

**CITY OF HEALDSBURG
TRANSPORTATION ADVISORY COMMISSION
REGULAR MEETING AGENDA**

City Hall Council Chamber
401 Grove Street,
Healdsburg, CA 95448
Phone: 431-3317

Meeting Date: June 7, 2018
Time: 5:15 p.m.
Date Posted: June 4, 2018

1. OPENING

- a) Call to Order
- b) Roll Call
- c) Approval of June 7, 2018 Regular Meeting Agenda
- d) Approval of the April 19, 2018 Special Meeting Minutes

2. ANNOUNCEMENTS/PRESENTATIONS

3. COMMISSION REPORTS ON MATTERS OF INTEREST SINCE PREVIOUS REGULAR MEETING

- 4. PUBLIC COMMENTS ON NON AGENDA ITEMS:** *This time is set aside to receive comments from the public regarding matters of general interest not on the agenda, but related to Commission business. Pursuant to the Brown Act, however, the Commission cannot consider any issues or take action on any requests during this comment period.*

5. REGULAR CALENDAR

A. Appointment of Chairperson & Vice Chairperson

By motion, nominate and appoint a Chairperson and Vice Chairperson for 2018 effective June 7, 2018

B. Transportation Advisory Commission Powers and Duties

Receive Report

C. Report on available Local, State and Federal Funds for transportation related items

Receive Report

D. Bicycle Friendly Community Award

Receive report and consider applying for the Bicycle Friendly Community Award

6. VERBAL REPORTS

- A. Healdsburg Avenue Improvement Project
- B. Dry Creek Interchange Update

7. **COMMISSIONER AND SUBCOMMITTEE REPORTS**
 - A. Bicycle Friendly Community Committee
8. **DIRECTOR REPORT**
 - A. General Plan – Chapter Five Update
 - B. Bike and Pedestrian Plan Implementation
9. **COMMISSIONERS REQUESTS FOR FUTURE COMMISSION AGENDA ITEMS**
10. **ADJOURNMENT**

SB 343 - DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Any writings or documents provided to a majority of the Transportation Advisory Commission regarding any item on this agenda after the posting of this agenda and not otherwise exempt from disclosure, will be made available for public review at Healdsburg City Hall, 401 Grove Street Healdsburg, CA during normal business hours. If supplemental materials are made available to the members of the Commission at the meeting, a copy will be available for public review at the City Hall Council Chambers, 401 Grove Street, Healdsburg, CA 95448. These writings will be made available in appropriate alternative formats upon request by a person with a disability, as required by the Americans with Disabilities Act.

DISABLED ACCOMMODATIONS: The City of Healdsburg will make reasonable accommodations for persons having special needs due to disabilities. Please contact Maria Curiel, City Clerk, at Healdsburg City Hall, 401 Grove Street, Healdsburg, California, 431-3317, at least 72 hours prior to the meeting, to ensure the necessary accommodations are made.

**CITY OF HEALDSBURG
TRANSPORTATION ADVISORY COMMISSION
SPECIAL MEETING MINUTES
April 19, 2018
City Hall Council Chamber
401 Grove Street, Healdsburg, CA 95448**

Chairperson Peacock called the meeting to order at **5:15 P.M.**

ROLL CALL:

Commissioners Present: Bangham, Levine, Schuiling Wells, and Chair Peacock

Commissioners Absent: None

Staff Present: Public Works Director Zimmer and Deputy City Clerk Allan

APPROVAL OF AGENDA

On a motion by Commissioner Schuiling, seconded by Commissioner Bangham, approved the April 19, 2018 special meeting agenda as submitted. The motion carried on a unanimous voice vote. (Ayes 5, Noes 0, Absent – None)

APPROVAL OF MINUTES

On a motion by Commission Levine, seconded by Commissioner Wells, approved the September 7, 2017 and December 7, 2017 regular meeting minutes as submitted. The motion carried on a voice vote with Commission Schuiling and Bangham abstaining. (Ayes 3, Noes 0, Absent – None, Abstaining – as noted above)

ANNOUNCEMENTS/PRESENTATIONS – INTRODUCTION OF NEW COMMISSIONERS

Public Works Director Zimmer introduced Ty Schuiling and Lewis Bangham as the newly appointed Commissioners to the Transportation Advisory Commission.

Commissioner Bangham and Schuiling elaborated on their backgrounds and noted their items of interest related to transportation.

COMMISSION REPORTS ON MATTERS OF INTEREST SINCE PREVIOUS REGULAR MEETING

None.

PUBLIC COMMENT ON NON-AGENDA ITEMS

Mark McMullen encouraged the Commission to research out how to bring more buses to Healdsburg to encourage ridership on the SMART train.

REGULAR CALENDAR - APPOINTMENT OF CHAIRPERSON AND VICE CHAIRPERSON

Chair Peacock opened up the item for discussion, noting he would prefer not to be nominated as Chair for another year.

Discussion ensued among the Commission about who should serve as Chair and Vice-Chair, the time commitment to the position and the possibility of deferring this item to the next agenda.

It was the consensus of the Commission to defer this item to the next regular meeting in June.

REGULAR CALENDAR – COMMISSION LIASONS

Chairperson Peacock introduced the item for discussion and noted each Commission that needs a liaison.

Commissioner Wells requested to continue as the liaison with the Parks and Recreation Commission.

Commissioner Levine requested to continue as the liaison with the Community Housing Committee.

Commissioner Schuiling offered to be the liaison to the Planning Commission.

Chair Peacock requested to continue as the liaison to the Senior Citizen Advisory Commission.

Public Comment

Mark McMullen, stated the Senior Citizen Advisory Commission is getting a lot accomplished in regards to transportation and suggested having a strong liaison to that Commission.

It was the consensus of the Commission to move forward with the recommendations as stated above by each Commissioner.

REGULAR CALENDAR – MOVING MEETINGS FROM QUARTERLY TO BI-MONTHLY

Public Works Director Zimmer provided background information on the quarterly meetings, reviewed the frequency of previous years meetings, noting that the Commission could always have a special meeting if the need arises.

In response to the Commission's inquiries, Public Works Director Zimmer stated nothing has been prepared for Council yet.

Public Comment

Mark McMullen, stated he was in favor of increasing the meeting frequency to six meetings a year to address the transportation issues in Healdsburg.

Commissioner Schuiling stated he was not in favor of going to six meetings a year and was supportive of Staff's recommendations.

Commissioner Levine stated he was supportive of going to six meetings a year, noting having meetings scheduled ahead of time allow the public advanced opportunity.

Commissioner Bangham stated the transportation situation was critical and was in favor of bi-monthly meetings if the increased frequency would support the critical situation.

Commissioner Wells stated he was supportive of Staff's recommendation and move forward with Special meetings as needed until the scope of the Commission was fully defined.

Discussion ensued about the work plan of the Commission and how the items relate to the enabling Resolution and scope of work as defined by the Council.

It was the consensus of the Commission to continue with quarterly meetings and call for special meetings on an as need basis with proper notice to the public.

REGULAR CALENDAR – SIGNING PLAN FOR THE CITY OF HEALDSBURG

Public Works Director Zimmer presented background information on the Bike and Pedestrian Plan that includes a signing plan recommendation and noted Staff is seeking direction from the Commission on a signing plan.

In response to the Commission's inquiries, Director Zimmer stated Staff would research where the bike parking map exists.

Public Comment

Mark McMullen, stated the signing plan in the City should be re-visited and work with the City to get a standardized signing plan.

Discussion ensued among the Commission about a signage plan including wayfinding, directional signs, signs related to bikes, how this item came up for discussion, when SMART will make it to Healdsburg and the funding for SMART.

In response to the Commission's inquiries, Director Zimmer clarified the Bike and Pedestrian Plan doesn't specify where signs need to go or the type of signs needed.

Director Zimmer summarized the Commission's request and stated he would be returning to the Commission at the June meeting with an update on a Signing and Pavement marking Plan for the City of Healdsburg and where the funding may come from.

REGULAR CALENDAR – TRANSPORTATION SECTION OF THE GENERAL PLAN

Public Works Director Zimmer introduced this item for discussion noting this item was placed on the agenda at the request of the Commission.

