

## Raina Allan

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**From:** Jeff Kay  
**Sent:** Monday, January 20, 2025 4:34 PM  
**To:** Raina Allan; Larry Zimmer  
**Subject:** Fwd: [EXTERNAL] - Support for the ATP plan

Begin forwarded message:

**From:** David Hagele <dhagele@healdsburg.gov>  
**Date:** January 20, 2025 at 2:34:43 PM PST  
**To:** Alexis laconis <alexis@brickandmortarwines.com>  
**Cc:** Jeff Kay <jkay@healdsburg.gov>  
**Subject:** Re: [EXTERNAL] - Support for the ATP plan

Thank you,

David Hagele  
Councilmember,  
City of Healdsburg

On Jan 20, 2025, at 2:17 PM, Alexis laconis  
<alexis@brickandmortarwines.com> wrote:

**[CAUTION:]** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Council members,

I wanted to write a quick note in regards to your meeting tomorrow about the ATP. I wanted to express my support for this new plan and the resources it will create for the elderly and those who don't have cars.  
Thank you!

Warmly,

Alexis laconis  
FOUNDER & COO  
brick & mortar  
PO Box 1508, Healdsburg, CA 95448  
alexis@brickandmortarwines.com  
O: 707.806.0250

C: 707.239.3040

IG: @brickandmortarwines

[www.brickandmortarwines.com](http://www.brickandmortarwines.com)

## Raina Allan

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**From:** Jeff Kay  
**Sent:** Tuesday, January 21, 2025 6:47 AM  
**To:** Raina Allan; Larry Zimmer  
**Subject:** Fwd: [EXTERNAL] - Support for inclusion of bike and pedestrian infrastructure improvements

Begin forwarded message:

**From:** Kevin Hughes <kehughes1@hotmail.com>  
**Date:** January 20, 2025 at 6:31:12 PM PST  
**To:** Evelyn Mitchell <emitchell@healdsburg.gov>, Chris Herrod <JHerrod@healdsburg.gov>, Ronald Edwards <REdwards@healdsburg.gov>, David Hagele <dhagele@healdsburg.gov>, Ariel Kelley <akelley@healdsburg.gov>, Jeff Kay <jkay@healdsburg.gov>  
**Subject:** [EXTERNAL] - Support for inclusion of bike and pedestrian infrastructure improvements

[CAUTION:] This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Members of the City Council

Writing to express my **strong support for the inclusion of bike and pedestrian infrastructure improvements in the next two-year cycle of city planning**. I have lived in the Healdsburg town center since September 2023 and one of the main factors in choosing to live in Healdsburg was the compact town center and having the option to walk/bike. However, I quickly came to the realization that for all the "bike-friendly" marketing hype, the bike infrastructure is very limited in the town center.

I know there are a couple of significant and exciting projects in the works with Grove St and Healdsburg Ave, which have the potential to dramatically improve safety and enhance the pedestrian/bike experience in Healdsburg. Looking forward to seeing those projects come to fruition.

**I am also writing to advocate for the development of dedicated east-west cycling corridors with bike lanes on March, Powell, Grant, and Matheson Streets.** These corridors are crucial for ensuring safe and efficient biking options to the high school and junior high, to parks and to other key areas of our city. This will have the added community benefit of reducing vehicular congestion, air pollution and greenhouse gas emissions – and encouraging healthy lifestyles.

We urge the City Council to prioritize these bike and pedestrian infrastructure improvements and take decisive action to create a safer and more accessible town for cyclists and pedestrians alike.

Thank you.

Kevin Hughes  
330 Plaza St.

