



# Reimagining the Core

A Vision for Mobility and Vitality in Downtown Sebastopol

Presentation to Planning Commission

October 22, 2024

- 01** Study Overview
- 02** Participation Plan
- 03** Existing Conditions
- 04** Schedule
- 05** Next Steps

# Agenda

# 01 Study Overview

# **Study Objectives**

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- Mitigate negative impacts of regional through traffic

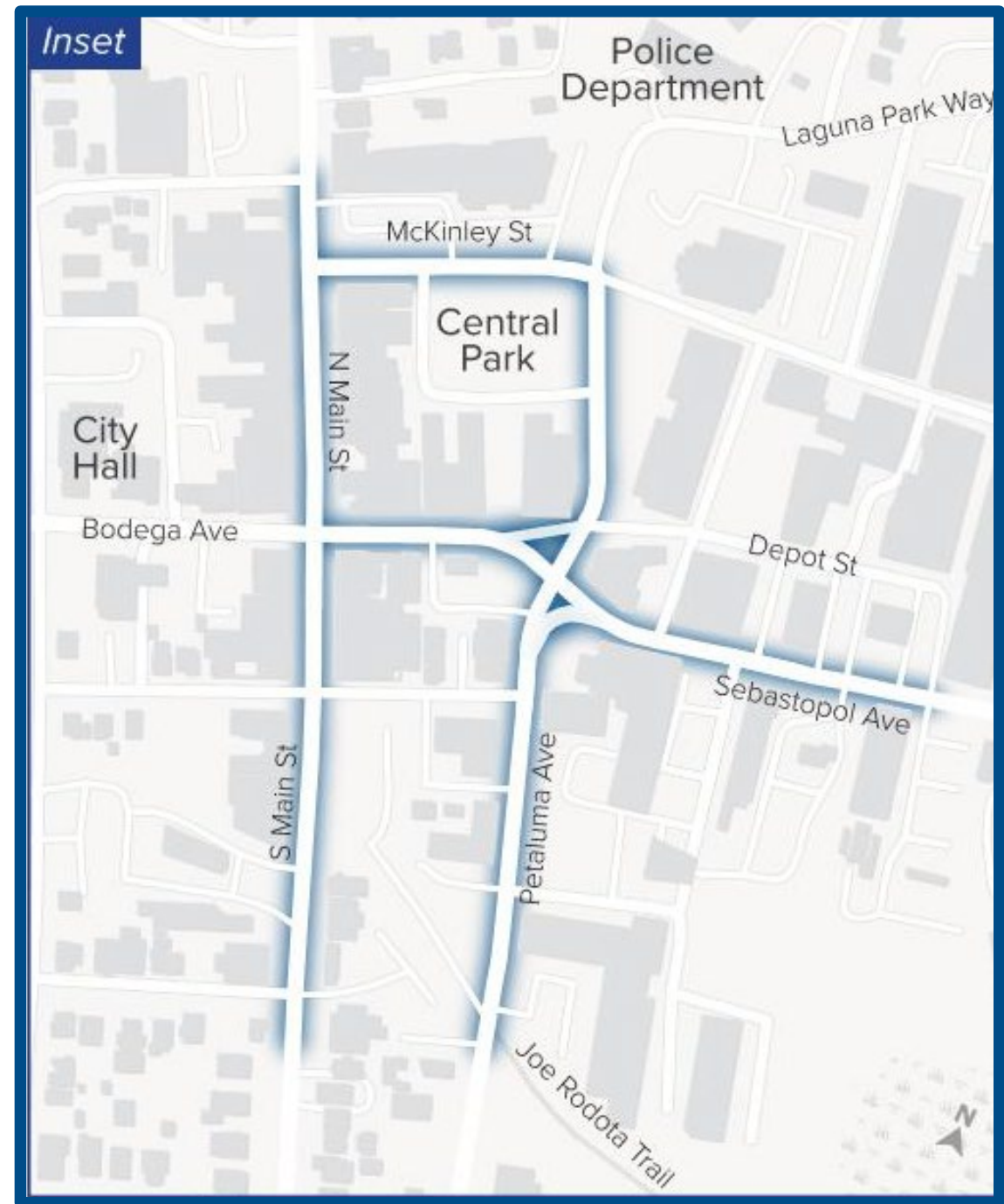
# Study Objectives

- Enhance multimodal safety, accessibility, and comfort
- Encourage mode shift to support greenhouse gas reduction goals
- Mitigate negative impacts of regional through traffic
- Engage downtown business community for revitalization



## Study Overview

# Study Area



# Scope of Work Overview

**Data Review & Existing Conditions:** Understanding the Context

**Community Engagement:** Stakeholder groups, outreach to community groups, agency working group

**Vision, Alternatives, and Analysis:** Leveraging industry standards and the right tools to inform decision-making

**Regional Circulation Assessment:** Understanding regional infrastructure effects to our study area

**Identify Alternatives:** identify future plan and path to get there

**Cost Estimating and Implementation Plan:** Developing a Road Map

Crash Category	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	44	2/76
Pedestrians	4	10/76
Bicycle	1	28/76
Composite	17	9/76

Ranked second worst in total fatal and injury

Maps & graphics online for community access

Inform Consult Involve Collaborate Empower

Level of Public Engagement: Low, Medium, High

California Manual on Uniform Traffic Control Devices  
2014 Edition

Highway Design Manual  
Seventh Edition

DESIGN INFORMATION BULLETIN NUMBER 94  
Complete Streets: Contextual Design Guidance

Urban Street Design Guide

CA MUTCD CALTRANS HDM DIB 94 NACTO GUIDES

**Using the Right Tools for the Job**

As developers of the SCTA Travel Demand Model, we understand the benefits and limitations of the model and how it can influence the project.

