



**City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Wednesday, February 3, 2021 @ 5:00 PM**

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes. Members of the public and other parties are welcome to email their comments to the Staff Liaison Preya Nixon at pnixon@cityofsthelena.org

In accordance with Executive Orders N-25-20, N-29-20, and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. We will address the Order in the following ways: Members of the public may not physically attend meetings. Those members of the public wishing to participate must do so remotely via Zoom electronic meetings in the following ways; by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the meeting ID or by calling a listed number and enter the meeting ID. Public comment for Active Transportation and Sustainability Committee meetings will be accepted via email to publiccomment@cityofsthelena.org. All public comments will be made publicly available and attached to the agenda item and will not be read out loud. All public comments that are received after 4:00 PM will be attached to the agenda the following day.

Please see the end of the agenda for detailed PUBLIC PARTICIPATION instructions

Please click the link below to join the meeting:

<https://us02web.zoom.us/j/84744127606>

Or iPhone one-tap :

US: +16699006833,,84744127606# or +12532158782,,84744127606#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 847 4412 7606

Page

1. CALL TO ORDER
2. ROLL CALL
Committee Chair: vacant, Vice Chair: Glenn Smith
Members: Jeff Farmer, Madelyn Chandler, vacant,
Alternate Members: Vacant, vacant
City Council Member Liaison: Paul Dohring, Vice Mayor
Staff Liaison: Preya Nixon, Asst. to the City Manager
3. PUBLIC FORUM:
An opportunity for the public to directly address the Committee on items of

interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to four minutes. **Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.**

4. REPORTS BY STAFF AND COMMITTEE:

Reports by staff and/or committee on items of general interest. ***Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.***

4.1. Public Works Update

5. CONSENT CALENDAR:

Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.

5.1. Active Transportation and Sustainability Committee Meeting Minutes of December 2, 2020

7 - 9

[Active Transportation and Sustainability Committee - 02 Dec 2020 - DRAFT MINUTES](#)

6. SCHEDULED MATTERS:

6.1. Consideration and feedback regarding Grayson and South Crane Road Rehabilitation Project (Project R19-05) segments 2 and 3

11 - 61

Prepared By: Preya Nixon, Asst. to the City Manager

Recommendation:

Provide Recommendations on Design Options for Grayson and South Crane Rehabilitation Project for segments 2 and 3.

[ATSC Presentation REVISED](#)

[ATSC Presentation](#)

[Staff Report](#)

[Public Comment Mark Smithers](#)

[Public Comment Napa Valley Bike Coalition](#)

[Public Comment Judith Rowling](#)

[Public Comment Amanda Meltzer](#)

[Public Comment Matt Reid](#)

[Public Comment Paul Wagner](#)

[Public Comment Michael Schwartz](#)

[Public Comment Rick Tooker](#)

[Public Comment Bob Frappia](#)

6.2. Committee Development Update

7. FUTURE AGENDA ITEMS

7.1. Committee Development Update

7.2. Electric Vehicle Charging Station Permitting Process

7.3. Overview of General Plan Climate Action Initiatives and discussion

regarding prioritization of short term and long terms goals-second discussion

8. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for March 3, 2021 at 5:00 pm, at a location to be determined.

I do hereby certify that a copy of the foregoing agenda was posted on the City website on January 29, 2021.

/s/ Preya Nixon

Preya Nixon, Asst. to the City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact City Hall at (707) 967-2792. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

The ZOOM web link, meeting ID, and phone number will be listed at the top of the Active Transportation and Sustainability Committee Agenda. You will be required to enter the meeting ID, but there will be no password or participant ID.

How to Watch or Listen to Active Transportation and Sustainability Committee Meetings:

1. Watch and Listen on Zoom.us by clicking on the link in the Active Transportation and Sustainability Committee Agenda
2. Listen only by calling the Zoom number listed on the Active Transportation and Sustainability Committee Agenda

Watch the Active Transportation and Sustainability Committee Meeting by Joining the Zoom Meeting:

1. **By Computer, Tablet, or Smart Phone:**
 - a. Before joining the virtual Active Transportation and Sustainability Committee Meeting, it is highly encouraged that you download the Zoom App. To sign up for your own free account, visit zoom.us/signup and enter your email address. You will receive an email from Zoom (no-reply@zoom.us). In this email, click Activate Account.
 - b. If you are logged into your account, Enter the **Meeting ID** listed on the Active Transportation and Sustainability Agenda. If you have not created an account go to: <https://zoom.us/join> and enter the **Meeting ID**
 - c. Select if you would like to connect audio and/or video and tap **Join Meeting**.
 - d. For specific instructions for your device, go to: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>
1. **Listen Only by Telephone:**

- a. **Dial** the number listed on the Active Transportation and Sustainability Committee Agenda.
- b. At the prompt, enter the **Meeting ID** provided on the top of the Active Transportation and Sustainability Committee Agenda and **Press #. A participate ID is not required.**
- c. To disconnect from the meeting, hang up the phone.

Ways to Provide Public Comment:

While attending the virtual Active Transportation and Sustainability Committee Meeting, the public will have the opportunity to provide live public comment during Public Forum and after each agenda item. When it is the appropriate time for public comment the Chair will verbally open public comment. At this time each individual is permitted 4 minutes to speak.

1. **Send a Public Comment in Advance to**
publiccomment@cityofsthelena.org

The easiest way to provide public comment is to email your public comment. Public comments may be emailed to publiccomment@cityofsthelena.org. Please include in the subject line "COMMENT TO ATSC and the AGENDA ITEM". Any public comment is required to be submitted no later than 1 hour before the scheduled meeting and will be included as an attachment to the agenda.

1. **Provide Comment through Zoom meeting from a computer, tablet, or smart phone**

This option allows the public to virtually attend the meeting as a muted 'attendee' with no video or screen sharing capabilities. You will be able to see and hear those participating in the meeting, but they will not be able to hear you until the host unmutes you.