Healdsburg, CA 95448

## Raina Allan

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**From:** Monique Verrier <monique@costill.com>  
**Sent:** Saturday, January 18, 2025 10:21 AM  
**To:** Raina Allan  
**Subject:** [EXTERNAL] - Public Comments for 1/21 CC Meeting

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Hi Raina - Please include my comments below for the CC Meeting. Thanks - Monique

Dear City Councilperson -

I'm writing to ask you to vote NO on the Active Transportation plan. Although I do see that there is a long list of potential funding sources in the plan, \$71M works out to \$15,583.84 per household (\$71M/4556). Any amount funded by the City will be a direct cost to the residents. Amounts funded by other entities cannot be thought of as free money and there is no guarantee of continuing grant availability. Even if grant money is used for building, increased maintenance costs will be on us. Installation of traffic calming measures, raised crosswalks, the additional requirements for road markings and many other suggested changes to our roads will increase the cost of repaving, utility work and all other normal road maintenance costs.

This measure is unnecessary. By your document, currently 37% of people do not drive alone to work. That far exceeds the 15% active transportation goal set for 2030. In addition, people who want to walk and bike already have plenty of options and are using them to the extent they desire. The AT plan is a high cost/low benefit program that will marginally benefit only those who have the leisure time, the physical mobility and the desire to "walk, bike and roll" for their "everyday transportation and recreation". For most, a daily bike ride to the grocery store is not practical. For me, it would require two hours a day. These proposals will benefit a minority of the residents and only during the day and only in reasonable weather. The majority of us, however, will have to spend more time in our cars as many of the projects include slowing and impeding traffic, reducing parking and reducing lanes. These changes will delay our travel and will result in more carbon emissions - which is contrary to the stated goal of the CMS. It will require major construction efforts that will inconvenience all of us and, as you likely know, construction requires an enormous amount of energy and causes much waste - GHG emissions of which we will never be able to offset.

In terms of the public interest, I would suggest that it is vastly insufficient to embark on such an expensive and large scale project.

There were only two public comments on the online request for comments (of which many of us were unaware) and one was from the Sonoma County Bike Coalition which does not represent the residents.

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.cityofhealdsburg.org%2fDocumentCenter%2fView%2f19121%2fATP-Public-Comments-Oct-7---Nov-30-Raw&c=E,1,cRL3RSmPE5SoGJRcLPUIp3F4GvnkMhZHjDNfvN6gC88nXf40IsLnPRB9x2WEtxCHAAaDi29aZAviA\\_XRPWVx73dydIdexNvsroCDu6P1iOI4mt6H&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.cityofhealdsburg.org%2fDocumentCenter%2fView%2f19121%2fATP-Public-Comments-Oct-7---Nov-30-Raw&c=E,1,cRL3RSmPE5SoGJRcLPUIp3F4GvnkMhZHjDNfvN6gC88nXf40IsLnPRB9x2WEtxCHAAaDi29aZAviA_XRPWVx73dydIdexNvsroCDu6P1iOI4mt6H&typo=1)

The inputs and actions document only produced five pages and it clearly states that ATP is a high-level document that is not financially bound. These meetings clearly were an exercise in magical thinking because it's likely the real world input would have been that participants did not have \$15,583 to spend on making it easier for other people to bike in Healdsburg.

In terms of costs, the CC has spend a great deal of effort trying to impress upon us their concerns about affordability. All the residents share those concerns. We want to be able to afford to live here but the AT plan, the CMS, Measure O, DEI, Affordable Housing loans and many other decisions the CC has made has driven up the costs for regular folk. Please refocus your efforts on actually making it affordable for people to live here. We shouldn't be paying almost double Windsor's water rates or half a percent more in sales tax than Cloverdale and Windsor. Homeowners pay an additional 10% in property taxes for local bonds. These add up to real costs for all of us. Those of us with jobs struggle to pay attention to the actions of the CC yet you seem to be willing to allow out of town consultants to tell you what we want. Our per capita income is \$60K/year with more than 10% living below the poverty line. The average social security check is around \$2000. The CC spending decisions appear to be out of touch with the financial realities that the residents face.

The reason I was given for the utility rate hikes was that we needed \$80M to repair our infrastructure. That affected 100% of the households in Healdsburg. Why would we even consider spending \$71M on anything else?

Please represent the residents of Healdsburg, vote No on the ATP and focus your efforts on reducing spending on anything outside of the core responsibilities of our City government: roads, public safety, utilities.