PLAN BAY AREA 2050

**Caltrans Process & Capital Cost Estimating**

**Understanding Options for Implementing Safety & Placemaking**

Quick Build Opportunities Community-Led Design Safe Systems / Vision Zero

**Successful Positioning for Grant Opportunities**

\$150M+ Safety planning & implementation grant funding

\$590M+ Federal grant funding

\$800M+ Funding for California communities

\$930M+ Funding for clients across the country

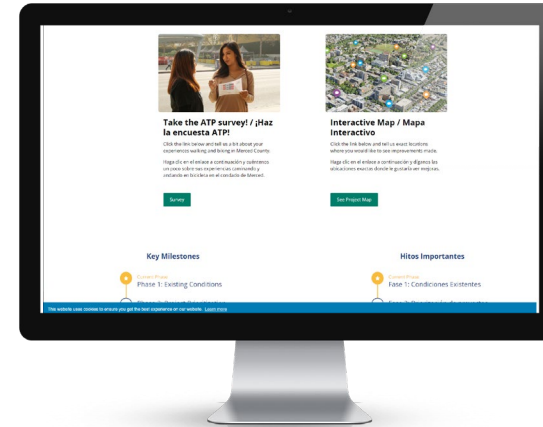
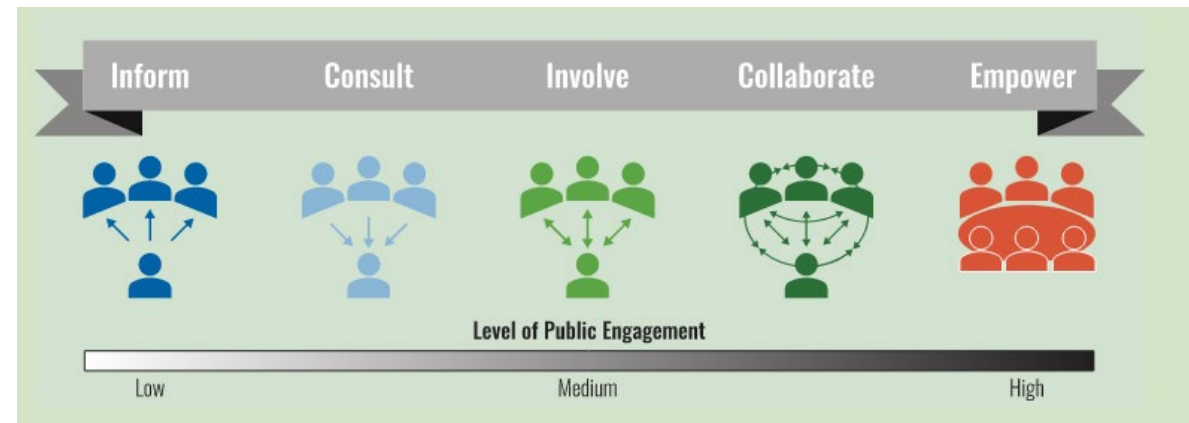
**01** Study Overview

**02** Participation Plan



# Our Approach

Our team will work with staff and stakeholders to develop and execute a comprehensive, equitable, inclusive participation plan, leveraging interactive tools and a series of interactive workshops, meetings, and other chances to seek input.



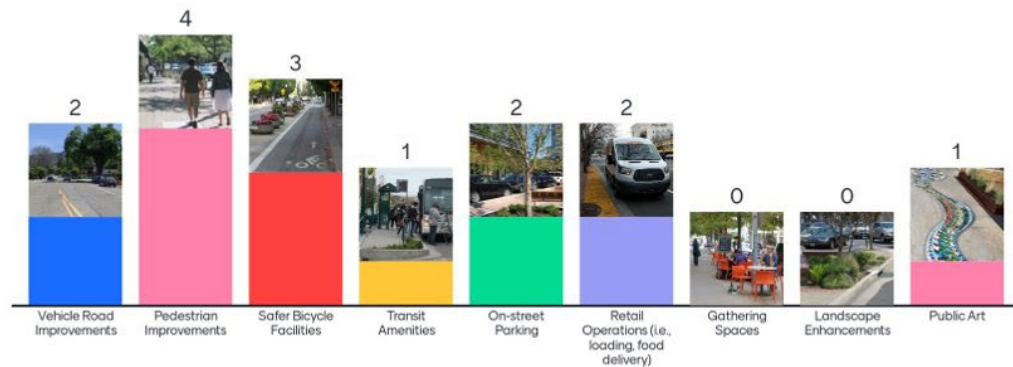


# Opportunities to Gather And to Build Consensus

Starting with targeted stakeholder meetings, visits to places where groups gather, and a community workshop in November, our team will leverage previous outreach activities and this targeted engagement approach to see feedback, build consensus, and facilitate a plan developed with and for the community at large