If you wish to provide public comment during a specific agenda item or during public forum, you can use the "**raise hand**" feature located in the control panel at the bottom of your screen. The icon is a small blue hand. In Windows you can also use the Alt+Y keyboard shortcut to raise or lower your hand. In Mac you can also use the Option+Y keyboard shortcut to raise or lower your hand.

The host will be notified that you've raised your hand and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. To be removed from the queue, just click the '**raise hand**' button again.

1. **Call in to the ZOOM meeting from a cell phone or landline phone only**

This option allows the member of the public with the opportunity to verbally participate in public comment.

If you wish to speak during public comment time dial ***9** on your telephone.

The host will be notified that you would like to speak and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. You may press ***9** again if you wish to be removed from the

queue.

You will be notified at the end of your statement that you have been muted.



DRAFT MINUTES
City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Wednesday, December 2, 2020 @ 5:00 PM

1. CALL TO ORDER

Vice Chair Smith called the meeting to order at 5:00 p.m.

2. ROLL CALL

The following were present:

Committee Chair: vacant, Vice Chair: Glenn Smith

Members: Jeff Farmer, Madelyn Chandler, vacant

Alternate Members: vacant, vacant

Staff Liaison: Preya Nixon, Asst. to the City Manager

Public Works Management Analyst Martin Beltran

Chief Wastewater Plant Operator Eric Sanders

City Council Member Liaison: Paul Dohring, Vice Mayor

3. PUBLIC FORUM:

No public forum was received.

4. REPORTS BY STAFF AND COMMITTEE:

Public Works Management Analyst Martin Beltran provided a Public Works update.

5. CONSENT CALENDAR:

Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.

5.1. Active Transportation and Sustainability Committee Meeting Minutes of November 4, 2020

[Active Transportation and Sustainability Committee - 04 Nov 2020 DRAFT MINUTES](#)

A motion was made by member Farmer and seconded by member Chandler to approve the minutes for the meeting held on November 4, 2020.

The motion passed unanimously.

6. SCHEDULED MATTERS:

- 6.1. Presentation from Paul Asmuth Regarding the Proposed Redwood Forest of St. Helena
Prepared By: Preya Nixon, Asst. to the City Manager
Recommendation:
Provided feedback on project proposal

[Staff Report](#)

[Project Description](#)

[Frequently Asked Questions](#)

[St. Helena Redwood Forest Presentation to ATSC](#)

[PublicCommentSierraClub](#)

[PublicCommentSusan Calcagno](#)

Preya Nixon provided introductory comments
Paul Asmuth provided report

Public comment was received from the following:
Leslie Stanton
Judy Sainato

Discussion was held by the ATSC and the following feedback was recommended from the Committee:

- There should be consideration of public access as the site is currently on the WWTP property and there should be an alternative entrance.
- Ensure there is enough water for the trees when the WWTP upgrades are completed
- The concept for this project was well received by the committee.

- 6.2. Committee Development Update (informational only, no staff report)
Prepared By: Preya Nixon, Asst. to the City Manager
Recommendation:
Not an action item

Preya Nixon provided report.

7. FUTURE AGENDA ITEMS

- 7.1. Grayson and South Crane Road Rehabilitation Project Update (Project R19-05) - January 6, 2021 (anticipated)
- 7.2. Committee Development Update
- 7.3. Overview of General Plan Climate Action Initiatives and discussion regarding prioritization of short term and long terms goals-second discussion
- 7.4. Integrated Pest Management Policy Overview
- 7.5. Electric Vehicle Charging Station Permitting Process

8. ADJOURNMENT

Vice Chair Smith adjourned the meeting at 6:03 p.m.

The next regular Active Transportation Committee meeting is scheduled for January 6, 2021 at 5:00 pm at a location to be determined.

Approved

Attest

Chair

Preya Nixon,
Assistant to the City Manager

DRAFT



FOLLOW-UP PRESENTATION TO THE ST. HELENA ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