Commissioner Schuiling inquired what the status was on the North and South Entry Plans commented and stated he would be interested in looking at the transportation issues related to both of those plans.

Commissioner Levine stated he wanted to look at broader transportation issues within the Commission's scope in relation to this agenda item.

In response to Commissioner Levine's inquiry, Director Zimmer stated he would send to the Commission the scope of work and legislative action, so the Commission can have more clarity.

Discussion ensued about the City's access to local, state and federal funds and how the Commission can get more involved in transportation issues.

Director Zimmer summarized the Commission's recommendation, noting at the June meeting he would return with a summary of transportation funds available to the City, the scope of the work of the Commission and how Chapter five of the General Plan relates to the Commission.

VERBAL REPORTS

Public Works Director Zimmer provided an update on the Healdsburg Avenue Improvement Project, Foss Creek Pathway, the Zagster Bike Share Program, the Dry Creek Interchange and Healdsburg Avenue Project at the North end of town.

BICYCLE FRIENDLY COMMUNITY SUB-COMMITTEE

Commissioner Wells and Chair Peacock reviewed the work done to date on the Bike and Pedestrian Master Plan by the Sub-Committee.

DIRECTOR REPORT

Public Works Director Zimmer noted Staff took part in a walking audit of the Healdsburg High School and informed the Commission of the Bike Rodeo taking place of May 3 and May 4.

COMMISSIONERS REQUESTS FOR FUTURE AGENDA ITEMS

It was the consensus of the Commission to place the below items on a future agenda:

- Appointment of a Chair and Vice Chair
- Bicycle Friendly Business Award
- Recommendation for a Signage Plan
- Available funds for transportation related items
- Provide Update on Chapter 5 of the General Plan

ADJOURNMENT

There being no other Transportation Advisory Commission business to discuss, the meeting was adjourned at approximately **7:05 P.M.**

APPROVED:

ATTEST:

Richard Peacock, Chairperson

Larry Zimmer, Public Works Director

Transportation Advisory Commission
STAFF REPORT



To TAC Commissioners
From Larry Zimmer, Public Works and Transportation Director
Date June 7, 2018
Subject **Selection of Chairperson and Vice Chairperson**

Recommended Action(s):

By motion, nominate and appoint a Chairperson and Vice Chairperson for 2018 effective June 7, 2018

Background:

Per Council adopted resolution, the officers of the Transportation Advisory Commission shall include a chairperson, a vice chairperson and a secretary. The chairperson and vice chairperson will be selected by the membership for a one-year term. The annual election of officers shall take place at the last regular meeting in December of each year. The terms of the chairperson and vice chairperson shall commence as of January 1st following the election and shall continue through December of the same year. The secretary shall be designated by the City Manager.

1. The chairperson shall:
 - a. Preside at all regular and special meetings
 - b. Rule on all points of order and procedure during the meetings
 - c. Provide recommendations to staff liaison regarding agenda items
2. The vice chairperson shall assume all duties of the chairperson in his or her absence or disability.
3. The secretary shall:
 - a) Keep minutes of all meetings and all actions taken by the Transportation Advisory Commission.
 - b) Be responsible for ensuring that minutes are properly typed and filed as part of the official records of the City.
 - c) Transmit in writing to the City Council the names of the chairperson and vice chairperson and update the City Council when any changes in these offices are made.
4. In case of the absence of both the chairperson and vice chairperson from any meeting, an acting chairperson shall be elected from among the members present.

At the April 17, 2018 Transportation Advisory Commission meeting, the Commission chose to postpone appointments to the Chair and Vice-Chair position to allow the Commissioners to have more time to think about the roles and responsibilities of the positions. Chairperson Peacock was appointed to continue as the Chair until the next meeting.

Discussion:

Councilmember Naujokas has been appointed as the Council representative to the Transportation Advisory Commission.

It is now appropriate to nominate and appoint a Chairperson and Vice Chairperson for 2018.

Alternatives:

None

Attachments:

None

Transportation Advisory Commission
STAFF REPORT



To TAC Commissioners
From Larry Zimmer, Public Works and Transportation Director
Date June 7, 2018
Subject **Transportation Advisory Commission Powers and Duties**

Recommended Action(s):

This is an informational item. No action required.

Background:

At the April 19th Commission meeting, staff was asked to present at a future meeting a summary of the Transportation Advisory Commissions powers and duties.

City of Healdsburg Resolution No. 64-2015 established the composition and qualifications, powers and duties and meeting protocol of the Transportation Advisory Committee (TAC). Resolution 64-2015 is attached to this report.

The TAC was in part created to assist in the development of a comprehensive bicycle and pedestrian master plan, which was successfully completed in 2017.

Discussion:

The TAC acts as an advisory, not an advocacy commission and is expected through its interactions with the community to bring forward the interests and opinions of residents of Healdsburg, as related to transportation, rather than influence public opinion.

The work of every commission:

- Help support the City in accomplishing its Mission, Vision and Strategic Initiatives
- Represent the collective interests of residents, businesses and other stakeholders
- Advise and make recommendations to the City Council
- Link with residents & stakeholders to listen to and represent their interests
- Help staff solicit and prioritize community needs, wants, and desires
- Evaluate costs versus benefits for programs, services, and facilities

Responsibilities of the TAC:

- Address various transportation issues, including but not limited to Multimodal Station, bikeways, trails, pathways, trains, and transportation services provided by SCT.
- Review City-wide public transportation planning documents

- Review surveys and facilitate public input on public transportation programming
- Review and advise the Council on transportation programs
- Recommend and promote strategies for community outreach programs to strengthen the transportation image, increase usage and integrate its role within the community
- Recommend to the City Council, after public input, the adoption, amendment, or repeal of ordinances, resolutions, or requirements pertaining to the public transportation within the City

Alternatives:

None

Attachments:

Resolution No. 64-2015

CITY OF HEALDSBURG

RESOLUTION NO. 64-2015

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEALDSBURG ESTABLISHING THE COMPOSITION AND QUALIFICATIONS, POWERS AND DUTIES AND MEETINGS PROTOCOL OF THE TRANSPORTATION ADVISORY COMMISSION PURSUANT TO ARTICLE IV OF CHAPTER 2.32 OF THE HEALDSBURG MUNICIPAL CODE AND RESCINDING RESOLUTION NO. 3-2012

WHEREAS, Article IV of Chapter 2.32 of the Healdsburg Municipal Code allows for setting the composition, qualifications, powers and duties, and meeting protocol of the Transportation Advisory Commission (“TAC”) by resolution; and

WHEREAS, adoption of this resolution is not a “project” as defined in the California Environmental Quality Act, and therefore, does not require an environmental review.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Healdsburg hereby establishes the composition and qualifications, powers and duties, and meetings protocols for the Transportation Advisory Commission as follows:

COMPOSITION AND QUALIFICATIONS: The Transportation Advisory Commission shall consist of five members. The members of the Transportation Advisory Commission must live within the City limits of the City of Healdsburg. The composition of the Transportation Advisory Commission will have desirable background and expertise in areas of public transportation, such as buses, rail or bikes.

COMMENCEMENT OF TERMS OF OFFICE OF MEMBERS: Each member’s four year term shall commence in January of the year immediately following the appointment by the City Council.

The term of a member who is appointed to fill a vacancy, as described below, shall begin immediately upon appointment for that member’s position.

VACANCY: Upon the death, resignation, inability, disability or unwillingness to perform the duties of a member of the Transportation Advisory Commission, or upon the loss of permanent residency from the City; or upon the failure to attend any of the meetings of the Transportation Advisory Commission for three consecutive regular meetings without approval from the chairperson, except in case of illness or for some other unavoidable cause, the City Council shall review and, if found to be appropriate, declare the office of such member vacant and thereupon appoint some qualified person to fill such vacancy for the unexpired term of such member.

POWER AND DUTIES: The role of the Transportation Advisory Commission is to provide citizen and community perspective and input on the development of public transportation planning, facilities and programs. As a commission established by the City Council, the Transportation Advisory Commission will provide input to Council for its consideration and action. This would ideally be done after receiving public input, deliberating the options, and achieving consensus through partnering with staff. It is intended that the Transportation Advisory Commission not take an advocacy role, but an advisory role, in providing input to City Council. Additionally, the Transportation Advisory Commission is expected to advise the City Council on transportation matters brought to them by the community.

