

Agenda Report Reviewed by:  
City Manager: 

CITY OF SEBASTOPOL  
CITY COUNCIL  
STAFF REPORT

**Meeting Date:** October 4, 2016  
**To:** Honorable City Councilmembers  
**From:** Mayor Gurney  
**Subject:** Request for Authorization for the Mayor to Sign a Letter to the County Board of Supervisors Requesting Support of SDAT Recommendations for Regional Signage to Alleviate Traffic Congestion in the City of Sebastopol  
**Recommendation:** That the City Council Authorize the Mayor to Sign the Attached Letter  
**Funding:** Currently Budgeted: \_\_\_\_\_ Yes \_\_\_\_\_ No XX N/A  
Net General Fund Cost:  
Proposed Fund:  
Amount: \$

**INTRODUCTION:** This item is to request that the City Council Authorize the Mayor to Sign a Letter to the County Board of Supervisors Requesting Support of SDAT Recommendations for Regional Signage for By Passing City of Sebastopol

**BACKGROUND:**

In November of 2012, Sebastopol, CA submitted a proposal to the American Institute of Architects (AIA) for a Sustainable Design Assessment Team (SDAT) to assist the community and its citizens in addressing key issues facing the community. The issues included land use, urban design, connectivity, sustainable design, and transportation management. The AIA accepted the proposal and, after a preliminary visit by a small group in February 2013, recruited a multi-disciplinary team of volunteers to serve on the SDAT Team. In May 2013, the SDAT Team members worked closely with local officials, community leaders, technical experts, non-profit organizations and citizens to study the community and its concerns. The team used its expertise to frame a wide range of recommendations, which were presented to the community in a public meeting. The City Council conducted a presentation of the SDAT Report on October 2, 2013, the SDAT Core Team made a presentation to the City Council. This report provided a wide range of recommendations for the City; one of which is the "Some of the traffic challenges in downtown Sebastopol are related to not utilizing the existing regional road network effectively in the area. This is particularly acute in connecting areas in the north, east, and south directions, without routing the brunt of the regional traffic through downtown Sebastopol. With some minor modifications to regional network, the potential is to distribute some of the long distant traffic volumes onto the roads with the traffic volumes."

On June 17, 2014, Mayor Gurney requested an agenda item regarding signage on existing roads and implementation of regional bypass per SDAT Recommendations. A copy of the staff report and Memo from former Engineering Director Sue Kelly is attached for your information.

**DISCUSSION:**

Some of the traffic challenges in downtown Sebastopol are related to not utilizing the existing regional road network effectively in the area. This is particularly acute in connecting areas in the north, east, and south directions, without routing the brunt of the regional traffic through downtown Sebastopol. With some

minor modifications such as directional signage added to the regional network, the potential is to distribute some of the long distant traffic volumes around the downtown of the City of Sebastopol to help alleviate the traffic congestion that the City experiences.

This agenda item is to request that the County support installation of regional signage to help alleviate the issues of traffic congestion in the City by displaying alternate routes for motorists to us by pass the City of Sebastopol if there destination is other than the City. Though these routes can be slightly longer in terms of distance, they may be shorter in terms of travel time due to the higher speed limits and lack of constraints or congestion.

Recommended places for signage could be Occidental Road at Highway 12 and at Highway 116 and Gravenstein Highway South at Llano Road. By making available information to motorists that their route can be routed away from the downtown, this allows the motorist not only to have a rural option, but to possibly avoid traffic congestion in the downtown. The directional wording for "Sebastopol" needs to be changed to "Downtown Sebastopol" to alert drivers that they will be entering a small downtown city center commercial district so they can expect the normally associated congestion.

This would also allow for a more pedestrian and bicyclist safe downtown as drive-through traffic would have an alternate route.

This Council may be interested in establishing a sub-committee to pursue this with the County and Caltrans or recommend formation of a sub-committee to the next Council.

**RECOMMENDATION:**

Staff recommends that the City Council Authorize the Mayor to Sign a Letter to the County Board of Supervisors Requesting Support of SDAT Recommendations for Regional Signage for By Passing City of Sebastopol. The letter also needs to advocate for commitment to signage, by the County and City of Santa Rosa, as necessary, and requests to Caltrans to agree to updated signage.

**Attachment:**

Letter to County

**City Council**

Mayor Sarah Glade Gurney  
Vice Mayor Una Glass  
John Eder  
Robert Jacob  
Patrick Slayter

**City Manager**

Larry McLaughlin  
lmclaughlin@cityofsebastopol.org  
**City Clerk**  
Mary Gourley  
mgourley@cityofsebastopol.org

**City of Sebastopol**

October 5, 2016

Mr. Efren Carrillo, 5th District Supervisor  
County of Sonoma  
575 Administration Drive, Room 100A  
Santa Rosa, California 95403

Subject: Sebastopol Traffic Congestion and Request for Signage

Dear Honorable Supervisor Carrillo:

Sebastopol is unique among the region's smaller cities because it sits well west of the Highway 101 corridor and at the intersection of two other, very busy State routes, the north-south SR 116, and the east-west SR 12 and its Bodega Avenue extension westward.

In addition to local traffic, these two highways host a large volume of County commuter and other through traffic generated in the West County. SR 116 serves as a gateway from the Bay Area to the renowned Sonoma County Coast and to the Russian River Area. To the west, SR 12 also provides access to the Sonoma County Coast, with its numerous parks and beaches. Eastwards, SR 12 is our most direct way from our West County to Santa Rosa, the US 101 corridor, and points beyond.

Beginning in 2012, Sebastopol began working with the American Institute of Architects (AIA) for a Sustainable Design Assessment Team (SDAT) to assist our community and citizens in addressing key issues facing our City, including land use, urban design, connectivity, sustainable design, and transportation management. Work on the transportation subject focused on the impact that the two State highways have on our community. These are the two State highways that serve much of the West County.

The SDAT Report, dated ----- and attached, states that our City's downtown is not as vibrant as it could be because our downtown streets feel more like and are designed as congested, high-speed highways, rather than the slow-moving access streets to our City Center that they could be. Our Council believes that all of our roads should first and foremost be City Streets rather than State Highways and we request your commitment to our core downtown district and routes therein.

The SDAT Report discusses possible improvements, including measures to divert some of the through traffic, not interested in stopping in our downtown, to existing alternate regional routes. However, the likelihood was mentioned that many through drivers do not avail themselves of the existing alternate routes because they may be

unaware of the same, and suggested that signs that clearly show any route alternatives would have a positive impact on congestion in downtown Sebastopol. Our City is interested in distinguishing between "Downtown Sebastopol," at the intersection of Highways 12 and 116, including our surrounding local destinations, and "Rural Sebastopol," our greater and wider service area. We also welcome "local" West County traffic: those folks who are delivering their children to our local public schools and our Charter School or who want to stop in town, recreate here, or/and do business in our community.

We would like drivers entering our town to be aware, ahead of time, that they are entering a small town's commercial core and can expect the attendant congestion. This distinction and signage could induce both locals and visitors to slow down, consider stopping and experiencing Sebastopol, [www.experiences Sebastopol.com](http://www.experiences Sebastopol.com).....or go around our downtown and put the County-bound traffic in the County.

Our City Council realizes that any such effort would need further conversation, particularly to identify workable alternate routes, as to which we have suggestions, and the effect a small increase in traffic volume might have on any re-routings because of new signage. We believe that this is a conversation well worth having and respectfully request your assistance in moving this idea forward with the appropriate staff: County, City of Santa Rosa, and Caltrans.

We hope that this request will generate a more positive, interactive, and problem-solving relationship between our City and our County.

We would appreciate the opportunity to discuss our ideas further. As we invite you to discuss this issue, we also encourage the improved City-County relationship post-election.

Very truly yours,

Sarah Glade Gurney  
Mayor of Sebastopol

cc: Noreen Evans  
Lynda Hopkins  
John Sawyer, Mayor of Santa Rosa

Engineering Department  
714 Johnson Street  
Sebastopol, CA 95472  
Phone (707) 823-2151  
Fax (707) 823-4721  
Website: [www.ci.sebastopol.ca.us](http://www.ci.sebastopol.ca.us)  
E-mail: [skelly@cityofsebastopol.org](mailto:skelly@cityofsebastopol.org)  
Susan Kelly, Engineering Director  
Assistant to the City Manager



## MEMORANDUM

TO: Larry McLaughlin, City Manager  
FROM: Sue Kelly, Engineering Director *SK*  
DATE: June 24, 2014  
SUBJECT: Follow up on Council Direction, June 17 meeting, Item #11 re Signage on existing roads to implement regional bypass per SDAT recommendation

Here is an initial response to the discussion and direction to staff at last week's meeting regarding this item. I am sorry I was not able to be present for the discussion in person. However I have now reviewed the Staff report, the Council video, the SDAT final report and my notes from their presentation to City Council last January 13, 2014, in order to get some clarity on what is being proposed. I see that SDAT has identified roads outside of town which could function as regional reliever routes to traffic currently passing through town, but I do not find any specific references to this being accomplished merely by signage.

My general understanding is that it is desired to approach other agencies to erect signage at certain intersections outside of Sebastopol that will direct drivers traveling to destinations outside of Sebastopol to use alternate routes that do not run through our downtown. I believe the theory is that a significant number of these drivers would take other routes to avoid our downtown, with sufficient warning. Staff is asked to draft a letter for the Mayor's signature to be sent to relevant contacts at the other agencies.

A list of the relevant contacts is included at the end of this memo.

However, I am in need of some guidance as to what the letter should say. A number of questions and concerns are listed below, in no particular order:

- What are the specific locations at which we desire signage? How many signs would be required?
- What type of signs would these be? It might be difficult to ask agencies to install custom signs that do not conform with their standards. For example, most cities and the State follow the Manual of Uniform Traffic Control Devices as a default standard. The MUTCD defines the design of signs for a given purpose.
- How do we envision the signage installation occurring? Are we requesting the other agencies to purchase and install the signs?
- How would we address the probable questions that will arise concerning impacts of the additional traffic to the roads in question, and to the property owners along those roads, assuming this initiative is successful?
- Are we assuming that folks who drive through Sebastopol don't know about alternate ways around? I am certain that drivers who live near Sebastopol do know about these routes and use them, or choose not to because they have business in Sebastopol, or because the highways are the most direct route to their destination, in spite of occasional congestion. On the other hand, drivers from out of the area are relying on published maps, or on GPS or the internet to determine the best route to follow. For the former group, signage would be unnecessary; for the latter group, it might be confusing and problematic if it contradicted other information available to the public at large.
- Finally, I'm concerned that the next time transportation dollars are on the table, the County and City of SR will not be so well disposed to take a lesser cut of the funding than their size and population dictates, in favor of projects in Sebastopol. In the past, they have done this, partly to ensure

“geographic equity” and partly on the theory that we actually do accommodate traffic volumes through Sebastopol that are far greater than what our residents generate. If we have asked them to divert Sebastopol-bound drivers onto their own streets and roads, the discussion could be very different in the future.

I would welcome a chance to discuss all this further.

Here is the list of individuals I would suggest be contacted if the letter is sent.

**Caltrans (SR 12, SR 116)**

Caltrans District 4  
Box 23660  
Oakland, CA 94623-0660

- Bijan Sartipi, District Director
- Sean Nozzari, Deputy District Director, Traffic Operations
- Lee Taubenek, Deputy District Director, Transportation Planning/Local Assistance
- Robert Bregoff, Associate Transportation Planner, Office of System & Regional Planning/  
Transportation Planning and Local Assistance

**County of Sonoma (Occidental Road, Llano Road, Ragle Road, Bodega Avenue)**

Efren Carrillo, 5th District Supervisor  
County of Sonoma  
575 Administration Drive, Room 100A  
Santa Rosa, CA 95403

Susan Klassen, Director  
County of Sonoma  
Department of Transportation and Public Works  
La Plaza B  
2300 County Center Drive  
Suite B 100  
Santa Rosa, CA 95403

**City of Santa Rosa (Fulton Road)**

Rick Moshier, Director  
City of Santa Rosa  
Public Works Department  
69 Stony Circle  
Santa Rosa, CA 95401

## CITY COUNCIL MEETING OF June 17, 2014 - MINUTES

Councilmember Eder discussed if the City will run into a similar situation such as Laguna Vista and questioned if there are timing issues irrespective of funding.