## SEGMENT B Prioritization

Mentimeter



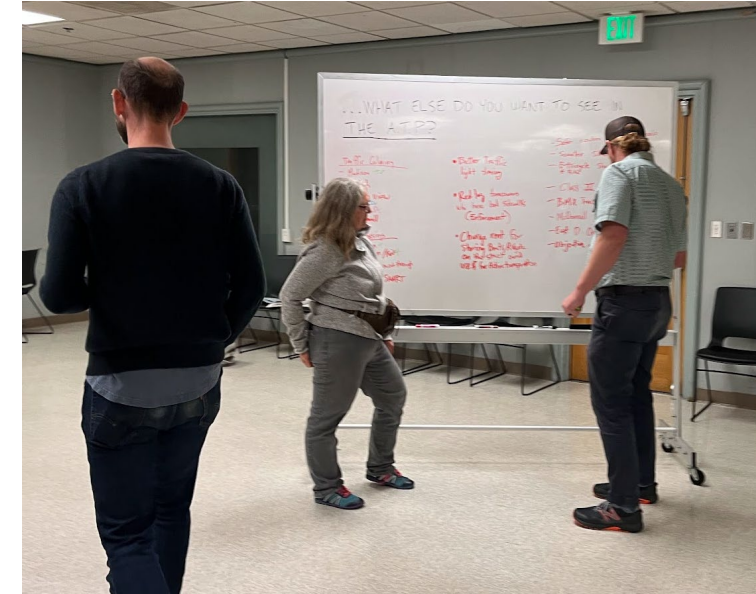
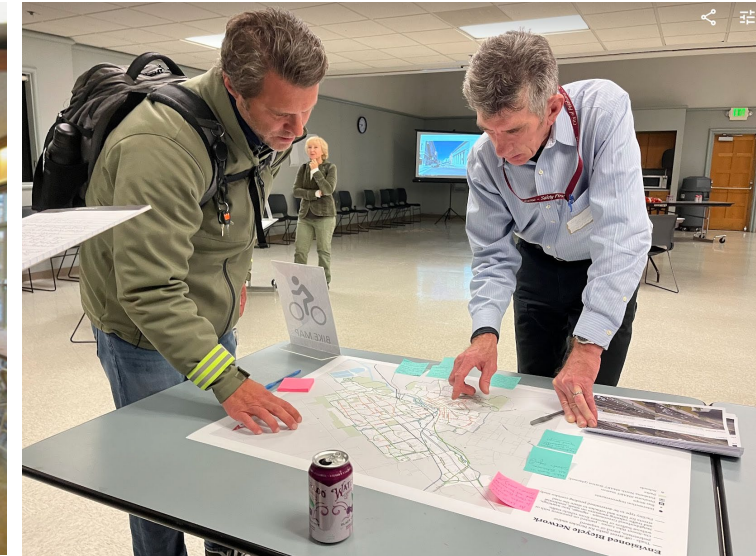


## Participation Plan

# Join Us In Person!

Join us for our first community workshop and open house

- Thursday November 14, 3pm to 7pm
- Sebastopol Center For the Arts
- Coloring Station for the Kids
- Interactive Roadway Safety Exercise
- Light snacks and beverages
- Come for as long or as short as your schedule allows
- Bring your ideas and questions



# Join Us Online!

- Project background
- Survey To Inform Vision & Goals
- Project Documents
- Upcoming Events
- Provide Input
- This presentation!

Help Us Reimagine Sebastopol's  
Downtown Core!



