

DOWNTOWN

1. If we switched at Windsor to more narrow-gauge "spur" lines/vehicles, would there be other choices?
2. What happened to the guaranteed bike lane next to every mile of track?
3. No depot needed- Just a covered platform for both locations.
4. How many minutes and hours many times per day will the round-a-bout need to be closed per day with downtown option?
5. The Depot can be part of our historic buildings but for public transit, we need the downtown station.
6. Would trees be lost on Vine Street? Against any plan that would cause the loss of Walnut trees on Vine Street. Adds unnecessary noise to downtown area.
7. Will the arms stay down across North & Matheson while train is at station?
8. What about offering valet parking?
9. Aside from Foss Creek Apartments, no one lives near City Hall.
10. Existing parking is not adequate to handle addition of SMART park & ride.
11. Cannot accommodate a longer train in the future?
12. Matheson & North Street would be closed at RRX while train in station if downtown 5 min. or more.
13. Con: Requires train to pass through two to three extra intersections unnecessarily endangering public. There is already not enough parking downtown & this will take away more parking both with the new infrastructure & with commuter parking near the train station.
14. Train usage depends on easy access and convenience this downtown is best location. People can walk to the plaza, hotels, restaurants etc. & it is more centrally located.
15. Adds more traffic to an already busy part of town.
16. Parking is a necessity- far more and far cheaper parking near existing station.
17. Much more opportunity for city-centered development at the existing station- the Vine Street location is basically built out.
18. I'm concerned about quality of life for the people who live on Ward Street. Are their voices being heard?
19. Transit connectivity should be the first priority for our transit hub. Downtown provides that. SMART prefers downtown!
20. Downtown will send more people for commuting to work or southbound. Parking doesn't seem to be an issue at other depots.
21. After hearing an explanation, I still don't understand why the depot location cannot be made to accommodate large busses.
22. Connections to west are difficult (101), so nearest residential is over 1/4 to the east.
23. Location south of North Street is better w/ access to North & Matheson. If selected ensure multiple connections to east.
24. How do you mitigate the traffic circle problem if the SMART train goes to downtown?
25. I am concerned the Vine Street location brings more noise in to center of town.
26. Please enhance the graphic description of the downtown station to illustrate the row of likely removed parking spots in the lot.
27. How many spots & where will the parking lot be located?
28. Who are we building the depot for? The community? The visitors? Hopefully both but the community is more permanent & reliable as train riders.
29. What does Healdsburg get by changing to this location? A couple of minutes closer to core for visitors, but what else? Will short difference in distance really affect ridership?

30. Barriers coming down at roundabout 30+ times a day!
31. Do we want to cultivate Healdsburg as a destination (where people visit) or as an origination (where people live)? 60 second delay at roundabout 38 times a day- not a good scenario! Especially at times when traffic backs up as it is.
32. How many parking spaces will have to be taken out in the main parking along Vine for the double tracks?
33. Opposed to # of parking spaces & trees lost at downtown location.
34. No one mentioned tree removal for Vine St. location.
35. The downtown location will cause serious traffic issues. Trains will pass thru the circle 38 times a day.
36. Convenience drives ridership convenience equals downtown.
37. Negative- Streets blocked Matheson & North. Positive- When Smithsonian train was here 1 month in late 90's pedicabs started up bringing tourists to plaza & taxi service.
38. By placing a depot downtown, you are pulling more cars towards parking there. (I do not see a future explosion of bus/cycle use in the next 5-10 years). Large cost to rip up Foss Creek Trail & Legacy trees at Vine St. Bad if you are headed anywhere else in town- have you experienced a large event downtown? Very hard to get in/out.
39. Train use is directly correlated to convenience thus downtown is the best location. Love the old station but it is too far from the center of town.
40. Downtown station Depot Housing friends of SMART Dani Sheehan dsheehan@sonic.net
41. Downtown is better for transit connections. Depot is better for 10-car excursion trains. Steve Biddleboush
42. Cons-Will take up valuable parking spots, including people parking nearby the train station for the whole day while they are gone. Has the train pass through 3 intersections unnecessarily. Ruins the nice shady area that exists there now. Adds unnecessary noise to downtown area. Adds a lot more foot & car traffic to an already heavily used area.
43. Can we run a survey that would let us know exactly how many people favor each location?