The scope of the Transportation Advisory Commission encompasses various transportation issues, public and personal, including but not limited to, multimodal station, bikeways, pathways, Sonoma Marin Area Rail Transit (SMART), new transit development and transportation services impacting Healdsburg provided by Sonoma County Transportation Authority;

The purpose of the Transportation Advisory Commission would be to:

- A. Review City-wide public transportation documents;
- B. Recommend rules and procedures governing public transportation service programs, service improvements, coordination, efficiencies, and activities of persons utilizing transportation services and facilities;
- C. Review surveys and facilitate public input on public transportation programming;
- D. Review and advise the Council on transportation programs, including service levels and routes;
- E. Advise the Council on the subject of comprehensive bicycle and pedestrian master planning and development;
- F. Recommend and promote strategies for community outreach programs in order to strengthen the transportation image, increase usage, and integrate its role within the community;
- G. Recommend to the City Council, after public input, the adoption, amendment or repeal of ordinances, resolutions, or requirements pertaining to public transportation within the City.

OFFICERS OF THE COMMISSION: The officers of the Transportation Advisory Commission shall include a chairperson, a vice chairperson and a secretary. The chairperson and vice chairperson will be selected by the membership for a one-year term. The annual election of

officers shall take place at the last regular meeting in December of each year. The terms of the chairperson and vice chairperson shall commence as of January 1st following the election and shall continue through December of the same year. In the first year of formation, the election shall take place at the first regular meeting. The secretary shall be designated by the City Manager.

- A. The chairperson shall:
 - a. Preside at all regular and special meetings
 - b. Rule on all points of order and procedure during the meetings
 - c. Provide recommendations to staff liaison regarding agenda items
- B. The vice chairperson shall assume all duties of the chairperson in his or her absence or disability.
- C. The secretary shall:
 - a. Keep minutes of all meetings and all actions taken by the Transportation Advisory Commission.
 - b. Be responsible for ensuring that minutes are properly typed and filed as part of the official records of the City.
 - c. Transmit in writing to the City Council the names of the chairperson and vice chairperson and update the City Council when any changes in these offices are made.
- D. In case of the absence of both the chairperson and vice chairperson from any meeting, an acting chairperson shall be elected from among the members present.

MEETINGS OF THE COMMISSION

- A. Regular meetings of the Transportation Advisory Commission shall be held the first Thursday of every third month of each calendar year and shall begin at 5:15 p.m. at a designated location. The Transportation Advisory Commission shall meet at least once every three months.
- B. If the scheduled date of a regular meeting conflicts with a holiday period, the commission shall reschedule that meeting to be conducted within that month.

- C. Special meetings of the Transportation Advisory Commission may be called at any time by the chairperson, staff liaison, or by two members of the Transportation Advisory Commission, by providing notice of said meeting as required by law.
- D. All meetings are subject to the Brown Act as set forth in Government Code Section 54950.
- E. A majority of the members of the Transportation Advisory Commission shall constitute a quorum for the transaction of business.

LIAISON TO THE TRANSPORTATION ADVISORY COMMISSION: The Transportation Advisory Commission shall have, in addition to the Secretary, a staff liaison designated by the City Manager.

BE IT FURTHER RESOLVED that Resolution No. 3-2012 is hereby rescinded in its entirety; and

BE IT FURTHER RESOLVED that this resolution shall become effective thirty (30) days following its adoption.

PASSED, APPROVED AND ADOPTED, this 18th day of May 2015, by the following vote:

AYES: Councilmembers: (4) Chambers, Plass, Ziedrich and Mayor McCaffery

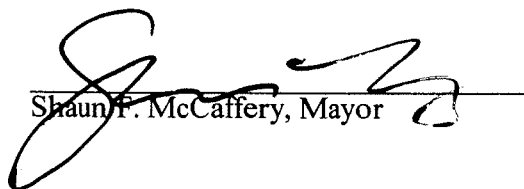
NOES: Councilmembers: (0) None

ABSENT: Councilmembers: (1) Mansell

ABSTAINING: Councilmembers: (0) None



SO ORDERED:

ATTEST:


Shaun F. McCaffery, Mayor


Maria Curiel, City Clerk

I, MARIA CURIEL, City Clerk of the City of Healdsburg, do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. 64-2015 adopted by the City Council of the City of Healdsburg on the 18th day of May, 2015.


Maria Curiel, City Clerk


Transportation Advisory Commission
STAFF REPORT



To TAC Commissioners
From Larry Zimmer, Public Works and Transportation Director
Date June 7, 2018
Subject **Transportation Funding Sources**

Recommended Action(s):

This is an informational item. No action required.

Background:

At the April 19th Commission meeting, staff was asked to present at a future meeting, a summary of available funds for transportation projects.

There are several funding sources that may be used for bicycle and pedestrian type projects as well as some State and Federal grants.

City Funds:

Streets Fund, which is largely gas tax can be used for bike and pedestrian projects within street right of way, but not for off street trails. However, the Streets Fund is the source for general street maintenance and paying a portion of the PW staff salaries to do street work such as pot hole repair, signage, striping, sidewalk, and pavement repair. What remains after paying for the maintenance and operations is typically allocated to Capital Projects, which are included in the CIP Budget. Typically paving projects are the highest priority for the funds.

Measure M funding comes in specific categories. Road projects, bike and pedestrian projects, local streets projects (LSP), and local bus transit (LBT), along with 101 specific funding. The first two categories are only eligible for the specific projects listed in the measure (Foss Creek Trail). The LSP has funding restrictions similar to gas tax. LSP is approximate \$120,000 per year and it goes into the Streets Fund to pay for salaries and general street maintenance.

Measure V is a voter initiative that specifies specific uses, though there is some council discretion. In this year's budget there is \$500,000 for sidewalk repairs and gap closures, approximately \$100,000 has already been expended. Typically bike projects are not included, but bike lanes could be added to a paving project if adequate width exists since the cost is negligible.

General Fund can be used for almost any use including bicycle and pedestrian projects; however there are many expenditures that can only use General Fund dollars such as police and fire salaries. For this reason, the General Fund use for capital projects is only a last resort in urgent cases.

Grant Funds:

Active Transportation Program (ATP) is designed specifically for bike and pedestrian projects; however the grant scoring criteria heavily weighs disadvantaged communities and safety. There is currently a call for projects for the 2019 cycle, which is typically every two years.

Highway Safety Improvement Program (HSIP), as the name indicates is solely about safety improvements, and while not bike and pedestrian specific such projects due qualify; however, scoring criteria is based on correcting a known and documentable problem. Qualifying and competing for this grant is based on specific cost benefit calculations related to accident data. This grant typically has a spring call for projects annually.

Transportation Development Act, Article 3 (TDA3) funds are allocated annually on a per capita basis to both cities and counties. Local agencies may either draw down these funds or place them on reserve. TDA3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

Discussion:

Staff has done initial investigation into collision data specifically seeking areas of high accident rates that could be reduced through a capital project thus a likely candidate for the ATP or HSIP grants. Since no clear project was identified, the lack of available staff, and the low chance of success, neither of these grants will be applied for.

The City has a current balance of approximately \$100,000 of TDA-3 funds. The funds accumulate at a rate of approximately \$11,000 per year. Next spring is when the funds will next be available for use. It is recommended that the TAC target these funds for future use. This will provide the remainder of the calendar year for TAC to work with staff on the best use of these funds and prepare a recommendation to Council in the early part of 2019.

Alternatives:

None

Attachments:

None

Transportation Advisory Commission
STAFF REPORT



To Chairman Peacock and TAC Commissioners
From Larry Zimmer, Public Works and Transportation Director
Date June 7, 2018
Subject **Bicycle Friendly Community Award**

Recommended Action(s):

Receive report and consider applying for the Bicycle Friendly Community Award

Background:

The League of American Bicyclists (League) developed the Bicycle Friendly America (BFA) program to provide a roadmap, hands-on assistance, and recognition for states, communities, universities and businesses. The BFA program is a tool for states, communities, businesses and universities to make bicycling a real transportation and recreation option for all people. Each year, the League assesses all 50 states for bicycle friendly status. Communities, businesses, and universities are assessed through a voluntary application process. All applicants then receive customized feedback on their application.