**01** Study Overview

**02** Participation Plan

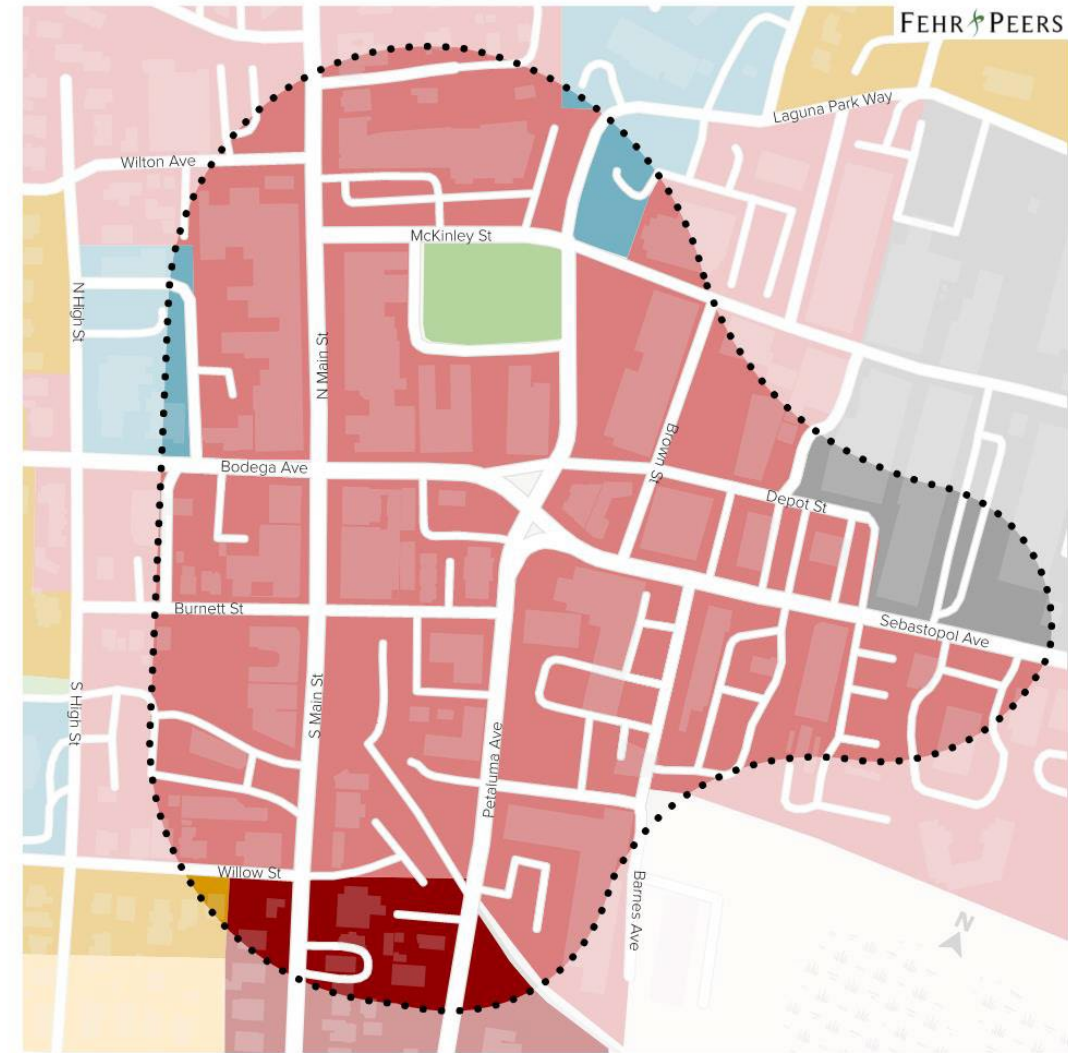
**03** Existing Conditions



## Existing Conditions

# Land Use Context

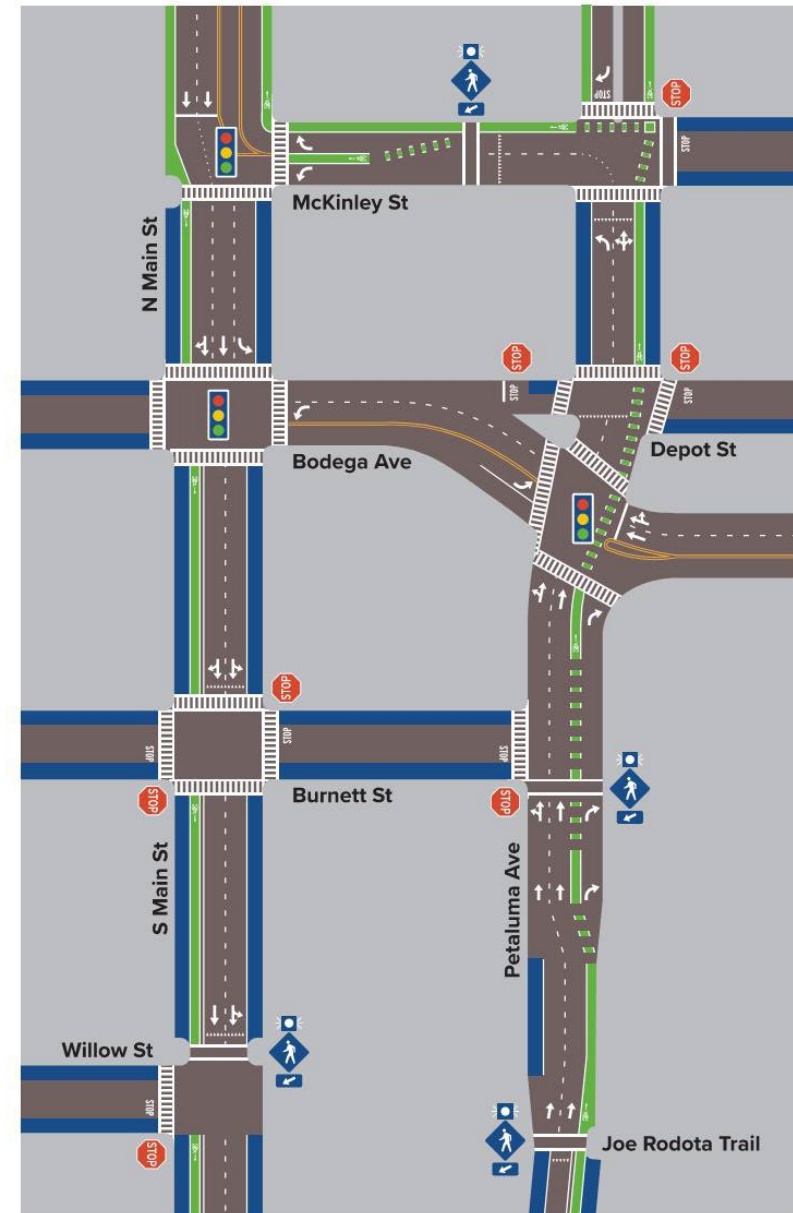
Downtown streets are surrounded by downtown core commercial, with community services and medium density residential within a short walk of the downtown core



