



# Reimagining the Core

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

Presentation to City Council

May 19, 2026



- 01** Overview
- 02** Walkable Two-Way
- 03** Main Street Bike Study
- 04** Implementation Strategy

# Agenda



# 01 Overview



## Overview

# What We Are Asking From You Tonight

- **Confirm Study Completion** of the Caltrans grant-funded effort
- **Adopt the Plan** supporting the Walkable Two-Way downtown vision
- **Empower Staff** to advance coordination, funding, and implementation
- **Commit to Community Partnership** through ongoing public engagement and collaboration

## Overview

# Direction from City Council

- **Study the Walkable Two-Way** with wider sidewalks, parking, and two-way circulation
- **Study Bikes on Main** within the preferred downtown framework
- **Develop the Plan** including implementation, funding, and conceptual design



**01** Overview

**02** Walkable Two-Way

# Main Street is the Place

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

# Petaluma Ave & McKinley St are for Movement

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

# Main Street's Transformation



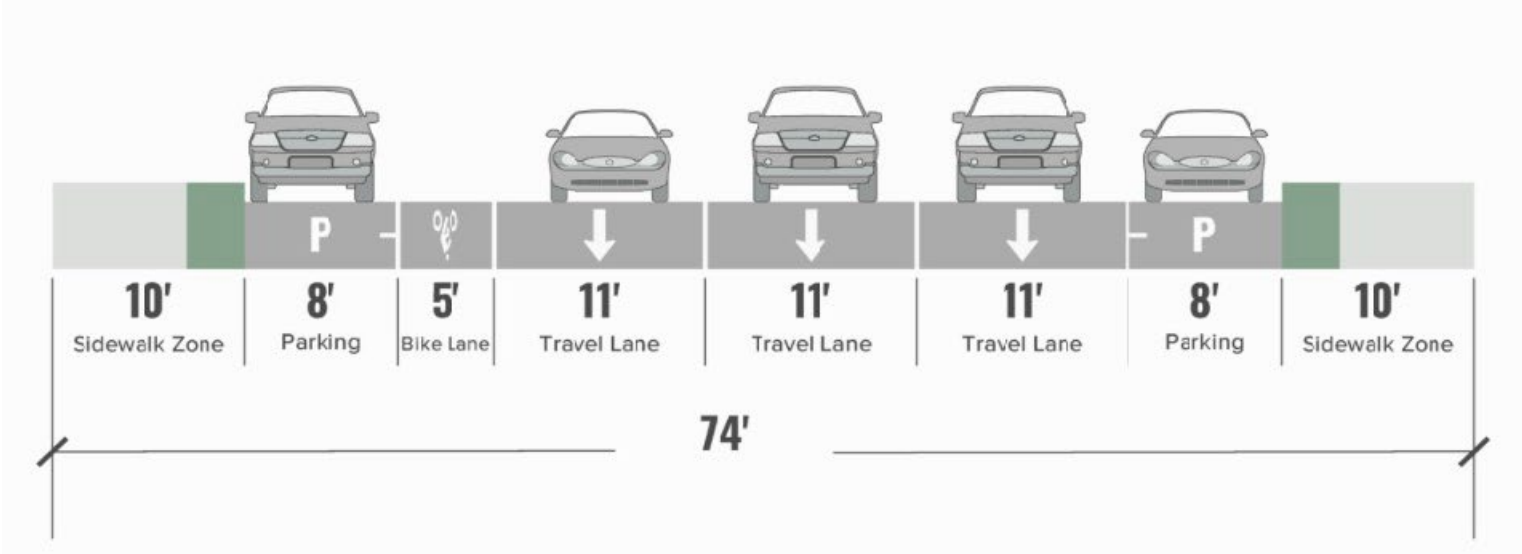
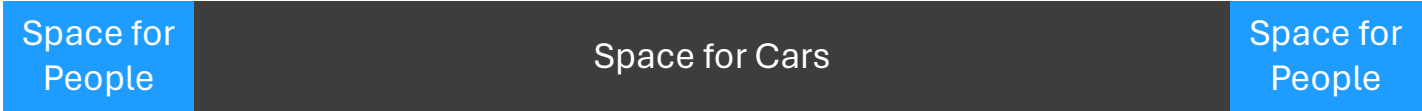
Space for People

