



**CITY OF HEALDSBURG
CITY COUNCIL AGENDA STAFF REPORT**

MEETING DATE: August 21, 2023

SUBJECT: Presentation of planned and possible alternate SMART station location in Healdsburg

PREPARED BY: Larry Zimmer, Public Works Director

STRATEGIC INITIATIVE(S):
Maintain and Improve Infrastructure and Facilities

RECOMMENDED ACTION(S):

Receive a presentation and provide direction whether an alternate station location shall be pursued.

COMMUNITY ENGAGEMENT/OUTREACH:

This public meeting is to determine if an alternative SMART station location should be further considered, and if so, what the process will be. If an alternative is considered, the level of a community engagement will be a key component of the discussion and the proposed process.

BACKGROUND:

The current railroad depot site has long been the planned location of the SMART station in Healdsburg. In 2015, forty-eight parking spaces were constructed in anticipation of coming passenger rail service and per the guidance of the Central Healdsburg Area Plan (CHAP).

With the planned improvements of the 3 North Street site, staff investigated the feasibility of moving the station adjacent to the future Foley Family Pavilion. It is assumed that a station more conveniently located to the downtown area could increase ridership and thereby further reduce use of single passenger vehicles.

Recent analysis by SMART staff has determined that the area immediately adjacent to the 3 North site is not adequate for the station. However, there is enough space just north of that location (across from the City Hall parking lot), or just south of North Street along the West Plaza parking lot.

DISCUSSION/ANALYSIS:

SMART has been awarded grant funding adequate to complete rail and pathway construction to

Windsor and to start work to Healdsburg. The City currently has an opportunity to reconsider the station location. However, the location of the station is critical in planning the work and it must be decided soon if it should remain at the depot site or closer to the downtown destinations.

SMART and City staff will be presenting the pros and cons of the depot location and an alternate location. Staff is not requesting a determination of the station location at this time, but seeking input from Council if an alternate location should be considered, and if so, what the process should be and what information is desired to make the final decision. If the Council opts to further explore one or more alternative locations, staff recommends holding at least one public workshop to provide information on the options and solicit community feedback prior to bringing the matter back to a City Council meeting.

ENVIRONMENTAL STEWARDSHIP:

Not applicable.

ALTERNATIVES:

City Council could direct staff to investigate other alternative locations to the one recommended.

FISCAL IMPACT:

While there are potential ridership advantages to a station near North Street it will require constructing several additional road crossings including through the 5-way Roundabout. These crossings come with additional costs and traffic impacts, though the impacts will eventually occur when service extends to Cloverdale regardless of the location of the Healdsburg station. The cost of the additional work, plus cost to update the EIR and additional work at an alternate station has yet to be estimated, nor has it been determined how and by whom it will be paid.

ENVIRONMENTAL ANALYSIS:

Not applicable.

ATTACHMENT(S):

8A - Healdsburg Station Location

SMART Healdsburg Extension Station Opportunities August 21, 2023



Attachment: 8A - Healdsburg Station Location (4153 : SMART Station Location)

Healdsburg Extension

- 5-Mile Extension: Windsor to Healdsburg
- Track, Bridges, Drainage Replacements
- Replace the Russian River Bridge
- New Train Control System
- Bicycle & Pedestrian Pathway
- Passenger Station



Healdsburg Extension

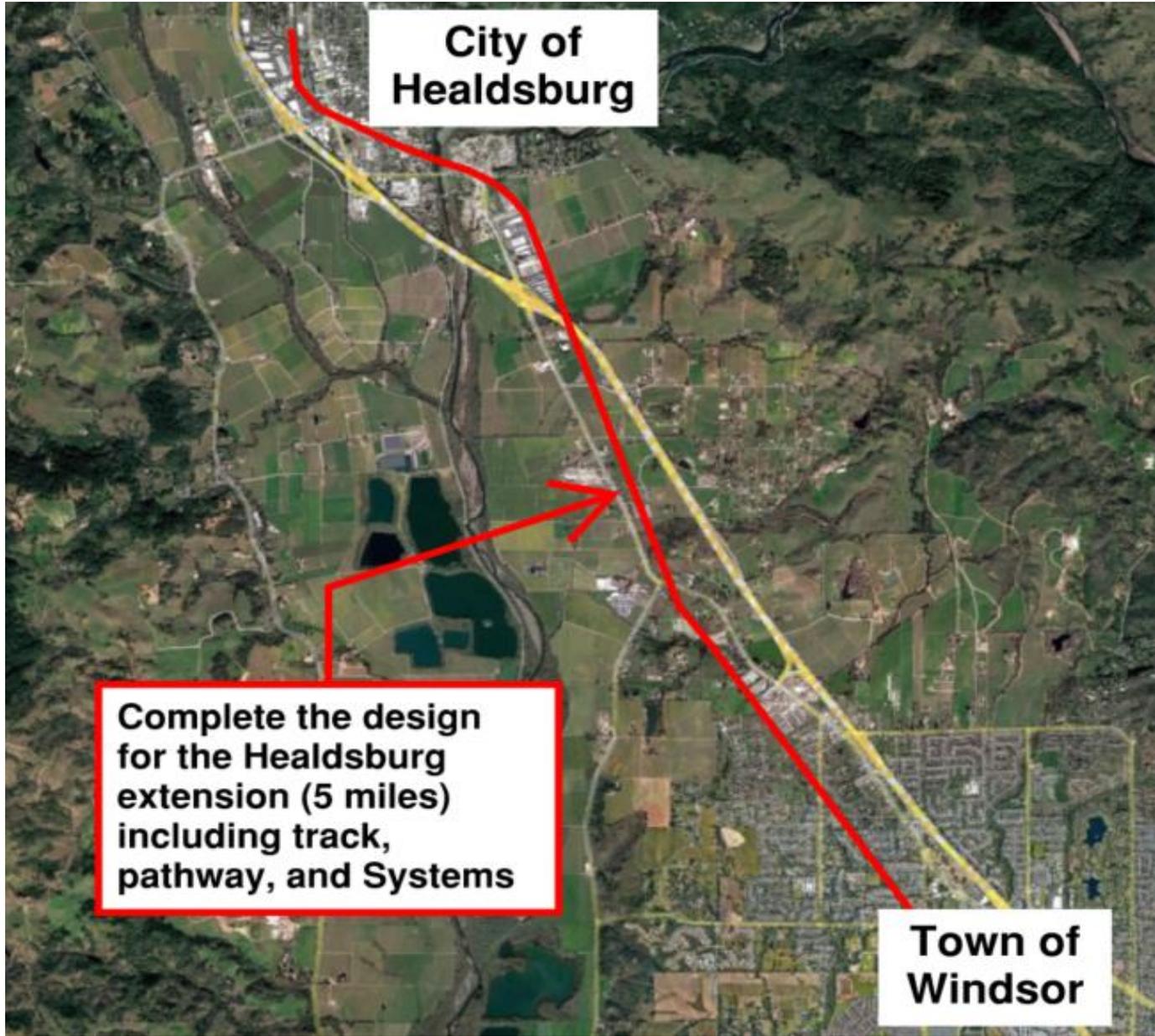
- Estimated cost Windsor to Healdsburg = \$160.5M
 - Project includes train and pathway
- Current available funding \$78.1M
 - RM3 = \$40M
 - TIRCP = \$34.3M
 - Measure M = \$2M
 - Federal earmark = \$1.8M
- Proposed initial project
 - Design (Rail/Pathway) Windsor to Healdsburg
 - Replace Russian River Bridge
 - Construct pathway Front Street to Bailhache Ave
- Unfunded = \$82.4M
 - Awaiting CRISI announcement \$28.1M (Oct 2023)