Thank you --

Monique Verrier, registered voter and 30+ year resident of Healdsburg

## Raina Allan

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**From:** Jeff Kay  
**Sent:** Saturday, January 18, 2025 11:51 AM  
**To:** Larry Zimmer; Raina Allan  
**Subject:** Fwd: [EXTERNAL] - Active Transportation Plan

Begin forwarded message:

**From:** David Hagele <dhagele@healdsburg.gov>  
**Date:** January 18, 2025 at 11:37:38 AM PST  
**To:** Jeff Kay <jkay@healdsburg.gov>  
**Subject:** FW: [EXTERNAL] - Active Transportation Plan

David L. Hagele  
Councilmember,



### City of Healdsburg

401 Grove Street, Healdsburg, CA 95448  
(707) 578-7800 • [DHagele@Healdsburg.gov](mailto:DHagele@Healdsburg.gov)

Note: All e-mail communications through this e-mail account are public documents.

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**From:** scrappy1@sonic.net <scrappy1@sonic.net>  
**Date:** Saturday, January 18, 2025 at 10:35 AM  
**To:** David Hagele <dhagele@Healdsburg.gov>, Ariel Kelley <akelley@Healdsburg.gov>, Chris Herrod <JHerrod@Healdsburg.gov>, Ronald Edwards <REdwards@Healdsburg.gov>, Evelyn Mitchell <emitchell@Healdsburg.gov>  
**Subject:** [EXTERNAL] - Active Transportation Plan

**[CAUTION:]** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mayor Mitchell, Vice-Mayor Herrod, and City Councilmembers,

I am writing to express my strong support for the inclusion of bike and pedestrian infrastructure improvements in the next two-year cycle of city planning. These kinds of infrastructure improvements benefit the health and mobility of all residents and support the Climate Mobilization

Strategy's goal of increasing Active Transportation mode share to 15% by 2030, and should be prioritized and advanced as soon as possible.

I support the development of dedicated east-west cycling corridors with bike lanes (at a minimum) on March, Powell, Grant, and Matheson Streets. These corridors are crucial for ensuring safe and efficient biking options to the high school and junior high and to parks and other key areas of our city. Such improvements would have the added benefit of reducing congestion, air pollution and greenhouse gas emissions – and encouraging healthy lifestyles. As part of a group of citizens involved in the creation of the Active Transportation Plan (ATP), I am committed to seeing these projects come to fruition and believe they will have a lasting positive impact on our city's overall transportation network. To address concerns about possibly removing parking spaces, a "quick build" might be a solution in the short run as a way to assess the impact of these kind of changes on our community.

To ensure the continued success and progress of these and other bike/ped infrastructure improvements, I also support the idea of establishing a standing Bike/Ped Advisory Committee. This group would play a vital role in overseeing the implementation of the ATP, ensuring that plans are executed with ongoing community input.

I urge the City Council to prioritize these two initiatives in the coming 2-year cycle and to take decisive action to create a safer and more accessible city for cyclists and pedestrians alike. I look forward to working with you and the city administration to make these goals a reality in the coming years.

Sincerely,

Brian Geagan  
320 Haydon St.  
707-299-8233  
Scrappy1@sonic.net

## Raina Allan

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**From:** Anne Goebel <annegoebel@gmail.com>  
**Sent:** Saturday, January 18, 2025 2:23 PM  
**To:** Raina Allan  
**Subject:** [EXTERNAL] - Active Transportation Plan