- MDR - Medium Density Residential
- HDR - High Density Residential
- CC - Central Core
- CO - Commercial Office
- LI - Light Industrial
- CF - Community Facility
- OS - Open Space
- PA - Park
- ⋯ Approximate Downtown Area of Influence

# Intersection Configuration

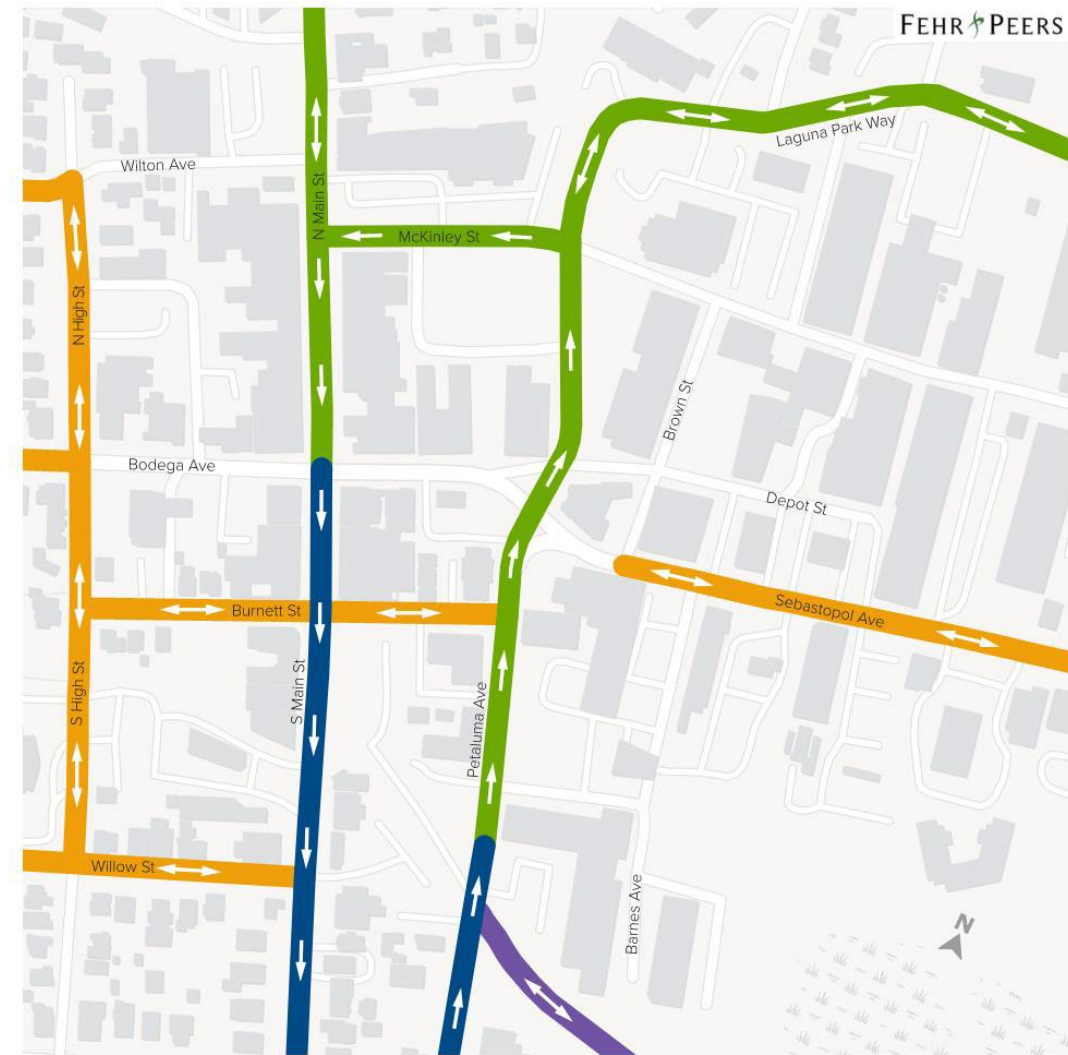
In the downtown core, intersections generally have more lanes to allow for dedicated turn pockets and capacity at and through the signalized intersections along SR12 and SR116.