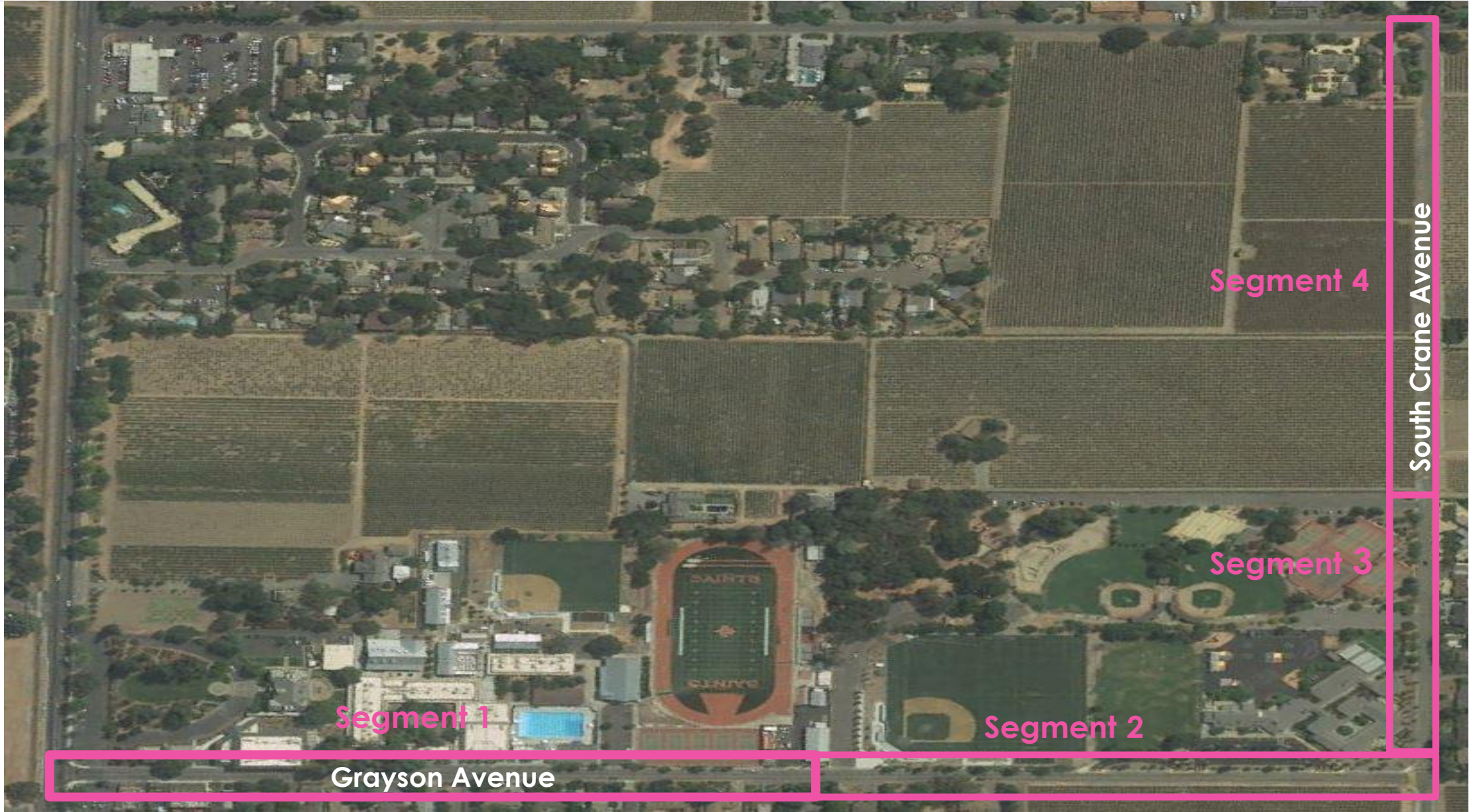
FEBRUARY 3, 2021



GRAYSON AVENUE AND SOUTH CRANE AVENUE

City Project R19-05

GEOMETRIC OPTIONS FOR INCORPORATING BICYCLE AND PEDESTRIAN FACILITIES



PUBLIC FEEDBACK

Community Outreach, ATSC Meeting, Napa Valley Bike Coalition (NCBC) Meeting,
and Discussions with High School and Primary School Staff

- **Various meetings with the public have been conducted to solicit input on the project. The following is a summary of the comments we received from the public:**
 - Need for bicycle facilities
 - Desire to incorporate traffic calming features
 - Improve safety of pedestrian crossings
 - Use of on-street parking for residents and for school drop off
 - Need of drainage improvements at Vallejo Street
 - Desire to maintain “rural character” of South Crane

RESPONSE TO PUBLIC FEEDBACK

Public Comment has Informed the Proposed Project



- **The following are proposed improvements added to the project in response to Public Comment:**
 - Inclusion of bicycle facilities on all segments
 - Inclusion of traffic calming on Grayson Avenue through the use of bulb-outs at pedestrian crossings
 - Improved safety of pedestrian crossing through use of bulb-outs and Continental-style crosswalks
 - Maintaining on-street parking for residents and school drop off
 - Planned drainage improvements at Vallejo Street and near Sulphur Springs Avenue
 - No inclusion of urbanized features on Segment 4, such as walls, curbs, or gutters

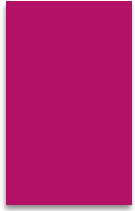
Recap of Previous Recommendations and Summary of Potential Options

Goal: We are looking for recommendations on which options to pursue for Segment 2 and Segment 3

Grayson Ave: Segment 1	Grayson Ave: Segment 2	S. Crane Ave: Segment 3	S. Crane Ave: Segment 4
Stripe “sharrows” in travel lanes	Class II Bike Lane and Sharrows (does not remove on street parking)	Class II Bike Lane and Sharrows (removes on street parking on west side)	Class II Bike Lanes
or	or	or	or
Maintain current configuration	Stripe “sharrows” in travel lanes	Stripe “sharrows” in travel lanes	Stripe “sharrows” in travel lanes
	or	or	or
	Maintain current configuration	Maintain current configuration	Maintain current configuration

EXISTING CONDITIONS

Segment 2 - Grayson Avenue from High School Sports Fields to South Crane Avenue



EXISTING CONDITIONS

Segment 2 - Grayson Avenue from High School Sports Fields to South Crane Avenue

- Parallel parking allowed on the south side of Grayson Avenue
 - Recently-collected traffic counts indicate that this parking is being utilized
- Primary School was consulted regarding parking needs
 - Parking on Grayson is used, but not as important to School as parking on South Crane (Segment 3) is



OPPORTUNITIES, CONSTRAINTS, AND ALTERNATIVES

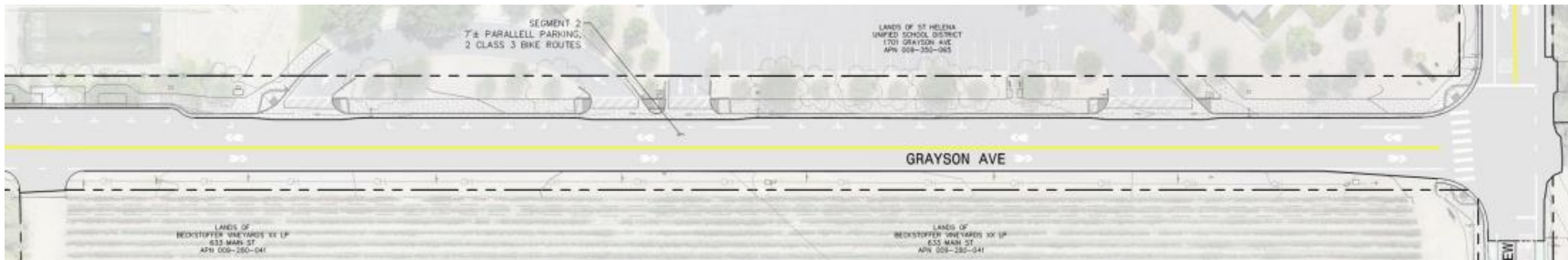
Segment 2 - Grayson Avenue from High School Sports Fields to South Crane Avenue