Attachment: 8A - Healdsburg Station Location (4153 : SMART Station Location)

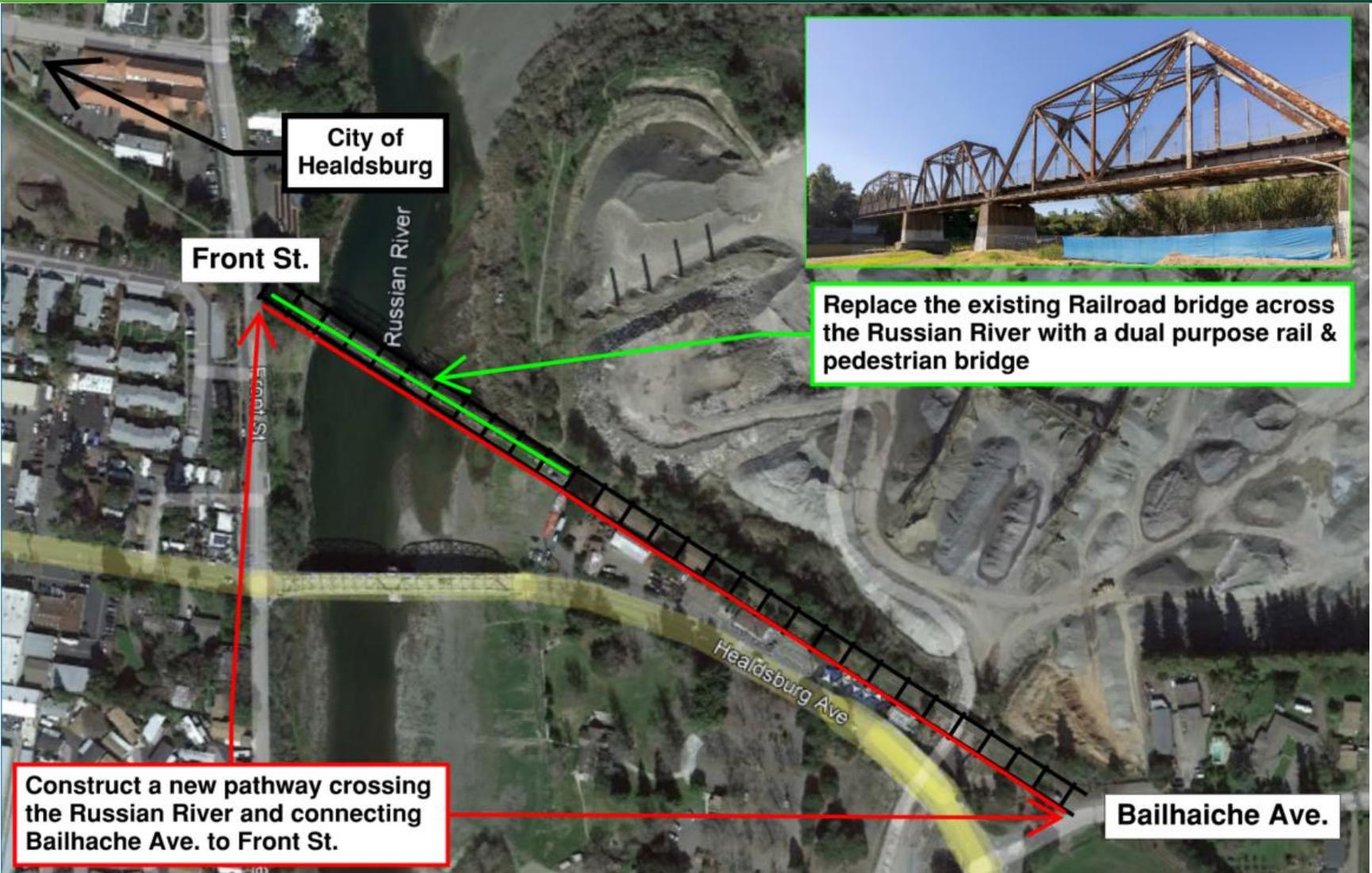


Design



Attachment: 8A - Healdsburg Station Location (4153 : SMART Station Location)