## Existing Conditions

# Bicycle Access & Circulation

Dedicated bicycle facilities run through the downtown in the form of on-street bike lanes (Class II) with striped buffers separating bike lanes and general travel lanes where space allows for a wider separation. On the side streets and SR12, no dedicated space for bicyclists is provided.



- Class I Shared-Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Cycletrack (none present)
- Two-way Facilities
- One-way Facilities in the Direction Indicated

## Existing Conditions

# Pedestrian Access & Circulation

Sidewalks of various widths are provided along the state routes and nearby streets with the exception of portions of Depot St and Brown St. Marked crosswalks are provided at most intersections, varying from high visibility (“ladder”) crosswalks and the more standard two lined crosswalks (“basic”).



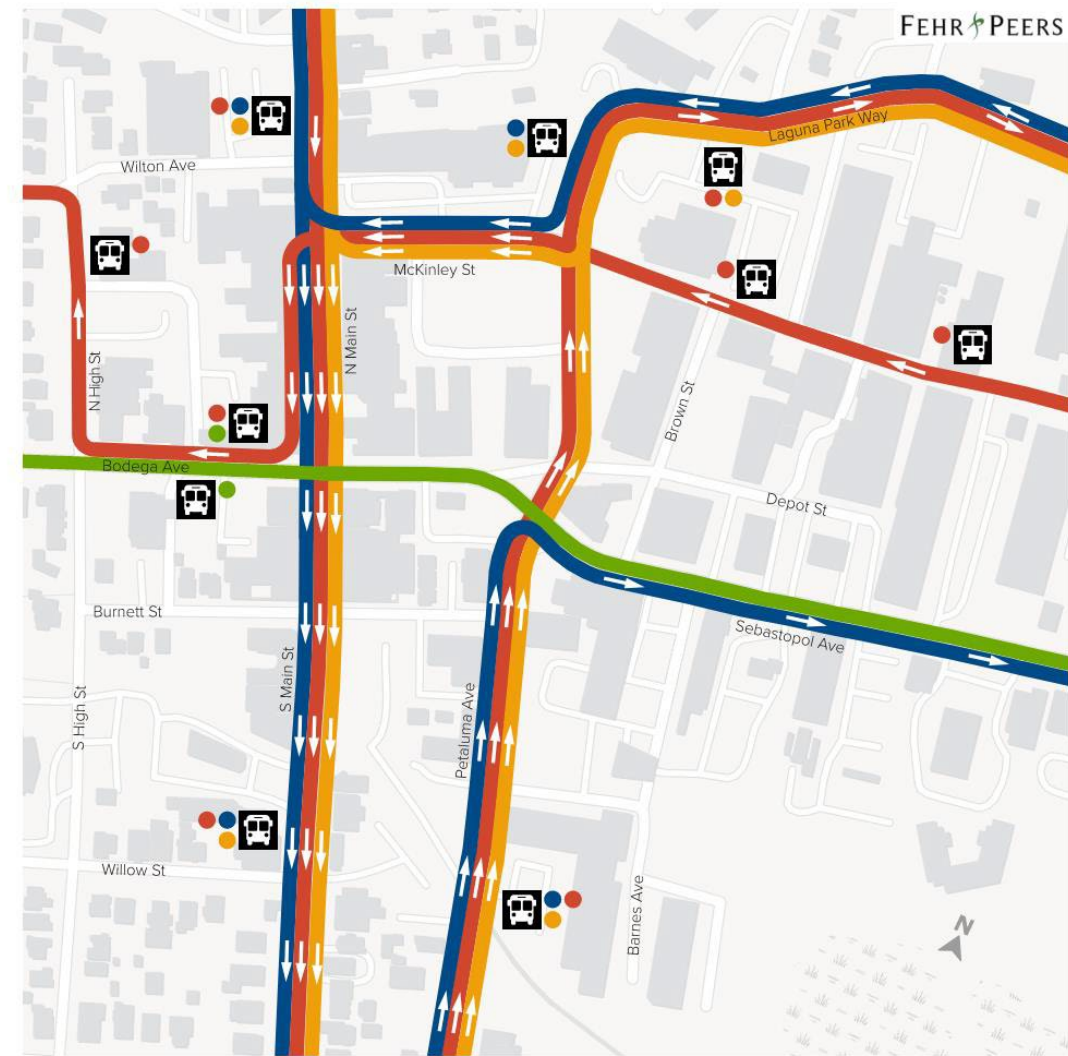
- Sidewalk Exists (6ft or wider)
- Sidewalk Exists (less than 6ft wide)
- No Sidewalk
- High Visibility Crosswalk
- Basic Crosswalk
- Joe Rodota Trail



## Existing Conditions

# Transit Service

There are four transit lines with service through and stops in the vicinity of the study area, operated by Sonoma County Transit (3 routes) and Mendocino Transit (1 route). Service levels for two of the lines run one or two buses during the day while the other two run only one or two buses per day.



### Route

- Sonoma County Transit Route 20
- Sonoma County Transit Route 24
- Sonoma County Transit Route 26
- Mendocino Transit Route 95

### Headway

- 35 - 85 minutes Mon - Fri, 85 - 110 minutes Sat - Sun
- 45 - 60 minutes Mon - Sat
- Two daily round trips Mon - Fri
- One daily round trip Mon - Sun

## Existing Conditions

# Parking

There are numerous off-street parking facilities in the vicinity of downtown, and on-street parking allowed on many streets.