Opportunities and Constraints

- On-street parking and pedestrian facilities already existing on south side of segment
- Segment does not have available width to add Class II bike lanes in both directions without losing on-street parking or acquiring additional Right of Way from private property owners
 - Loss of parking and Right of Way acquisition are not currently be considered for this Segment

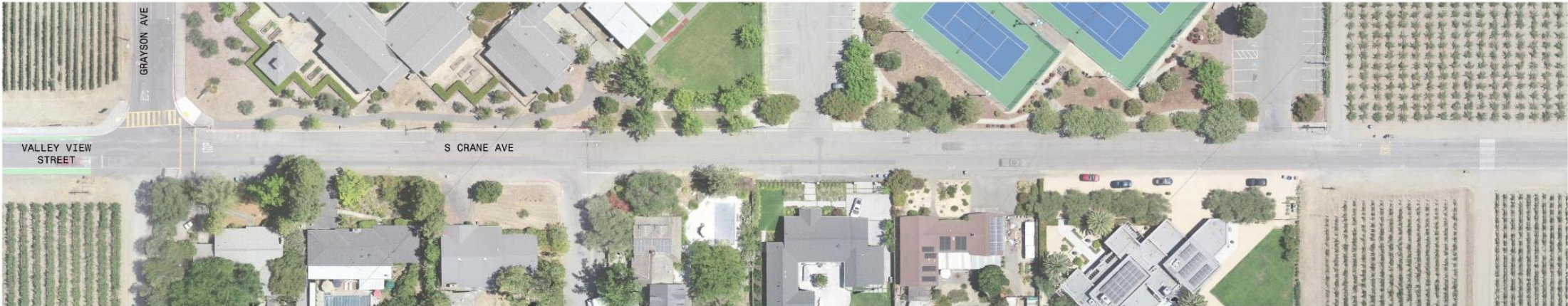
Options

- Segment can accommodate a Class II bike lane on the north side while utilizing Sharrows on the south side.
- Striping improvements such as “sharrows” can be added to accommodate bicycle traffic within the current travel lanes without losing on street parking or needing the widen the roadway



EXISTING CONDITIONS

Segment 3 - South Crane Avenue from Grayson Avenue to Sports Fields



EXISTING CONDITIONS

Segment 3 - South Crane Avenue from Grayson Avenue to Sports Fields

- Parallel parking allowed on the east and west sides of South Crane Avenue
- Primary School was consulted regarding parking needs
 - Parents use on-street parking on South Crane for drop off and pick up, often utilizing all of the available on-street parking on the east side
- City has received public comment indicating that parking on the west side of South Crane is also consistently and highly utilized by residents as well as Park visitors



OPPORTUNITIES, CONSTRAINTS, AND ALTERNATIVES

Segment 3 - South Crane Avenue from Grayson Avenue to Sports Fields

Opportunities and Constraints

- Segment does not have available width to add Class II bike lanes without losing on-street parking
 - Loss of parking and Right of Way acquisition are not currently be considered for this Segment
- Recently-collected traffic count data and industry-standard design guidance documents also indicate the minimum recommended travel lane width should be between 10.5-ft and 11.0 ft, and should include centerline striping

Options

- Class II bike lanes can be installed if on-street parking is removed and pavement width increased
- Striping improvements such as “sharrows” can be added to accommodate bicycle traffic within the current travel lanes while maintaining on-street parking



Actions Requested from ATSC



- Hear feedback from public comment and;
- Provide feedback on Segments 2 and 3



QUESTIONS OR FEEDBACK?