The City applied for the Bicycle Friendly Community (BFC) award in 2012 but did not achieve the designation. The City applied once again one year later in December 2013 for the designation. The League announced their selected communities May 14, 2014 and the City of Healdsburg achieved bronze status.

Discussion:

The bronze status received by the City of Healdsburg in 2014 will expire this year; the deadline to re-apply for bronze or advance to silver status is August 9, 2018. Part of the requirement of the designation is to continually show progress towards making Healdsburg a comfortable and convenient place to bicycle. The City received a report card and feedback from the League, which demonstrates options for our community's progress towards achieving the next award level and highlights key steps to take. Attached, as Exhibit A, is the report card received in 2014 and the Bicycle Friendly Community Feedback. Below is a list of items, the City has done since the application was submitted in 2013.

1. Four Bicycle Repair Stations located at four different places in the City of Healdsburg
2. Zagster Bike Share (Implemented in early 2018)
3. Foss Creek Pathway Improvements Segments 3 and 4 from First Street to Mill Street and Segment 6 from W. Grant to Grove Street
4. Class two bike lanes on S. Fitch Mountain Road from Heron Dr. to 1469 S.Fitch Mountain Road and March Ave from Healdsburg to University
5. Updated the Bicycle and Pedestrian master plan in 2013
6. The speed limit on the bridge is 15 mph

In order to meet the August 9^h deadline, staff is requesting the assistance of the Commission or a Commission appointed sub-committee to gather the needed information, and complete the research to submit the application. If the commission does not assist, staff will attempt to complete the application by August 9th, but limited staffing may result in needing to wait until the next opportunity in spring to apply. Attached, as Exhibit B, is the application submitted in 2014.

Alternatives:

None

Attachments:

2014 Bicycle Friendly Report Card
2014 Bicycle Friendly Community Feedback
2014 Bicycle Friendly Community Award



HEALDSBURG, CA

TOTAL POPULATION

11,475

POPULATION DENSITY

2799

TOTAL AREA (sq. miles)

4.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Healdsburg
Arterial Streets with Bike Lanes	45%	20%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	30%
Public Education Outreach	GOOD	VERY GOOD
% of Schools Offering Bicycling Education	43%	63%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	SOMEWHAT
Active Bicycle Advisory Committee	YES	SOMEWHAT
Bicycle-Friendly Laws & Ordinances	SOME	YES
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	PER 2K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Silver	Healdsburg
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	2.44%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	114
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0
PUBLIC RATING	SILVER	BRONZE



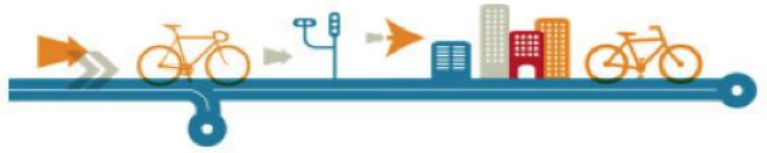
KEY STEPS TO SILVER

- » Increase the amount of high quality bicycle parking at popular destinations throughout the community.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety.
- » Work with the Sonoma Marin Area Rail Transit District to establish a safe crossing over the Russian River
- » It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message in Spanish and in English.

- » Install a bicycle wayfinding system with distance and destination information in English and Spanish at strategic locations around the community, integrating preferred on street routes and off-street facilities.
- » Encourage local businesses to provide discounts for customers arriving by bicycle.
- » Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Having your Bicycle Advisory Committee meet on a monthly basis would help in scaling up your BFC efforts.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



HEALDSBURG, CA

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Healdsburg a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Healdsburg. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.

Regulations that require bike parking for new developments can secure private funding. See [this bicycle parking model ordinance](#) for guidance.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Increase the amount of high quality bicycle parking at popular destinations throughout the community.

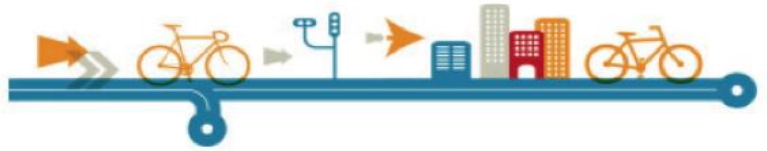
Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling



BICYCLE FRIENDLY COMMUNITY FEEDBACK



environment welcoming to cyclists of all ages and skill levels. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Install a [bicycle wayfinding system](#) with distance and destination information in English and Spanish at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection (ensure to recalibrate every sensor every 6-12 months), and pavement markings such as bike icons to show cyclists the most sensitive area for detection. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) (preferred) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Work with the Sonoma Marin Area Rail Transit District to establish a safe crossing over the Russian River, e.g. by adding a bicycle path to the outside of the railroad bridge, similar to Steel Bridge in Portland, OR, or by making the current speed limit of 15mph permanent.

Education

It is essential to make both [motorists](#) and [cyclists](#) aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message in Spanish and in English. Take advantage of your local bicycle groups for content development and staffing.

Consider establishing a more robust Safe Routes to School Program similar to the program in Windsor.

Encouragement

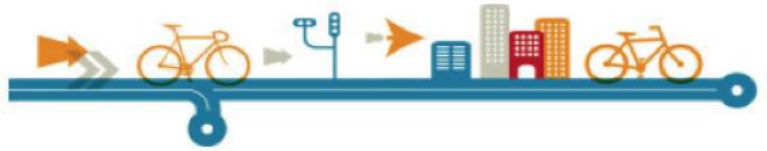
Consider offering a '[Ciclovia](#)' or [Open Streets](#) type event possibly in conjunction with the popular FFA annual parade, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See [Open Streets in action](#).

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing [bicycle discount programs](#).

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the [Bicycle Friendly Business program](#). Businesses will profit from a [healthier, happier and more productive workforce](#) while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in



BICYCLE FRIENDLY COMMUNITY FEEDBACK



advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Enforcement

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, implement penalties for motor vehicle users that 'door' cyclists, pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

Adopt fair and equitable traffic laws. Local laws that discriminate against cyclists, restrict their right to travel, or reduce their relative safety should be repealed.

Evaluation & Planning

Appoint a current staff member Bicycle & Pedestrian Coordinator to offer citizens a designated point of contact in regards to bike/ped-related comments and questions.

Having your Bicycle Advisory Committee meet on a monthly basis would help in scaling up your BFC efforts.

Ensure that there is dedicated funding for the implementation of the bicycle master plan.

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the National Bicycle and Pedestrian Documentation Project.

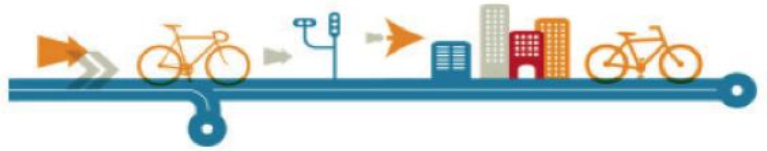
Ensure that your bicycle counts capture the gender of cyclists.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.



BFC_Spring_2014_closed Submitted by Tina Lindenberg on 2014-03-18 21:18:34

Application Tips

- The application will be referring to your type of jurisdiction as "community" throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.
- The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.
- Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.
- At the end of the application, you can upload any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB). You can submit up to 5 files at the time and there is no limit on how many files can be submitted. Please note that the files will upload immediately to a separate server and will not appear as an attachment.

Name of Community

Name of Community

Healdsburg

County/Borough/Parish

Sonoma County

State

California

Has the community applied to the Bicycle Friendly Community program before?

Yes

If yes, what was the result of the community's last application?

No designation

If designated, what year was your community first awarded a Bronze or higher award?

Mayor or top elected official (include title)

Susan Jones, Mayor

Phone

707-431-3317

Email

sjones@ci.healdsburg.ca.us

Address

401 Grove Street

Website

www.ci.healdsburg.ca.us

BFC Contact Profile

Note: This person will receive any future BFC related communication and will be listed as the contact person for the community on the award web profile, if designated.

