented one more level
9. Page 114 – Off-Site Improvements – Would like the 116 corridor to feel consistent, not just downtown. For example: the South 116 – "evaluate opportunities to convert continuous two-way left turn lanes to turn lanes and medians – This could also be considered for Healdsburg Ave
10. Outdoor dining/shopping options
11. Prefer a max speed of 15-20 mph on core blocks

Vice-Chair Koelemeijer's comments:

1. Focus on greenspace/vegetation along sidewalks, not just concrete
2. Lighting downtown needs to be more accessible and inviting

Chair Fernandez's notes:

1. How it gets implemented over time – phasing – not fragmented
2. Communication, community involvement, city staff resources
3. Start supplemental studies and funding
4. Put a plan in place for coordination

Commissioner Harper's notes:

1. Goal or objective of cohesive streetscape design with landscaping, lighting, bicycle facilities, and street furniture

Chair Fernandez made a motion to support the consultant's recommended configuration of Main Street with a specific change to the plan to highlight, include, and/or enhance the recommendations to include the support for the supplemental studies and funding approach highlighting the community involvement through an advisory group or similar, as well as ensuring the project is implemented through a coordinated, not fragmented, plan, which would include a cohesive streetscape and landscape design.

**Changes and comments are listed above in detail.*

Vice-Chair Koelemeijer seconded the motion.

VOTE: 4-0-0-1
Ayes: Commissioners Harper, Fritz, Vice-Chair Koelemeijer, Chair Fernandez

Noes: None
Abstain: None
Absent: Commissioner Kanzler

7. SUBCOMMITTEE UPDATES

a. Parks Subcommittee update was given by Chair Fernandez.

8. PLANNING DEPARTMENT REPORT was given by staff.

9. ADJOURNMENT: Chair Fernandez adjourned the meeting of the Sebastopol Planning Commission at 8:09 p.m. The next regular Planning Commission meeting will be held on May 12, 2026, at 6:00 p.m.