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Construction



Station Elements

- Passenger Boarding Platform
- Shelter & Amenities
- Bicycle Parking
- Parking - Approx. 30 to 50 dedicated SMART parking spaces
- Projected ridership: 104,902 annually/413 per weekday (2006 EIR)
- Approx. 38 weekday trains/day in Healdsburg
- Weekends: 12 trains/day



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Potential Station Locations



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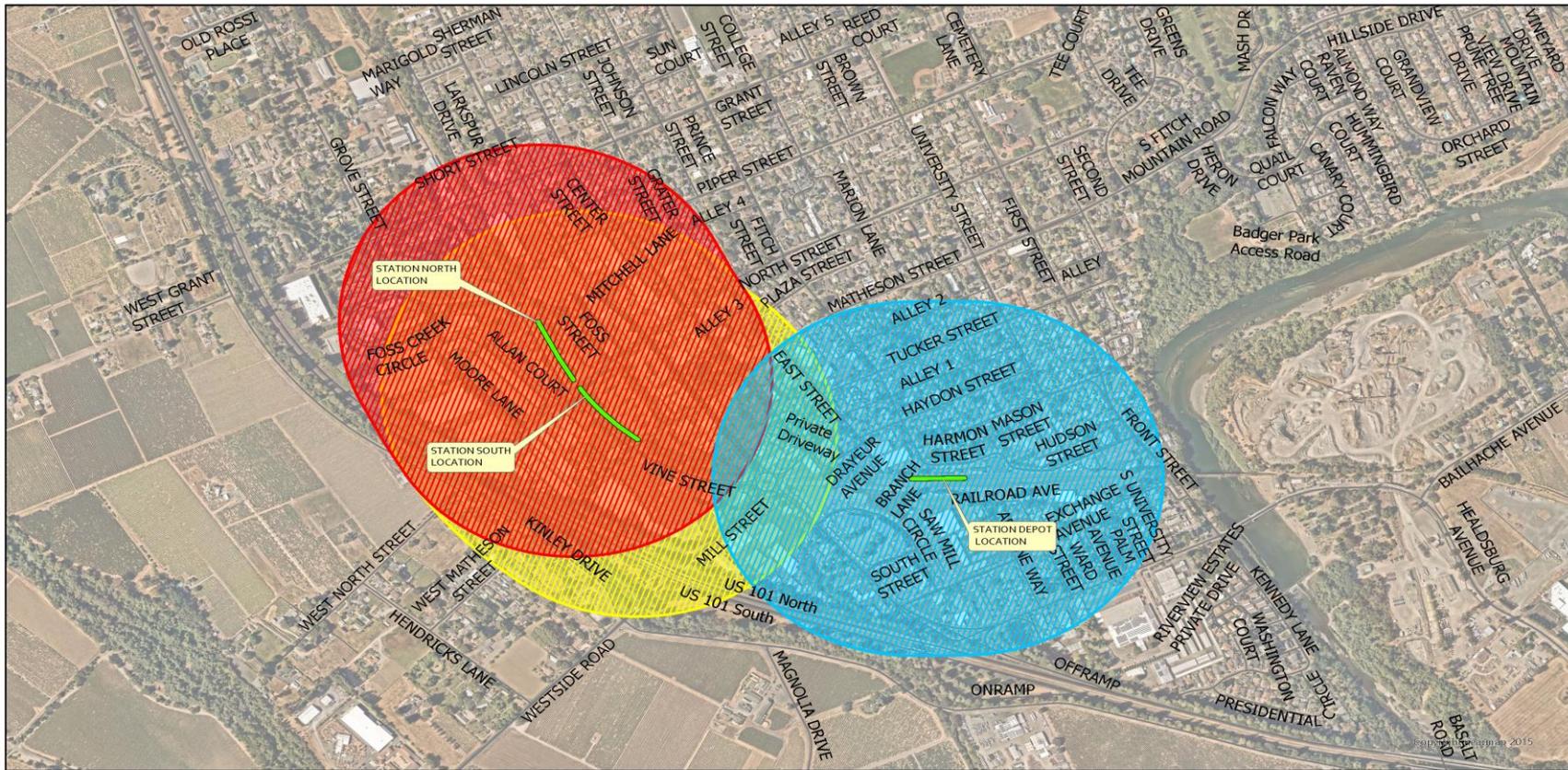


Potential Station Locations with 1/4-Mile "Walk Shed"



City of Healdsburg

POTENTIAL STATION LOCATIONS WITHIN 1/4-MILE



- Potential Station Location
- Station North 1/4 - Mile "Walking Shed"
- Station South 1/4 - Mile "Walking Shed"
- Station Depot 1/4 - Mile "Walking Shed"