# Collision History

For a variety of reasons, Sebastopol currently ranks as one of the highest incidences of crashes on its roadways when compared to cities of similar size. This is attributable to several factors, one being that the major east-west and north-south arterials through the city are designated highways and carry a large volume of traffic with high rates of speed.



**Citywide OTS Rankings (2021, Group F)**

Category	Victims	Ranking
Total Fatal & Injury	44	2/76
Pedestrians	4	10/76
Bicycle	1	28/76

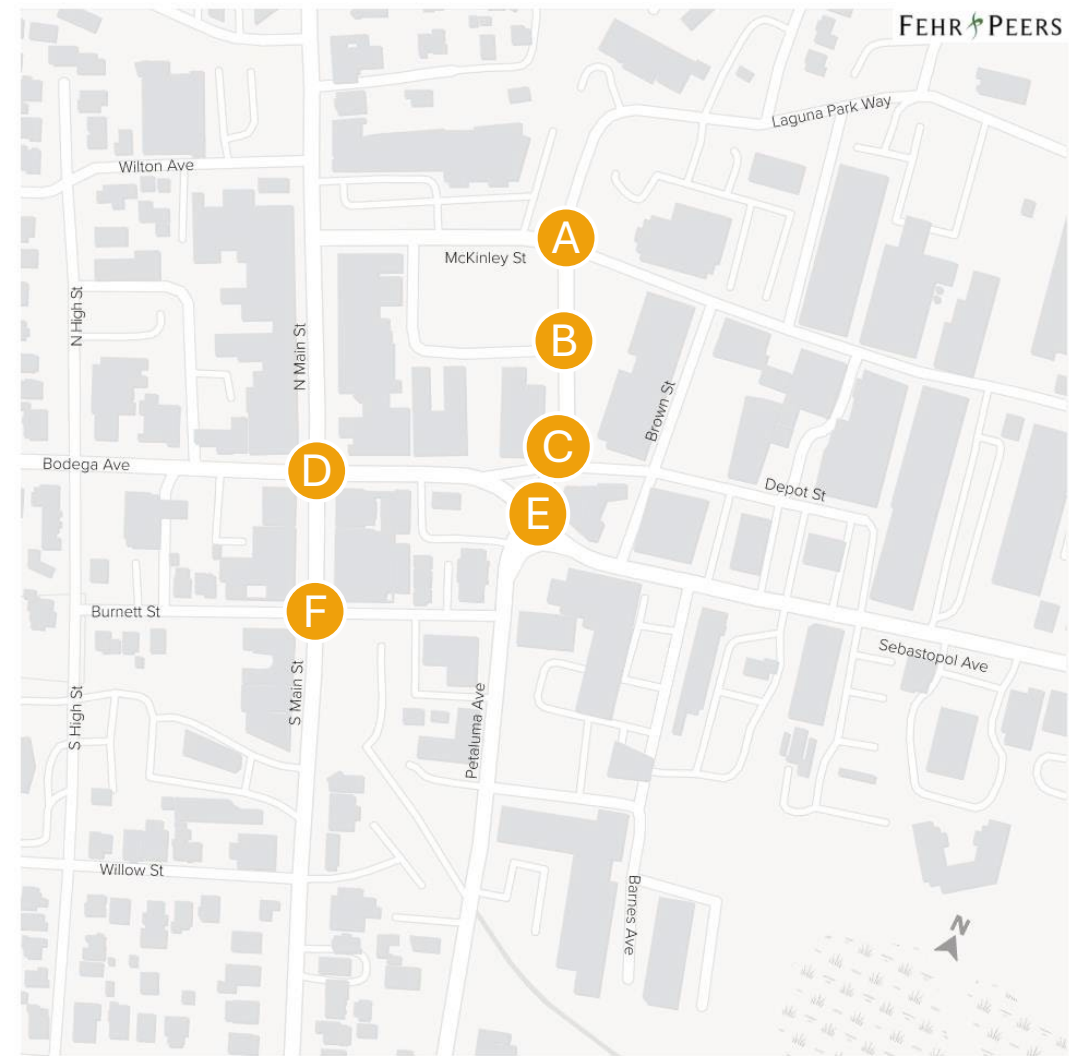
*OTS crash rankings evaluate and rank cities relative to similar size and population.*

- 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)



# Previous Plans & Concepts

- A Petaluma Ave & McKinley St**  
2021 SR116 Safety Study calls for the installation of curb extensions (bulb-outs) on west side only (due to existing bike lanes) and Pedestrian Activated Warning Beacons. 2022 LRSP called for additional intersection safety lighting .
- B Petaluma Ave Mid-Block**  
Sebastopol Hotel Project proposes mid-block crosswalk with Pedestrian Activated Warning Beacons
- C Petaluma Ave & Depot St**  
2021 SR116 Safety Study describes several options including closing crosswalk, integrating into adjacent signal, converting Depot St to one-way eastbound
- D North Main St & Bodega Ave**  
2022 LRSP recommended improving signal by upgrading equipment to be more visible and conspicuous and adjusting phasing and timing to prioritize safety of all users
- E Petaluma Ave & Sebastopol Ave**  
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- F South Main & Burnett St**  
2021 SR116 Safety Study calls for the installation of curb extensions (bulb-outs) and pedestrian activated warning beacons. The 2022 LRSP called for enhanced pedestrian crossing safety features, additional intersection safety lighting, and parking removal for improved sightlines



