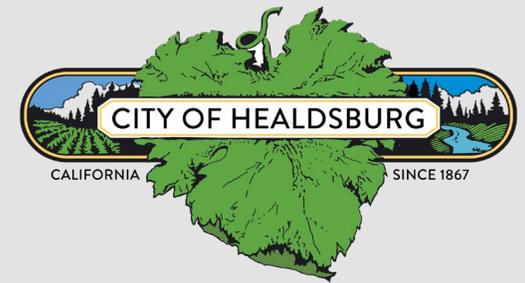


Healdsburg City Council Meeting

October 7, 2024



City Manager's Report

City Council, October 7, 2024



Public Comment on Non Agenda Items

Comentarios del
público sobre
puntos no
incluidos en la
agenda de la
reunión

03:00

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Updated Emergency Operations Plan

City Council, October 7, 2024





Programmatic and Legal Document establishes the overall authority, roles, and functions performed during incidents.



Sets the Policy and Tone for preparedness, response, recovery, and mitigation.

What is an EOP

Levels of Planning

Strategic Planning	Sets policy	<ul style="list-style-type: none">• City of Healdsburg Emergency Operations Plan (Base Plan)• City of Healdsburg Local Hazard Mitigation Plan
Operational Planning	Defines objectives, desired outcomes, and provides direction	<ul style="list-style-type: none">• Emergency Operations Center Guide• Incident- and Function-Specific Emergency Action Plans• EOC Action Plans
Tactical Planning	Executes directives to achieve objectives	<ul style="list-style-type: none">• Departmental Emergency Action Plans• Department Continuity of Operations Plans• Standard Operating Procedures• Incident Action Plans

Update Process

Adopted in 2021

- Living Document Drawing upon Best Practices at the Time

Need for Update:

- Change in Best Practices
- Changes in Organization
- New Local Hazard Mitigation Plan

Update Process:

- Updated by City Emergency Response Coordinator
- Reviewed by City's Emergency Operations Center (EOC) Staff
- Reviewed by External Stakeholders
- Brought to City Council for adoption

Plan Content



Basic Plan



Concept of Operations



Organization and Assignment of Responsibilities



Direction, Control, and Coordination



Information Collection, Analysis, and Dissemination



Mutual Aid



Plan Development and Maintenance



Authorities and Reference

Plan Hazards

- A local hazard profile overview includes the following hazards of most concern:
 - Communicable Disease Outbreak
 - Drought
 - Earthquake
 - Flooding
 - Landslide
 - Public Safety Power Shutoff
 - Wildfire

Plan Changes

- Transition to County EOP Format
- New Local Hazard Mitigation Plan
- Emergency Operations Center Organizational Structure Updates
- Changes to City Staffing
- Evolving Best Practices
- New EOP Annexes
- Removal of Topics to Create Standalone Plans

EOP Annexes

- **Completed:**

- Alert and Warning
- Active Attacker
- All Hazards
- Earthquake
- Evacuation
- Flood
- Public Safety Power Shutoff (PSPS)
- Wildfire

- **In Draft:**

- EOC Management Section
- EOC Finance Section
- EOC Logistics Section
- EOC Operations Section
- EOC Planning Section

EOP Location

The EOP will be available to the public at
HealdsburgEmergency.org



Preparedness



Response



Mitigation

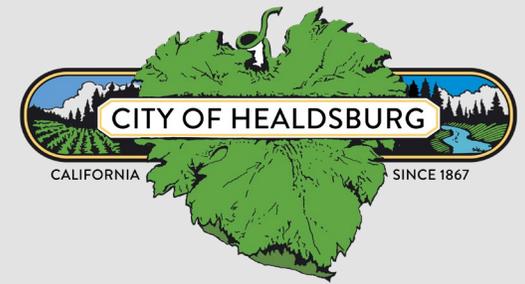


Recovery

Emergency Management Program

Recommended Action

Adopt a Resolution approving the updated City of Healdsburg Emergency Operations Plan.



Public
Comment

Comentarios
del público

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Draft Healdsburg Active Transportation Plan

SCTA Countywide ATP

City Council, October 7, 2024



City Council Action

- Receive presentation regarding the Draft Active Transportation Plan for the City of Healdsburg
- Provide input on draft content
- Staff will return to City Council with Final Active Transportation Plan for adoption in early 2025

Agenda

- Purpose of Active Transportation Plan
- Overview of Scope, Vision & Goals, & Best Practices
- Existing Conditions
- Outreach Summary
- Draft ATP Content
- Next Steps

Purpose of an ATP

All Ages & Abilities

Creating spaces for people to walk, bike, and roll that are low-stress and lower risk to create more opportunities for more people to walk, bike, and roll.

Regional Connection

Identifying and planning regional routes between jurisdictions as part of the larger Countywide ATP.

Implementation

Prioritizing projects and identifying funding to focus and streamline implementation.