8/9/2023



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Current Depot Site



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Current Depot Site



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Current Depot Site

TRAIN YARD

SOUTHBOUND

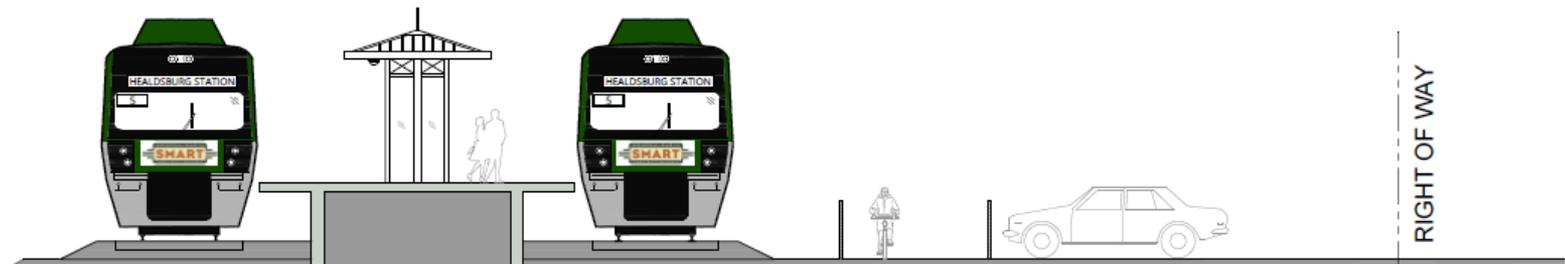
STATION

NORTHBOUND

PATHWAY

PARKING LOT

RIGHT OF WAY

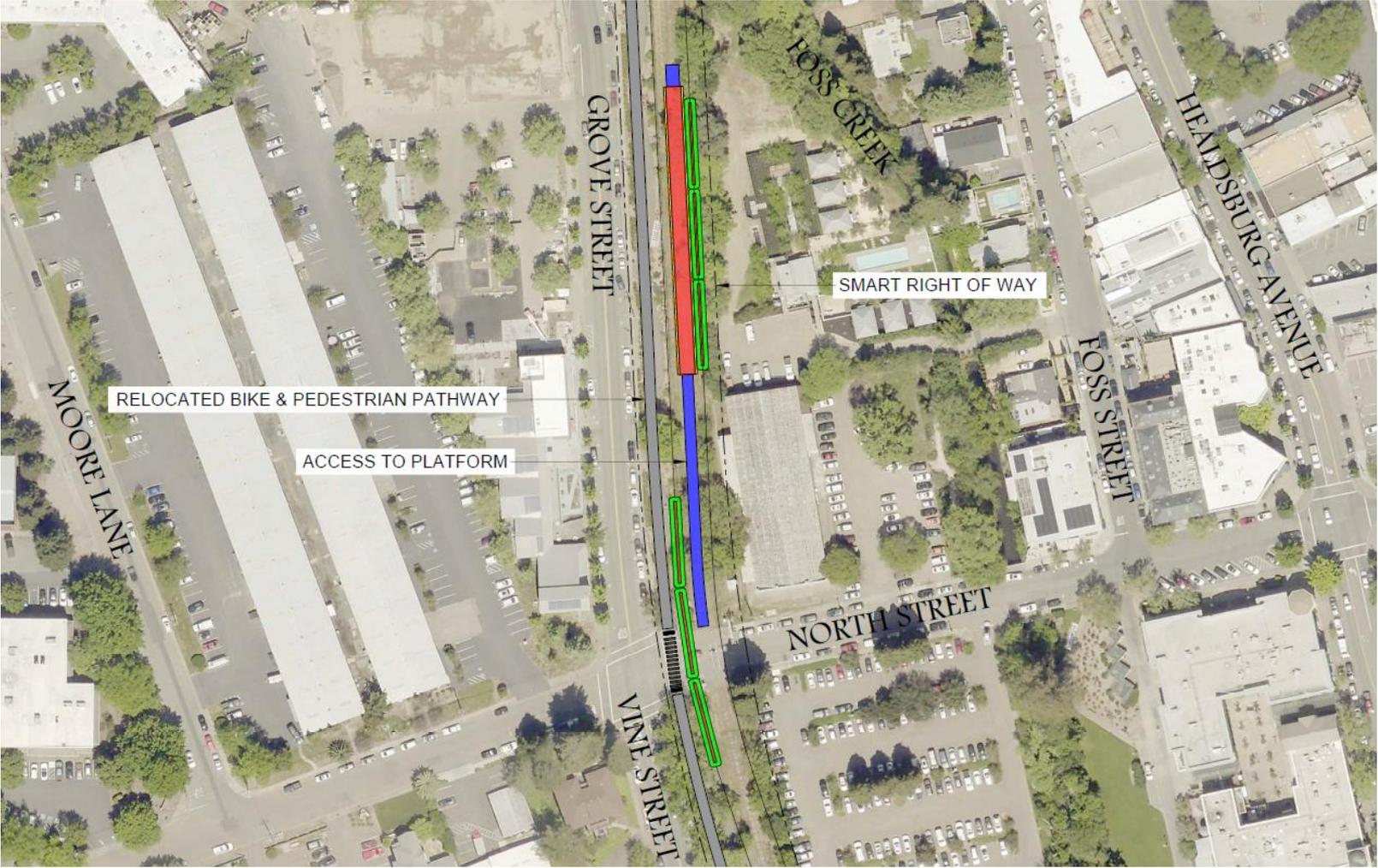


SMART TRAIN YARD AT DEPOT - LOOKING NORTHWEST

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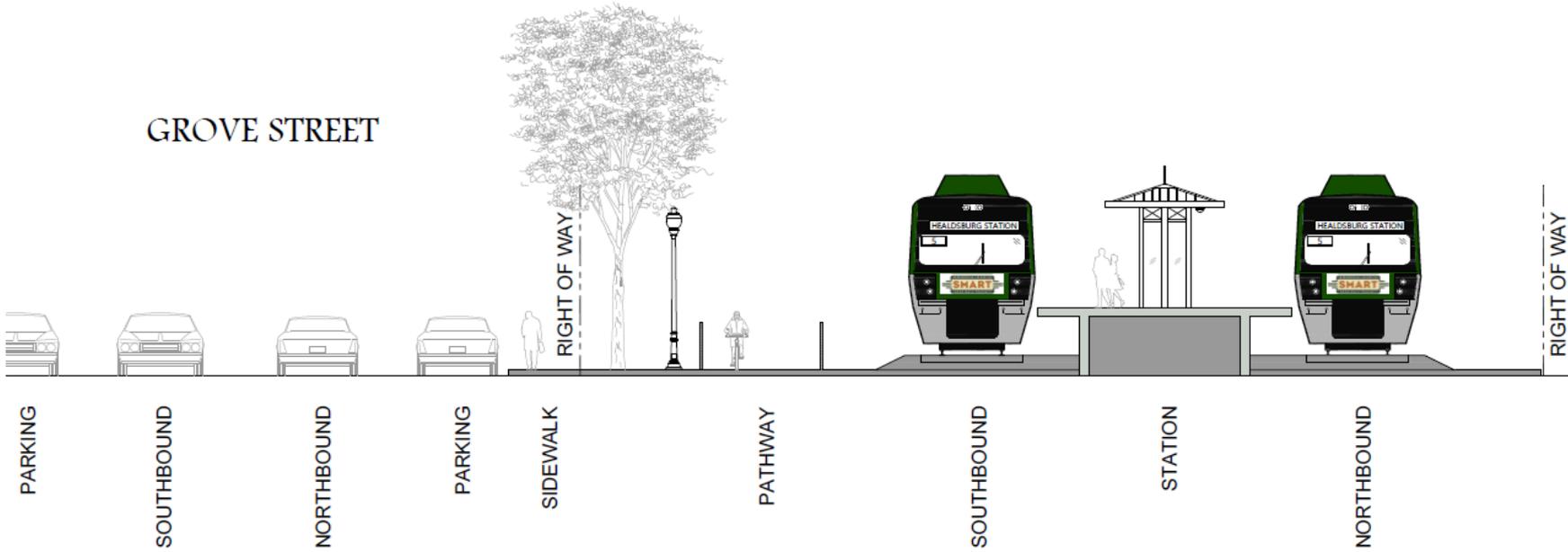