Name of BFC contact

Tina Lindenberg- Kirchner

Title

Administrative Services Manager

Department

Administrative Services

Employer

City of Healdsburg

Address

401 Grove Street

City

Healdsburg

State

California

Zip

95448

Phone

707-431-3160

Email

tlindenberg@ci.healdsburg.ca.us

Is the BFC contact also the Bicycle Program Manager?

No

If no, does your community have a Bicycle Program Manager?

No

If different from above, what is the Bicycle Program Manager's contact information (email and phone)?

Applicant name and email, if different from BFC contact or Bicycle Program Manager contact

Community Profile

1. Type of Jurisdiction

Town/City/Municipality

2. For purposes of comparison, would you describe your community as largely

suburban

3. ClimateAverage daytime temperature (in °F)

January

58

April

73

July



90

October

77

Average precipitation (in inches)

January

8.5

April

2.6

July

.01

October

2.2

4. Size of community (in sq. mi.)

Total area

4.1

Water area

Land area

4.1

5. Total Population

11475

5a. College/University student population (during semester)

N/A

6. Population Density (Person per sq. mi. of land area)

2799

7. Median Household Income

62550

8. Age distribution (in percent)

Under 5

5.6

Age 5-17

15.4

Age 18-64

64

Age 65+

15

Totals (should equal 100)

100

9. Race (in percent)

White

74.1

Black or African American

.5

American Indian and Alaska Native

1.8

Asian

1.1

Native Hawaiian and Other Pacific Islander

.2

Some other race

19.0

Two or more races

3.4

Totals (should equal 100)

100.1

Hispanic or Latino (of any race)

33.9

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?

4 - Includes Planners and Engineers

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

N/A

12. Do you have an officially recognized Bicycle Advisory Committee?

Yes

12a. How often does it meet?

Quarterly

12b. How many members serve on the committee?

Six members and one City employee

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

Law Enforcement, Planning Department, Transportation Department

12d. Name and email of Bicycle Advisory Committee Chair

Jen Lewis, Chairperson (2014); jen.lewis08@gmail.com

13. List all bicycle advocacy groups in your community

Sonoma County Bicycle Coalition, Santa Rosa CA

13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.

Gary Helfitch or Michelle Nikolayew, Bike Coalition

13b. Do you contract with any advocacy groups for services or programs? Check all that apply.

No

13c. List all advocacy groups that are working with you on this application.

Sonoma County Bike Coalition, Santa Rosa, CA

14. What are the primary reasons your community has invested in bicycling? Check all that apply.

Improved quality of life, Improving public health, Community connectivity, Transportation options, Reduce car-parking demands, Climate change/environmental stewardship concerns, Decrease traffic congestion, Cooperation with adjacent communities, Public demand, Traffic and bicycle/pedestrian safety



15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)

In the past 12 months, Healdsburg has accomplished capital improvements, developed and approved a Bicycle and Pedestrian Master Plan, expanded outreach efforts and established stronger connections to regional bicycle safety and advocacy efforts. In August 2013, the City of Healdsburg adopted the Bicycle and Pedestrian Master Plan. This guiding document identifies areas for expanded bicycle path and trail development, specific areas of disparity in which the city is committed to focus, additional capital improvements and strategic plans for education and outreach. The Advisory Committee oversees the implementation of this plan and its use for fund acquisition and strategic planning. In October 2013, the City sponsored a public education booth on bicycle safety at a local Wellness Fair, which included a children's bike helmet raffle. The helmet raffle was sponsored by the Healdsburg Police Department Police Officers Association. The Wellness Fair was organized by Healthy Healdsburg, a partnership of organizations and individuals who support the Sonoma County Health Action, a countywide initiative of leaders and institutions committed to making Sonoma County the healthiest county in California by 2020. Additional regional partnerships have been strengthened, including new collaborative relationships with the Sonoma County Bicycle Coalition, whose mission is to promote bicycling for transportation and recreation and to educate the community about bicycle safety and the benefits of cycling, including good health and protecting the environment, as well as with the town of Windsor and the town of Sonoma, both designated bicycle friendly communities. These partnerships have included initial sharing of best practices and planning for ongoing public outreach campaigns. In 2013, the City also made the following improvements: 1) Completion of the Streetscape Project in which business owners will outfit some of the streetscape corners with bike racks, 2) The project also included a bulb-out street design to slow traffic and make bike riding safer around the downtown Plaza area. In addition, future improvements were approved by the City Council, which awarded funding to be available for bike improvements around the City with the use of Measure V funds.

16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)

In 2012 Healdsburg voted a new ballot initiative to increase our tax rate, the initiative was call Measure V. In August 2013 the City Council agreed to use funds from Measure V to: 1) enable striping of a new class II Bike Lane on March Avenue, 2) install bike racks on the City transit bus, 3) increase connecting signs from the Foss Creek Pathway to downtown Healdsburg, 4) increase bike racks downtown and 4) City recently hired a consultant to create a bike map specific to Healdsburg. Additionally, the Healdsburg Bicycle and Pedestrian Master Plan was approved by the Advisory Committee and the City Council for strategic planning and continued fundraising. The improvements noted above are all part of this Master Plan. Additionally, the Advisory Committee has been expanded to include representation from Law Enforcement and strategic partnerships have been developed with the Planning, Transportation and Parks Department of the City for ongoing collaboration and input toward cycling improvements in Healdsburg.

17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)

Along with the improvements from Measure V which will be implemented throughout our City, the City is in design phase of engineering a new round-about for our 5-way intersection which will better accommodate bike and pedestrians. The City also plans to improve public outreach with our Police department at our local schools, training of our officers, and offering public education through the Sonoma County Bike Coalition to our citizens. The City also added a page to the City website for 'bike safety' education, reporting stolen bikes, reporting hazards, upcoming trainings offered by the Sonoma County Bike Coalition, which will include League Certification training, bike skills and bike maintenance classes and connecting users of the website to various bike associations, event information, and access to public informational documents (i.e. Healdsburg Bike & Pedestrian Plan etc). Healdsburg also plans on adopting the Open Space Master Plan in 2014 which will open 155 acres, more specifically 4 trails to biking and hiking.

Engineering

18. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets policy , Local bicycle accommodation policy

18a. When was it adopted?

General Plan Land Use was adopted by City Council in 2011 and Complete Streets Policy was adopted by City Council in 2012.

18b. Provide a link or attach a copy of this legislation or policy

Documents uploaded to website.

18c. What tools are in place to ensure implementation? Check all that apply.

Implementation guidance

19. Does your community currently have any of the following additional policies in place? Check all that apply.

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project, Streetscape design guidelines , Mixed-use zoning, Other

If other, describe (100 word limit)

We have a Bicycle and Pedestrian Master Plan adopted in 2013 as well as a General Plan Land Use Policy for off street parking. Bicycle parking is required in for new development projects but the amount and location and spaces are determined by the review authority (Planning Commission).

20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)

Offer FHWA/NHI Training Course, Require project consultants to have bike/ped qualifications, Other

If other, please describe (100 word limit)

The Healdsburg Public Works Civil Engineers are trained as it becomes available and needed. As a means of staying current, they utilize web based notifications.

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.

No significant physical barriers

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.

On-street bike parking/bicycle corrals

23. Do your standards for bike parking conform with APBP guidelines?

Yes

24. What is the total number of public and private bike parking spaces in your community?

38- spaces total, 34 belong to the City and 4 are privately owned (approximate)

24a. What percentage of bike racks conform with APBP guidelines?

10% or less

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers

None

Parking spaces in bike depots (i.e. Bikestation)

None

Parking spaces in bike corrals (on-street bike parking)

None

25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.

Public and private schools

More than 90%

Higher Education Institutions

None

Libraries

More than 90%

Transit stations and major bus stops

None

Parks & recreation centers

More than 90%

Other government owned buildings and facilities

More than 90%

Event venues (e.g. convention center, movie complex)

More than 90%



Hotels & restaurants

51-75%

Office buildings

Less than 10%

Retail stores

51-75%

Multi-family housing

51-75%

Public housing

51-75%

26. Does your community have transit service (bus, light rail, heavy rail)?

Yes

26a. What percentage of buses are equipped with bike racks?