Space for Cars

Space for People

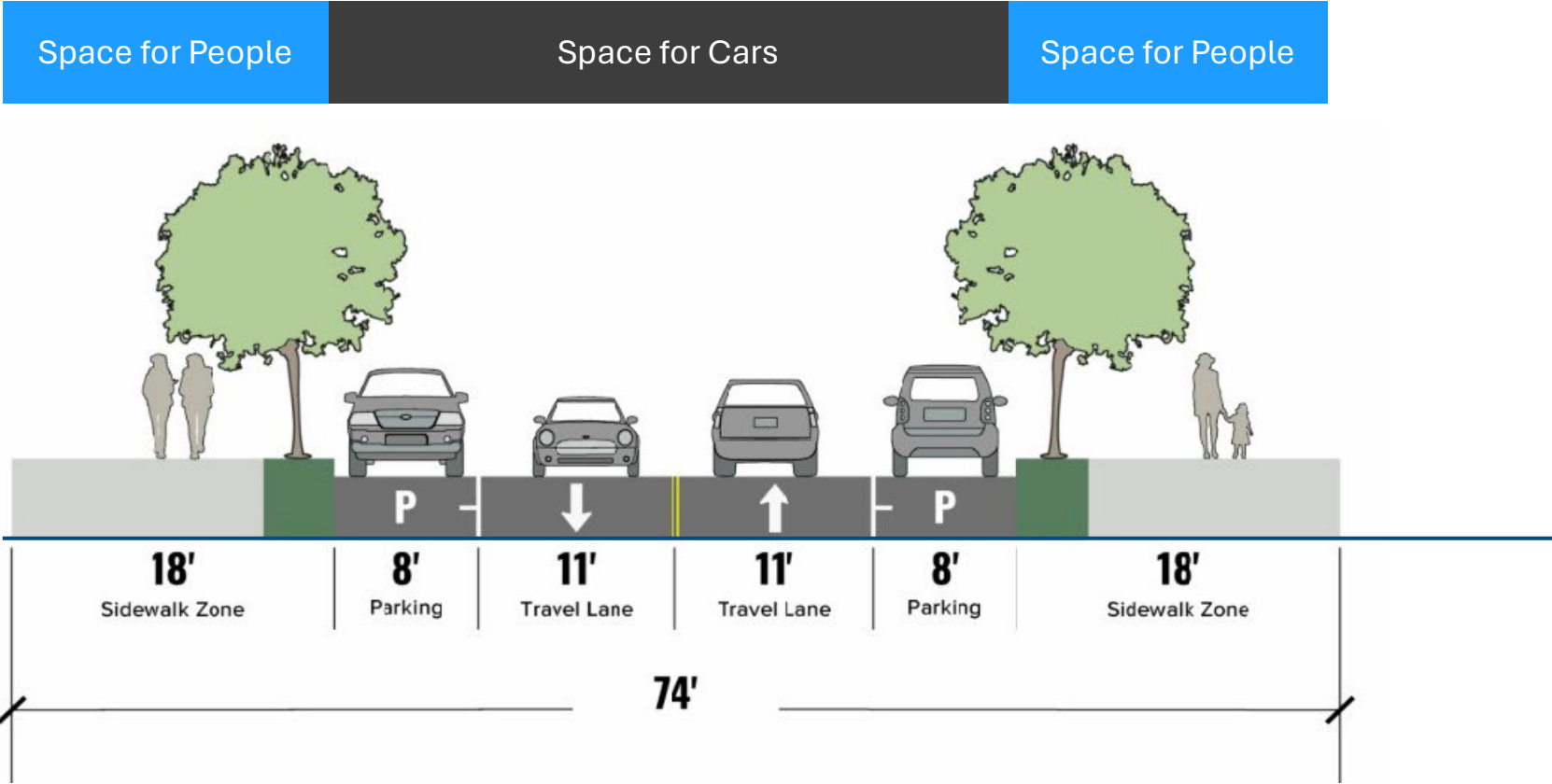
# Main Street's Transformation

## Existing







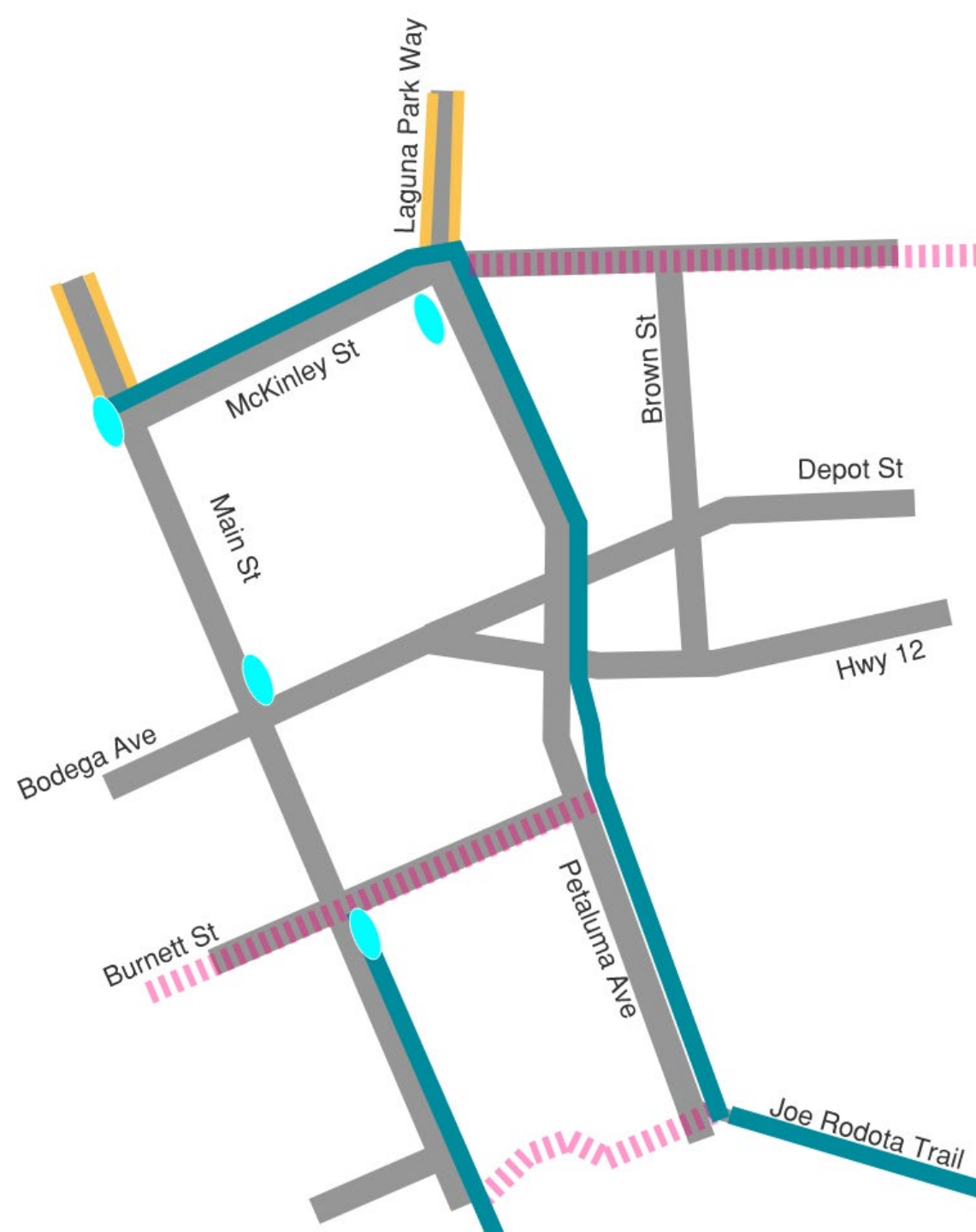
# Main Street's Transformation

## Proposed