Director Webster stated he did not think so.

Councilmember Eder questioned if this is a multi year study.

Director Webster stated probably not as this is not an endangered species study.

Councilmember Gurney suggested waiting until August to issue RFPs.

Mayor Pro Tem Slayter discussed the bullet points in the report as follows:

- Stated it seems that we may be asking for work that needs to go through public process
- Stated he needs to trust that what needs to happen first, happens, and hopefully we will end up with a study that is useful well into the future for this important resource

Councilmember Gurney moved and Councilmember Eder seconded the motion to approve and authorize issuance of the RFP to be released no earlier than August 1, 2014.

### Discussion:

Councilmember Eder questioned if the Council wanted to include a not to exceed price of \$90,000.

Councilmember Gurney stated staff has indicated not to include the funding amount.

City Manager-Attorney McLaughlin stated this is a request for proposals and the City is not hiring a consultant but will be receiving quotes.

### VOTE:

Ayes: Councilmembers Eder, Gurney, and Mayor Pro Tem Slayter

Noes: None

Absent: Mayor Jacob

Abstain: None

City Council Action: Approved and Authorized issuance of the RFP to be released no earlier than August 1, 2014.

Minute Order Number: 2014-100

11. Request for Council Consideration and Approval to Direct Staff to Request from Appropriate Government Agencies, signage to be located on existing roads to implement a regional bypass, as recommended in the SDAT Report (Councilmember Gurney)

Councilmember Gurney presented the agenda item requesting the City Council consider and direct staff to Request from Appropriate Government Agencies, signage to be located on existing roads to implement a regional bypass, as recommended in the SDAT Report.

## CITY COUNCIL MEETING OF June 17, 2014

Councilmember Gurney commented as follows:

- Stated traffic is a year round subject
- Discussed summer traffic, school traffic, etc.
- Discussed signage in a way that alerts drivers that they are coming to our downtown and that the downtown is a business district, shopping downtown, people crossing streets, etc.
- Discussed Sebastopol as a big region
- Discussed City of Cotati's signage on the Caltrans signs
- Discussed signage for people in ways that if they do not intend to go downtown and go elsewhere, that the City can make use of the SDAT Report and regional roads that could function to take them elsewhere
- Stated it is important to consider this in low hanging fruit mentality and not think grandly
- Discussed writing a letter to see if the City could get signing for regional roads
- Suggested sending this to the Planning Commission to review
- Suggested moving forward with SDAT recommendations rather than leave on shelf

Councilmember Eder commented as follows:

- Questioned if this concept has been discussed for a number of years
- Questioned if there is a sense of history behind this
- Questions if this has been thought of and pursued previously

Director Webster stated that the idea has been out there. He stated he is not certain if anything has happened recently. He stated the SDAT report has some ideas that are newer and the City would need to discuss with other entities.

Mayor Pro Tem Slayter opened for public comment.

Charles Marr, CORE Project, commented as follows:

- Suggested that this be done with a larger vision in mind
- Stated another green Caltrans sign will not make a difference
- Discussed a gateway sign at the bridge
- Discussed a sign on 116 from the south so there are a couple different gateways
- Discussed transition zones
- Discussed roundabouts
- Discussed telling people of entering new zone
- Discussed street trees and sidewalks

Una Glass commented as follows:

- Discussed the Downtown Plan
- Stated they talked about signage for trucks to get trucks out of downtown
- Discussed working with Caltrans and County of Sonoma
- Stated it is very loud with trucks driving downtown

Colin Doyle commented as follows:

- Discussed his email he submitted to the Council
- Questioned if tis intent is limited to signage

## CITY COUNCIL MEETING OF June 17, 2014 - MINUTES

- Questioned physical improvements
- Discussed the staff report attachment number 3
- Stated the round about is intriguing
- Discussed SDAT page number 74
- Discussed the intersection of abandonment of Llano Road and stated if it is still owned by the County to have signage for traffic to merge to Llano Road
- Stated traffic is the County traffic
- Directed a question to the SCTA Rep - Councilmember Gurney - and questioned if she will take the results of tonight's discussion to the SCTA and are they empowered to use funding to help with these signs

Linda Berg commented as follows:

- Suggested a Wi Fi Free'ish area sign
- Stated the bypass is in the General Plan

Mayor Pro Tem Slayter commented as follows:

- Discussed low hanging fruit and stated the signs seem to be that
- Stated the infrastructure is a much longer conversation
- Stated he is interested in pursuing both but they are somewhat separate lines of inquiry

Councilmember Eder commented as follows:

- Stated he believes this has been discussed with Supervisor Carrillo
- Discussed the damage caused by cars and who pays
- Discussed the diagonal lines shown on the photo for Llano Road and stated it is interesting
- Stated any improvements to Llano Road lead to nowhere
- Discussed procedures for the bridge replacement and the length of time it took
- Discussed passing lanes or left turn lane or shoulder right turn lane to go north for traffic
- Stated he advocated putting a sign on Highway 12 directing people northbound
- Stated there is a problem with Llano Road
- Stated Russian River traffic could be redirected
- Stated these are nickel and dime projects compared to the cost of infrastructure
- Stated we may run into a wall of opposition
- Discussed Ragle Road and Bodega and stated these are not solutions
- Stated we should go forward but have minimal expectations and do on the cheap with signs

Councilmember Gurney stated if we don't ask for it we won't get it. She stated signs are simple. She stated we need to ask and that if we have this interest in our pipeline it can be more effective in the SCTA. She stated she does not know the answer for tonight to fine tune the exact spot.

City Manager-Attorney McLaughlin suggested identifying staff to work up with appropriate government agencies to direct inquiry based on Council discussion tonight.

Mayor Pro Tem Slayter stated he concurred. He questioned if want to identify those agencies and then prepare letter or have staff work on letter.

## CITY COUNCIL MEETING OF June 17, 2014

Councilmember Gurney suggested directing staff to identify agencies and know process in out line.

City Manager-Attorney McLaughlin stated that staff can return the agenda item with the process and proposed letter.

Councilmember Gurney stated Engineering Director Kelly was present at the SDAT in May and knows the information presented that night.

**City Council Action:** Directed staff to return to a future agenda item with the process and proposed letter regarding signage on regional roads.

**Minute Order Number:** 2014-101

Mayor Pro Tem Slayter adjourned the City Council Meeting and Convened the Successor Agency Meeting.

**CONVENE MEETING OF THE SUCCESSOR AGENCY FOR THE FORMER SEBASTOPOL COMMUNITY DEVELOPMENT AGENCY** - The City Council Acts as the Successor Agency for the following agenda item(s):

**CALL TO ORDER:** Mayor Pro Tem Slayter called the meeting to order.

### **ROLL CALL**

**Present:** Mayor Pro Tem Slayter  
Councilmember Eder  
Councilmember Gurney  
**Absent:** Mayor Jacob  
**Staff:** City Manager-City Attorney Larry McLaughlin  
City Clerk Mary Gourley  
Planning Director Kenyon Webster  
Police Chief Jeff Weaver

*Agenda Items shown under this heading are items that the City Council of the City of Sebastopol will be considering solely in the capacity as the Successor Agency for the former Sebastopol Community Development Agency*

### **CONSENT CALENDAR ITEM(S):**

12. Approval of Transfer of parcels to the City of Sebastopol Successor Agency from the Former Sebastopol Community Development Agency pursuant to an approved Long Range Property Management Plan (Administrative Services Director)

Councilmember Eder moved and Councilmember Gurney seconded the motion to Approve Transfer of parcels to the City of Sebastopol Successor Agency from the Former Sebastopol Community Development Agency pursuant to an approved Long Range Property Management Plan.

**VOTE:**

**Ayes:** Councilmembers Eder, Gurney, and Mayor Pro Tem Slayter  
**Noes:** None  
**Absent:** Mayor Jacob  
**Abstain:** None



AGENDA ITEM NUMBER: # 11

# City of Sebastopol Council Agenda Report

Agenda Report Reviewed by:  
City Manager *[Signature]*

**Mayor**  
Robert Jacob

**Meeting Date:** June 17, 2014

**Vice Mayor**  
Patrick Slayter

**To:** Honorable Mayor and City Councilmembers

**City Councilmembers**  
John Eder  
Sarah Glade Gurney

**From:** Councilmember Sarah Gurney

**City Manager/City Attorney**  
Larry McLaughlin

**Subject:** Request for Council Consideration and Approval to Direct Staff to Request from Appropriate Government Agencies, signage to be located on existing roads to implement a regional bypass, as recommended in the SDAT Report

**City Clerk**  
Mary Gourley

**Recommendation:** That the City Council direct staff to prepare letter for the Mayor's signature

**Funding** Currently Budgeted: \_\_\_ Yes \_\_\_ No XXX N/A  
Net General Fund Cost:  
If Cost to Other Fund(s),  
Fund:  
Amount:

**Introduction:**

This item is to a request for Council consideration and approval to direct staff to request from appropriate Government Agencies, signage to be located on existing roads to implement a regional bypass, as recommended in the SDAT Report and authorize the Mayor to sign the proposed letter.

**Background:**

The SDAT Report acknowledged that it is unlikely that a new [north-south and east-west] bypass could ever be built and suggested that existing regional roads could serve as a bypass if each were properly signed. The goal of the signage is to inform through-drivers about alternative routes to Highways 12 and 116, so as to avoid downtown; while, at the same time, directing drivers who want to go downtown, to the downtown. The intended effect is to move some traffic to take other, faster routes to other destinations, such as Santa Rosa, while, at the same time, moving Sebastopol-bound traffic into downtown with the expectation of slower travel because drivers will be entering a downtown district.

**Discussion:**

This agenda item is submitted so the Council can discuss the possibilities for signage on regional roads, and can take action, including but not limited to authorizing the Mayor to send a letter to the appropriate governmental body and/or agency requesting signage. The following locations have been proposed:

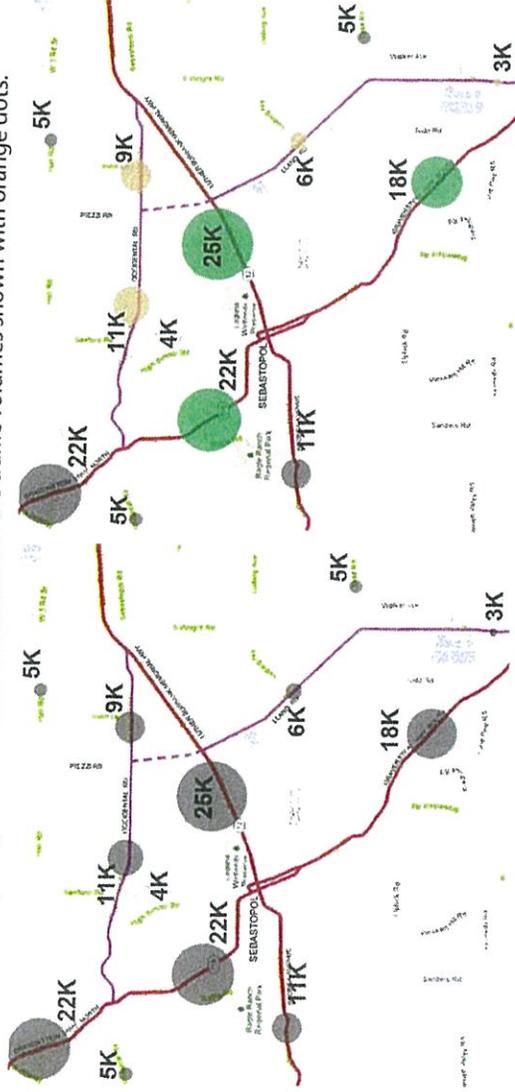
Occidental Road and Hwy 116  
Llano Road and Hwy 12  
Llano Road and Hwy 116  
Hwy 12 and Fulton Road  
Fulton Road and Occidental Road  
Ragle Road and Bodega Avenue  
Other roads to be suggested at the meeting

The signs would refer to destinations as appropriate: Santa Rosa, Forestville, Occidental, etc.