76-99%

26b. Are bikes allowed inside transit vehicles?

Yes

Describe (50 word limit)

If the racks are full on the buses and there is sufficient room inside for bikes then they are allowed.

27. What is the centerline mileage of the existing off-road bicycle network within your community?

The Healdsburg Ridge Open Space Master Plan is due for adoption in 2014, which will include off-road bicycle paths. There are 4-miles of trail with minor climbs and descent.

27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)

Paved shared use paths (?10feet)

1

Natural surface shared use paths (?10feet)

3

Singletrack

27b. What percentage of all natural surface trails and singletrack are open to bicyclists?

All

27c. What are the exceptions? (100 word limit)

28. What is the centerline mileage of your road network (including state owned and private roads)?

42

28a. What is the street network density of your road network? (centerline miles of road per sq. mi. of land area)

Less than 5.0

28b. What percentage of roads has posted or design speeds of 25mph and lower?

51-75%

28c. What percentage of roads has posted or design speeds of 35mph and higher?

26-50%

28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD and NACTO standards?

51-75%

28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface ?4feet)

2.55 miles

Shared lane markings

4.76 miles

Contra-flow bike lanes

Protected or buffered bike lanes (one-way)

Protected or buffered bike lanes (two-way)

1.15 miles

Raised cycle tracks

Left-side bike lanes

Bike boulevards or Neighborhood Greenways


29. What other ways have you improved conditions for bicyclists? Check all that apply.

Bike cut-throughs, Signed bike routes, Speed tables to calm traffic

30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders ?4feet, cycle tracks, etc)?

1-25%

31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

Shared-parking allowances 

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.

32a. Street sweeping

Weekly

32b. Snow clearance

Never

32c. Pothole maintenance

Within one week of complaint

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

Healdsburg has online reporting on the City website where a complaint can be submitted to Public Works Department via email, and then the request is sent to the proper authority in the department to make the repair. The City also receives service request for street issues in the City by phone reporting at the Community Development Center (CDC). The CDC filters the complaints for streets, signals, sidewalks, etc to the Public Works Department and repairs are made accordingly. The Sonoma County Bike Coalition has online reporting for hazards, malfunctioning signals, and driver harassment. The City Public Works Departments has maintenance contracts for striping, concrete and asphalt repairs in order to help expedite requests for street repairs/requests.

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.

33a. Path sweeping

Weekly

33b. Vegetation maintenance



Annually

33c. Snow clearance

Never

33d. Surface repair

Within one week of complaint

33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

The Parks and Recreation department maintains the Foss Creek Pathway on a weekly basis. The weekly maintenance consists of making sure the path is free and clear of debris, correcting trip hazards and irrigation/landscape inspection.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.

Online reporting, Other

If other, describe (100 word limit)

The City has online reporting and phone reporting at the Community Development Center (CDC). The CDC filters the complaints for streets, signals, sidewalks, etc to the Public Works Departments and repairs are made accordingly.

35. How do you accommodate cyclists at intersections in your community? Check all that apply.

Most signals are timed, Other

If other, describe (100 word limit)

Healdsburg has 4 (four)- intersections with bike detector loops for bicyclists. Loop detectors are coils of wire set into the pavement which, after they are electromagnetically triggered, alert traffic lights to change in the direction you are traveling. The intersections are: 1) Grove and Healdsburg Ave (1-detector), 2) Powell Ave and Healdsburg Ave (2-detectors), and 3) Grant Street and Healdsburg Ave (1-detector). Healdsburg also has timed intersections.

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment. (500 word limit)

The Healdsburg 2030 General Plan (the City's long range comprehensive planning document) sets policies and guides development and future growth. The General Plan consists of numerous goals and policies that promote cycling in Healdsburg. The existing bicycling network consists of Class II bike lanes and class III bike routes. The City is currently programming two chip seal projects that will include additional striping and signage be installed identifying the Bike Route and Bike lane - to be completed by 2014. A few infrastructure improvement projects include Foss Creek Pathway, Central Healdsburg Avenue Study Plan, and the Parks Open Space Master Plan. The Foss Creek Pathway will create a continuous paved bicyclist facility (Class I and III) between the City's northern and southern limits. Central Healdsburg Avenue Plan (CHAP) began work in 2009 and sets the framework for the development of public infrastructure. The major points of the implementation measures are additional bike lanes, construction of a round-about at the 5-way intersection, bike and pedestrian friendly secondary street design, transit-oriented development areas and bike sharing programs at the transit center. The City is also in the process of adopting the Open Space Master Plan in 2014 which includes trail plans for future mountain biking. Although all trails are available to bikes, it is suggested that bikers stay on designated trails and not to cut switchbacks or go off the trails. In addition the City incorporates a mixed use zoning designation and provides a public restroom at the downtown Plaza.

Education

37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?

Elementary

More than 90%

Middle School

None

High School

More than 90%

38. Outside of schools, how are children taught safe cycling skills? Check all that apply.

Bike clinics or rodeos, Other

If other, describe (250 word limit)

Sonoma County Program - Safe Kids also promotes bike safety to our youth. Safe Kids is a coalition that helps connect parents and caregivers with the safety resources they need—information, safety tips, current research, workshops, and classes. Members include representatives from hospitals and clinics, law enforcement, media, schools, local elected officials, the Department of Health Services, local businesses and community organizations, all working together to keep kids safe. Local activities include bicycle safety events such as bike rodeos, and distribution of helmets. Some accomplishments have been distribution and correct fitting of thousands of bicycle helmets along with bike safety information.

39. Do you have a ticket diversion program? Check all that apply.

No

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

Flyer/handout, Other

If other, describe (250 word limit)

The City of Healdsburg recently hosted a Bike Safety Booth at the Healdsburg Wellness Fair in which informational flyers for bike safety, proper helmet fittings, etc., were distributed in both English and Spanish, bike valet was provided. We presented a blender/smoothie bike for citizens to demo.

41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply.

Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction)

1

Cycling Skills classes (three to four hour classroom training courses)

14

Commuter classes (one to two hour classes)

Commuter classes are in conjunction with the traffic & cycling skills classes.

Bicycle maintenance classes or workshops

42. Do you offer regular Smart Cycling courses for your community engineers and planners that include on-bike instruction and in-traffic cycling?

No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

No

43a. How many League Cycling Instructors are there in your community?

5

43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)

Michelle Nikolayew, Sara Hadler, Tom Helm, Martin Clinton, and David Levinger

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

None of the above

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)

Safe Routes to School program with Healdsburg Police Department and Sonoma County Bike Coalition-public outreach flyers for kids. Last May 2012 four volunteers from our Police Department were asked to assist the Michelle Nikolayew from the Sonoma County Bicycle Coalition with a "Safe Routes to School Program" or better yet called a "Bike Rodeo" at the Healdsburg Fitch Mountain Elementary School. A bike rodeo is a bicycle safety clinic featuring bike safety inspections and education. A main attraction is a "bike safety skills course," miniature streets marked with chalk or traffic cones where young people can actually practice safe bike riding skills. The Rodeo Event included helmet fittings, a lecture, video on safe biking behavior, games, drawings, and many other activities. The purpose of the program is obviously to teach kids 'safe habits' of cycling. At the end of the program each child is actually tested and if they pass they are given a 'bicyclist license'. The Sonoma County Transit Authority also provides Share the Road public education/outreach in English and Spanish. The Sonoma County Bike Coalition has one paid staff member and two volunteer Spanish speakers. The 'Biker Chicks' ride series is designed to increase the number of women riding in Sonoma County from 20% to 50% in the next 5-years.

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)



The City created a new bike safety webpage to promote bicycle safety and the Healdsburg Bike Map currently in development will provide bike safety tips as well. The City has reached out to the local bicycle business to inform them of the bike safety webpage. Through this application process the City has developed a stronger relationship with the Sonoma County Bike Coalition in which we hope to provide bike safety classes to our citizens with the help of the Coalition.

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

Official Proclamation, Community Rides, Bike Month Website, Bike Commuter energizer stations/breakfasts

47a. What percentage of the population participate in Bike Month events?