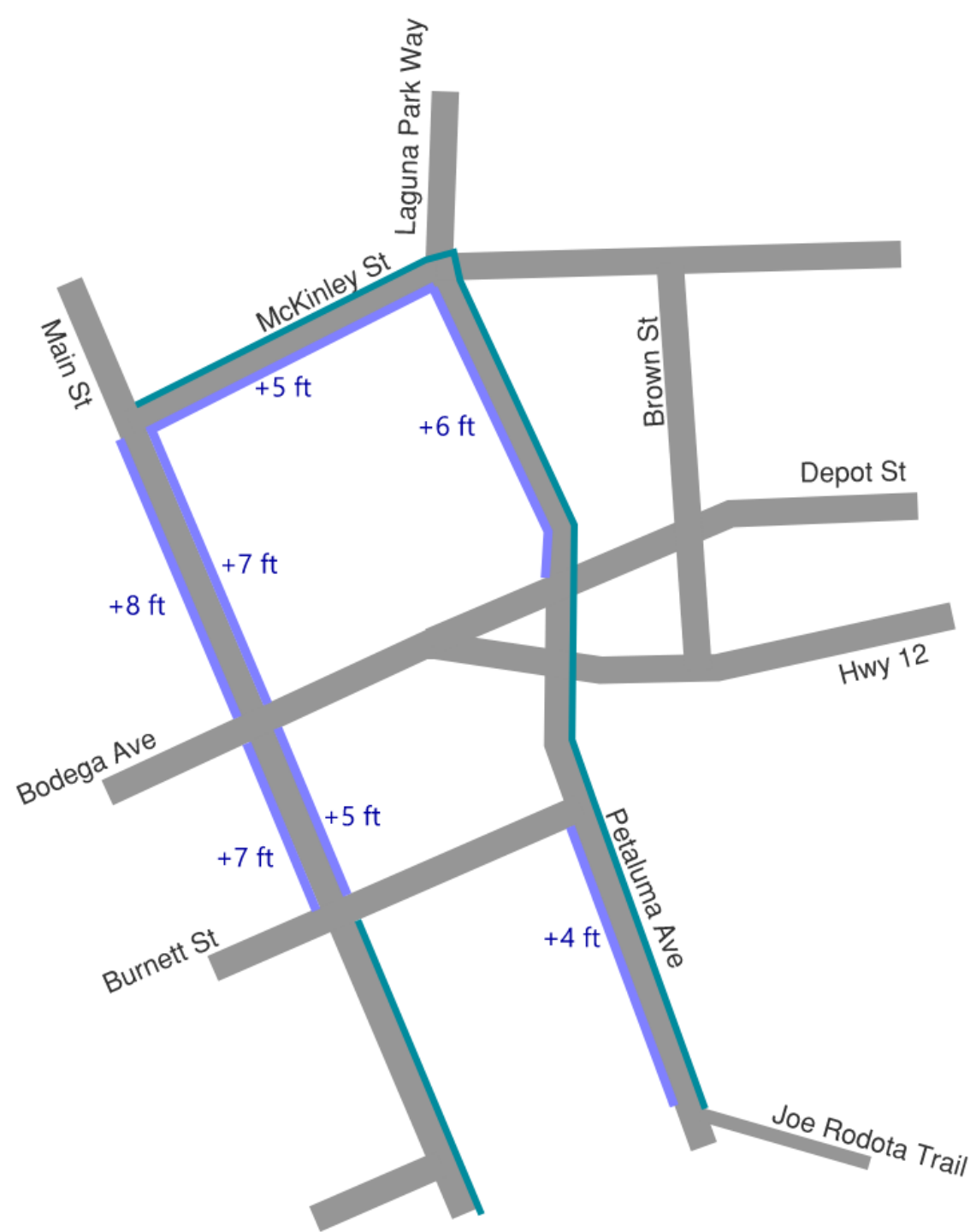
# Bike Connectivity

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



# Walkability

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



# Walkable Two Way

- Prioritizes pedestrian access and safety
- Maximizes streetscape options
- Supports downtown vitality
- 5% Reduction in Vehicle Miles Traveled
- Ranks highest of five alternatives
- Meets applicable Caltrans design standards