North of North Street



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North of North Street



NORTH STREET - LOOKING NORTH

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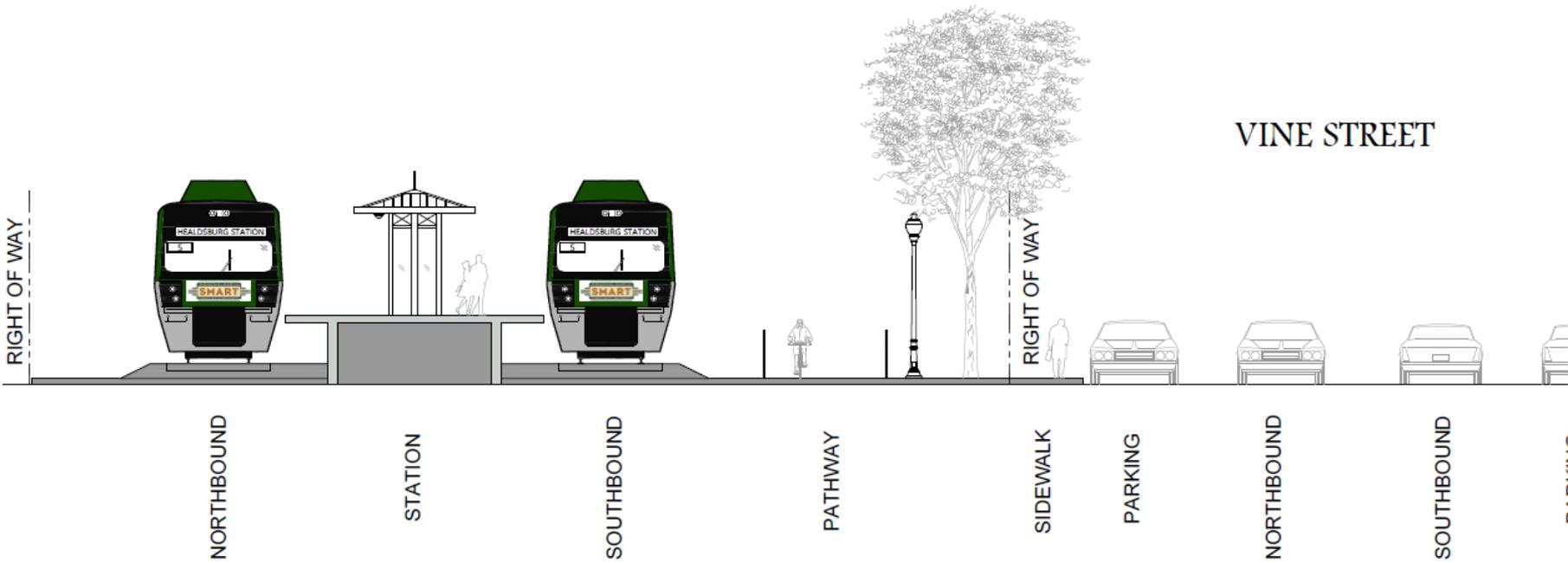
Between North & Matheson Streets



Attachment: 8A - Healdsburg Station Location (4153 : SMART Station Location)



Between North & Matheson Streets



NORTH STREET ~ LOOKING SOUTH

Attachment: 8A - Healdsburg Station Location (4153 : SMART Station Location)