FOLLOW-UP PRESENTATION TO THE ST. HELENA ACTIVE TRANSPORTATION AND SUSTAINABILITY COMMITTEE

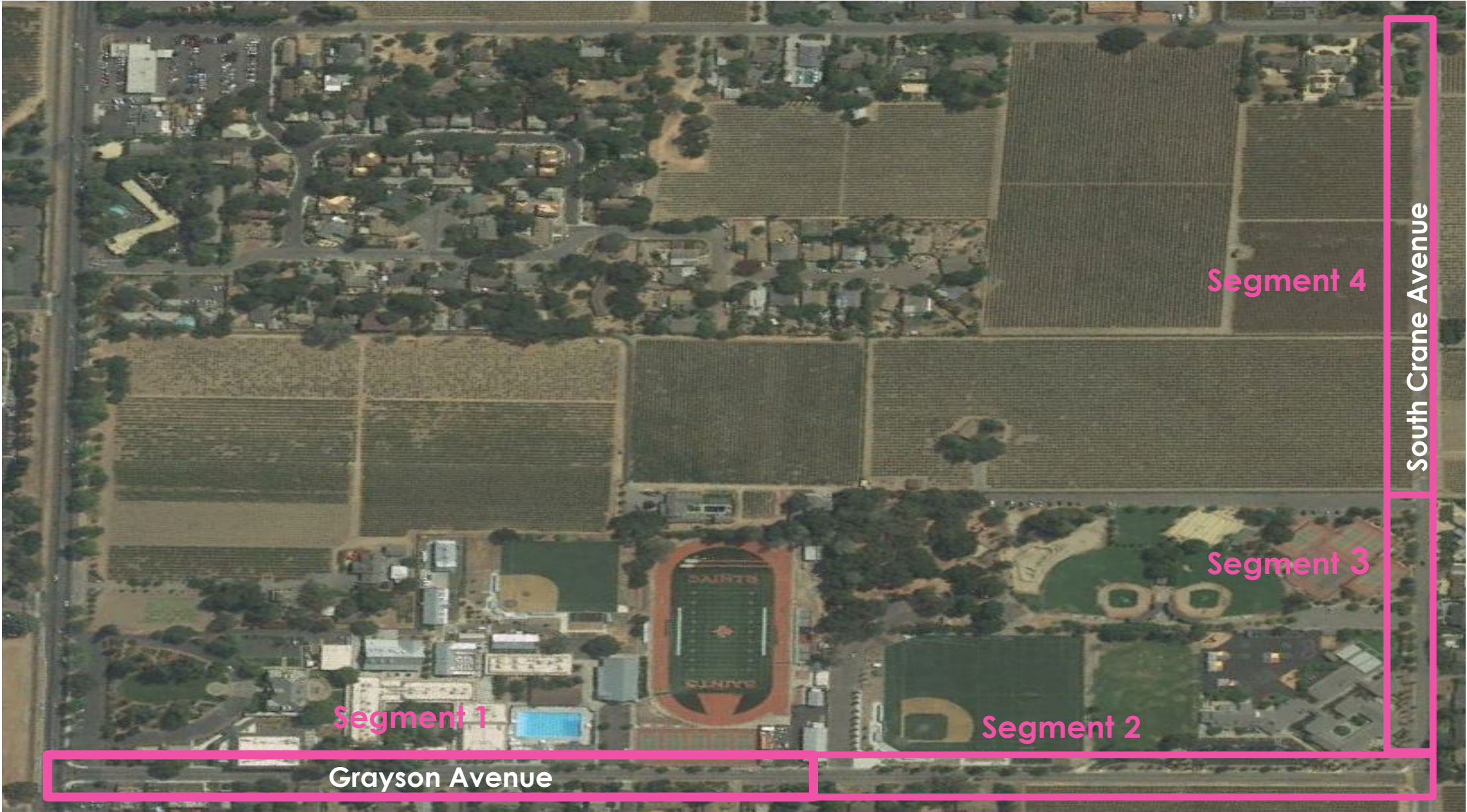
FEBRUARY 3, 2021



GRAYSON AVENUE AND SOUTH CRANE AVENUE

City Project R19-05

GEOMETRIC OPTIONS FOR INCORPORATING BICYCLE AND PEDESTRIAN FACILITIES



Recap of Previous Recommendations and Summary of Potential Options

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	or	or	or
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OPPORTUNITIES, CONSTRAINTS, AND ALTERNATIVES

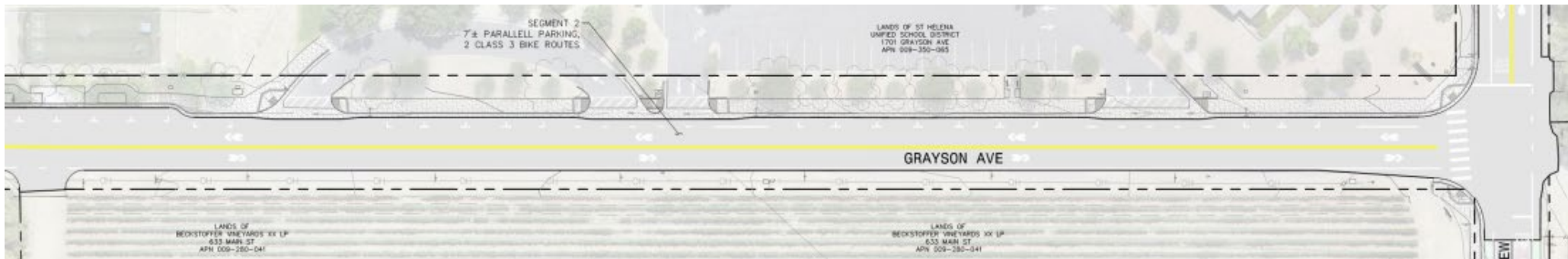
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 - Loss of parking and Right of Way acquisition are not currently be considered for this Segment

Options

- Segment can accommodate a Class II bike lane on the north side while utilizing Sharrows on the south side.
- Striping improvements such as “sharrows” can be added to accommodate bicycle traffic within the current travel lanes without losing on street parking or needing the widen the roadway





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OPPORTUNITIES, CONSTRAINTS, AND ALTERNATIVES

Segment 3 - South Crane Avenue from Grayson Avenue to Sports Fields

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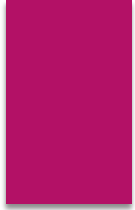
Options

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- Striping improvements such as “sharrows” can be added to accommodate bicycle traffic within the current travel lanes while maintaining on-street parking





QUESTIONS OR FEEDBACK?



Action Requested from ATSC:

- Provide feedback and recommendations on segments 2 and 3



Report to the Active Transportation
and Sustainability Committee
Regular Meeting on February 3, 2021

Subject: Presentation from BKF Engineers on Grayson and South Crane Road Rehabilitation Project (Project R19-05) – Discussion for Segments 2 and 3

Prepared By: Preya Nixon, Assistant to the City Manager

BACKGROUND

The City of St. Helena is responsible for the maintenance of public streets within the City limits. On May 8, 2018, City Council adopted the Capital Improvement Plan (CIP) which included Grayson Avenue and South Crane Avenue Rehabilitation, Capital Improvement Project R19-05. The City of St. Helena requires engineering services to provide plans, specifications, and construction estimates in order to bid the future street improvement project. Per the City's pavement management software program, Streetsaver, both Grayson Avenue and South Crane Avenue are due for complete reconstruction with PCI's as low as 33 and 24 respectively.