DEPOT

1. Doesn't impede as much traffic i.e. roundabout etc. Great place to park a 2nd train. Bus station close to Healdsburg Ave. Doesn't take up downtown parking (cars parking all day to commute). Extra traffic from commutes from North. Great historic location. Less infrastructure needed. Parking gates & backed up traffic (round about) don't mix.
2. Sonoma County Parks' draft of Russian River Memorial Beach will have west beach access from stairs down from RR PEP/bike bridge.
3. Establish bird e-bike pass for SMART users-*last mile, yes! I agree.*
4. Existing "station" is "shovel ready" and will not require significant changes to infrastructure. Strong in favor of existing historic depot location.
5. Save the Depot! Love Petaluma STA. Let's do a Healdsburg Historic idea @ depot.
6. On a long range plan the activity at the depot will "activate" the neighborhood.
7. Shuttle system to either spot to any area in Healdsburg.
8. Developing a convenient micro-transit system in Healdsburg will allow easy interface with the historic depot.
9. Keep it at depot location historic.
10. Solve "long bus" access issue by shuttle. Have electric shuttles take passengers to & from buses & downtown. - *Who would develop and pay for it?*

11. There needs to be pedestrian access to "other side of tracks" (south).
12. A "station" is not necessary!!! A ticket terminal would be adequate.
13. The city can support a "Welcome Center" or at least services like public restrooms in ticket office building.
14. Much of the analysis/data presented describes the "as is" status-current development etc. The question for the community should be, what do we want "to be"?
15. The buses are empty. Don't base a decision on an empty bus. That train already left the station. The people who will use the train are not going to jump to a bus.
16. Bus stop is close by on Healdsburg Ave. within easy walking distance. It's close to Memorial beach via bike path.
17. How will we decide? Criteria- EG Convenience (A&B). A- Mobility challenged B- businesses. Weighing value (0-10). Driving future development long Range plan for area west parking built out housing at depot.
18. What about a DEIBA criterion?
19. Consider moving depot station closer to Healdsburg Ave. shorten last mile.
20. Maybe we should host workshops with our youth. They are the ones that will live with this decision.
21. The Central Healdsburg Area Plan prioritized shifting the "center of gravity" south. Depot does not require 2 intersections to be blocked by train RRX when in station (Matheson & North St).
22. Use Longboard parking for transit turnaround (Healdsburg Ave. to Matheson to Fitch then corner of Harmon & Fitch, turn & return to 101 same route).
23. Traffic mitigation @ round-about. # of trains closing intersection & backing up traffic could be mitigated by 101 on/off ramp on southern side of Mill/Westside Rd. We've already done 1/2 the work.
24. What are the opportunities for developing the land around the depot as affordable transit-oriented housing compared to the downtown location?
25. No one mentioned significant loss of parking spaces if depot is moved downtown. A definite current problem & will be even worse if depot is moved downtown!! Depot station now- can use smaller buses or vans to transport people to town- if they can't walk that relatively short distance! No one mentioned tonight about the severe impact on traffic into/out of Healdsburg via rotary & road construction traffic if depot is moved to downtown site vs original old depot site!!
26. Invest in public transit frequency for better access to arriving at the station without a car.
27. Relative distance between locations to Plaza is no issue. 7 minutes walking (to depot) vs 4+ minutes walking (Vine St. to Plaza)
28. Depot has historical significance, but also interesting potential for future. More room for bikes parking, information/way finding, hydration station, etc.
29. Bus used to stop near depot at empty lot @ Fitch. Do this again?
30. As much parking as you need.
31. I agree with the statement above (at top) re: distance between locations to Plaza. I have walked both and it's at most a 3 minute difference.
32. Do not induce traffic congestion for people driving to the train. I don't care about parking. Build less!
33. Easy to fit longer trains or special trains for large events. (Not crammed between streets).
34. Better emergency access?