Overview

Local Plans:

Cloverdale
Cotati
Healdsburg
Rohnert Park
Sebastopol
Sonoma
County of Sonoma

Scope of Work



Task 1:
Establishing
Foundation



Task 2:
Technical
Analysis



Task 3:
Engagement &
Coordination



Task 4:
Projects &
Programs



Task 5:
Funding &
Implementation



Task 6:
Draft &
Final Plans



Task 7:
Board Review
& Approval

Vision

Our guiding principles are to improve safety, connectivity, equity, and quality of life. Walking, biking, and rolling shall be safe and appealing modes for people of all ages and abilities to use for everyday transportation and recreation.

Goals

Connected & Reliable

Deliver a continuous active transportation network that links daily activities and housing, and that allows people of all ages and abilities to use a variety of transportation types easily, affordably, and dependably.

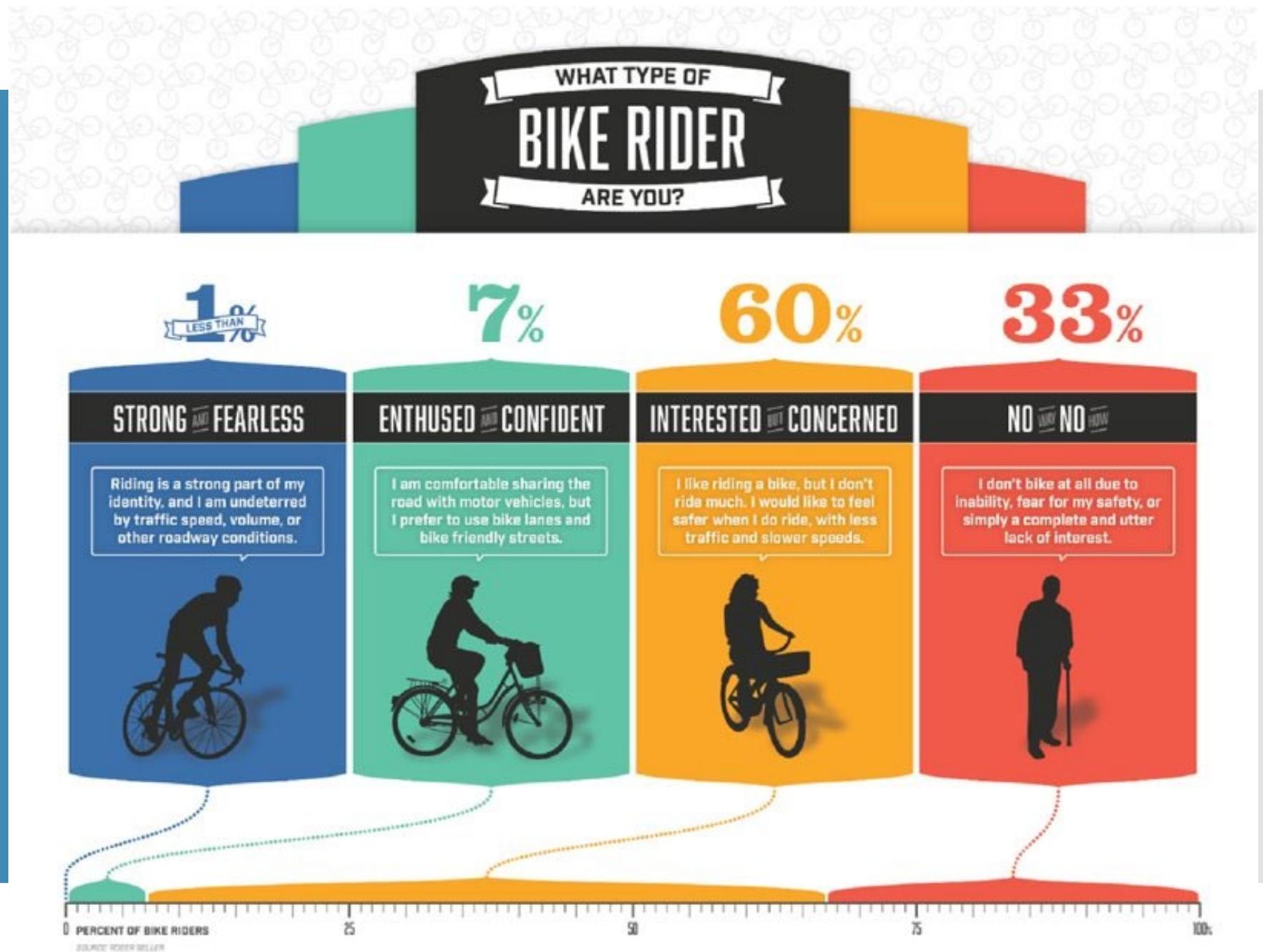
Safe & Well-Maintained

Create and sustain a high-quality and low-stress active transportation network. Employ Vision Zero and Safety Plan policies and strategies to advance this goal.

Community Oriented & Place-Based

Tailor projects to the surrounding community contexts and user profiles. Support a diversity of uses and users and create community through active transportation programs and policies that prioritize walking, biking, and rolling.