Healdsburg Roundabout Gate Overview

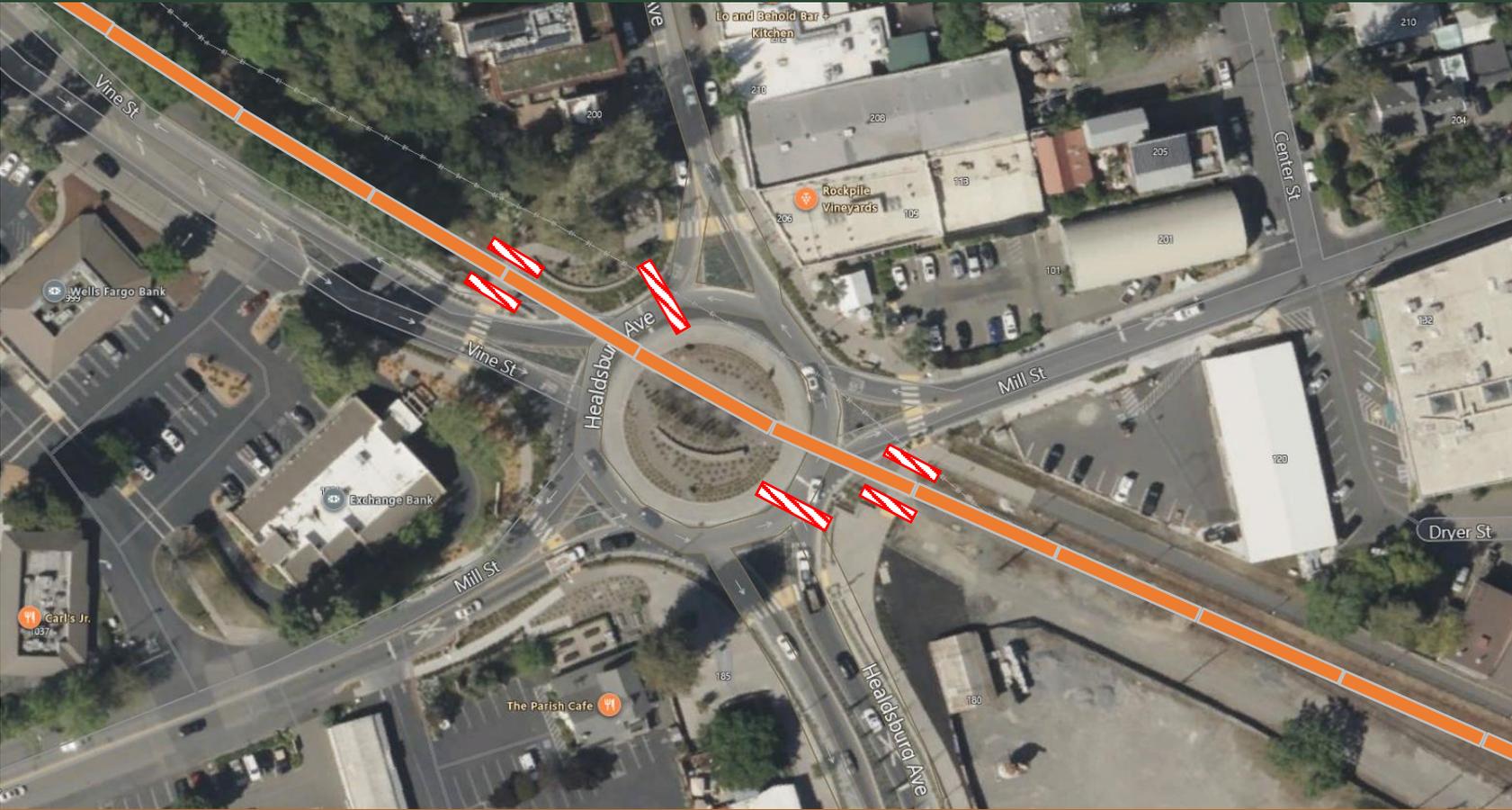
- The Healdsburg Roundabout will feature automatic warning devices, including gates, lights, and bells
- Warning devices will be located at vehicular and pedestrian approaches
- Warning devices will activate 30 seconds prior to the train reaching the crossing
- Warning devices will remain active until the train is detected to be clear of the crossing
- This will result in approximately 60 seconds of activation time per train movement



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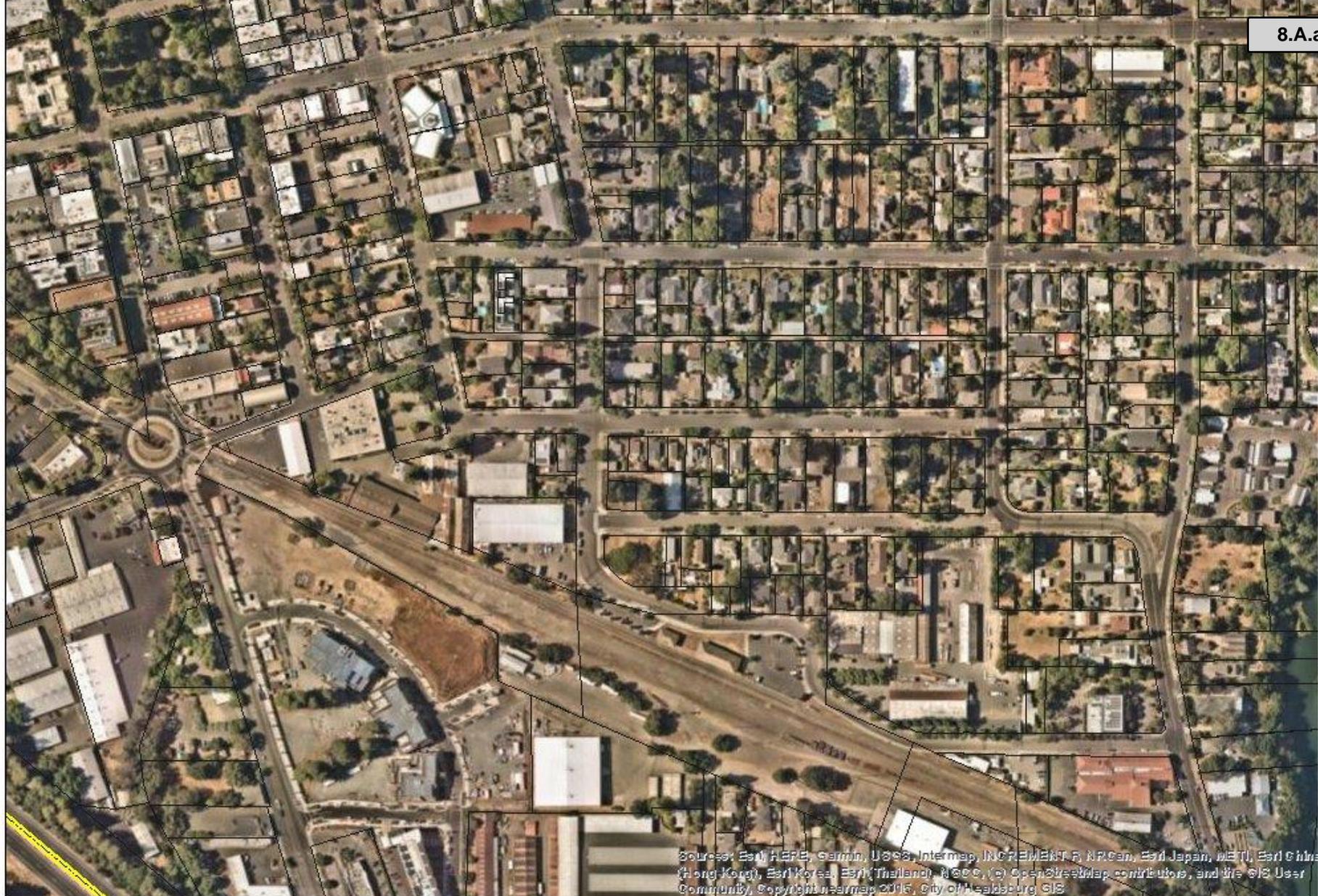