35. What alternatives to last mile connectivity are feasible? SMART Connect/subsidized ride share/etc.
36. Less impact on the environment. Vine Street takes out part of the sidewalk and trees to accommodate the track. Also takes parking spaces.
37. Better access for commuters, workers, and connectivity to local transit & resources.
38. Great opportunity to enhance that area of town.
39. More opportunities for housing and redevelopment with connection to river.
40. Originally identified as central node to S. Healdsburg Ave plan. This location is better "anchor" for activity needed for residents.
41. Distance for walking should be made better with shade trees. Art along path to make it feel like appropriate "gateway" to town.
42. Shuttles & ebikes should be considered vs buses from depot to downtown
- 43 Why not have special pedi-cabs for the last mile?
44. Depot location will keep even more traffic from downtown. Not make parking even harder. 1/4 mile is not too far to walk to town.
45. Existing station can serve as community space and a visual marker of historic interest. Amtrak bus makes maybe 1-2 stops/day, so it seems like there are other ways like shuttle to assist folks with the long walk. We have very few public services in the plaza- can be more equitable by adding services south of the plaza. (restrooms, water, directions, etc.). Very cheap to get platforms now and room to grow.
46. I am against the downtown station- the depot area is well within walking distance of hotels & shops, restaurants, etc. A bus stop is close by Healdsburg Ave.
47. Close to #60 bus stop. Is in under utilized area of Healdsburg which needs some focus for future development. Already has 2 small parking lots. Is within easy walking distance of the Plaza. Does not require the train to travel through at least two + maybe three intersections. Is close to Memorial Beach. Extra commuter street parking is available nearby. Area is not over crowded with people. Can provide employment for a pedi cab.
48. I don't see why a downtown station would be shoehorned into an already- fully developed area with periods of congestion no space for new housing, while the town is & has expanded its business center towards the south & east with housing & parking space. To base this new site on walking distance is mistaken notion. Shuttles are possible & cab service its expanding downtown & can serve to transfer to busses.

Emails

1. Hi, My name is Beatrice Chambers and I wanted to email regarding the SMART train depot location. We should definitely have it where the original depot location near Fog belt. It already has room and is perfect location. There's absolutely no parking down town, it would require additional construction work and cause lots of issues if it was elsewhere. The original depot location is perfect, very accessible and definitely not too far for those taking the train to get into downtown Healdsburg without a car. I think it's very important that we just use the existing location and not make it more complicated than it needs to be.
2. Very thought-provoking SMART workshop last week, perhaps some minds were changed... I do plan an article this week and hope to hear from you hopefully before the end of day tomorrow on the following: What happens now? Is a report summarizing the findings of the workshop prepared, presented to council? Will a recommendation be made, and by whom? Does the council have to vote on a City preference for a SMART station in town – and is so when can that be expected? Will an additional EIR be necessary for the Vine St. location, above and beyond what may already have been done for the Depot location?

3. Per our conversation, the following are some of the comments/feedback I have heard: - For the Downtown Station Renderings, please include an overlay of where the tracks will go & how much parking would potentially be impacted. The renderings last night didn't show clearly there would be tracks on both sides of the station in the aerial view. What is the ridership number estimate of riders transferring from the Amtrack bus to the SMART train? What happens to the SMART train should the voters not vote to extend the funding? How far north can the Station Platform be placed for pedestrian access South of the Roundabout (feedback was, if it's placed as close to the Roundabout as possible, it's that much closer to existing bus stops, downtown, etc. without going through the Roundabout) Going forward, if the discussion is between the two locations, better 3-D renderings would be helpful of the various crossings (Front St., Roundabout, Matheson, etc.)