All Ages & Abilities



Incorporate Industry Best Practices



On-Street Bikeway
Selection & Design
Attributes



Multiuse Paths &
Bike Highways



Street Crossings &
Intersections



Micromobility &
Emerging
Technology

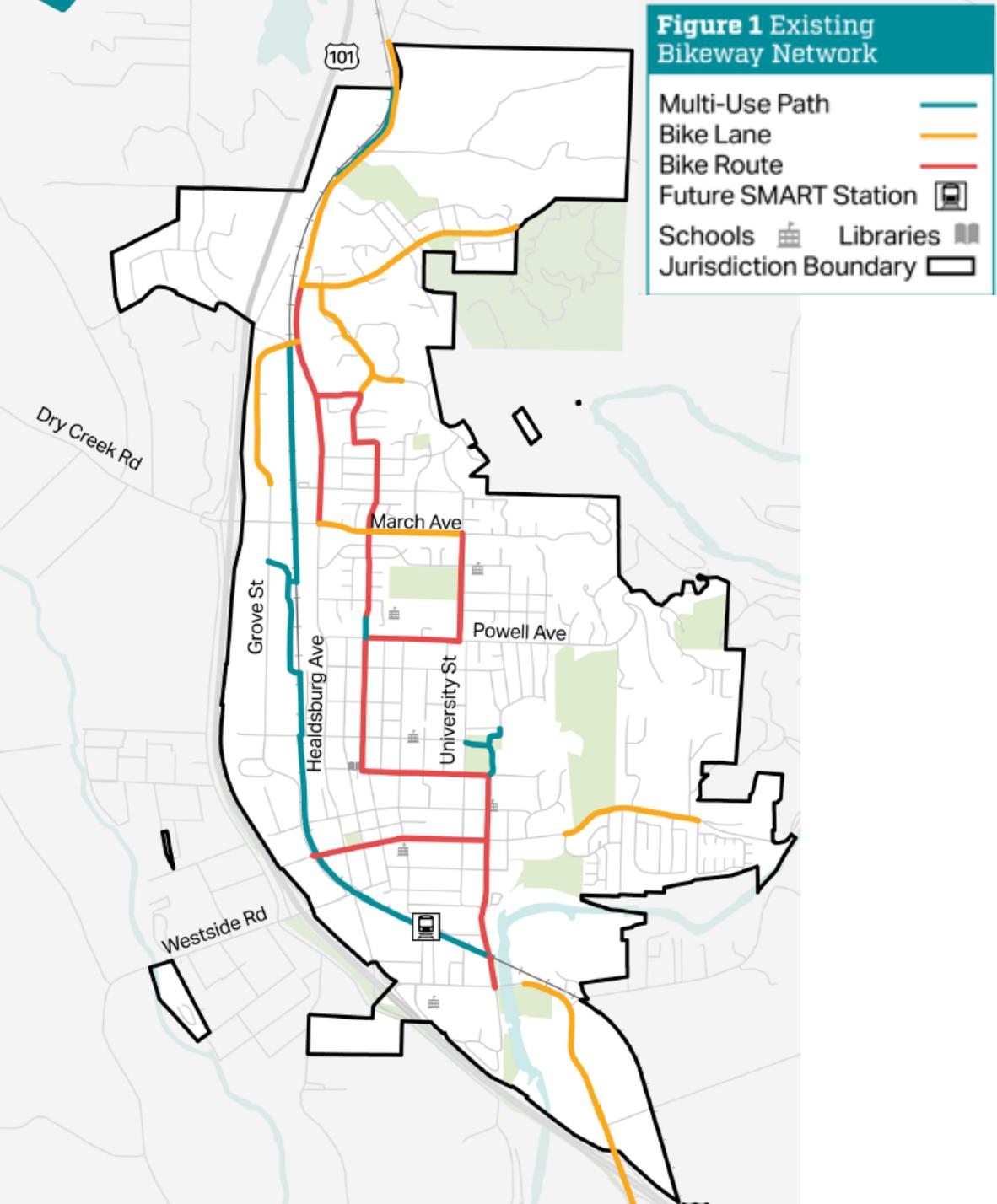


Quick Build Projects

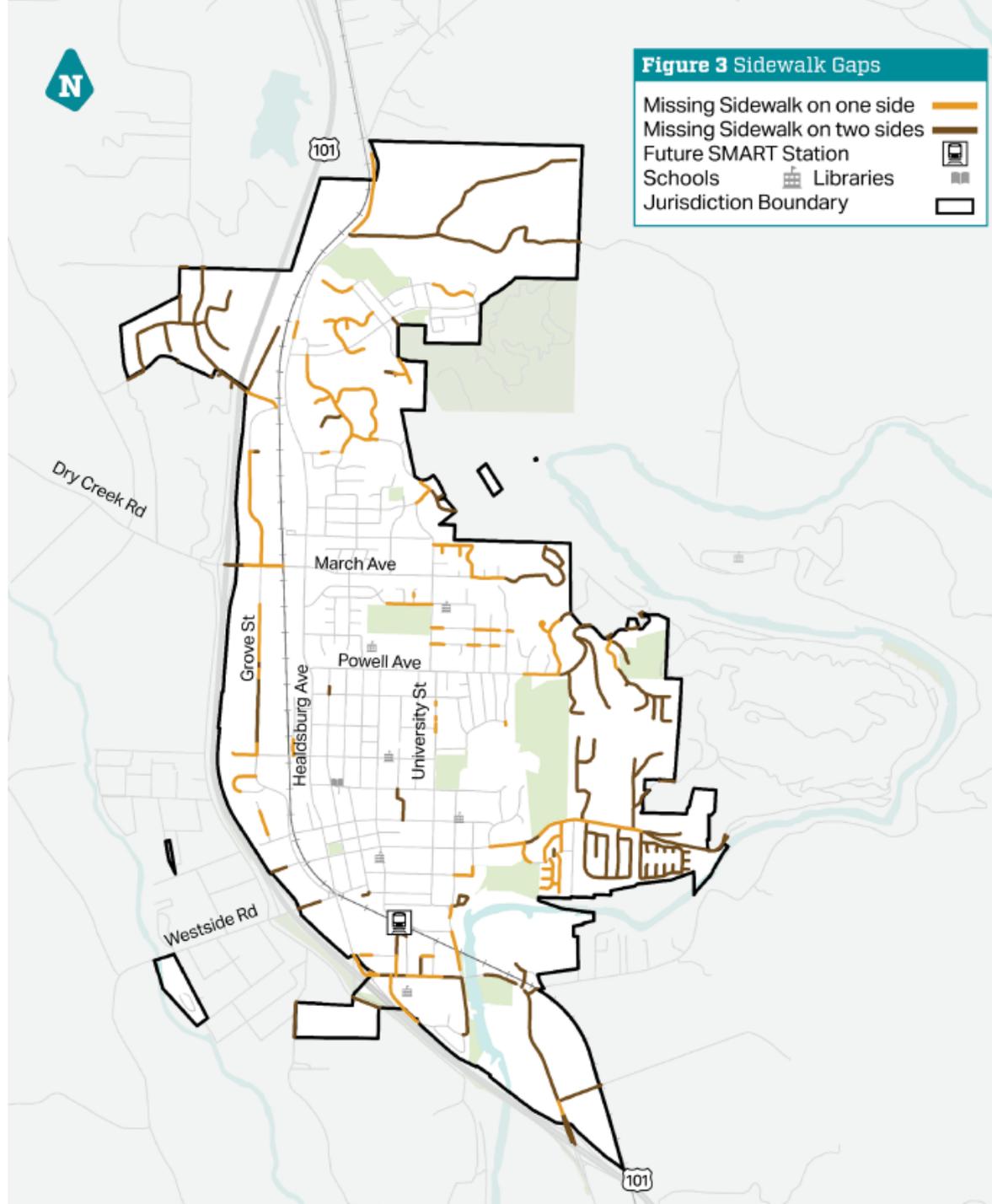


Amenities to Improve
User Experience

Existing Bike Facilities



Existing Sidewalk Gaps



Level of Traffic Stress & High Injury Network



Outreach Summary

- Engaged the public through:
 - Online surveys and interactive maps in Fall 2023 and Spring 2024
 - Attended community events:
 - Housing Resources Fair in October 2023
 - CraftWork in October 2023
 - Climate Fest in April 2024
 - Hosted community workshop in June 2024
- City formed an Active Transportation Advisory Committee to help enhance community input throughout ATP development
- Advisory Committee met ten times of the course of the last year to provide input to City Staff and project team

Proposed Policies

- Organized to support each of the three goals.
- Minor changes from prior policies include:
 - Application of industry best practices (increased buffering and separation for bikes, use of green paint, etc.)
 - Enhancing safety consistent with the recently created LRSP and SCTA's Vision Zero Action Plan
 - Addresses new speed limit laws and parking at intersections
 - Electric micromobility
 - Broadening access to walking and biking facilities for all ages and abilities
 - Supporting education and encouragement programs and activities
 - Improving facilities through use of art, shading, and amenities.
 - Regional bike share.