## STREETScape IMPROVEMENTS POSSIBLE



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



pedestrian street fair



**01** Overview

**02** Walkable Two-Way

**03** Main Street Bike Study

# Main Street Bike Study



on-street  
parking



wide sidewalks  
for amenities (e.g.  
outdoor seating

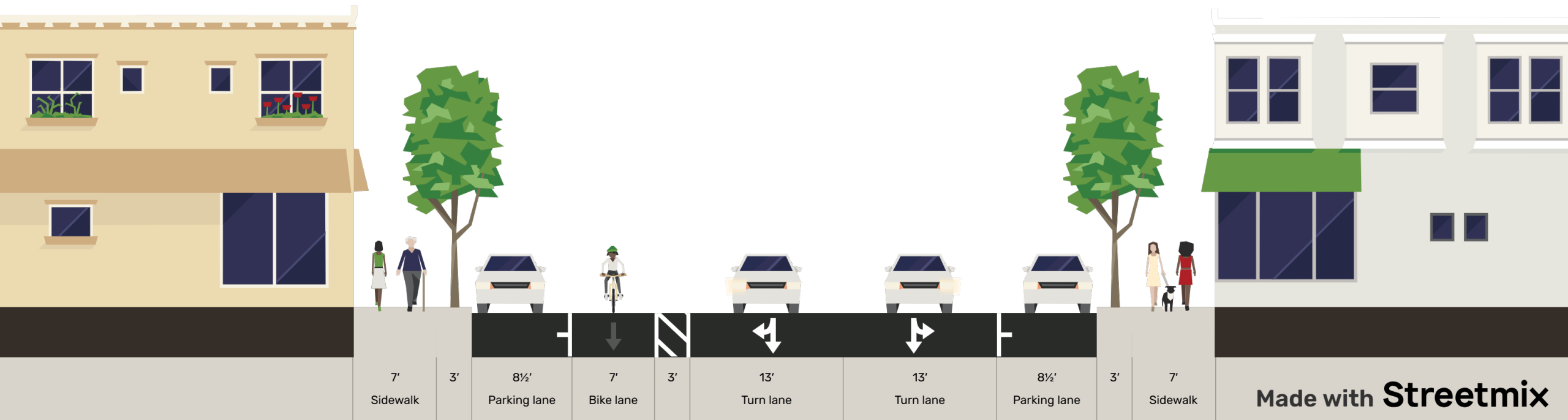


protected  
bike lanes

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