This study should include these past recommendations as a base set of improvements, refining them to address document safety needs in the downtown core

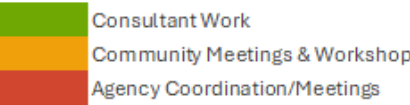
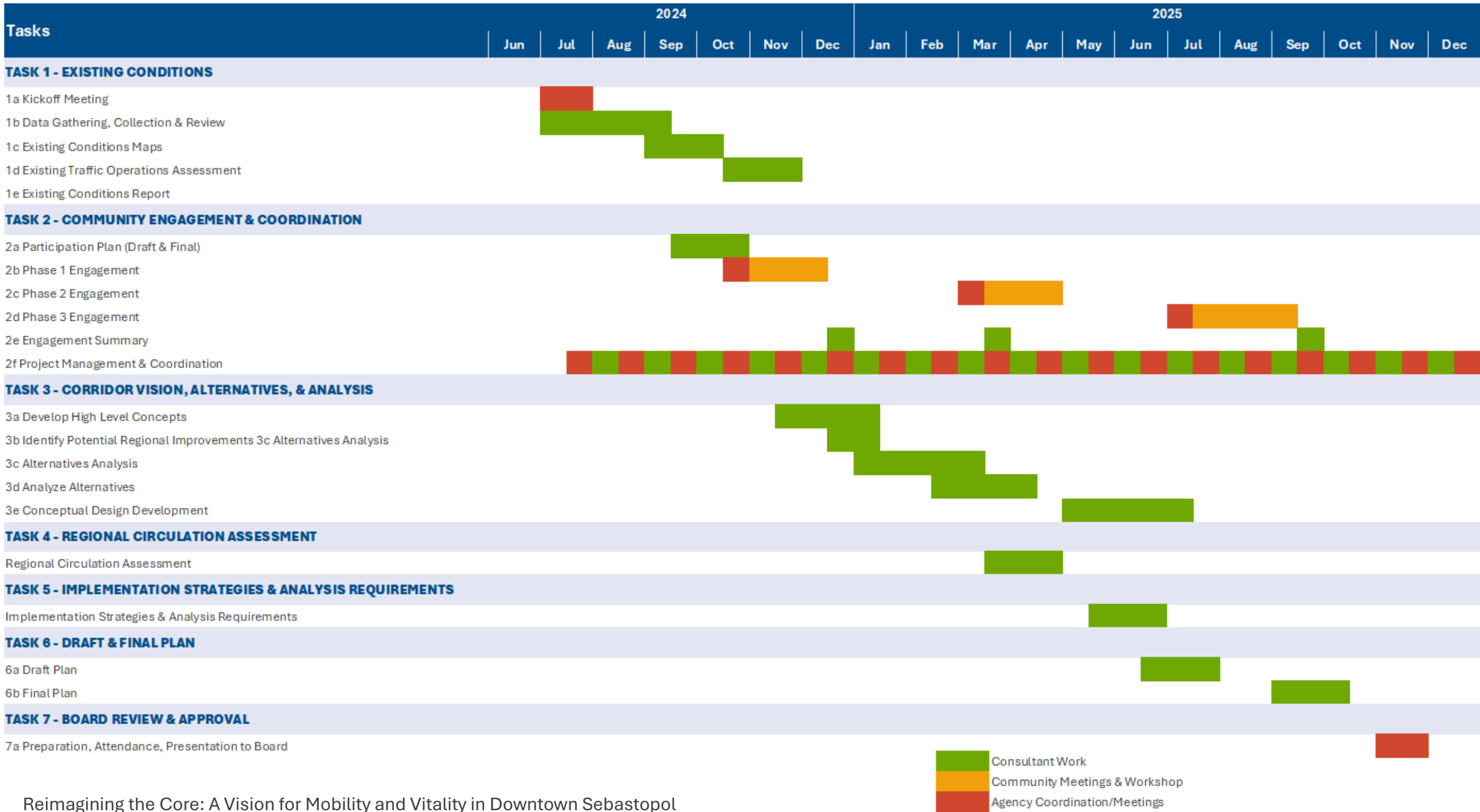


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# What's Coming Next

**Now** Visit the website, fill out survey

**Next Month** Workshop & Open House (Thursday Nov 14)

**Winter 2024** Develop Alternatives based on community input

**Spring 2025** Share Findings with stakeholders & community

**Summer/Fall 2025** Identify preferred alternative and implementation plan



# Thank You

Reimagining the Core:

A Vision for Mobility and Vitality in Downtown Sebastopol