The project scope includes at a minimum: preservation of all existing survey monuments, full reconstruction (preferred design options are recycle in place, full depth reconstruction, etc. as applicable), installation of new pavement markers and striping, adjustment of existing utilities to pavement finished grade, installation of traffic detector loops, incorporating elements from the City's adopted General Plan, incorporating elements from the City's adopted bike and pedestrian plan as feasible, installation of ADA compliant curb ramps as necessary, and removal and reconstruction of failed curb, gutter and sidewalk segments.

The project is currently funded with Measure T funds and the adopted CIP budget is for the design and environmental phase with the anticipation that additional funds will be programmed as well as grant funding applied for once construction costs are identified based on 100% design.

On April 28, 2020, City Council authorized the City Manager to execute a Professional Services Agreement with BKF for design of this project for an amount not to exceed \$175,139.

As part of the design process, a presentation was made at the November 4, 2020 regular ATSC meeting regarding design options on the different segments. Prior to this meeting, staff and the consultant held a public outreach meeting on October 28, 2020. Community stakeholders and property owners were notified of this meeting via a targeted mailing and

through the City's eNews. Notices were also sent out for the November 4, 2020 ATSC meeting.

At the November 4, 2020 meeting, the City's consultant made a presentation on the four (4) different segments and the ATSC provided a recommendation on segments 1 and 4. There were additional concerns regarding segments 2 and 3 which required more outreach to community stakeholders in advance of the February 3, 2021 meeting.

Notices were mailed to property owners via a mailing that went out on January 14, 2021. The City also created a community event listing on the City's website with specific instructions on how to join the ATSC meeting.

The City's consultant will make a presentation on segments 2 and 3 and will also discuss recent traffic counts that were conducted for segment 3.

It is anticipated that the City Council will approve the final plans, specifications and engineering for this project at a future City Council meeting.

Requested Action:

Consideration and feedback regarding Grayson and South Crane Road Rehabilitation Project (Project R19-05) segments 2 and 3

From: [Mark Smithers](#)
To: [Glenn Smith](#); [Jeff Farmer](#); m.chandlerworkshop@gmail.com; [Mark Prestwich](#); [Erica Ahmann Smithies](#); [Paul Dohring](#); [Preya Nixon](#)
Cc: [Cindy Tzafopoulos](#); [Pam Smithers](#)
Subject: [External] Grayson and South Crane street improvement design project.
Date: Tuesday, February 2, 2021 9:12:52 AM

To the ATSC Committee, Paul Dohring (city council liaison), Mark Prestwich, Erica Smithies, Preya Nixon;

Thank you all for your service to our City and its citizens while giving me the opportunity to comment on the South Crane Street Design Project.

I attended the only community meeting held last year (October 28, 2020) and provided my comments. Additional comments were received at that zoom meeting from other neighbors and the Napa Bike Coalition. There was a subsequent presentation to the ATSC on November 4, 2020 and that report was exactly the same as the report / presentation for the community meeting. There were no changes incorporating any options and opportunities presented by neighbors and the Napa Bike Coalition (i.e. our community). The consultants provided the ATSC no list of comments or discussion of community input. It was as if the community meeting and community input never happened. The staff report for your February 3, 2021 meeting makes not mention or list of the community comments and input.

And now we have the consultant's presentation to the ATSC February 3, 2021 meeting. I'm absolutely shocked at the consultant's report. The South Crane segment presented in their report is nothing more than a repaving recommendation. Their report presents no bike safety, no pedestrian safety, and no traffic calming. In fact their recommendation does the exact opposite. They recommend widening the traffic lanes from the current 9.5 feet to either 10.5 or 11 feet based on traffic counts. Really? We are trying to slow traffic; we are trying to make the street safer for cyclists and pedestrians. Instead they are suggesting to widen the traffic lane so the cars can travel faster. We all know that narrow lanes slowdown traffic. Recently, City Council approved 9 foot lanes for the upper Spring Street striping based on a consultant's (different consultant) recommendation and in depth discussion of appropriate measures to calm traffic and encourage cycling and walking. The consultant's report to the ATSC recommends "sharrow" striping. Sharrow striping doesn't make a cyclist feel safe and it doesn't slow the traffic. In fact motorists get pretty irritated when cyclists are using the traffic lane. We need at least one class II lane on South Crane for cyclist safety. There is plenty of "parent" parking in Crane Park. Teachers are supposed to park in the school parking lot; not on the east side of South Crane as many do. Buses are finally using the bus area on Grayson Street. So there is room on South Crane to provide the space for one class II bike lane. The report provides no recommendations to safely move pedestrians from the west side of South Crane or the intersection at Vallejo Street where many parents park (pre and post COVID; i.e. normal times); no crosswalks, no signage, no striping; nothing. There are no recommendations for traffic calming such as speed humps, neighborhood monuments, center divides, or narrow islands.

I trusted this South Crane Street Design would provide the much needed traffic calming and safety that's been discussed at the City Council level for at least a decade. I hope we won't wait for a tragedy; a death of a child. Recently a young child was killed on the street in front of Browns Valley

Elementary school. This segment of South Crane is all about young children walking, riding, crossing to and from the primary school, little league, or tennis courts. They move fast, they dart into traffic, pull away from a parents hand, and don't look for traffic in the excitement of their activities. Let's not wait for a tragedy.

I was more or less promised by Mark Prestwich and Erica that traffic calming, bike safety, and pedestrian safety would be included in the scope and recommendations of the consultant. I raised my concern when the consultant was being awarded the design contract in early 2020 as these items were not specifically included in the RFP. There were a number of communications including the following:

On February 27, 2020 in an email, Mark Prestwich stated that "Also, the scope of work for the recommended engineering firm will include neighborhood meetings as well as a visit to the ATSC Committee to ensure we capture feedback from residents that know the corridor best and committee members that serve our community."