The signs would direct folks approaching town to “Downtown Sebastopol.” Including the word “downtown” on each sign would inform drivers that they were entering a more congested area, and thus could expect more traffic and a lower speed limit. Including “downtown” on the sign also helps attach a sense of place or destination to the downtown.

Recommendation: That the City Council direct staff to prepare letter for the Mayor’s signature.

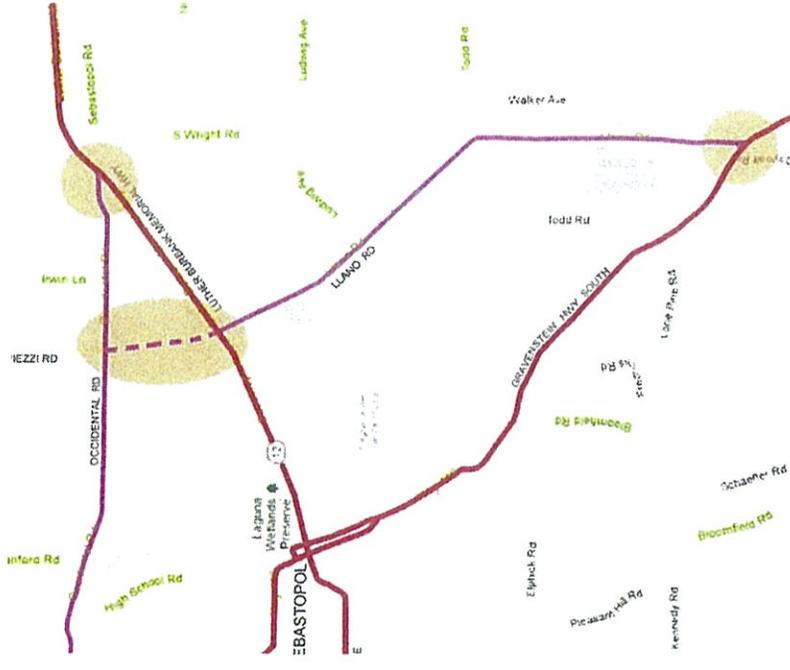
Some of the traffic challenges in downtown Sebastopol are related to not utilizing the existing regional road network effectively in the area. This is particularly acute in connecting areas in the north, east, and south directions, without routing the brunt of the regional traffic through downtown Sebastopol. With some minor modifications to regional network, the potential is to distribute some of the long distant traffic volumes shown by the green dots onto the roads with the traffic volumes shown with orange dots.



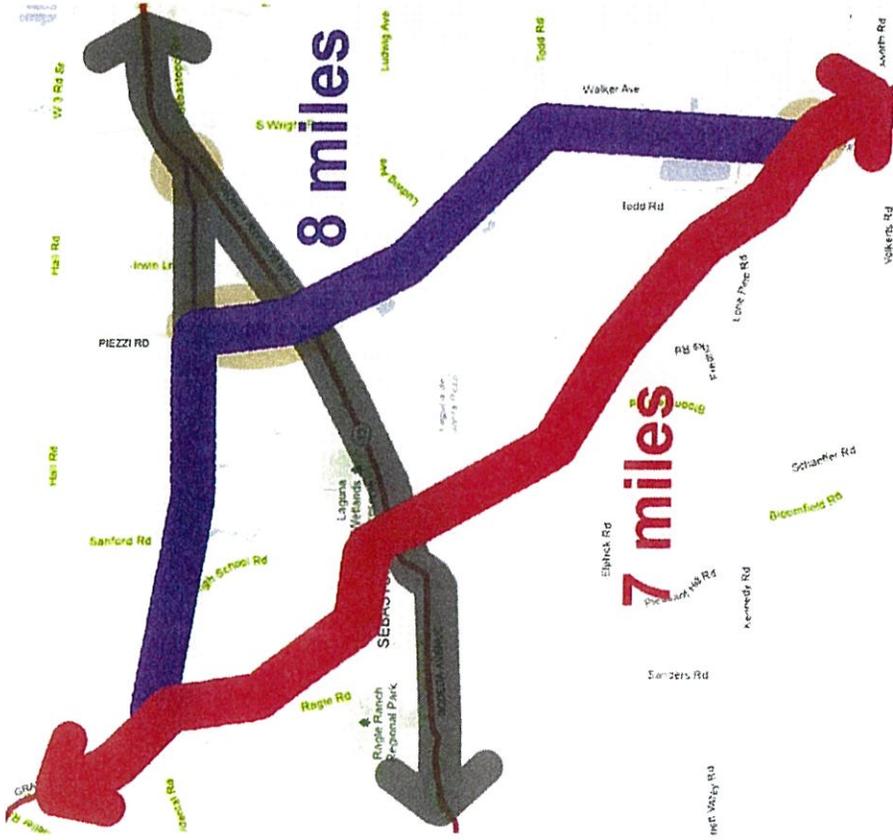
The orange highlighted areas in the opposite image show the locations of the minor modifications to the regional road network.

Though there are potential numerous routing options on the regional road network, two will be discussed in detail which will be more effective after the minor modifications are made.

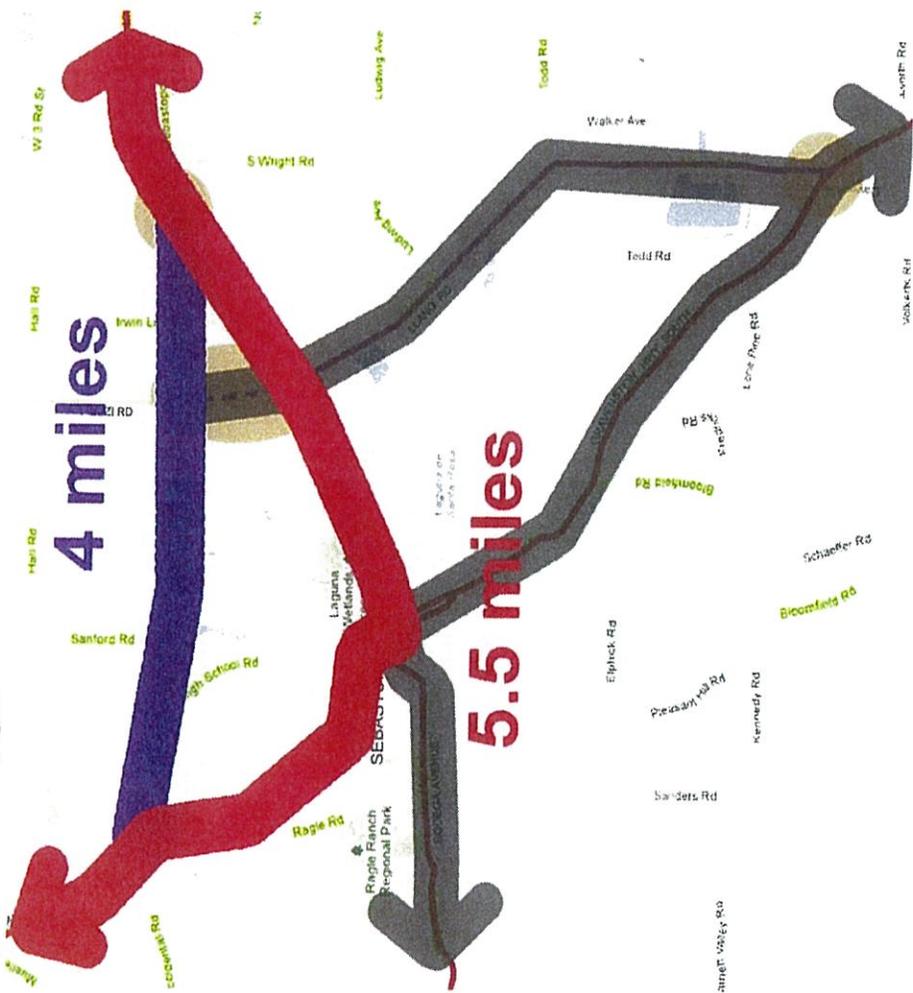
The first routing option is the north-to-south routing option. It involves two modifications: i) the extension of Llano Road to Piess Road; and ii) replacing the T-intersection with a roundabout at the intersection for Gravenstein Road (Highway 116) with Llano Road. The roundabout will better distribute north-south



regional traffic between the two routing options (i.e. the route through downtown Sebastopol and the rural route). Though the rural route is slightly longer in terms of distance it will be shorter in terms of travel time due to the higher speed limits and lack of constraints.

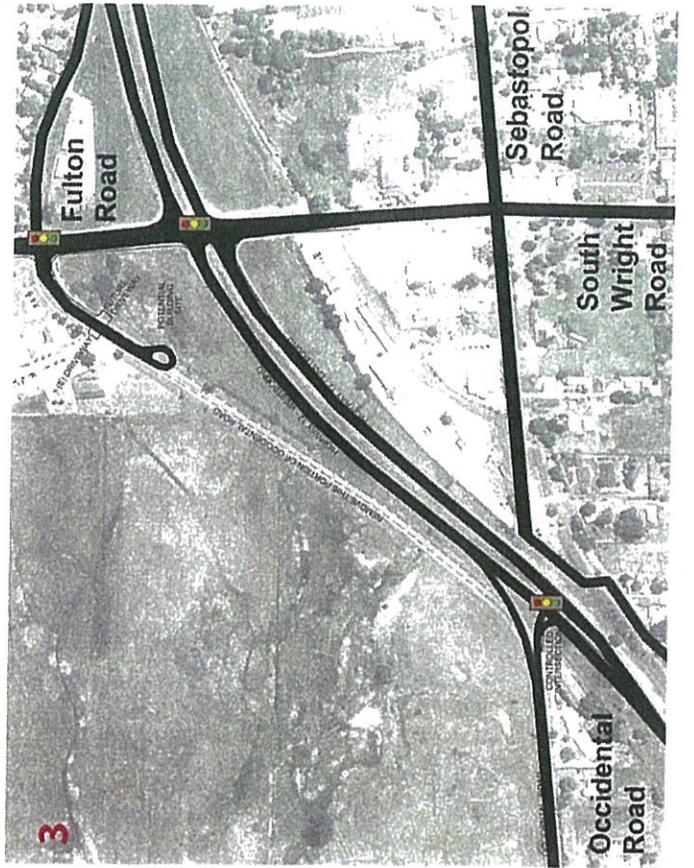
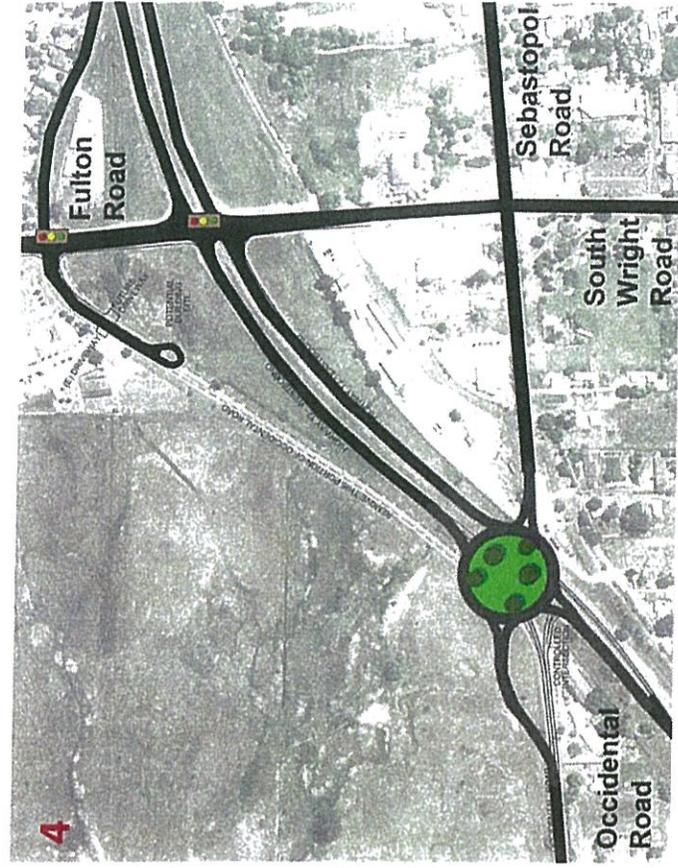


The second routing option is the north-to-east option. It involves modifying the connection between Occidental Road and Highway 12. Currently, the connection is circuitous and, thus, the regional traffic is routed through the downtown. By simplifying the connection, motorists have a rural option as well. In this case, the rural option is shorter and has higher posted speeds. The connection can be made with a signalized intersection or a roundabout, with the latter being better suited to distributing the traffic volumes. Furthermore, the roundabout makes a better transition between the divided highway environment and the rural road environment (see diagrams on the next page).