11-20%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

If yes, describe (500 word limit)

The Healdsburg Chamber of Commerce takes part in the Bike to Work Day sponsored by Sonoma County Bicycle Coalition, by providing a rest and refuel (snack) stop in front of the Chamber office. This in collaboration with Spoke Folk (a bicycle retailer in Healdsburg) who participates offering mechanic services. The Chamber also gives away bike bags and maps, too.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

1-25%

48. How do you promote bicycling outside of your official Bike Month? Check all that apply.

Community and charity rides, Triathlons and bicycle races, Publish a guide to community bicycle events, Bike valet parking at events, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)

49. List the signature cycling events that occur in your community. (250 word limit)

1) The Annual Healdsburg Harvest Century Bicycle Tour- is an event for Road and mountain bike bikes. It is a moderately challenging ride through the Alexander, Dry Creek & Russian River Valleys. Distance options include 23, 37 or 60 miles; gradually increasing in difficulty. The 23 mile route is rather flat, while the 37 & 60 mile routes have more rolling hills and moderate climbs. Bicycling Magazine listed Sonoma County as one of "The 7 Greatest Rides on Earth." 2) Vineman is an annual Olympic Distance Triathlon hosted at various locations throughout Sonoma County. The most recent event was held in Monte Rio, a town north west of Healdsburg. The 1.5K swim was staged in the Russian River, the 40K Bike course followed the Russian River to the picturesque coastal town of Jenner and back, and the 10K Run was held on the course that once was the home of the Moscow Road Race, a popular run from the running boom days of the 1970's. 3) Wellness Fair- Healthy Healdsburg is a partnership of organizations and individuals who support the Sonoma County Health Action Initiative to make our county the healthiest in the state by the year 2020. This year the Wellness Fair event was held near the Healdsburg Plaza and the City hosted a bike safety booth promoting bike safety and a free helmet raffle. 4) Rock N Roll to School Day- Schools throughout Sonoma County, including Healdsburg Unified School District, will be participating in Safe Routes to School's Walk & Roll to School Day to help teach students about walking and biking safety as well as the benefits of leaving the car at home. 5) The Sonoma County Bicycle Expo (formerly the Northern California Bicycle Expo) is an event produced by Sonoma County Bicycle Coalition and is a celebration of bicycling event. The Sonoma County Bicycle Expo features an array of vendors offering new and used bicycles, parts, gear, clothing, and accessories. Exhibitors will present an array of community groups that work with Sonoma County Bicycle Coalition to make Sonoma County the best place to ride a bike. 6) Healdsburg on Bikes Day (month of April) is an event recognized by proclamation from the Healdsburg City Council and is driven by the Healdsburg High School Mountain Bike Team. The goal is to promote awareness not only for the team but also for mountain biking in general and to gain support from the local businesses and organizations in the community. 7) Levi Leipheimer's Granfondo Event-Hosted in Sonoma County, is in its fifth year. The event which is a 120 mile ride to and from Santa Rosa and involves 95000 feet of climbing raises money for various charities including 'The Forget Me Not Farm', Rural Elementary Schools, and The Nor Cal High School Mountain Bike Club, etc.

49a. How does the municipality sponsor or actively support these events?

Contribute in-kind funding (i.e. police presence, closing roads, etc), Assist in promoting the event

50. Does your local tourism board or chamber of commerce promote bicycling in your area?

Yes

If yes, describe (250 word limit)

The Chamber of Commerce sponsors the Harvest Century ride each July. They also distribute bicycle maps and of course send visitors to Spoke Folk Cyclery and Wine Country Bikes here in town for bike rentals, sales and repairs. They do have a contact list for bicycling groups in Northern California

51. Are there cycling clubs in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs

51a. List the names of the clubs. (500 word limit)

1) The Healdsburg High School Mountain Bike team is an organized team/recognized school club with 10 riders and two coaches for the 2013 team. The team participates in the High School Nor Cal League Mountain Bike racing league which is part of NICA- National Interscholastic Cycling Association. NICA-sanctioned races provide student athletes an arena in which to set and accomplish competitive goals, do achieve their personal best. Most NICA leagues have a 4- or 5-race schedule, held in the Spring or Fall depending on the regional climate. 2) Santa Rosa Cycling Club- The purpose of the club is to promote the safe and efficient use of bicycles by staging club rides and cycling events and by maintaining an active presence in the local community through safety programs and political advocacy. The club was founded in the late '60's as a racing team to replace an earlier club called the Century Cyclers and. Currently is the largest cycling club in the Sonoma County, and perhaps in the North Bay, with over 1600 members. The club offers full slate rides each weekend.

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

2

52a. List their names. (250 word limit)

Spoke Folk Cyclery Spoke Folk Cyclery in Healdsburg was established in 1976 and has always been an independent, full service bike shop. Spoke Folk Cyclery also supports and promotes cycling by sponsoring local races and providing technical support for many of the local organized rides such as the Wine Country and Healdsburg Harvest Centuries and the Terrible Two double century. Wine Country Bike is a regional touring company. The operation is based out of our Touring Center located in the town of Healdsburg in northern Sonoma County they offer tours only in Sonoma and Napa Counties. Wine Country Bikes is also a retail store and bike rental company.

53. Which of these bicycling amenities do you have in your community? Check all that apply.

Other

If other, describe (100 word limit)

The Healdsburg Ridge -Open Space trails provides an area to mountain bike riders. The Open Space Master Plan adoption is scheduled for early 2014.

53a. Is there a skate park in your community?

Yes

If yes, do bikes have access to the skate park?

Never

54. Are there opportunities to rent bicycles in your community?

Yes

55. Does your community currently have a bike sharing program that is open to the general public?

No

55a. If yes, please provide details about the system below.

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?

No

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?

No

58. Does your community have a bike co-op or non-profit community bike shop?

No



58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

Other

If other, describe (250 word limit)

59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

None

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities

61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

Healdsburg is currently working with a consultant to develop a bicycle map specific to Healdsburg. The map will not only contain safety information for cycling, it will also service as a guide for Class I multi use pathways, unpaved pathways and class II bike lanes with various ratings of use (technical, intermediate, family friendly). The map will also contain a q-reader (app for smart phones). The map should be finalized by early 2014 and will be circulated on the City website as well as the Healdsburg Chamber of Commerce and it will be available in both English and Spanish. The General Plan contains goals, policies, and implementation measures which encourages bicycle friendly development.

Enforcement

62. How does your police department interact with the local cycling community? Check all that apply.

A police officer is an active member of the Bicycle Advisory Committee, Other

If other, describe (100 word limit)

The Police Department also provide free helmets to children through the Police Officers Associations. The Police Department plays an active role in the Bike Rodeo at the Healdsburg Elementary School through Safe Routes to Schools and has information brochures available to the public regarding bike safety.

63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

Basic academy training, Presentation by League Cycling Instructor or local cyclist

64. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

Helmet giveaways

65. What percentage of patrol officers are on bikes?

None

66. Are any other public safety (e.g. EMS) employees on bikes?

No

67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

68. Which of the following safety services and amenities are available in your community?

Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

69. Are there any local or state ordinances that protect cyclists? Check all that apply.

It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving, Ban on texting while driving, Vulnerable road user law

70. Do your local ordinances place any restrictions on cyclists? Check all that apply.

Local law requires cyclists to use bike lanes when provided, Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions

71. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

Evaluation and Planning

72. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

72a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. (250 word limit)

Healdsburg Bike and Pedestrian Plan has been uploaded for your reference.

When was it passed or most recently updated?

Adopted August 5, 2013

Is there a dedicated funding source for implementation?

No

What percentage of the current plan has been implemented?

50%

Are you meeting annual target goals for implementation?

Yes

73. Do you have a trails master plan that addresses mountain bike access?

Yes

If yes, provide the link to the plan or describe. (250 word limit)

The Healdsburg Open Space Master Plan will be adopted early 2014. The Open Space (Healdsburg Ridge Open Space Preserve) is composed of three properties totaling 155- acres. The preserve is accessed from the Arabian Way trailhead and includes a network of approximately 4 miles of trails. The ongoing use of the preserve is designed to be compatible to protect natural resources but to also allow of biking, hiking, on the established trail system.