**[CAUTION:]** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Councilperson - I'm writing to ask you to vote NO on the Active Transportation plan. Although I do see that there is a long list of potential funding sources in the plan, \$71M works out to \$15,583.84 per household (\$71M/4556). Any amount funded by the City will be a direct cost to the residents. Amounts funded by other entities cannot be thought of as free money and there is no guarantee of continuing grant availability. Even if grant money is used for building, increased maintenance costs will be on us. Installation of traffic calming measures, raised crosswalks, the additional requirements for road markings and many other suggested changes to our roads will increase the cost of repaving, utility work and all other normal road maintenance costs. This measure is unnecessary. By your document, currently 37% of people do not drive alone to work. That far exceeds the 15% active transportation goal set for 2030. In addition, people who want to walk and bike already have plenty of options and are using them to the extent they desire. The AT plan is a high cost/low benefit program that will marginally benefit only those who have the leisure time, the physical mobility and the desire to "walk, bike and roll" for their "everyday transportation and recreation". For most, a daily bike ride to the grocery store is not practical. For me, it would require two hours a day. These proposals will benefit a minority of the residents and only during the day and only in reasonable weather. The majority of us, however, will have to spend more time in our cars as many of the projects include slowing and impeding traffic, reducing parking and reducing lanes. These changes will delay our travel and will result in more carbon emissions - which is contrary to the stated goal of the CMS. It will require major construction efforts that will inconvenience all of us and, as you likely know, construction requires an enormous amount of energy and causes much waste - GHG emissions of which we will never be able to offset. In terms of the public interest, I would suggest that it is vastly insufficient to embark on such an expensive and large scale project. There were only two public comments on the online request for comments (of which many of us were unaware) and one was from the Sonoma County Bike Coalition which does not represent the residents.

<https://www.cityofhealdsburg.org/DocumentCenter/View/19121/ATP-Public-Comments-Oct-7---Nov-30-Raw>  
The inputs and actions document only produced five pages and it clearly states that ATP is a high-level document that is not financially bound. These meetings clearly were an exercise in magical thinking because it's likely the real world input would have been that participants did not have \$15,583 to spend on making it easier for other people to bike in Healdsburg. In terms of costs, the CC has spend a great deal of effort trying to impress upon us their concerns about affordability. All the residents share those concerns. We want to be able to afford to live here but the AT plan, the CMS, Measure O, DEI, Affordable Housing loans and many other decisions the CC has made has driven up the costs for regular folk. Please refocus your efforts on actually making it affordable for people to live here. We shouldn't be paying almost double Windsor's water rates or half a percent more in sales tax than Cloverdale and Windsor. Homeowners pay an additional 10% in property taxes for local bonds. These add up to real costs for all of us. Those of us with jobs struggle to pay attention to the actions of the CC yet you seem to

be willing to allow out of town consultants to tell you what we want. Our per capita income is \$60K/year with more than 10% living below the poverty line. The average social security check is around \$2000. The CC spending decisions appear to be out of touch with the financial realities that the residents face. The reason I was given for the utility rate hikes was that we needed \$80M to repair our infrastructure. That affected 100% of the households in Healdsburg. Why would we even consider spending \$71M on anything else? Please represent the residents of Healdsburg, vote No on the ATP and focus your efforts on reducing spending on anything outside of the core responsibilities of our City government: roads, public safety, utilities.

Focus on public transportation and fix the roads which have not been touched for decades. Our main drag HA is disgraceful and unsafe.

Anne Goebel RN

## Raina Allan

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**From:** Chris Lefferts <clefferts@pacbell.net>  
**Sent:** Sunday, January 19, 2025 12:55 PM  
**To:** Raina Allan  
**Subject:** [EXTERNAL] - Fwd: Active Transportation Plan

[CAUTION:] This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please include the below email in the public comments regarding this issue and if possible for this weeks council meeting. Thank you for your assistance on this matter.

Christopher Lefferts  
Resident, 707 Hidden Acres Rd, Healdsburg

Begin forwarded message:

**From:** Chris Lefferts <clefferts@pacbell.net>  
**Date:** January 18, 2025 at 2:25:34 PM PST  
**To:** redwards@healdsburg.gov, David Hagele <dhagele@healdsburg.gov>, akelley@ci.healdsburg.ca.us, Evelyn Mitchell <callelm707@aol.com>, Chris Herrod <chrisherrod707@gmail.com>, christian@weeklys.com  
**Cc:** christian@weeklys.com  
**Subject: Re: Active Transportation Plan**

I am writing you to respectfully request that you do not approve the pending Active Transportation Plan pending before the Council next week. My reasons are as follows.