Transitioning between different environments is currently not practiced in and around Sebastopol. Transitions can be very effective in providing identity, establishing “territory”, and informing motorists of their environment and expected behaviors/speeds. Entrance features can be used alone or in conjunction with transitions. Entrance features should be considered for every portal into the city, as was mentioned earlier. However, entrance features can also be placed on the edges of neighborhoods, the downtown, and other districts. Transitions should also be used, especially when changing from rural to urban environments. They can happen quickly at a roundabout; that is the cross-section and motorists’ expectations, on the approach to roundabout, are different than those on leaving the roundabout. Transitions can also be achieved over a length. The cross-section literally evolves along the transition from a rural section to an urban one. The rural road becomes a city street. Drivers have time (about 5 to 10 seconds) to adapt to the change in context over the transition’s length and slow down naturally.

The square is a key open space in the downtown. It has several nice qualities but is floating on its own with little relation to its surroundings. It lacks enclosure, natural surveillance, and flexibility. Consequently, with a few changes it can contribute more.



## CITY COUNCIL MEETING OF June 17, 2014 - MINUTES

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Councilmember Eder questioned if this is a multi year study.

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### VOTE:

Ayes: Councilmembers Eder, Gurney, and Mayor Pro Tem Slayter

Noes: None

Absent: Mayor Jacob

Abstain: None

City Council Action: Approved and Authorized issuance of the RFP to be released no earlier than August 1, 2014.

Minute Order Number: 2014-100

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- Questioned if there is a sense of history behind this
- Questions if this has been thought of and pursued previously

Director Webster stated that the idea has been out there. He stated he is not certain if anything has happened recently. He stated the SDAT report has some ideas that are newer and the City would need to discuss with other entities.

Mayor Pro Tem Slayter opened for public comment.

Charles Marr, CORE Project, commented as follows:

- Suggested that this be done with a larger vision in mind
- Stated another green Caltrans sign will not make a difference
- Discussed a gateway sign at the bridge
- Discussed a sign on 116 from the south so there are a couple different gateways
- Discussed transition zones
- Discussed roundabouts
- Discussed telling people of entering new zone
- Discussed street trees and sidewalks

Una Glass commented as follows:

- Discussed the Downtown Plan
- Stated they talked about signage for trucks to get trucks out of downtown
- Discussed working with Caltrans and County of Sonoma
- Stated it is very loud with trucks driving downtown

Colin Doyle commented as follows:

- Discussed his email he submitted to the Council
- Questioned if tis intent is limited to signage

## CITY COUNCIL MEETING OF June 17, 2014 - MINUTES

- Questioned physical improvements
- Discussed the staff report attachment number 3
- Stated the round about is intriguing
- Discussed SDAT page number 74
- Discussed the intersection of abandonment of Llano Road and stated if it is still owned by the County to have signage for traffic to merge to Llano Road
- Stated traffic is the County traffic
- Directed a question to the SCTA Rep - Councilmember Gurney - and questioned if she will take the results of tonight's discussion to the SCTA and are they empowered to use funding to help with these signs

Linda Berg commented as follows:

- Suggested a Wi Fi Free'ish area sign
- Stated the bypass is in the General Plan

Mayor Pro Tem Slayter commented as follows:

- Discussed low hanging fruit and stated the signs seem to be that
- Stated the infrastructure is a much longer conversation
- Stated he is interested in pursuing both but they are somewhat separate lines of inquiry

Councilmember Eder commented as follows:

- Stated he believes this has been discussed with Supervisor Carrillo
- Discussed the damage caused by cars and who pays
- Discussed the diagonal lines shown on the photo for Llano Road and stated it is interesting
- Stated any improvements to Llano Road lead to nowhere
- Discussed procedures for the bridge replacement and the length of time it took
- Discussed passing lanes or left turn lane or shoulder right turn lane to go north for traffic
- Stated he advocated putting a sign on Highway 12 directing people northbound
- Stated there is a problem with Llano Road
- Stated Russian River traffic could be redirected
- Stated these are nickel and dime projects compared to the cost of infrastructure
- Stated we may run into a wall of opposition
- Discussed Ragle Road and Bodega and stated these are not solutions
- Stated we should go forward but have minimal expectations and do on the cheap with signs

Councilmember Gurney stated if we don't ask for it we won't get it. She stated signs are simple. She stated we need to ask and that if we have this interest in our pipeline it can be more effective in the SCTA. She stated she does not know the answer for tonight to fine tune the exact spot.

City Manager-Attorney McLaughlin suggested identifying staff to work up with appropriate government agencies to direct inquiry based on Council discussion tonight.

Mayor Pro Tem Slayter stated he concurred. He questioned if want to identify those agencies and then prepare letter or have staff work on letter.

## CITY COUNCIL MEETING OF June 17, 2014

Councilmember Gurney suggested directing staff to identify agencies and know process in out line.

City Manager-Attorney McLaughlin stated that staff can return the agenda item with the process and proposed letter.

Councilmember Gurney stated Engineering Director Kelly was present at the SDAT in May and knows the information presented that night.

City Council Action: Directed staff to return to a future agenda item with the process and proposed letter regarding signage on regional roads.

Minute Order Number: 2014-101

Mayor Pro Tem Slayter adjourned the City Council Meeting and Convened the Successor Agency Meeting.

**CONVENE MEETING OF THE SUCCESSOR AGENCY FOR THE FORMER SEBASTOPOL COMMUNITY DEVELOPMENT AGENCY** - The City Council Acts as the Successor Agency for the following agenda item(s):

**CALL TO ORDER:** Mayor Pro Tem Slayter called the meeting to order.

### **ROLL CALL**

Present: Mayor Pro Tem Slayter  
Councilmember Eder  
Councilmember Gurney  
Absent: Mayor Jacob  
Staff: City Manager-City Attorney Larry McLaughlin  
City Clerk Mary Gourley  
Planning Director Kenyon Webster  
Police Chief Jeff Weaver

*Agenda Items shown under this heading are items that the City Council of the City of Sebastopol will be considering solely in the capacity as the Successor Agency for the former Sebastopol Community Development Agency*

### **CONSENT CALENDAR ITEM(S):**

12. Approval of Transfer of parcels to the City of Sebastopol Successor Agency from the Former Sebastopol Community Development Agency pursuant to an approved Long Range Property Management Plan (Administrative Services Director)

Councilmember Eder moved and Councilmember Gurney seconded the motion to Approve Transfer of parcels to the City of Sebastopol Successor Agency from the Former Sebastopol Community Development Agency pursuant to an approved Long Range Property Management Plan.

VOTE:

Ayes: Councilmembers Eder, Gurney, and Mayor Pro Tem Slayter  
Noes: None  
Absent: Mayor Jacob  
Abstain: None

**From:** Lee Johnson ljworcs@gmail.com

**Subject:** Agenda item 11 for tonight's City Council meeting.

**Date:** June 17, 2014 at 3:30 PM

**To:** sarahcouncil@yahoo.com, michaelkyes@sbcglobal.net, johneder@comcast.net, ps.sebcc@gmail.com, robertjacobcc@sonic.net, lwmclaughlin@juno.com, mgourley@cityofsebastopol.org, cityhall@cityofsebastopol.org

Good Afternoon to you all.

I have just been made aware of the council meeting for tonight and specifically of the details of item 11.

As a resident of Frankel Lane I am deeply concerned by the proposition of signing Ragle Road as an unofficial ring road. The current traffic rarely sticks to the posted speed limit of 25mph and so I worry how an increase in traffic will affect this residential road. I walk this road almost daily with my two small children so am concerned for their and others safety. While I would obviously prefer to have no additional traffic encouraged to use this road, I know that a solution to the downtown chaos needs to be found. With that in mind I do not feel the stop signs and crossings will be sufficient if the traffic flow is to increase.

The information on your website does not show maps or suggestions for Ragle Road so I presume that it would just be a case of putting a sign at each end and hoping for the best? I sincerely hope this is not the proposal!

My main areas of concerns are

The junction of Ragle Road and Bodega Highway/Avenue, it is increasingly difficult to turn out of Ragle going towards town so would a traffic light or other measure be implemented here to ensure traffic heading to town can?

The stretch of road between Bodea Highway/ Avenue and Valentine Road seems like a drag race at times, what traffic calming measures will be implemented to ensure traffic sticks to the speed limit of a residential road and traffic can safely exit their road onto Ragle.

The cross roads where Ragle Road, Ragle Park and Covert Lane join has several lanes and lots of pedestrian traffic. How will the safety of the pedestrians be ensured.

The stretch of road between Covert and Occidental Road has no sidewalks and an increased speed limit, again pedestrian safety will be compromised further.

Will on road parking on Ragle Road still be allowed during the Apple Festival, or will we get increased traffic down our dead end road during this time. I appreciate you reading my concerns and I look forward to hearing more about exactly what will be done to ensure the residents of these areas are least inconvenienced by the increased traffic and how pedestrian safety is to be ensured.

Kind regards, Elizabeth Johnson

**From:** Sandi Maurer EMFsafe@sonic.net  
**Subject:** Ragle Road should not be a bypass/ Item #11  
**Date:** June 17, 2014 at 2:24 PM  
**To:** Mary Gourley mgourley@cityofsebastopol.org, John Eder johneider@comcast.net, Sarah Glade Gurney sarahcouncil@yahoo.com, Larry McLaughlin lwmclaughlin@juno.com, Patrick Slater ps.sebcc@gmail.com, Robert Jacob robertjacobcc@sonic.net

Please accept these comments regarding item #11 on tonight's council agenda.

There is a proposal to adopt SDAT's recommendations for signage rerouting traffic away from downtown Sebastopol. Ragle Road is listed as one of the roads to become a bypass.

Our street, Frankel Lane, is off Ragle Rd. Many people bike, run, and walk their dogs on Ragle Rd. Ragle Rd. is listed in the "Bicycle and Pedestrian Master Plan" as a proposed bike route and it is listed as a "Pedestrian District" See:

[http://ci.sebastopol.ca.us/sites/default/files/suekelly/seb\\_bike\\_and\\_ped\\_plan\\_amended\\_11-1-11\\_complete.pdf](http://ci.sebastopol.ca.us/sites/default/files/suekelly/seb_bike_and_ped_plan_amended_11-1-11_complete.pdf)

Additional traffic will increase safety problems and harm the tranquility of the area, including Ragle Park. Already there are inadequate sidewalks on Ragle Rd. On one end near Mill Station, there are no sidewalks and the road is narrow.

Please don't encourage more traffic by using Ragle Rd. as a bypass!

Thank you for your consideration,

Sandi and Chris Maurer  
200 Frankel Lane  
Sebastopol CA 95472

**Colin Doyle**  
**ARCHITECT**  
(707) 823-5020  
DoyleArchitect@hotmail.com

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16 June 2014

Sebastopol City Council

**RE: Proposed Alternate Routes (Bypasses) Around Sebastopol**

Dear Council Members,

For many years, I have been thinking about ways to encourage through traffic to use alternate routes (bypasses) around Sebastopol. With certain road improvements and proper signage, drivers could get to their final destinations more quickly and efficiently by going around Sebastopol instead of going through it. In early 2013, I prepared some drawings to illustrate my proposed road and signage improvements. However, because these improvements would be implemented within the County, rather than within the City of Sebastopol, I was not sure how to proceed with presenting my ideas.