Project Prioritization Criteria

**Improves Safety at
Priority Safety
Locations**

**Improves Conditions in
Disadvantaged
Communities**

**Improves Conditions at
or near Transit Stops**

**Improves Conditions at
or near Schools**

**Improves a Regional
Route**

**Reduces Walking or
Biking Stress in Town
Center or Activity Hub**

Community Supported

Project Prioritization Results

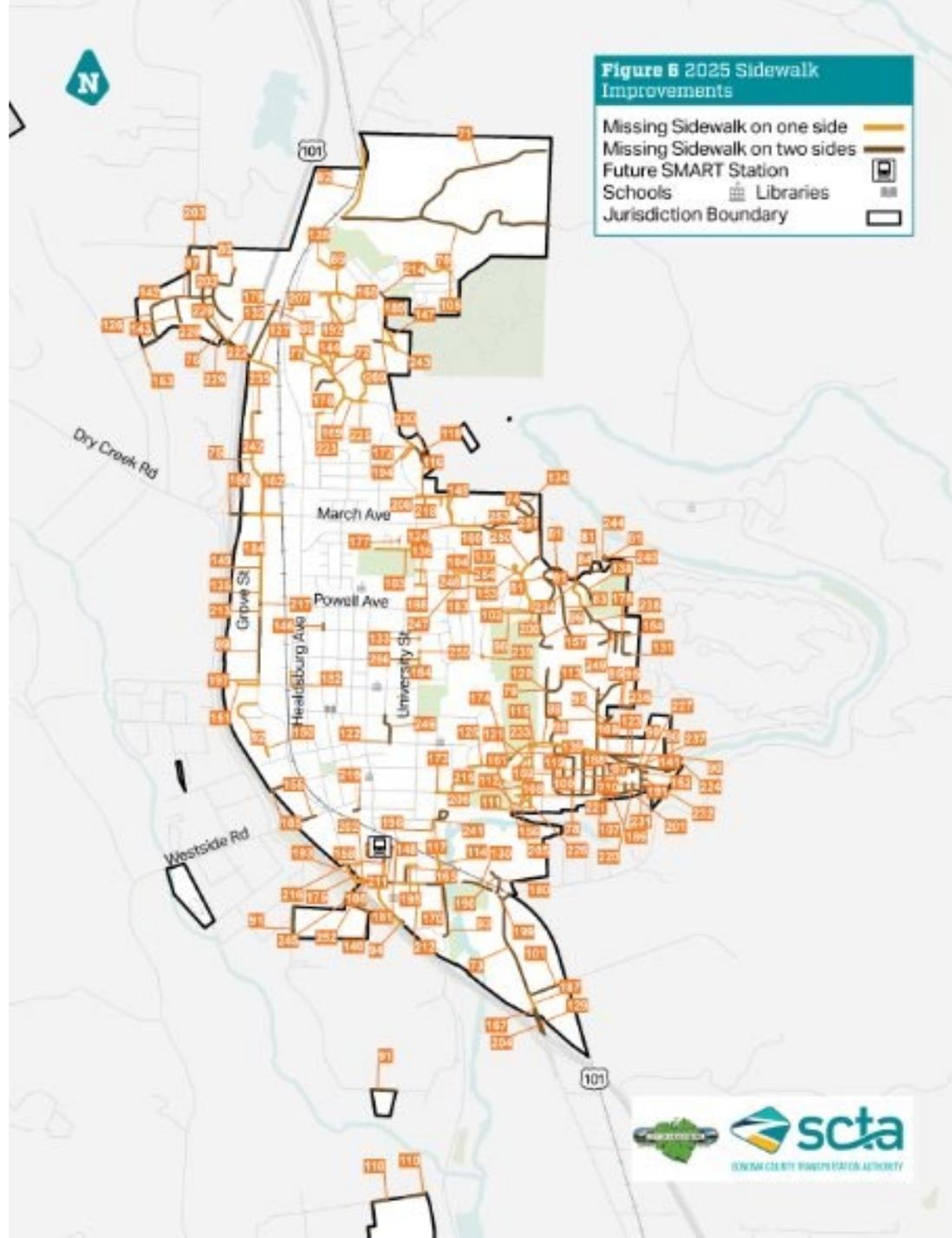
Tier 1 – High Priority

Tier 2 – Medium Priority

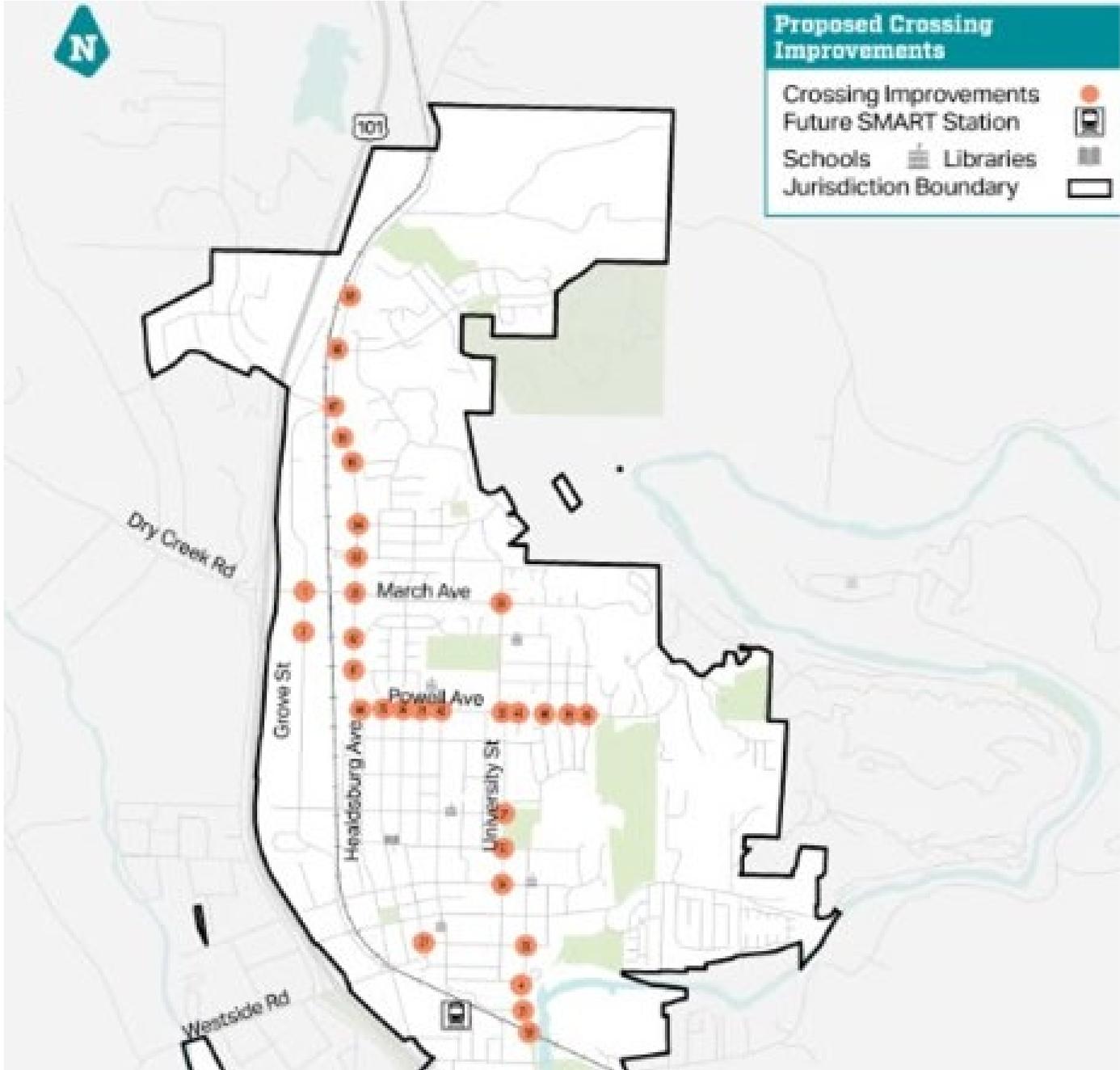
Tier 3 – Low Priority

Tier 1 projects are most aligned with local and regional active transportation goals

Sidewalk Improvements



Crossing Improvements



Bike Facility Types

Bike Route



Bike Boulevard



Bike Lane



Buffered Bike Lane



Separated Bike Lane



Multi-use Path



Separation Increases

Bike Facility Selection

- Considerations for Selecting Bike Facility Type:
 - Community Input
 - Speed of Vehicles
 - Number of Vehicles
 - Space Available on Street or in Right-of-Way
- General industry guidance is to provide more separation for people biking as vehicle volume and/or speed increases

Proposed Bike Routes

- The ATP proposes bike routes on the following streets :
 - **Mill Street** from Healdsburg Avenue to East Street
 - **Center Street** from Mill Street to Matheson Street
 - **Sunnyvale Drive** from Lupine Road to Poppy Hill
 - **Poppy Hill Drive** from Sunnyvale Drive to Clear Ridge Drive
 - **Grove Street** from Foss Creek Pathway (skate park) to W North Street/Grant Street
 - **Memorial Bridge**
 - **College Street** from Sherman Street to Piper Street
 - **Harmon-Hudson Street** from Fitch Street to Front Street
 - **East Street** from Mill Street to Haydon Street
 - **Haydon Street** from East Street to Fitch Street