The number of residents who regularly ride bicycles in town are likely less than 500 in a town of approximately 11,000. The average number of visitors riding bicycles in town are also most likely also less than 500. It would be great if a survey or similar process would research and provide accurate data for these two numbers prior to your voting. The results of a past survey conducted on the CMS revealed that the residents were substantially opposed to it and much of this Active Transportation Plan appears to be a subset of the CMS either in spirit or actuality. Healdsburg has limited financial resources and should expend them on issues that are most important, One of extreme importance that I mention below. Although other sources of funding help pay for the Transportation Plan, this is akin to someone spending money on a luxury dinner and then unable to pay their mortgage or rent.

The LA fires are an alarm bell for our town, one we would be foolish to ignore as we live in an area prone to wildfires. At this time, this is a much higher priority than the Active Transportation Plan. Our limited funds should focus on water, infrastructure and public safety related to this issue wherever practical and possible. It is probable that there are additional practical steps that can and should be done to limit the risk of a future wildfire conflagration and to better be able to respond to one should it occur. This does not include expenditures and actions to try to prevent global climate change at the local level, rather this is about practical expenditures and actions to prevent and respond to a wildfire conflagrations due to the effects of climate change along with other d possible causes.

Finally, I recommend that the Council create a citizen group to work in conjunction with key police, fire and public works personnel to investigate and recommend what additional steps should be done now and in the future for our town to better address this important issue including how to better focus our limited

funds for this purpose. Priorities matter when there are limited and finite funds. As a former fire fighter, police officer and attorney, I would volunteer to serve on such a committee.

Thank you in advance for considering these comments.  
Christopher Lefferts  
707 Hiddeh Acres Rd, Healdsburg  
707-318-4314

On Saturday, January 18, 2025 at 12:48:31 PM PST, Chris Lefferts <clefferts@pacbell.net> wrote:

I will send the council an email later today.

> On Jan 18, 2025, at 10:12 AM, Monique Verrier <[monique@costill.com](mailto:monique@costill.com)> wrote:

>

> Dear City Councilperson -

>

> I'm writing to ask you to vote NO on the Active Transportation plan. Although I do see that there is a long list of potential funding sources in the plan, \$71M works out to \$15,583.84 per household (\$71M/4556). Any amount funded by the City will be a direct cost to the residents. Amounts funded by other entities cannot be thought of as free money and there is no guarantee of continuing grant availability. Even if grant money is used for building, increased maintenance costs will be on us. Installation of traffic calming measures, raised crosswalks, the additional requirements for road markings and many other suggested changes to our roads will increase the cost of repaving, utility work and all other normal road maintenance costs.

>

> This measure is unnecessary. By your document, currently 37% of people do not drive alone to work. That far exceeds the 15% active transportation goal set for 2030. In addition, people who want to walk and bike already have plenty of options and are using them to the extent they desire. The AT plan is a high cost/low benefit program that will marginally benefit only those who have the leisure time, the physical mobility and the desire to "walk, bike and roll" for their "everyday transportation and recreation". For most, a daily bike ride to the grocery store is not practical. For me, it would require two hours a day. These proposals will benefit a minority of the residents and only during the day and only in reasonable weather. The majority of us, however, will have to spend more time in our cars as many of the projects include slowing and impeding traffic, reducing parking and reducing lanes. These changes will delay our travel and will result in more carbon emissions - which is contrary to the stated goal of the CMS. It will require major construction efforts that will inconvenience all of us and, as you likely know, construction requires an enormous amount of energy and causes much waste - GHG emissions of which we will never be able to offset.

>

> In terms of the public interest, I would suggest that it is vastly insufficient to embark on such an expensive and large scale project. There were only two public comments on the online request for comments (of which many of us were unaware) and one was from the Sonoma County Bike Coalition which does not represent the residents. <https://www.cityofhealdsburg.org/DocumentCenter/View/19121/ATP-Public-Comments-Oct-7---Nov-30-Raw> The inputs and actions document only produced five pages and it clearly states that ATP is a high-level document that is not financially bound. These meetings clearly were an exercise in magical thinking because it's likely the real world input would have been that participants did not have \$15,583 to spend on making it easier for other people to bike in Healdsburg.