In May of 2013, the SDAT team came to Sebastopol to evaluate current conditions and prepare their recommendations. During the evaluation phase, I met with Ian Lockwood, the SDAT transportation expert, to discuss my ideas. Ian indicated he thought that the concepts had merit, and included my ideas and drawings in his powerpoint presentation to the community, as well as in the Final SDAT Report.

Thinking that the concept of developing alternate routes around Sebastopol should be included within the next General Plan, I submitted my drawings and written proposal to the De Novo Planning Group, the consultant for the Sebastopol General Plan Update. Last month, De Novo held a workshop to receive community input on a variety of issues, including Circulation, and my ideas were included in their presentation.

I am pleased that my ideas are now receiving consideration by the City Council, and I hope that this results in some improvements to the road network around Sebastopol. Attached please find the written description of my ideas, plus four sheets of drawings. I would be happy to meet with any of you to further discuss these ideas, and answer any questions that you might have.

Sincerely,

---

Colin Doyle

Date

## Proposed Alternate Routes Around Sebastopol

Presently, two primary West Sonoma County vehicular routes extend right through the center of Sebastopol. As the population of the West County has grown, the traffic through downtown Sebastopol has increased. Although we want to encourage people to visit this wonderful town, it would be desirable that drivers to other destinations were provided with alternate routes (bypasses) around Sebastopol. With certain road improvements and proper signage, drivers could get to their final destinations more quickly and efficiently by going around Sebastopol instead of going through it. See attached drawing Sheet ONE.

### North-South Access:

1. Reconfigure intersection at Gravenstein Highway (Hwy 116) and Llano Road so that northbound Gravenstein Hwy traffic could merge onto Llano road without slowing down. Signage at this location would direct the driver to continue straight for Sebastopol and Bodega Bay, and exit right for Forestville and Jenner. Southbound traffic from LLano Road would travel through this intersection, which would be controlled (stoplight) in this direction, onto southbound Gravenstein Hwy. See drawing Sheet ONE.
2. Extend Llano Road north from Highway 12 to Occidental Road. It appears that this would require acquisition of a portion of only five existing parcels. Llano Road would terminate at the existing intersection of Occidental Road and Piezzi Road, and a new stoplight would be installed at this location. Signage at this intersection would direct the driver to turn left (west onto Occidental Road) for Occidental, Forestville, and Jenner. See drawing Sheet 2.
3. Appropriate new signage at the existing intersection of Occidental Road and Gravenstein Hwy would guide drivers toward the various destinations. See Sheet One.

The current route from the intersection of Gravenstein Hwy and Llano Road to the intersection of Gravenstein Hwy and Occidental Road, driving through Sebastopol, is about 6.9 miles. The proposed alternate route, as described above, is about 8.0 miles. About a mile longer in distance, but much faster in time, as the driver does not have to slow down, and wait at multiple stoplights, driving through Sebastopol.

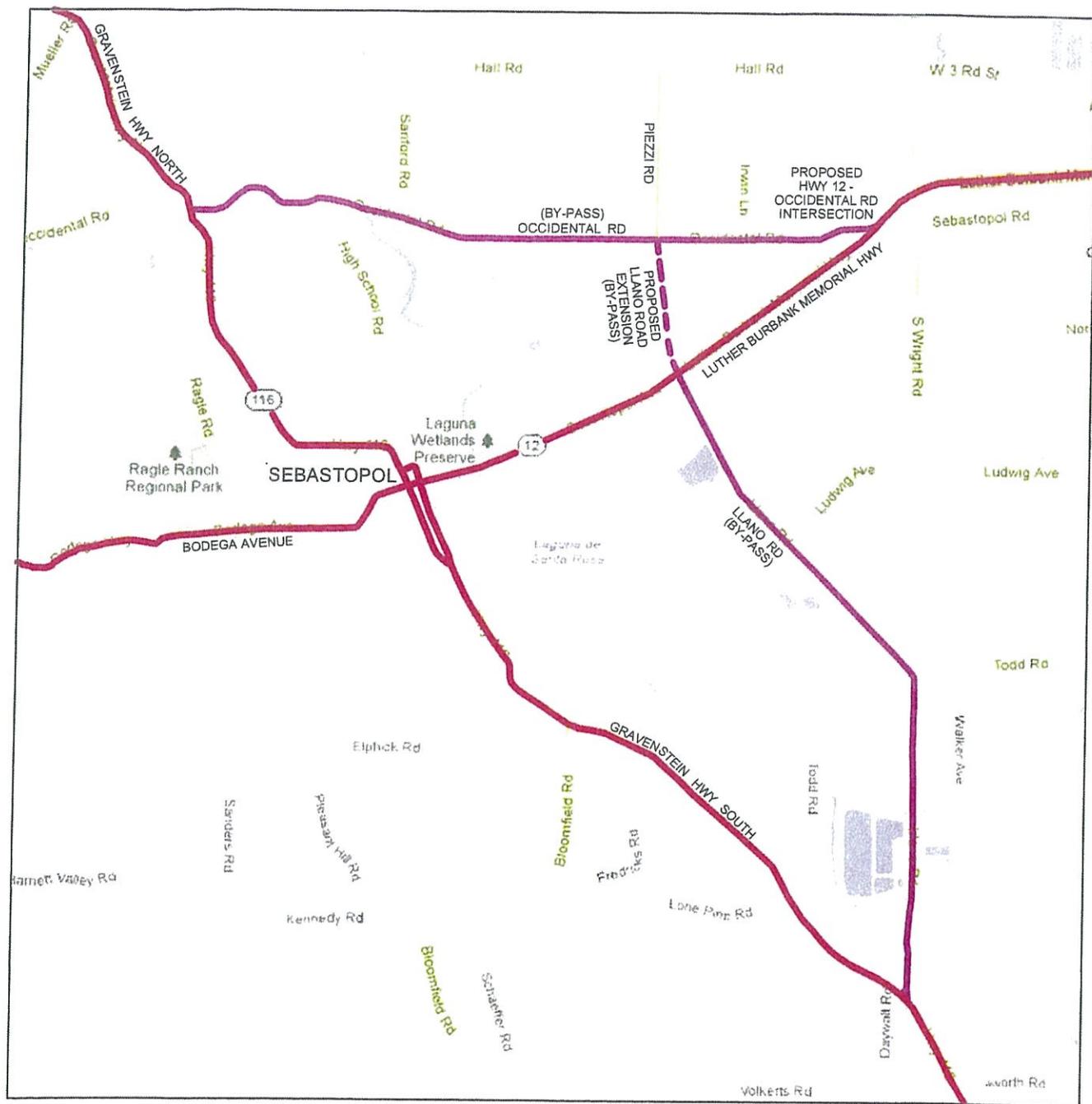
### East-West Access:

Provide new intersection between Highway 12 and Occidental Road, about 0.3 miles west of the existing intersection of Hwy 12 and Fulton Road. Westbound traffic on Hwy 12 could merge right onto Occidental Road without slowing down. Signage at this location would direct the driver to continue straight for Sebastopol and Bodega Bay, and exit right for Occidental, Forestville, and Jenner. To accomplish this new westbound merge lane from Hwy 12 to Occidental Road, a short portion of Occidental Road would be removed, between this new intersection and the parking lot of the existing church at the corner of Occidental Road and Fulton Road. Eastbound traffic from Occidental Road would travel through this new intersection, which would be controlled (stoplight) in this direction, onto eastbound Hwy 12. I believe that all this could be done within existing road right-of-ways. See drawing Sheets 3 and 4.

Both the proposed North-South and East-West alternate routes would put increased traffic onto Occidental Road between Fulton Road and Gravenstein Hwy. This project would include future improvements to Occidental Road, including left turn lanes at cross streets, and wider shoulders on each side of the roadway for bicycles and pedestrians.

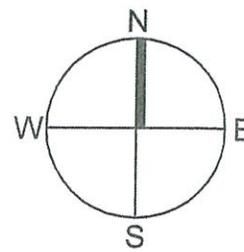
### Attachments:

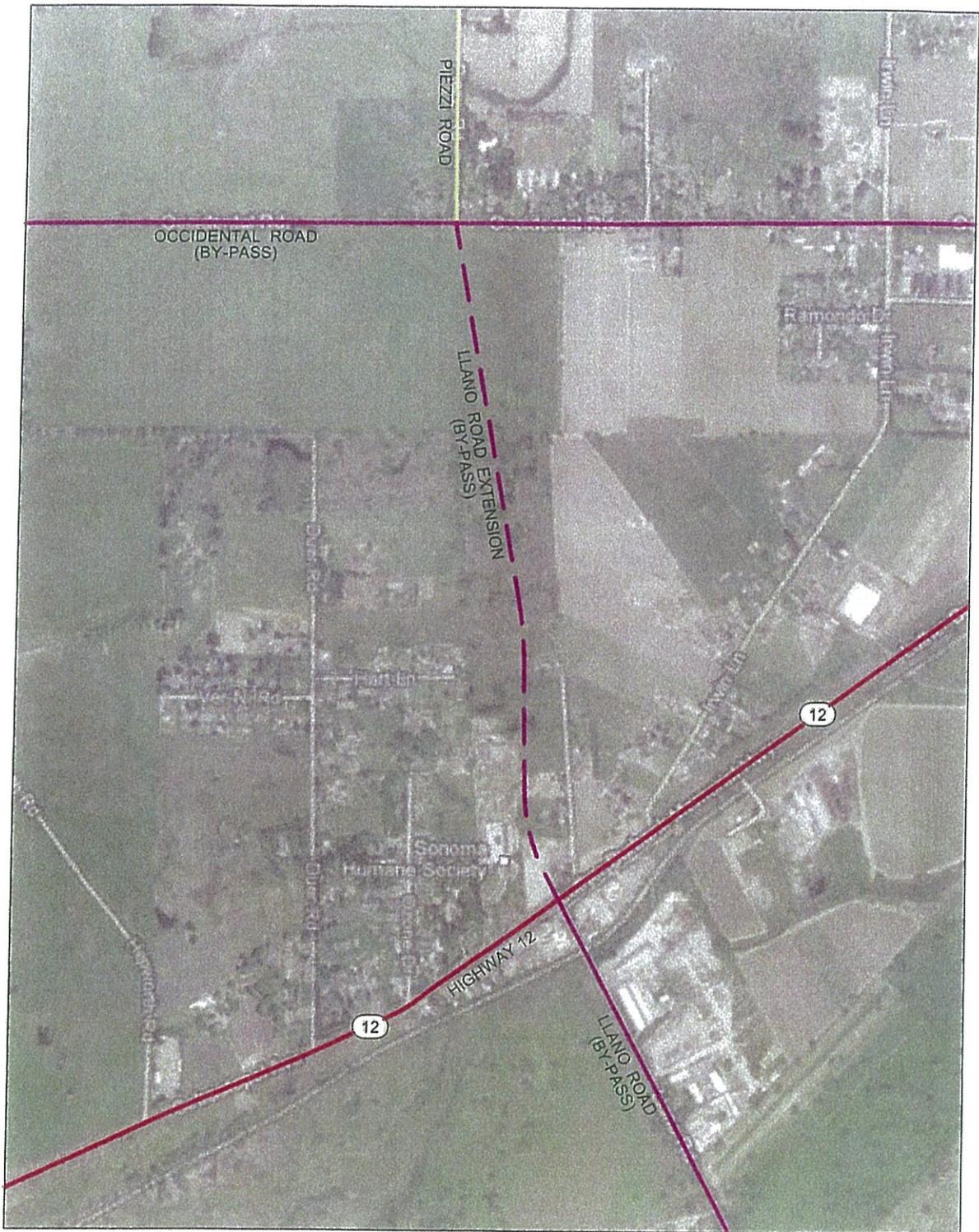
Proposed road improvement schematic drawings, 4 sheets dated 20 February 2013.