Healdsburg Roundabout Gate Operation Animation



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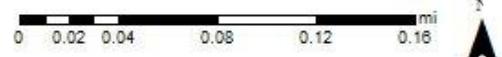


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), SwCC, (c) OpenStreetMap contributors, and the GIS User Community, Copyright hereMap 2016, City of Healdsburg GIS

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GIS Viewer



This map was generated from the Healdsburg GIS Viewer and is for internal use and reference only.

Existing Depot

Pros:

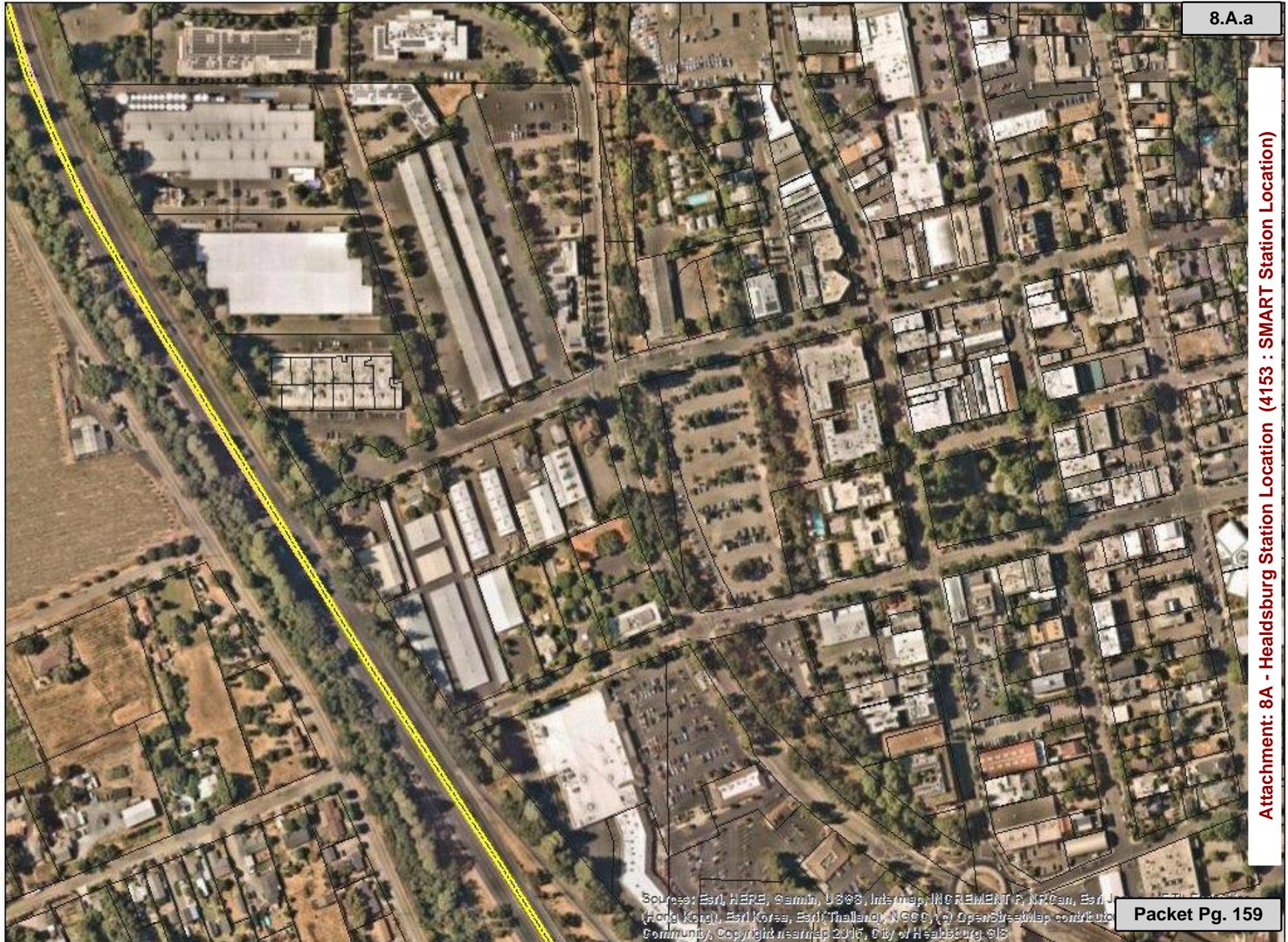
- Ample right of way and existing parking already available.
- Lowest cost and minimal impact to streets and intersections (until extension to Cloverdale occurs).
- Possible at-grade ped crossing to neighborhoods south of tracks.
- Increased redevelopment potential including former Healdsburg Lumber Site.