74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

No

75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

No

If yes, please describe the most recent results. (250 word limit)

75a. If yes, do the counts capture the gender of cyclists?

76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

No

77. Does your community establish target goals for bicycle use, e.g. a certain level of bicycle mode share?

No

78. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.

Bicycling (in %)

2.44%

Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)

Walking (in %)

6.65%

Transit (in %)



1.99%

79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).

Less than 2 miles

80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.

Elementary

.02%

Middle School

.01%

High School

.01%

81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

Between 2009-2012 the Healdsburg Police Department recorded 631 vehicle incidents -16 of them involved a bicycle.

81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

none

81b. Do you have a specific plan or program to reduce these numbers?

No

82. Do you measure the Bicycle Level of Service of roads and/or intersections?

No

83. Do you have community-wide trip reduction policies or programs?

No

83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

No

84. Have you done an economic impact study on bicycling in your community?

Yes

If yes, describe the results. (250 word limit)

The Sonoma County Transit Authority (SCTA) investigated the economic impacts of bicyclist and pedestrian activity in Sonoma County (Healdsburg is located in Sonoma County) and then used the information to support investing in bicycling and pedestrian events, non-motorized infrastructure, and supporting amenities and activities. Walking and bicycle riding are among the most affordable and available means of exercise. For bicyclists, costs involve purchasing and maintaining bicycles, helmets, and perhaps specialized riding attire; which is far less than automobile ownership. Per the League of American Bicyclists the cost of operating a bicycle for a year is only \$120 (bicyclinginfo.org). Some of the draws for bicycle tourism, including major bicycle events, bicycling tour groups, independent riding, the County's scenic environments, varied topographies, moderate climate and bicycle related businesses. Annual bicycle and pedestrian events impact the local economy through spending by riders, support staff, riders' families, spectators, staff, media personnel on food and drink, shopping, recreation, and lodging. Levi Leipheimer's King Ridge GranFondo is a bicycle event that is held annually in Sonoma County. The City of Santa Rosa's GranFondo Economic Impact Report for 2009 stated that nearly 3,500 bicyclists (some local and some visitors) registered and participated in the event. It created 13.8 jobs; recruited 600 volunteers and 48 vendors with staff to work the event. Results from a rider survey indicated 65% of the participants stayed in Santa Rosa for one or more nights (43% for 1 night, 22% for 2 + nights) and 51% stated that they traveled with friends and family who did not ride in the event. This produced an economic benefit of tourist spending over the weekend of the GranFondo of \$811,807, and transient occupancy tax of \$17,325. Local business owners were interviewed in order to gather information, and to get a sense of the magnitude and type of economic impacts bicycle and pedestrian related businesses have in the County. From the information gathered, annual revenue from sales, rentals, repairs, and services from these small and medium sized bicycle and pedestrian related businesses, two of which are located in Healdsburg, is estimated at \$900,000 to \$1.5 million. Local governments also reap the benefits of non-motorized infrastructure, supporting bicycling and walking and local events with sales tax, transient occupancy taxes, property taxes, capital gains and estate taxes - funding which can then be used for City programs.

85. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

No

86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

Final Overview

87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

The City as a whole recognizes the benefits of cycling, and has strong community support as many of its residents are avid cyclists. The City's compact size, street lay out and mixed use development encourage bicycling as an alternative to a personal vehicle use. The City's wide streets and relatively slow traffic speeds help promote safe cycling and drivers are respectful to riders. Local businesses cater to cyclists from around the world both recreational and professional who are attracted to the areas fine weather, scenery, viticulture and varied topography. Having the bicycle friendly designation will help to make tourists feel safe and comfortable which will encourage more people to bring their bikes with them when visiting Healdsburg and residents/families will also feel more at ease when riding in Healdsburg

Reason Two (250 word limit)

Recognizing that secure bicycle parking is the most important factor in making the decision to travel by bicycle. The City conducted a physical survey of its community biking needs in 2008, as part of its Bicycle Pedestrian Master Plan. It has since installed bicycle parking at all of its public facilities, including all parks and at 13 downtown locations. Bicycle parking was also installed at no cost to the businesses throughout the City following a public outreach effort. The equipment was funded by a grant secured from the local air pollution control district and installed by City personnel.

Reason Three (250 word limit)

The City continues its implementation efforts to promote cycling in Healdsburg. Included in the recent updates to Healdsburg's Pedestrian and Bicycle Master Plan, and proposed for implementation using Measure V funds is March Avenue Class 2 bike lanes, which will connect to existing bike routes (Class 3 bikeways) at both Healdsburg Avenue and University Street. New bike lanes will be installed within the street from Healdsburg Avenue to University Street and existing curb-side parking will be retained. The signage program, also identified in the Master Plan updates, will include warning, advisory and way finding signs intended to promote safe walking and cycling, provide destination directions, and other public service information. This will include adding signs onto Foss Creek Pathway for guiding pedestrians and bicyclist into other sites and facilities in town (e.g. Plaza Park, City Hall, bicycle parking, etc.) as well as strategically placing signs in town guiding these users to Foss Creek Pathway. Other signs will be placed to advise motorists of significant bicycle & pedestrian crossings, to watch for pedestrians and share the road. Proposed fund allocations also includes consideration for retrofitting at least one City shuttle bus each year with bicycle racks, as well as installing more bicycle racks and/or storage facilities at locations throughout the City

88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

Limited funding is available for cycling projects and staff resources. The City will receive Measure V funds for 2013-2014, however, this funding may not be readily available in the future. The City would need to research the ability to dedicate funding to the implementation of the Bike and Pedestrian Master Plan as well as funding a Bike Program Manager position. The Bike Program Manager position could also work towards achieving more grant funding for bicycle projects such as end of trip facilities. The City has considered looking into the feasibility of utilizing an Advisory Committee to fulfill the need for this position within the City. The Bike Ad Hoc committee formed to administer this application will also suggest to Advisory Committee the possibility of utilizing National Bike Month to create a bicycle friendly business award for Healdsburg and to develop criteria for the award to present the idea to the Healdsburg City Council.

Aspect Two (100 word limit)

Bicycle outreach promoting "Share the Road" in conjunction with Public Safety and the community. Healdsburg is in need of promoting public education in order to accommodate bicyclists. There is a need for this education for City employees and law enforcement, and the schools. We have reached out to the Sonoma County Bike Coalition to provide classes in both English and Spanish for our citizens and for our Police Department. Additionally, the Advisory Committee annually reviews the goals for the upcoming year and will have the opportunity to contribute to strategic planning for community outreach efforts tied to bicycle safety in 2014.

Aspect Three (100 word limit)

One other suggestion for Healdsburg would be to measure the Bicycle Level of Service of roads and/or intersections to be able to identify the most appropriate routes



for inclusion in the bicycle network and determine weak links, prioritize needs for improvement and evaluation of other alternate treatments for improving bike friendliness.

89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

If yes, describe (250 word limit)

In order to complete this application the City formed a bike ad-hoc committee comprised of one City employee and three members of the Transportation Advisory Commission. Throughout the process we learned so much of what is being done at a County level and specific needs in our City in regards to bike safety and public outreach (training of employees, residents, students, etc.) Along the lines of public outreach there is more we can be doing to promote bike safety month, bike to work day, etc. Completing this application has made us more aware of utilizing resources at a County level and partnering with the local schools in order to promote some of these bike events.

90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

If yes, describe (250 word limit)

Two projects we would like to develop through the Advisory Committee is the development of a bicycle friendly business award. The award will be based on guidelines/criteria established by Advisory Committee and possibly the Chamber of Commerce. The Advisory Committee will then vote on the businesses that were nominated and make a suggestion to City Council to award the business during National Bike Safety Month. We hope to develop a job description of a Bike Manager, whether it be a Advisory Committee that fulfills the position or a City Employee. In the mean time we hope to form a bike safety committee, through the Advisory Commission in order to continually move forward with bike safety in Healdsburg. Through this bike committee we hope to reach out to the Healdsburg Unified School District to promote more bike safety classes and events at the local schools.

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

How did you hear about the BFC program?

This is the second applicaiton proces for the City of Healdsburg. Within Sonoma County two other jurisdictions have received the designation.