 EXISTING PRIMARY VEHICULAR ROUTES THROUGH SEBASTOPOL

 PROPOSED BY-PASS ROUTES

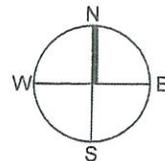




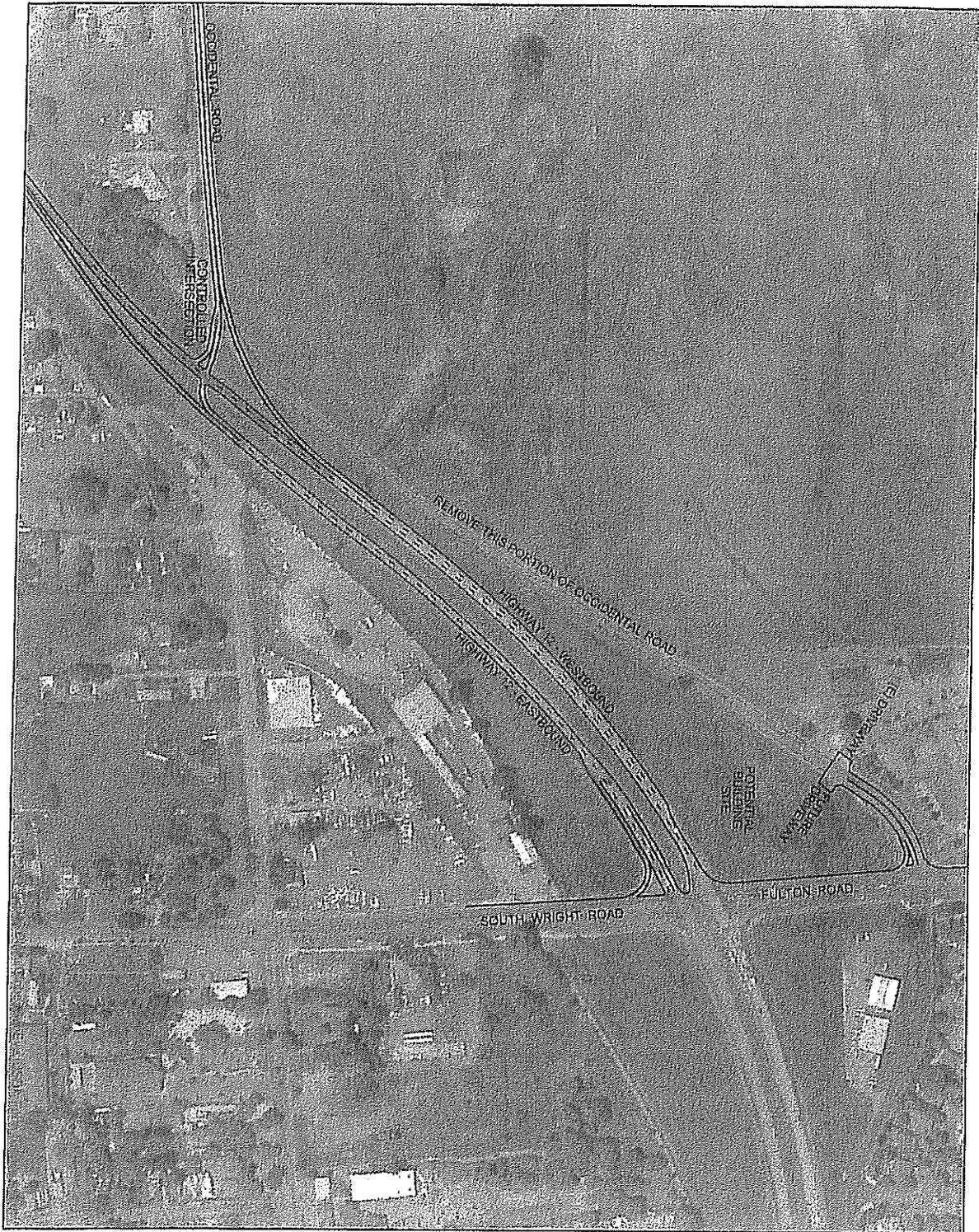
PROPOSED LLANO ROAD EXTENSION BETWEEN  
HIGHWAY 12 AND OCCIDENTAL ROAD

- EXISTING PRIMARY VEHICULAR ROUTES THROUGH SEBASTOPOL
- PROPOSED BY-PASS ROUTES

20 FEBRUARY 2013  
COLIN DOYLE, ARCHITECT

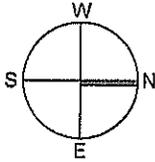


SHEET  
2  
OF 4

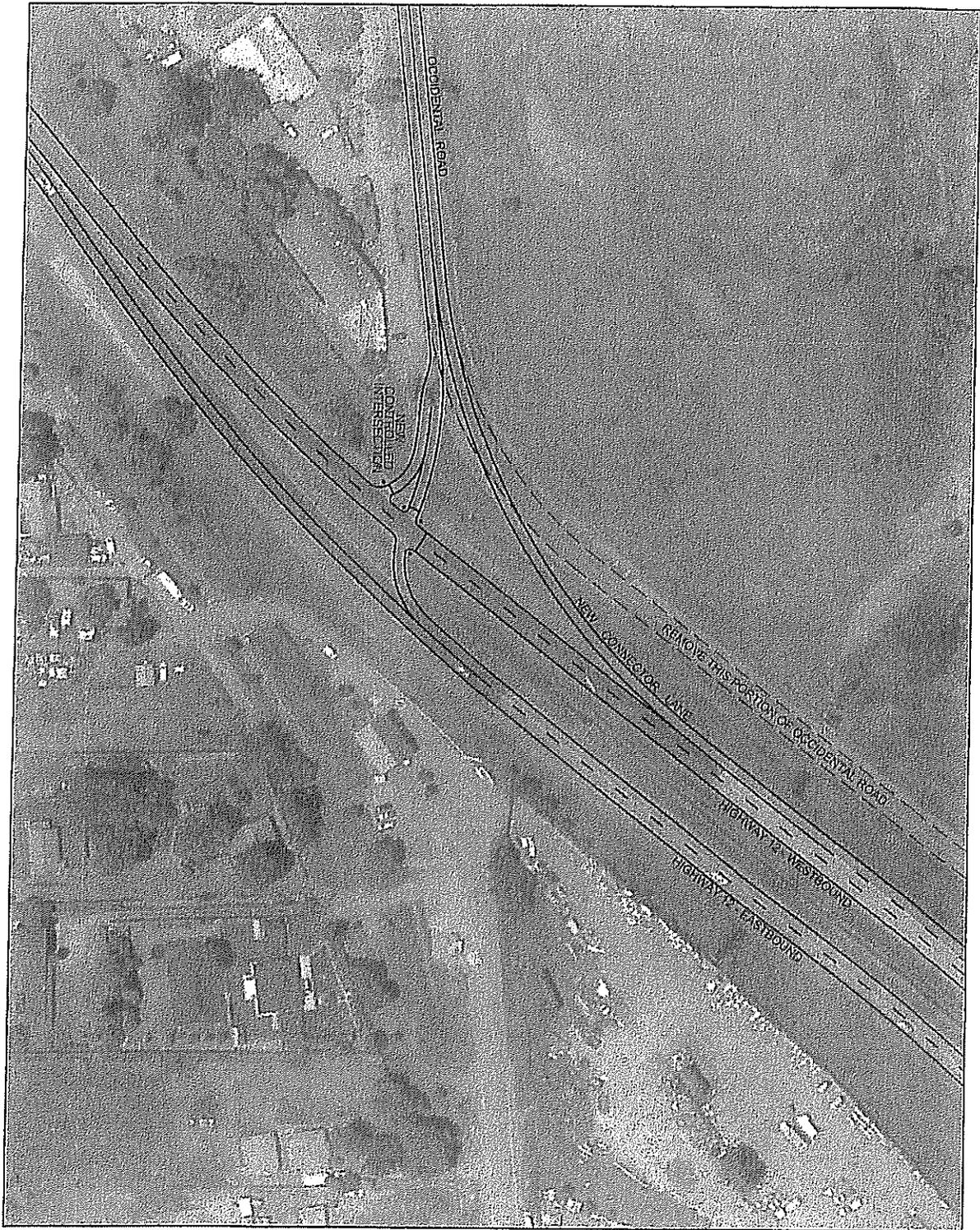


PROPOSED ROADWAY IMPROVEMENTS AT  
HIGHWAY 12, OCCIDENTAL ROAD, FULTON ROAD

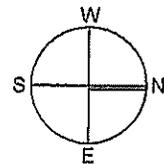
20 FEBRUARY 2013  
COLIN DOYLE, ARCHITECT



SHEET  
3  
OF 4



PROPOSED HIGHWAY 12 - OCCIDENTAL ROAD INTERSECTION





# City of Sebastopol #1

Mayor  
Robert Jacob

Agenda Report Reviewed by:  
City Manager/Attorney *[Signature]*

City Council  
Patrick Slayter, Vice Mayor  
John Eder  
Sarah Glade Gurney  
Michael Kyes

**Meeting Date:** January 13, 2014  
**To:** Honorable Mayor and City Councilmembers  
**From:** Agenda Review Committee  
SDAT Representative Paul Fritz  
**Subject:** Special Study Session - Sustainable Design Assessment Team (SDAT) Report Recommendations

City Manager/City Attorney  
Larry McLaughlin

**Recommendation:** That the City Council Discuss and Provide direction to Staff  
**Funding:** Currently Budgeted: Yes \_\_\_ No \_\_\_ N/A \_\_\_

City Clerk  
Mary Gourley

Net General Fund Cost:  
If Cost to Other Fund(s),  
Fund:  
Amount:

\*\*Depending on the Project Identified, Staff would need to review the budget to ascertain if the project was included in this year's budget.

**Introduction:** Staff is requesting the City Council conduct a study session with the community and direct staff on priorities as recommended by SDAT and direct staff to review and ascertain if projects are previously identified in the City's budget.

**Background**

On October 1, 2013, the City Council heard a presentation from the Core Project that reviewed some of the findings and recommendations of the SDAT report; and at that meeting, requested the Council to adopt the report as a long-range planning tool. The City Council discussed its requests for action, reviewed the SDAT Report, and discussed each of the short- and long-term recommendations, as to viability, efficiency, expense, implementation, etc as well as recommending that the Council conduct a study session to fully discuss the report.

**Discussion:**

During the SDAT process, the SDAT identified seven strategic approaches upon which they based their recommendations:

- 1.Emphasize downtown character.
- 2.Downtown development should address City values.
- 3.Develop a Pre-planning program.
- 4.Create stronger private and public realm design guidelines.



SEBASTOPOL  
Local Flavor. Global Vision.

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T 707-823-1153 / F 707-823-1135 / [www.ci.sebastopol.ca.us](http://www.ci.sebastopol.ca.us)  
Emails: [cityhall@cityofsebastopol.org](mailto:cityhall@cityofsebastopol.org) or [mgourley@cityofsebastopol.org](mailto:mgourley@cityofsebastopol.org)  
Web Site: [www.ci.sebastopol.ca.us](http://www.ci.sebastopol.ca.us)

5. Re-green the City (green infrastructure)
6. Develop family-friendly connections.
7. Focus on livable streets, not highways.

During the SDAT preliminary and full visit, the team met with representatives of The Core Project, Sebastopol Citizens, Cittaslow Sebastopol, Occupy Sebastopol, Sebastopol Tomorrow, Sebastopol Chamber of Commerce, and downtown merchants. All of these groups are potential partners in moving forward and should be tapped for their help.

As the CORE Project was the lead in obtaining the grant for this report, the Agenda Review Committee and staff met with representatives from The Core Project who has provided their list of priorities for the City Council as listed below:

- 1 – pedestrian wayfinding
- 2 – design guidelines
- 3 – 2-way streets
- 4 – parklets and greenways
- 5 – review bicycle lane study
- 6 – manage parking

The SDAT discussed the long range planning and identified items on page 88 and 89 of the report that: 1) could be possibly accomplished within one year; 2) possibly within two years; and 3) items that could be reviewed and possibly acted upon within the next three to ten years. The recommendations in the SDAT report provide ideas and details for moving forward.

City staff has reviewed the SDAT project recommendations and determined which of those items correspond with the City Council adopted Goals and Priorities and which projects are also currently in progress. A copy of that report is attached.

While all departments are essential to accomplishment of the City Council Goals and Priorities, the Planning and Engineering Departments are instrumental in the detailed planning and execution of many projects in the City and have provided their comments for the SDAT implementation concepts. A copy of that memo is attached for your information.