4. Mayor Kelly and Council Members, The October 19 SMART station workshop was a valuable way to provide more information to the community and allow for a free exchange of ideas. Based on what has been presented to date, for the community to decide on the best location for the train station, we need more detailed information. Please ask SMART and City Staff to provide the following data for each station location: 1) how many people are living within 1/4 mile of the station 2) how many people are working within 1/4 mile of the station 3) how many parking spaces are there within 1/4 mile of the station 4) how many people are estimated to take the train to visit Healdsburg 5) how well will public transit connect (e.g. minutes to walk) 6) how will the economy be affected (e.g. retail sales, cultural and arts attendance/sales, farmer's market attendance/sales, new employees who will be attracted to work in Healdsburg) 7) what costs will the City will have to pay 8) what will be the reduction in GHG. I recommend you delay making a final decision on the train station location until SMART has finished its economic study and compiled the data that is missing. In several informal conversations I had with SMART staff it appears the decision could be postponed until June of 2024 or later without affecting completion dates or costs. I encourage you to ask City Staff to explore with SMART an extended decision-making timeframe.

5. Dear Mayor Kelley, Vice Mayor Hagele, Councilmembers, Director Zimmer, and City Manager Kay, Thanks for putting together the SMART station workshop last week. It was a lively discussion, and I learned a lot about the future SMART service to Healdsburg and the relative merits of the suggested locations. At this point, I remain in favor of the Depot site on Harmon St. According to the General Plan, it is currently the identified site for this use, and a substantial amount of money has already been spent on infrastructure improvements at this location. It has historical value, but it also has great potential for the future. If the platform were to go here, it is inevitable that the site (two buildings, etc) would be repurposed to commercial or public use. This area could accommodate way finding, a gathering spot for groups (i.e cyclists), a hydration station and other amenities. This site is adjacent to a historical neighborhood, the Foss Creek Path, the Russian River, and every route from this location to the Plaza features restaurants, tasting rooms, and some retail. By foot, it is a seven-minute walk to the Plaza. Large bus access to this location is not ideal, but it has been done before, traffic is light, and existing bus stops are a short distance away on Healdsburg Ave. By comparison, the downtown location is a 4-minute walk to the Plaza and would have immediate access to Healdsburg's commercial center. For visitors who want to minimize travel time to retail, restaurants, and tasting rooms, this would perhaps be a more attractive option. Bus service could be provided near this location too, but otherwise, this location does not provide significant advantages to Healdsburg residents or to visitors who are coming to Healdsburg for recreational purposes. Installation would require removal of trees, relocation of the Foss Creek path, and other expensive changes. Eddy Cumins, SMART Director, assured us that Healdsburg would not be saddled with the additional millions of dollars required for a downtown location. It may not require Healdsburg's money, but it will require someone's money, and it should be spent just as prudently as if it were our own. The downtown location would require barriers to come down at the roundabout 30+ times a day, negating the efficacy of the roundabout design. 30+ times a day this intersection would be returned to the reviled 5 way stop. Much driver unhappiness is certain to ensue. Explaining that the 5-way stop would have to occur eventually because of the planned Cloverdale extension might not suffice since the Cloverdale extension is not yet a twinkle in SMART's eye. The additional work and expense for the downtown location would likely delay the project as compared to the work required at the Harmon St. site. Location of the SMART station is also a matter of messaging. Where are you arriving when you get off the train? In one case, you would arrive near the location of the historic train station, near an equally historic neighborhood, with proximity to the Russian River and short walk to the Plaza. At the other location, you would arrive in a commercial area where chic restaurants, artisanal cocktails, super premium wine tasting rooms and boutique shopping abound. Nothing wrong with either of these environments, but which one best defines Healdsburg and it's purported small town charm? Having the SMART train come to Healdsburg is a very exciting prospect, and I wish you all well on your deliberations regarding the station location.

6. The Hudson Street depot is best simply because it has a lot more room for the infrastructure and parking. Will the Hudson Street residents wish otherwise? Yes, but the negative impact could be better mitigated in the Hudson Street neighborhood than downtown. A Vine Street location may seem more charming, but the increased traffic, reduction of parking, and various other headaches make it less practical.

7. Letter dated 09/14/2023 supporting existing depot site as preferred station site location.