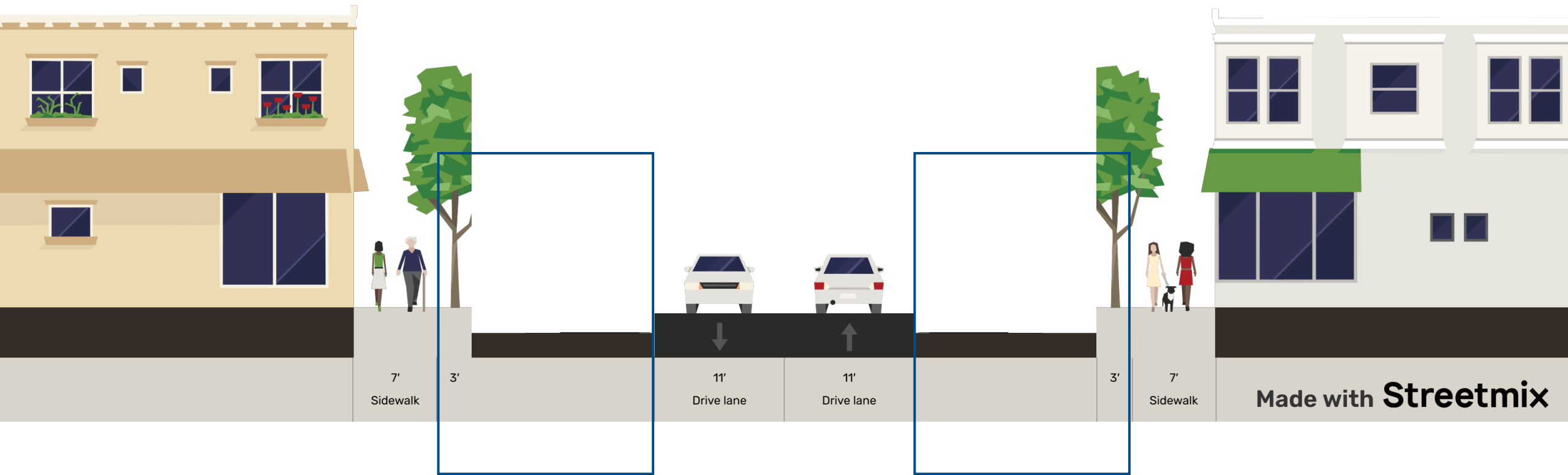
# Existing Conditions

## Main Street between Burnett and Bodega



**Note: Dimensions are approximate**

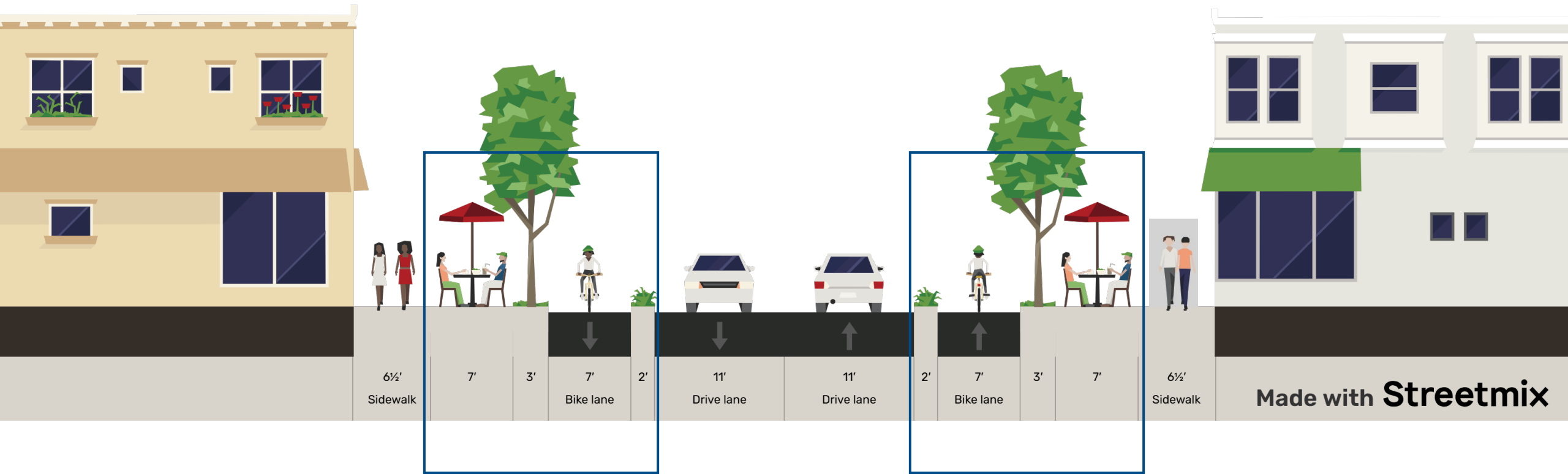
# Sidewalks and One Lane in Each Direction



# Parking

# Outdoor Seating

# Bike Lanes

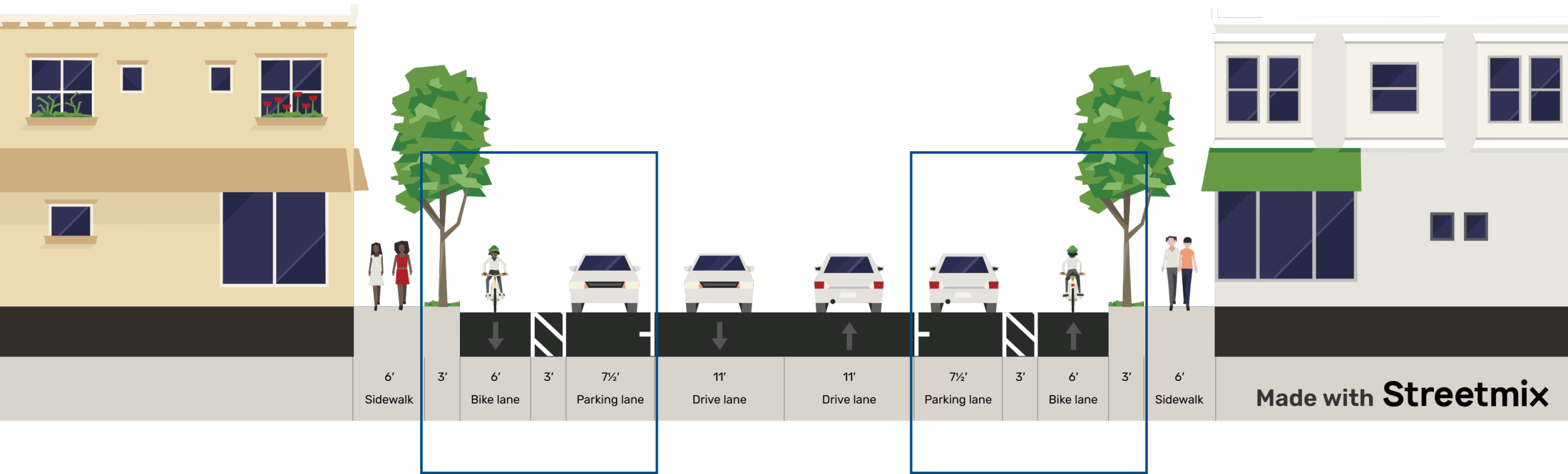


Space for Outdoor Dining and other Amenities on both sides of the street and cycle tracks