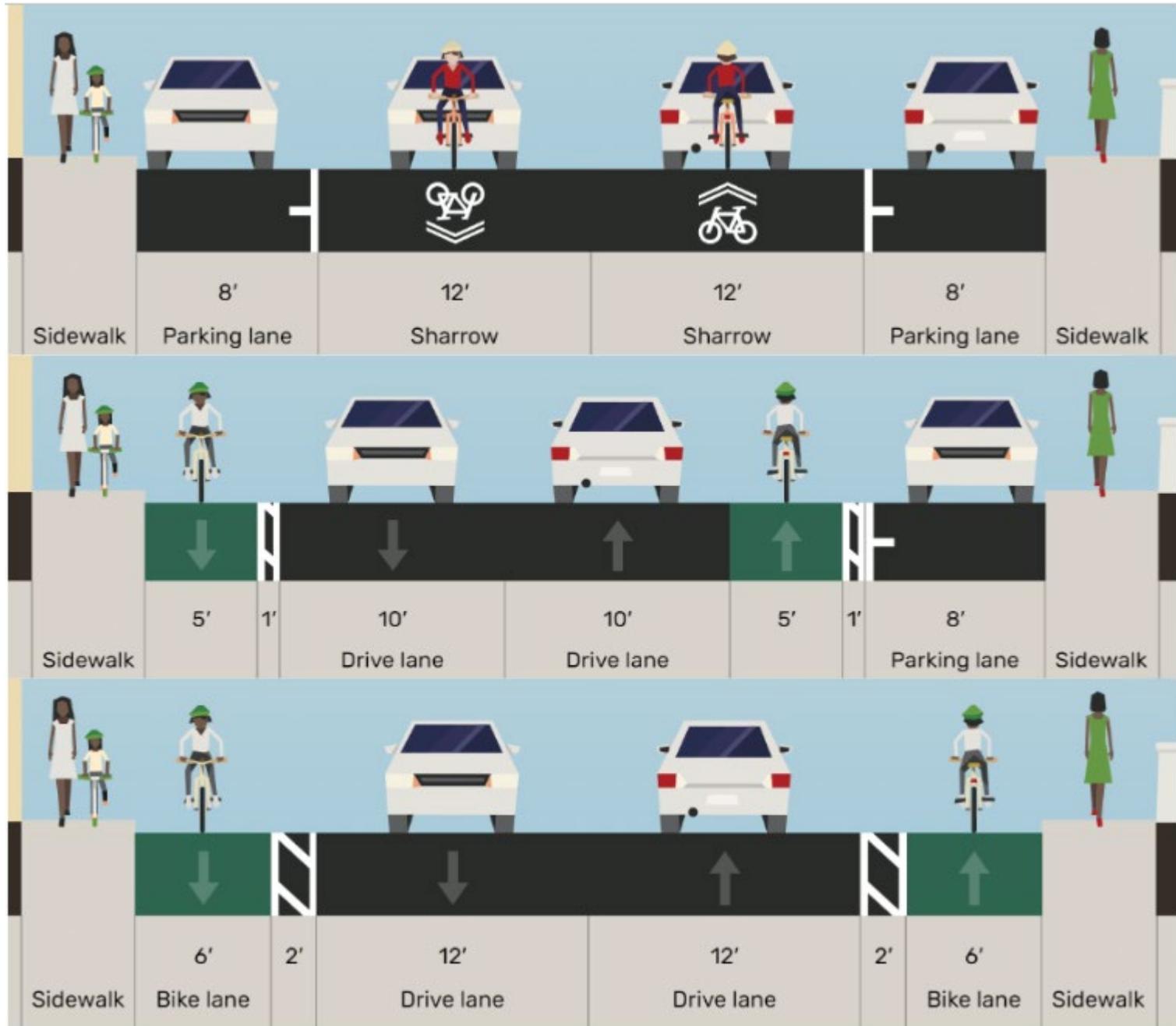
Proposed Bike Boulevards

- The ATP proposes bike boulevards on the following streets :
 - **Grant Street** (full extent)
 - **Powell Avenue** from Johnson Street to Healdsburg Avenue
 - **Powell Avenue** from Ridgeview Drive to University Avenue
 - **Fitch Street** from Mason Street to Powell Avenue
 - **University Street** from Powell Avenue to March Street
 - **Terrace Boulevard** from Healdsburg Avenue to University Avenue
 - **North Street** from Foss Creek Pathway to Greens Drive
 - **Matheson Street** from Vine Street to Healdsburg Avenue
 - **Matheson Street** from Vine Street to Healdsburg Avenue
 - **Matheson Street** from East Street to 1st Street
 - **Front Street** from Healdsburg Avenue to Mason Street

Potential to Enhance

- The following bicycle boulevards could be enhanced to have bike lanes or buffered bike lanes if on-street parking were removed:
 - **University Street** from Powell Ave to March St
 - **Matheson Street** from Vine Street to Healdsburg Avenue
 - **Matheson Street** from Healdsburg Avenue to East Street
 - **Matheson Street** from East Street to 1st Street
 - **Front Street** from Healdsburg Avenue to Mason Street
- The Draft ATP currently shows the above streets as bike boulevards.

Potential to Enhance



Proposed Bike Lanes

- The ATP proposes bike lanes or buffered bike lanes on the following streets:
 - **Grove Street** from Foss Creek Pathway (skatepark) to Dry Creek Road
 - **Grove Street** Dry Creek Road to 1427 Grove Street
 - **Healdsburg Avenue** from Foss Creek Culvert to Northern City Limits
 - **Powell Avenue** from Borel Road to Ridgeview Drive
 - **Mill Street** from US 101 to Healdsburg Avenue
- Bike lanes on Powell Avenue requires prohibiting on-street parking. Recommendation is based on vehicle volume, speed, and advisory committee input.