Cons:

- Real and perceived distance to downtown core (2,000-foot walk to plaza).

Considerations:

- Proximity to residential areas vs. downtown core.
- Ridership numbers.
- Existing planned multi-modal transit hub.



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Downtown Location

Pros:

- Proximity to downtown core (700 to 1000-foot walk from West Plaza station location).
- Potential of increased ridership downtown.

Cons:

- 56 public parking spaces in West Plaza Lot and 22 private parking spaces in lot south of Matheson Street currently in SMART rail right of way. Presume all will be impacted and possibly lost.
- Impacts to Foss Creek Trail and existing trees.
- City has no identified funding to assist w/station relocation downtown (CEQA, design, intersection and utility work, Foss Creek trail re-building).
- Intersection impacts downtown at 5-way roundabout, Matheson and North Street (until SMART extends to Cloverdale).

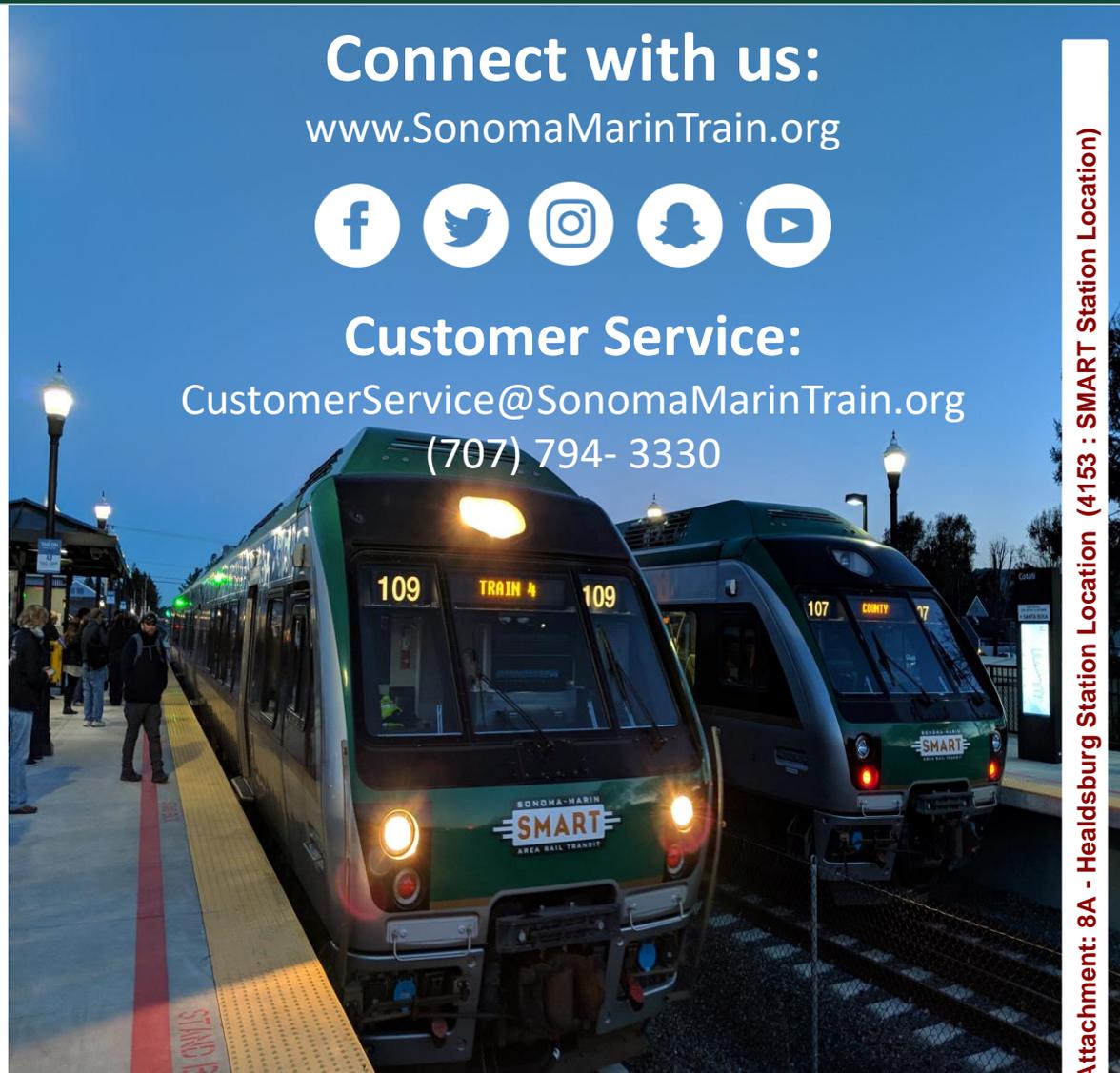
Considerations:

- Creates potential redevelopment opportunity for housing at current depot site.
- Existing SCT transit stop at plaza downtown.



Next Steps:

- Schedule Community Meeting to gather public input
- City Council provide direction on station location site
- SMART proceed with design and construction



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