

## Active Transportation Plan (ATP) Public Comments

Public Review Period: October 7 - November 30

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### **Comment 1**

#### **General Feedback on the ATP:**

In reviewing the ATP, certain omissions and lack of emphasis could hinder the full realization of its vision.

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#### **Connected and Reliable:**

The omission of detailed plans for the SMART Train stop and its integration with active transportation options directly impacts this goal. The SMART Train is a significant new transportation link for Healdsburg, and its omission may lead to:

- Missed opportunities for creating seamless connections between the train station and the rest of the city.
- Lack of planning for dramatically increased pedestrian and bicycle traffic around the station area.
- Insufficient infrastructure to support "last mile" connectivity for train passengers.

These issues prevent the ATP from delivering a "continuous active transportation network that links daily activities and housing," as stated in the goal.

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#### **Safe and Well-Maintained:**

There is insufficient emphasis on the accessibility needs of people with disabilities and senior active transportation needs. This impacts the goal in the following ways:

- Failing to create a truly "low-stress" network for all users.
  - Falling short of the "Vision Zero" standard by overlooking safety concerns for seniors and people with disabilities.
  - Not achieving a network usable by "people of all ages and abilities," as stated in the vision.
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#### **Community Oriented and Place-Based:**

A lack of a comprehensive approach to community programs could hinder this goal. The omissions may:

- Miss opportunities to tailor projects to specific community contexts and user profiles.
  - Provide insufficient support for diverse uses and users.
  - Limit community engagement in ongoing active transportation initiatives.
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### ***Preventable Obstacles:***

Key omissions could create avoidable challenges:

- **Disconnected Network:** Without SMART Train integration, the ATP will leave gaps in the transportation infrastructure.
- **Accessibility Issues:** Insufficient attention to seniors and people with disabilities will result in infrastructure that is not accessible to all.
- **Missed Opportunities:** Failing to address SMART Train integration prevents the creation of a truly intermodal system.
- **Safety Concerns:** Neglecting specific user groups compromises the "Vision Zero" approach.
- **Limited Community Support:** A lack of outreach for community programs limits engagement and awareness.
- **Inadequate Future-Proofing:** Not addressing major developments like the SMART Train risks the ATP becoming outdated quickly.

By addressing these concerns, the ATP can better align with its vision, creating a comprehensive, inclusive, and future-oriented plan for Healdsburg.

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### ***Comment 2***

#### ***Paraphrased Comments from the Sonoma County Bicycle Coalition (SCBC):***

##### ***1. Connected, Low-Stress Network:***

- The importance of a connected, low-stress network that is safe and accessible for all users cannot be overstated.
- Frustration arises when bike lanes suddenly end, making it difficult for users to reach key destinations like schools, workplaces, and shopping areas.
- While larger projects (e.g., Healdsburg Ave and Grove St) take time, the focus should also be on building safe neighborhood connections across the city.

##### ***2. Class 3 Bike Boulevards:***

- SCBC is concerned about the number of Class 3 Bike Boulevards in the plan, as they require bikes and vehicles to share lanes, which many riders find stressful.
- Staff has suggested opportunities to enhance projects by installing actual bike lanes, though this may involve difficult discussions about removing on-street parking.

##### ***3. Quick Build Projects:***

- SCBC emphasizes the importance of quick build projects, such as temporary bike lanes or roundabouts, which allow communities to test infrastructure before making it permanent.

- Quick builds have been successful in other Sonoma County jurisdictions and should be considered as tools for ATP implementation.

**4. Bike Parking:**

- Bike parking is addressed as a broad policy goal, but SCBC recommends more specific language about developing bike parking in downtown areas and outlining actionable steps to achieve this.

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***This document compiles raw public comments from the ATP public review period for further review***