On March 5, 2020 in an email to Mark Prestwich and Erica I noted my concerns as follows "Additionally, I think one of the more significant hopes of the project are the design and implementation of traffic calming measures to slow traffic, improve safety for pedestrians and cyclists, and return the quality of life the neighborhood once had; this specific requirement is not in the RFP. I think it would be better if these specific requirements are part of the RFP and the ultimate response; maybe the RFP needs an amendment? As you note "...capture feedback from the residents that may know the corridor best..." is a highly important item if we want a successful project."

On March 7, 2020 in an email, Erica Smithies (Mark P was copied) responded to my concern by stating "The proposal from the selected consultant addresses these items below. While traffic calming is not identified as a specific design element in the Request for Proposals the intent to improve pedestrian and bicycle accessibility already implies a need for these kind of improvements. In addition, there will be an initial community meeting scheduled so that the City's consultant can collect input as well as discuss planned improvements for pedestrians, bicyclists and traffic circulation in general. There will also be a follow-up meeting once 90% plans have been completed."

I followed up with Mark Prestwich after the October 2020 community meeting and he suggested the next report would incorporate the community's input. He even offered up residential district monuments on South Crane near the south parking lot to identify to motorists of the changed conditions, that is: now you are in a neighborhood; slow down. We discussed speed humps and narrow center islands. He acknowledge that traffic calming needed to happen and we needed to engineer the traffic calming, bike safety, and pedestrian safety since the police can't be on South Crane 24 / 7 and South Crane is well known to have a speeding problem that creates a safety problem.

Thanks so much for your consideration of my comments above. I hope you too are concerned with the safety of our children, cyclists, pedestrians, and our neighborhood.

Mark Smithers

Mark Smithers | Senior Vice President, Finance

Trinchero Family Estates

Office: 1-707-302-3027 | Ext. 2612 | Mobile: 1-707-290-4508

msmithers@tfewines.com

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February 1, 2021

Re: Grayson and South Crane Road Rehabilitation Project – Public Comment

To the members of the Active Transportation and Sustainability Committee,

The Napa County Bicycle Coalition represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 12 years, the Napa County Bicycle Coalition has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

The City's planned roadway rehabilitation project on South Crane Avenue and Grayson Avenue presents a tremendous opportunity to also address critical safety issues for bicyclists and pedestrians, as well as provide for traffic calming treatments, which benefit all roadway users. These two roads are frequently travelled not only by students of the two public schools on Grayson Avenue, but also by local children and families who use the many public facilities provided at Crane Park and St. Helena High School, including the tennis courts, bocce ball courts, baseball fields, playgrounds, pool, and the many summer camps. These roads are also commonly utilized recreationally, as they lead to Sulphur Springs Avenue, a popular running, walking, and biking route. Even with the current minimal bicycle and pedestrian facilities, these roads already see considerable bicycle and pedestrian use, and possess a high potential for significant mode shift due to their several destinations. Consequently, the reconstruction of Grayson Avenue and South Crane Avenue provides a once-in-a-generation opportunity to meet the needs of all road users and to move towards a safer, more sustainable future for St. Helena residents.

That is why we were deeply disappointed that the design options proposed by BKF Engineers fail to meet the needs of bicyclists and pedestrians, or address speeding. Rather than taking the necessary steps to progress the City of St. Helena towards its sustainability goals, the recommendations presented to the ATSC continue to preserve the status-quo prioritization of automobiles to the detriment of other more vulnerable road users.

Overall, the recommendations for segments 2 and 3 value retaining street parking over providing basic bicyclist and pedestrian safety, despite the ample parking space found in the five parking lots on Grayson and South Crane. These recommendations fail to implement the planned facilities in the City of St. Helena 2019 Bike Plan. They offer empty promises of improved safety through the installation of "sharrows" without any form of traffic-calming, a treatment that some studies have indicated may actually increase the number of bicycle collisions, by giving riders a false sense of security and safety.

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We have expressed our own recommendations for these streets to City staff and wish to present them for the ATSC's consideration. We strongly believe that these proposed facilities will balance the needs of all stakeholders involved while greatly increasing the safety and accessibility of active transportation.

Grayson Avenue – Segment 2

The 2019 Bike Plan includes recommendations for a Class I shared use path for the entire length of Grayson Avenue, from South Crane to Highway 29. While the extremely limited Right of Way in front of St. Helena High School makes a Class I pathway extremely challenging, we believe that this (and any other) project should implement the facility closest to that included in the Bike Plan, if the facility in the Bike Plan is not feasible due to existing constraints. In the case of Segment 2, the most appropriate bike facilities would be Class II bike lanes in both directions.

Unlike in Segment 1, Segment 2 has adequate space to accommodate Class II bike lanes in both directions. A Class II bike lane/Class III "sharrow" treatment only improves safety for one half of a trip. The removal of a handful of parking spaces on Grayson Avenue will minimally impact parking in the area, given that there are two parking lots right next to the Primary School campus and three parking lots along Grayson Avenue, along with on-street parking in Segments 1 and 3.

South Crane Avenue – Segment 3

The 2019 Bike Plan proposes Class II bike lanes along South Crane Avenue. As vehicle speeding and periods of high vehicle volumes are two of the major issues along South Crane Avenue, we emphasize that Class II bike lanes should be the minimum standard for this corridor. Class III "sharrows" without any traffic-calming elements provide no safety benefits to bicyclists on this corridor. We also note the volume of pedestrian traffic along this segment, due to the school, park, and recreational use from nearby neighborhoods.