As the Council is fully aware, many of these projects would take much staff time and could be lengthy and costly in the process. The City Council should prioritize and direct staff to begin initialization of identified projects. Some of the goals identified can be directed to the General Plan Updated Advisory Committee for review and analysis with recommendations to the Planning Commission and final review and approval by the City Council.

**Recommendation:** Staff recommends the City Council identify ways to move forward now with items recommended in the “within one year” timeframe and direct staff to determine if funding/staff time is available for identified projects and if so, direct staff to initialize identified priority projects that can be accomplished in association with the City Council Goals and Priorities and City budget. As noted, many of

these items should be directed to the General Plan Advisory Committee for their review and recommendations during the General Plan Update process.

Attachments:

City Council Goals and Priorities/SDAT Recommendation

Planning and Engineering Department Comments - Dated 1-6-2014

SDAT Report (Sebastopol Connect)

Some of the traffic challenges in downtown Sebastopol are related to not utilizing the existing regional road network effectively in the area. This is particularly acute in connecting areas in the north, east, and south directions, without routing the brunt of the regional traffic through downtown Sebastopol. With some minor modifications to regional network, the potential is to distribute some of the long distant traffic volumes shown by the green dots onto the roads with the traffic volumes shown with orange dots.

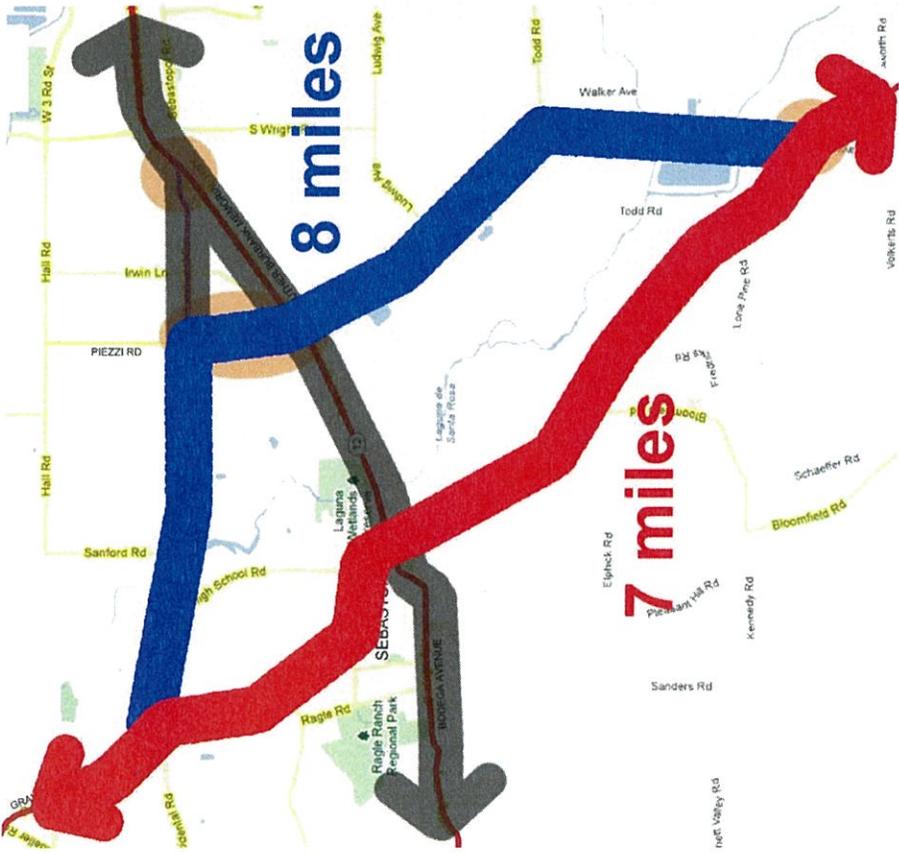


The orange highlighted areas in the opposite image show the locations of the minor modifications to the regional road network.

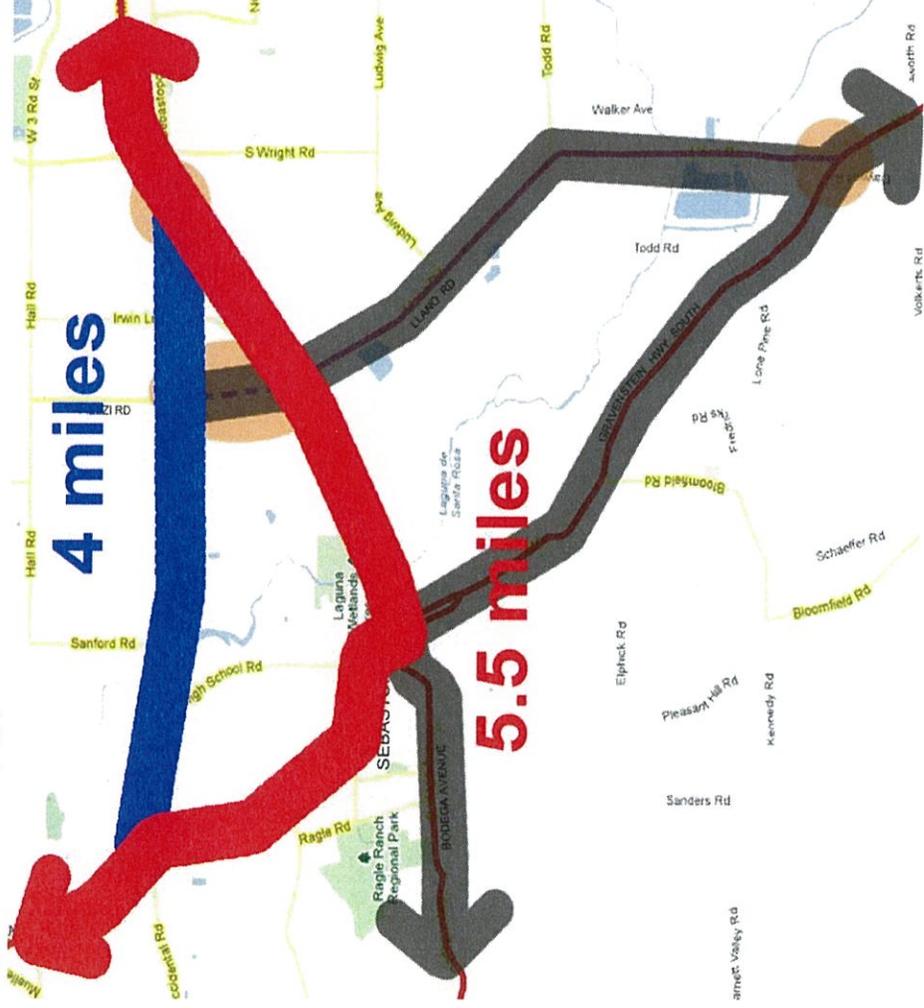
Though there are potential numerous routing options on the regional road network, two will be discussed in detail which will be more effective after the minor modifications are made.

The first routing option is the north-to-south routing option. It involves two modifications: i) the extension of Llano Road to Plessi Road; and ii) replacing the T-intersection with a roundabout at the intersection for Gravenstein Road (Highway 116) with Llano Road. The roundabout will better distribute north-south

regional traffic between the two routing options (i.e. the route through downtown Sebastopol and the rural route). Though the rural route is slightly longer in terms of distance it will be shorter in terms of travel time due to the higher speed limits and lack of constraints.

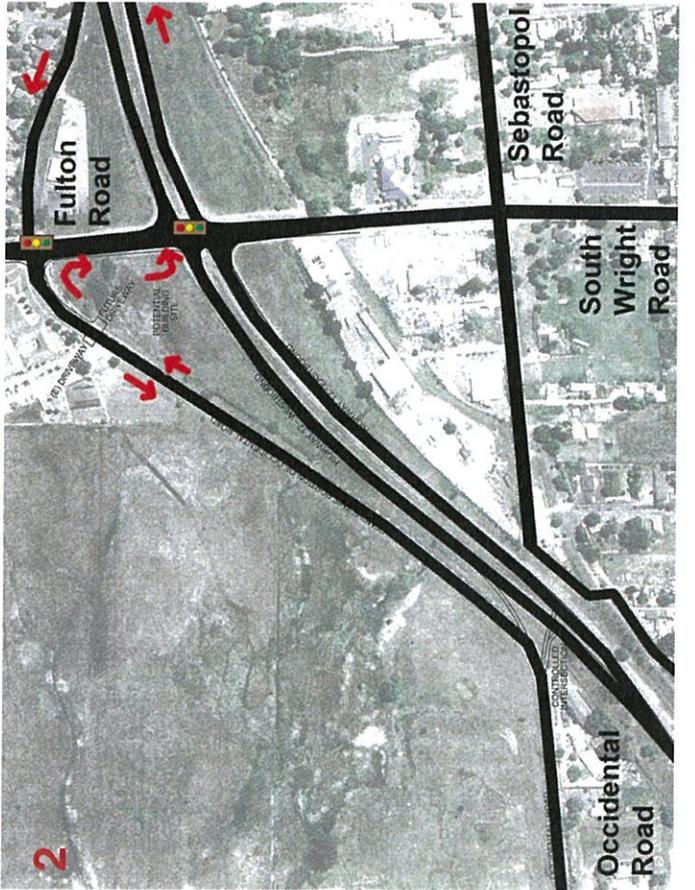
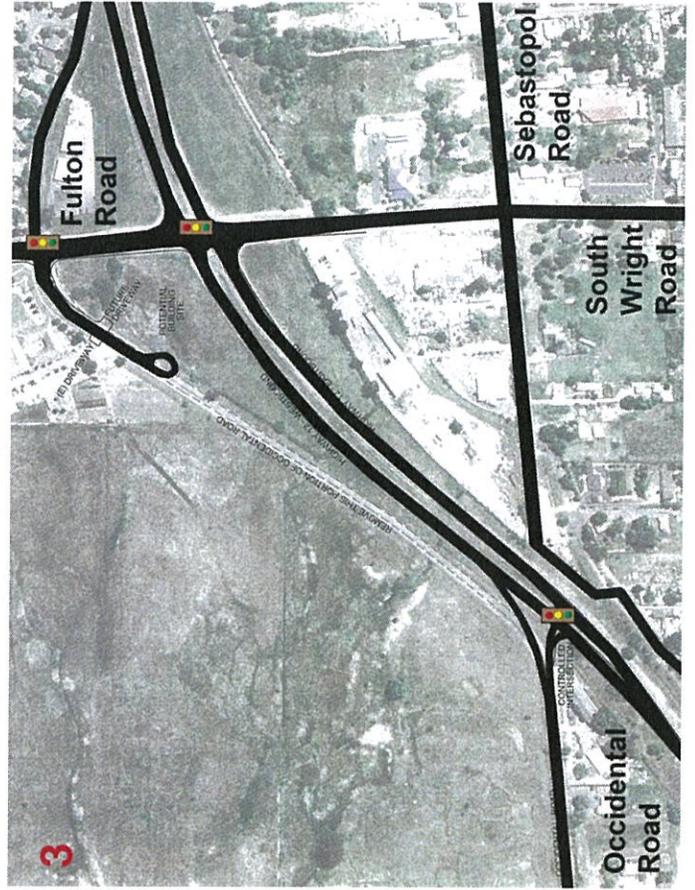


The second routing option is the north-to-east option. It involves modifying the connection between Occidental Road and Highway 12. Currently, the connection is circuitous and, thus, the regional traffic is routed through the downtown. By simplifying the connection, motorists have a rural option as well. In this case, the rural option is shorter and has higher posted speeds. The connection can be made with a signalized intersection or a roundabout, with the latter being better suited to distributing the traffic volumes. Furthermore, the roundabout makes a better transition between the divided highway environment and the rural road environment (see diagrams on the next page).