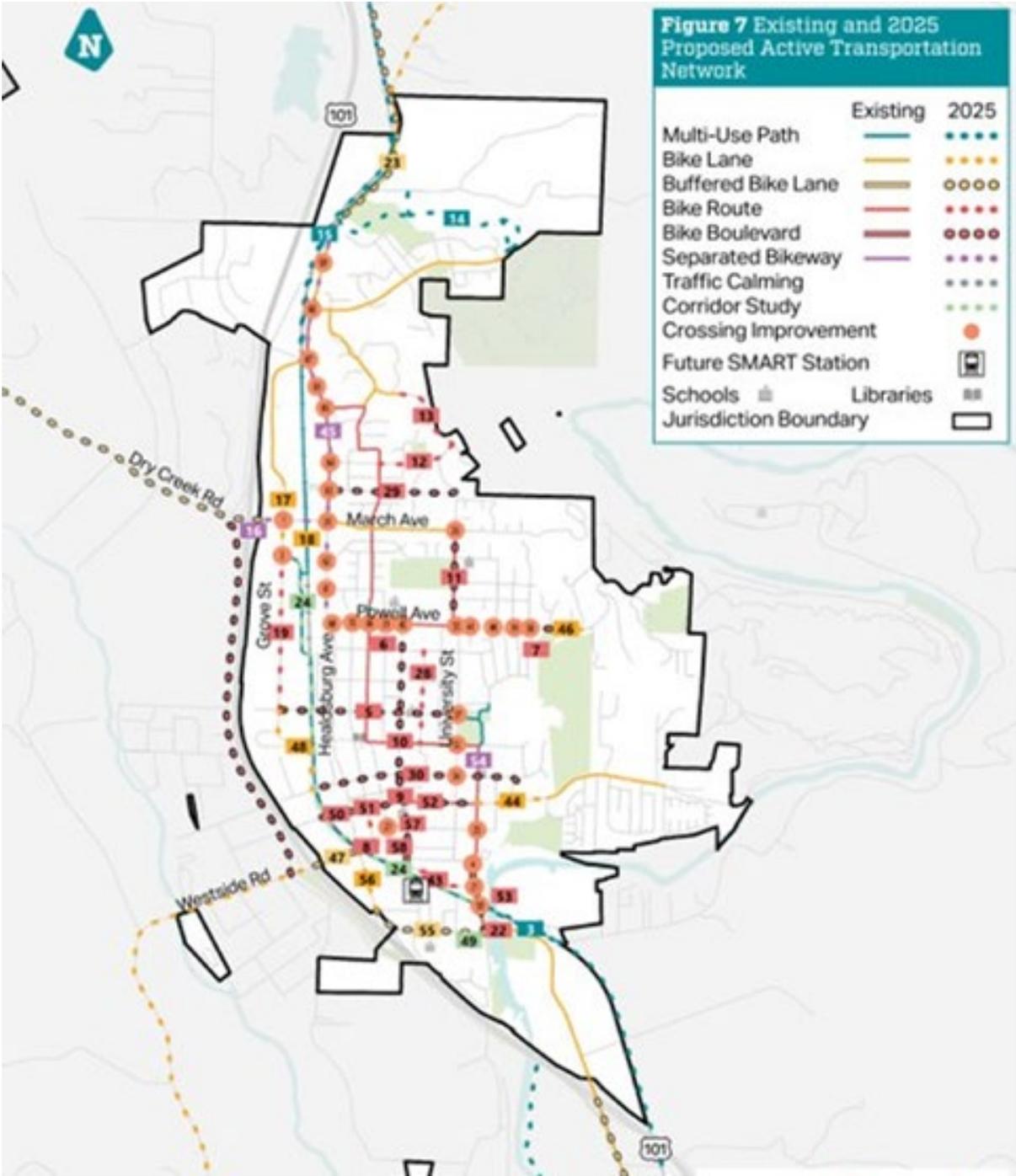
Proposed Separated Bike Lanes

- The ATP proposes separated bike lanes on the following streets:
 - **Healdsburg Avenue** from Powell Avenue to Foss Creek Culvert
 - Explore Feasibility of **1st Street** from Piper to North Street (Healdsburg Elementary)
 - Explore Feasibility of **Dry Creek Road** from Kinley Drive to Healdsburg Avenue

Proposed Multi-Use Paths

- The ATP proposes separated bike lanes on the following streets:
 - **Saggio Park Multi-Use Trail**
 - **SMART Bicycle/Pedestrian Bridge** across Russian River
 - **SMART Train Pathway alignment/Foss Creek pathway** from Grove Street to Northern City Limits

Existing & Planned Bike Facilities



Other Activities

- Additional activities that help advance active transportation goals:
 - Bike Share Program
 - Bike Parking
 - Safe Routes to School Plan
 - Vision Zero Plan
 - Continued Sidewalk Maintenance & Inspections
 - Continued Pursuit of Funding for Shuttle
 - Ongoing coordination with Sonoma County Transit
 - Collaboration with SMART

Funding

The City currently is funding Active Transportation Project through the following sources:

- SS₄A – Safe Streets and Roads for All
- HSIP – Local Highway Safety Improvement Program
- ATP – Active Transportation Program
- One Bay Area Grant (Cycle 2 and 3)
- Transportation Development Act, Article 3 (TDA₃)
- Go Sonoma (County Tax Measure)
- Measure T (Healdsburg Tax Measure)
- AHSC – Affordable Housing and Sustainable Communities

Monitoring

Measures	Baseline	Data Source	Frequency
Goal: Connected & Reliable			
Miles of bikeway facilities (total)	12.9 miles	City data	Annual
Linear feet of sidewalk gaps (total)	108,327 feet *	City data	Annual
Goal: Safe & Well-Maintained			
KSI pedestrian and bike involved collisions with goal those are zero	Ped: 5/Bike: 3	2015-2019; SWITRS, TASAS, City of Healdsburg	Annual
Number of crossing improvements installed	n/a	City data	Annual
Community Oriented & Place Based			
Number of active transportation improvements within a 1/4 mile of transit/bus stop	n/a	City data	Annual
Number of new or upgraded bike parking facilities	n/a	City data	Annual

* Total includes many streets that we not designed to have sidewalks.

Next Steps

- Draft ATP Available for Public Comment through November 30, 2024
 - Online at fp.socialpinpoint.com/sonomacounty-atp
- December 2024 Prepare Final ATP
- Early 2025 Return to City Council for ATP Adoption

City Council Action

- Receive presentation regarding the Draft Active Transportation Plan for the City of Healdsburg
- Provide input on draft content
- Draft is available online for public comment and will remain open for public comment through November 30, 2024
- Staff will return to City Council with Final Active Transportation Plan for adoption in early 2025

Questions



Public
Comment

Comentarios
del público

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