# Parking

# ~~Outdoor Seating~~

# Bike Lanes



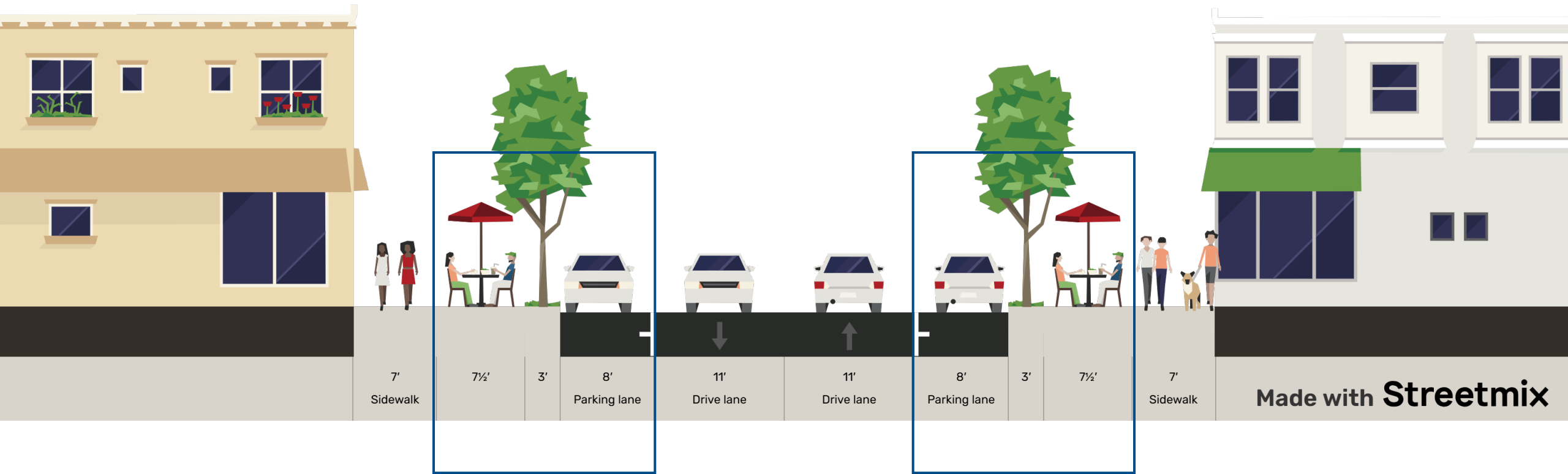
Made with **Streetmix**

Parking Protected Bike Lanes

# Parking

# Outdoor Seating

# ~~Bike Lanes~~



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



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# What We Build

## ☐ Pedestrian and Streetscape Improvements

- Wider sidewalks, curb extensions, bike parking, outdoor seating, and public amenities

## ☐ Bikeway and Multimodal Connections

- Shared-use paths, crossing improvements, and expanded bike connectivity

## ☐ Traffic Signal and Operations Upgrades

- Signal timing, crossing treatments, and speed management improvements

## ☐ Two-Way Conversion Improvements

- Signal equipment, traffic control upgrades, and intersection safety improvements

## ☐ Supportive Improvements Beyond Downtown

- Gateway roundabouts, traffic calming, bikeway connections, and safer crossings



# How We Deliver It

- **Coordinate with Partners** including SCTCA, Caltrans, Sonoma County, and regional agencies
- **Integrate the Project into Regional Plans** Including the ATP, CTP, and RTP
- **Advance Supplemental Studies & Near-Term Improvements** to refine concepts and move early projects forward
- **Maintain Community Partnership & Funding Readiness** through ongoing engagement, data collection, and grant preparation

# How We Position For Funding

- **Phase the Project Strategically** to maximize grant competitiveness and implementation flexibility
- **Advance Grant-Ready Safety Improvements** that can move forward in the near term
- **Leverage Existing Funding Programs** for pedestrian, bicycle, streetscape, and operational improvements
- **Align Project Development with Funding Opportunities** including phased delivery, grant cycles, and future PSR-PDS efforts

# How We Stay Accountable

- **Maintain Community Partnership** through ongoing engagement, transparency, and implementation updates
- **Coordinate Across Departments & Agencies** to align planning, funding, and project delivery
- **Maintain Long-Term City Commitment** through Council, Planning, and Public Works leadership

# Commitment from City Council

- ❑ **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 SCTCA** and other regional partners to advance improvements on the state highway system.
- ❑ Advocate for and **pursue external funding** opportunities aligned with safety, climate, and downtown vitality goals.