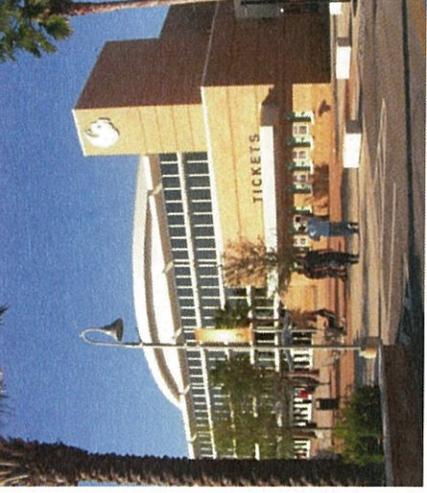


Transitioning between different environments is currently not practiced in and around Sebastopol. Transitions can be very effective in providing identity, establishing “territory”, and informing motorists of their environment and expected behaviors/speeds. Entrance features can be used alone or in conjunction with transitions. Entrance features should be considered for every portal into the city, as was mentioned earlier. However, entrance features can also be placed on the edges of neighborhoods, the downtown, and other districts. Transitions should also be used, especially when changing from rural to urban environments. They can happen quickly at a roundabout; that is the cross-section and motorists’ expectations, on the approach to roundabout, are different than those on leaving the roundabout. Transitions can also be achieved over a length. The cross-section literally evolves along the transition from a rural section to an urban one. The rural road becomes a city street. Drivers have time (about 5 to 10 seconds) to adapt to the change in context over the transition’s length and slow down naturally.

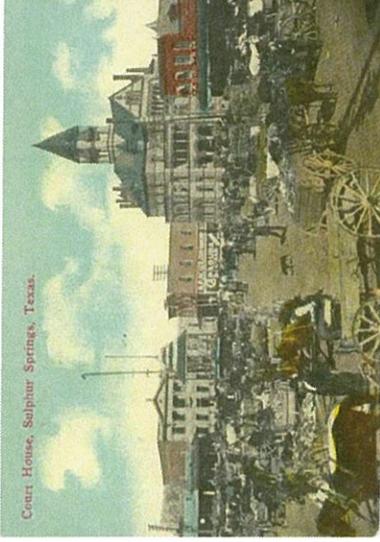
The square is a key open space in the downtown. It has several nice qualities but is floating on its own with little relation to its surroundings. It lacks enclosure, natural surveillance, and flexibility. Consequently, with a few changes it can contribute more.



Some inspirations for the square were adapted from other places. The University of Central Florida, with a student population of about 50,000 students, has a busy shopping street near its sports stadiums. The street was designed to be barrier-free (i.e., curbless) so that students with mobility impairments can have a more equitable experience while using the area. It also makes the area easier to use for everyone else too. Making the streets around the square curbless would make the square more inclusive and inviting to a greater number of people. Furthermore, when major public events take place, some or all of the streets around the square can be closed to motorists, making the square expandable in a barrier-free manner.



The design of the square in Sulphur Springs, Texas, has some precedent value for the square in Sebastopol. The parking was placed all around the square. The square was fronted on all sides by buildings. The streets were all curbless (except around some planted areas). The streets were paved with red, concrete, paving bricks to provide texture to help slow motorists. The valley gutter, between the parking rows and travel lanes, helped to narrow the optical width of the streets. Lastly, street trees were added on the edge of the streets and in the parking rows to create shade and reinforce the narrow optical widths.



As a result of the changes, the square in Sulphur Springs changed from a desolate and unused space to an attractive and vibrant place. Kids were attracted, picnics happened, a farmers market came and expanded, events and shows were attracted, and the square became an integral and valuable part of the downtown and City. The square attracted people, investment, residential development, and new businesses.



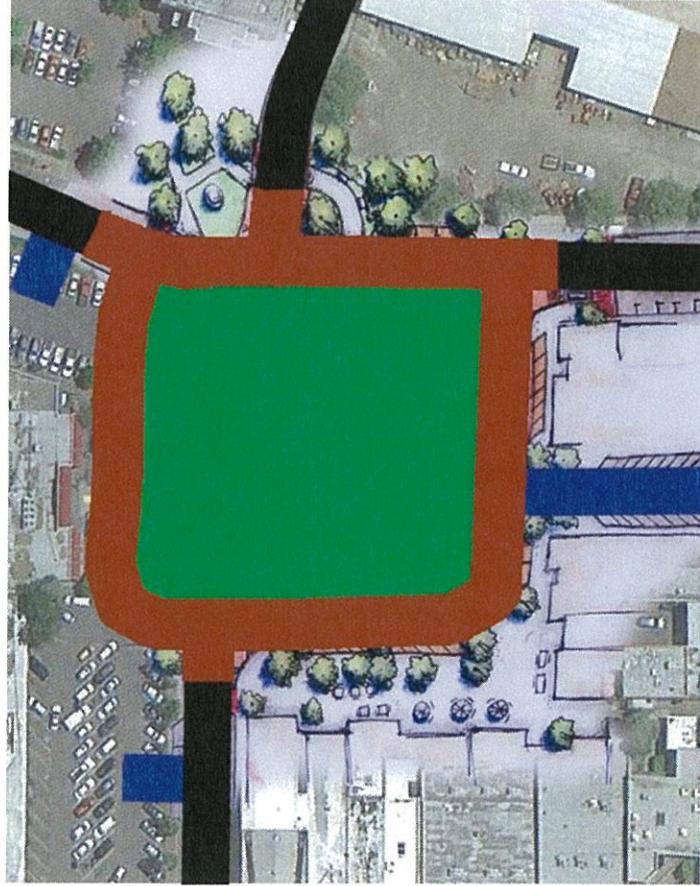
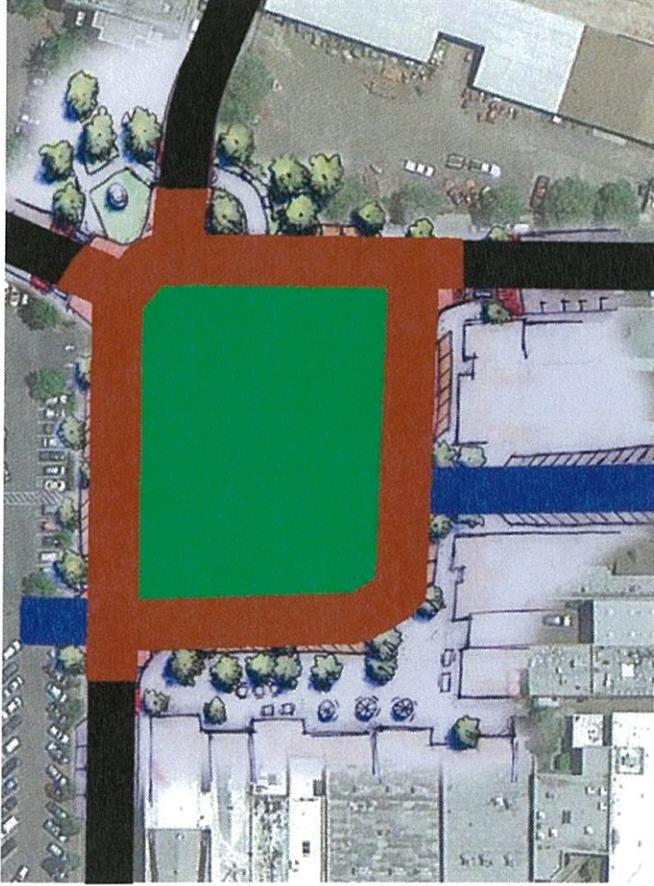
The idea for the square was a “squareabout”. It operates a little bit like a roundabout with a counter clockwise direction for motorists, providing an easy way to circulate and turn around if desired. The streets, to the north and east of the square, intersect the square like a roundabout, while the remainder of the streets intersect conventionally. The streets are paved in concrete block to add texture and reduce excessive speeds. The entire square is curbless. There are gentle ramps connecting the conventional streets that lead to the square to the streets around the square. There are plenty of art installation locations on the square as well as places to sit. The buildings to the west and south of the square are encouraged to better embrace the square with outdoor dining, windows, and access. It is recommended that the future buildings, on the east and north, address the square. The facades should change regularly along the block’s lengths to provide interest and be engaging for pedestrians. There should be no new driveways accessing the streets around the square because they interrupt the sidewalks and on-street parking.



The on-street parking is shown in the concept drawing as head-in angled parking. However, the City should also consider “safety parking” around the square, which is also known as head-out angled parking. It uses the same dimensions as head-in angled parking but drivers do not have to back-into a moving lane of traffic. Thus, it is somewhat safer. Unfortunately, the building to the north, the Whole Foods Market, is separated from the square by a parking module. It will likely be a long while before that building changes. As an option, the square could be expanded northward by about 60 feet so that it is fronted by the Whole Foods Market.

## CONCLUSION

There are two basic paradigms that exist in the transportation world. The first and oldest paradigm (a couple of thousand years) is what is called the “traditional” paradigm. Its fundamentals have been around since people began living together in hamlets, villages, towns, and cities. It revolves around the ideas of proximity, access, exchange, identity, network, convenient, connectedness, scale, etc. Walkability is fundamental. These are the ideas that Sebastopol were founded on. The second paradigm dates back to around 1910/1920 and is part of the modernist movement. The modernist movement effected painting, dance, music, architecture, etc. In most applications, modernism added new dimensions, new possibilities, and additional enjoyment to people. However, it failed in terms of planning and community design. It rejected the inherent complexity in the planning and design of the built environment, especially those complexities regarding transportation and streets. Modernism rejected old ideas and celebrated simplicity to a fault. The fundamental common denominator changed from the pedestrian (the traditional common denominator) to the automobile. Pro-automobile measures of effectiveness, funding, projects, and development followed. Ideas around connectedness, network, place, and exchange were replaced with a simple, dendritic, hierarchy of streets (i.e., local, collector, arterial, and freeway). The purpose of streets was changed to a binary idea of “mobility” and “access” for motorists. The bigger streets and newly invented “freeways” revolved around the ideas of speed, high levels of service for motorists, reduced delays, and fighting congestion with widenings, one-way streets, and bypasses. The negative



land use response was considered a land use problem that was independent of transportation.

The purpose of describing the two paradigms is that, if the City and downtown are to succeed, then an understanding of both paradigms is needed so that support can be given to the traditional paradigm and so that the modernist paradigm can be recognized and resisted. The two lists help to determine which of the two competing paradigms the idea belongs. The list on the right (traditional) is normally a little longer because the modernists rejected complexity and, thus, their list is naturally shorter than the traditionalists' list. Many more items can be added to the lists but what is important to Sebastopol is the pattern. Consequently, if an idea that is not on either list comes up, then the pattern will help determine the root of the idea. It is recommended that the City adopt a paradigm of traditional values to help guide its future for planning and transportation plans and decisions.

|                       | Modernist/Conventional   | Traditional  |
|-----------------------|--|--|
| Higher Calling        | Transportation demand model<br>Expert direction  | Community vision<br>City's health  |
| Focus                 | Reward long trips<br>Accommodates automobiles  | Reward short trips<br>Accommodate many users   |
| Problem Definition    | Fight congestion<br>Increase speed<br>Move traffic   | Advance priorities<br>Make places<br>Increase proximities  |
| Land Use Relationship | Indifferent  | Integrated   |
| Complexity            | Simple   | Multi-Layered  |
| Key Strategies        | Add lanes<br>Speed up streets<br>Raise LOS<br>One-Way Streets<br>Traffic = fn (trip generation)    | Shorten trips<br>Safe speeds<br>Increase access<br>Two-way Streets<br>= fn (multiple strategies) |
| Typical Outcomes      | Lack of identity<br>Poor health<br>Limited options<br>More energy use<br>Car dependency/congestion | Strong identity<br>Better health<br>More options<br>Less energy use<br>Choices                   |
| Capacity of Streets   | To move traffic  | Nurture businesses<br>Increase social interaction<br>Add character                               |

- Note: the paragraph below is from page 6 as part of the introduction in the SDAT report. This paragraph was important to the draft letter.
- Henry
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- Focus on livable streets, not highways. Downtown roads may carry high volumes of traffic, but they should still be optimized to be livable streets that serve as the front door to downtown, enhance pedestrian and bicycle travel, and do not compromise the character of downtown. Main Street and all numbered roads through downtown should first and foremost be city streets, not highways.