>

> In terms of costs, the CC has spend a great deal of effort trying to impress upon us their concerns about affordability. All the residents share those concerns. We want to be able to afford to live here but the AT plan, the CMS, Measure O, DEI, Affordable Housing loans and many other decisions the CC has made has driven up the costs for regular folk. Please refocus your efforts on actually making it affordable for people to live here. We shouldn't be paying almost double Windsor's water rates or half a percent more in sales tax than Cloverdale and Windsor. Homeowners pay an additional 10% in property taxes for local bonds. These add up to real costs for all of us. Those of us with jobs struggle to pay attention to the actions of the CC yet you seem to be willing to allow out of town consultants to tell you what we want. Our per capita income is \$60K/year with more than 10% living below the poverty line. The average social security check is around \$2000. The CC spending decisions appear to be out of touch with the financial realities that the residents face.

>

> The reason I was given for the utility rate hikes was that we needed \$80M to repair our infrastructure. That affected 100% of the households in Healdsburg. Why would we even consider spending \$71M on anything else?

>

> Please represent the residents of Healdsburg, vote No on the ATP and focus your efforts on reducing spending on anything outside of the core responsibilities of our City government: roads, public safety, utilities.

>

> Thank you --

>

> Monique Verrier, registered voter and 30+ year resident of Healdsburg

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## Raina Allan

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**From:** Jeff Kay  
**Sent:** Monday, January 20, 2025 9:44 AM  
**To:** Raina Allan; Larry Zimmer  
**Subject:** Fwd: [EXTERNAL] - Letter of support - ATP city council mtg 1/21/25

FYI. Went to all CMs individually.

Begin forwarded message:

**From:** Mary Ott <mkott1991@gmail.com>  
**Date:** January 20, 2025 at 9:37:22 AM PST  
**To:** Evelyn Mitchell <emitchell@healdsburg.gov>  
**Cc:** Jeff Kay <jkay@healdsburg.gov>  
**Subject:** [EXTERNAL] - Letter of support - ATP city council mtg 1/21/25

[CAUTION:] This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Evelyn,

As a resident of Healdsburg, and member of the Move!Healdsburg leadership team, I am writing to express my **strong support for the inclusion of bike and pedestrian infrastructure improvements in the next two-year cycle of city planning.** Move's collective goal is to ensure that such projects, which benefit the health and mobility of all residents and support the Climate Mobilization Strategy's goal of increasing Active Transportation mode share to 15% by 2030, are prioritized and advanced as soon as possible.

**In particular we are advocating for the development of dedicated east-west cycling corridors with bike lanes (at a minimum) on March, Powell, Grant, and Matheson Streets.** These corridors are crucial for ensuring safe and efficient biking options to the high school and junior high, to parks and to other key areas of our city. This will have the added benefit of reducing congestion, air pollution and greenhouse gas emissions – and encouraging healthy lifestyles. To address concerns about possibly removing parking spaces, "Quick-Build" might be a solution in the short run as a way to assess the impact of "change" on the community.

Several members of Move! Healdsburg were on the Active Transportation Planning Committee that worked with the consultants to develop the plan. To ensure the continued success and progress of these and other bike/ped infrastructure improvements, **we also strongly recommend the establishment of a standing Bike/Ped Advisory Committee.** This group would play a vital role in overseeing the implementation of the ATP, ensuring that plans are executed with community input, accountability and long-term sustainability.

I urge the City Council to prioritize these two initiatives in the coming 2-year cycle and take decisive action to create a safer and more accessible city for cyclists and pedestrians alike. We are excited to work with you and the city administration to make these goals a reality in the coming years.

Sincerely,

Mary K. Ott, Healdsburg resident

## Raina Allan

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**From:** Stephen Barber <Stephen.Barber@rate.com>  
**Sent:** Monday, January 20, 2025 2:30 PM  
**To:** City Council  
**Cc:** Stephen Barber (Forwarding)  
**Subject:** [EXTERNAL] - Please consider downtown core housing policies when discussing the Active Transportation plan

**[CAUTION:]** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Mayor and City Council,

Housing and transportation go hand in hand.

As you discuss the Healdsburg Active Transportation Plan, I hope you will consider the following issue:

-Currently if someone wanted to convert or build a 2<sup>nd</sup> story residential unit in the downtown area, it can only be done with parking being incorporated into the project. Given the restrictions that some existing properties have with commercial downstairs and being abutted by buildings on either side, it is nearly impossible to find a feasible project.

The transportation plan encourages people to get out of their cars and use the alternative resources for transit. But our housing/building policy is putting the car back into the forefront.

What I would ask you to consider is loosening the building codes downtown, such that if someone wanted to build or convert a small property. Maybe one or two residential units, that they be exempt from requiring onsite parking. There are currently many 2<sup>nd</sup> floor commercial spaces downtown that have been vacant for years. It seems that our future housing goals might not be met by big developments, but instead a patchwork of small solutions. By adding such small residential opportunities, we would be utilizing existing infrastructure and continuing to amplify a vibrant downtown core in our community.

Best regards,  
Stephen Barber

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**Stephen Barber**

NMLS# 57715

Branch Manager/SVP of Mortgage Lending

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**From:** [Alexis Iaconis](#)  
**To:** [City Council](#)  
**Subject:** [EXTERNAL] - Support for the ATP plan  
**Date:** Monday, January 20, 2025 2:17:32 PM

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**[CAUTION:]** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Council members,

I wanted to write a quick note in regards to your meeting tomorrow about the ATP. I wanted to express my support for this new plan and the resources it will create for the elderly and those who don't have cars.

Thank you!

Warmly,

Alexis Iaconis  
FOUNDER & COO  
brick & mortar  
PO Box 1508, Healdsburg, CA 95448  
[alexis@brickandmortarwines.com](mailto:alexis@brickandmortarwines.com)  
O: 707.806.0250  
C: 707.239.3040

IG: [@brickandmortarwines](#)  
[www.brickandmortarwines.com](http://www.brickandmortarwines.com)

**From:** [Duncan Meyers](#)  
**To:** [City Council](#)  
**Subject:** [EXTERNAL] - I support Active Transportation in Healdsburg  
**Date:** Thursday, January 16, 2025 10:16:58 AM

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Dear Members of the City Council,

We, as concerned members of our community, are writing to express our **strong support for the inclusion of bike and pedestrian infrastructure improvements in the next two-year cycle of city planning**. Our collective goal is to ensure that such projects, which benefit the health and mobility of all residents and support the Climate Mobilization Strategy's goal of increasing Active Transportation mode share to 15% by 2030, are prioritized and advanced as soon as possible.

**In particular, we are advocating for the development of dedicated east-west cycling corridors with bike lanes (at a minimum) on March, Powell, Grant, and Matheson Streets.** These corridors are crucial for ensuring safe and efficient biking options to the high school and junior high, to parks and to other key areas of our city. As a group of citizens involved in the creation of the Active Transportation Plan (ATP), we are committed to seeing these projects come to fruition and believe they will have a lasting positive impact on our city's overall transportation network. In cases in which there is a concern about possibly removing parking spaces, a "quick build" might be a solution in the short run as a way to assess the impact of "CHANGE" on the community.

Some of us were on the Active Transportation Planning Committee that worked with the consultants to provide the plan. To ensure the continued success and progress of these and other bike/ped infrastructure improvements, **we also strongly recommend the establishment of a standing Bike/Ped Advisory Committee.** This group would play a vital role in overseeing the implementation of the ATP, ensuring that plans are executed with community input, accountability, and long-term sustainability.

We urge the City Council to prioritize these initiatives and take decisive action to create a safer and more accessible city for cyclists and pedestrians alike. We are excited to work with you and the city administration to make these goals a reality in the coming years.

Thank you for your time and attention to this matter. We look forward to your support and leadership in

making our community a better place to live for all.

Sincerely,  
Duncan Meyers