We believe that installing a Class I shared use path along the east side of South Crane Avenue is the best solution to meet the needs of all road users on this corridor. An asphalt walking path already exists along Segment 3, which can be widened to meet Class I standards, and adequate Right of Way exists along Segment 4 to continue this path to Sulphur Springs. This solution would provide a safe, separated facility for both bicyclists and pedestrians, preserve parking and loading space along Segment 3 for the Primary School and residents, and would not require widening of the existing paved roadway, which can increase vehicle speeding. We also note that the Bicycle Plan calls for a new Class I behind the High School and tying into La Quinta Way. The Class I that we are proposing along South Crane could replace the need for this separate facility, and can be constructed at a fraction of the cost, and with greater benefit to the community at large.

-

We understand that implementation of these recommendations, particularly the Class I path along South Crane Avenue, would require additional resources from the City. However, we note that such improvements could be constructed in a phased manner, limiting the immediate cost to the City, while utilizing BKF's existing contract to complete initial engineering as the City pursues future funding opportunities.

We further urge the Committee to consider the long-term benefits of these investments and to recognize that this opportunity to transform the safety and accessibility of these corridors is exceedingly rare and should not be squandered on ineffective or substandard treatments. It is much more expensive and difficult, and therefore unlikely, to enact these improvements as independent projects – so we implore the ATSC to maximize the opportunity provided through the existing work being done by BKF.

Should you have any questions about our position, please contact Carlotta Sainato at (707) 258-6317 or csainato@napabike.org. Thank you for your time and consideration.

Sincerely,



Carlotta Sainato
Program Coordinator
Napa County Bicycle Coalition

Cc: Erica Ahmann Smithies, City of St. Helena
Preya Nixon, City of St. Helena
Edrees Argand, City of St. Helena
Mark Prestwich, City of St. Helena

From: jg_family@earthlink.net
To: [Public Comment](#)
Cc: [Preya Nixon](#)
Subject: [External] Public Comment: ATSC Feb 3rd Meeting, Item 6.1
Date: Wednesday, February 3, 2021 10:20:56 AM

Hello members of the ATSC,

My name is Judith Rowlings, I live in the neighborhood off of Sulphur Springs Avenue, and my family and I have lived in St. Helena since 1999. I would like to express my support for the Napa County Bicycle Coalition's recommendations for bike and pedestrian improvements on Grayson Avenue and South Crane Avenue.

I travel on South Crane Avenue regularly, whether on foot or in the car, and a lot of bicyclists, walkers, and runners use that street for recreation. The destinations on that street as well - Crane Park and the Primary School - generate a lot of traffic in that area. A Class I shared-use path would provide a safe route to these destinations, especially for children and families going to the school or park, that could help encourage folks to shift from driving to walking or biking. This shared-use path would also serve the recreational bicyclists and pedestrians, who currently must either interact with cars in the road or travel in the dirt next to the vineyards.

All 3 of my children attended St. Helena Primary School and attended/are attending St. Helena High School, so I am very familiar with the traffic situation on Grayson Avenue. The two alumni normally walked to school from our old house on Adams Street, and one of them biked frequently throughout high school so she could get to her after school job downtown or go to the high school pool for Waves swim practice in the summer. St. Helena is a great town for kids to be able to bike and walk for independent travel - but streets like Grayson Avenue that see periods of heavy traffic at the same time that students are arriving by bike need to have safe, clear bike facilities to keep kids safe. My daughter who biked during high school often biked on the sidewalk on Grayson Avenue because it felt like the safest place to bike.

The reconstruction of Grayson Avenue and South Crane Avenue gives us a great chance to make St. Helena safer for all locals, especially children, to bike, which is healthier for us and the environment. Because of this, I ask the Committee to consider recommending the proposals sent in by the Napa County Bicycle Coalition.

Thank you for your time and commitment to St. Helena.

Judith Rowlings

From: [Amanda Meltzer](#)
To: [Preya Nixon](#)
Subject: [External] Bike Lane Proposal
Date: Wednesday, February 3, 2021 12:47:33 PM

Dear Ms. Nixon,

I am writing to you today because although I am a Napa resident, I cycle and drive in St. Helena often. I am voicing my support the NCBC's recommendations for the Grayson and South Crane bike lanes. I would cycle to St. Helena much more often if it was safer and I feel that the NCBC's plan is the safest and most effective option.

Thank you for your time,

Amanda Meltzer

From: [Matthew Reid](#)
To: [Preya Nixon](#)
Subject: [External] St Helena Bicycle Lanes
Date: Wednesday, February 3, 2021 1:40:12 PM

Hello,

Although I live in Calistoga, I work in St Helena and naturally spend a lot of time in your wonderful community. I look forward to our towns being connected by the Napa Valley Vine Trail, which will make it so much easier (and safer!) to ride between our two cities.

I understand that bicycle accommodations for Grayson Avenue and South Crane will be on the agenda tonight. I further understand that the consultants hired by the City of St. Helena are expected to recommend the city opt for Class III or Class II/III hybrid markings for these streets, contradicting the City's own 2019 Bicycle Plan and ignoring common sense. These roads lead to schools and parks, and they must be safe for cyclists. Both roads are long and straight, encouraging drivers to travel at speeds far in excess of the posted speed limits.

I encourage you to ignore these recommendations and instead go with the recommendations made by the Napa County Bicycle Coalition, which do align with the City's own plans.

Thank you for your consideration.

Matt Reid
1311 Pine St
Calistoga, CA 94515
707-360-5419

From: [Paul Wagner](#)
To: [Preya Nixon](#)
Subject: [External] Bicycle planning
Date: Wednesday, February 3, 2021 1:51:08 PM

Hi Preya

As a long term cyclist in the Napa Valley, I'd like to add my support to the bike coalition on the Grayson Avenue issue

- With no proposed traffic-calming elements, Class III sharrows will do nothing to improve bike safety. Class III sharrows will force bicyclists to share the travel lane in areas with high traffic volumes due to school pick-up and drop-off and high vehicle speeds, as reported by residents of South Crane Avenue.
- None of the recommendations for either segment meet the recommendations of the City of St. Helena's 2019 Bike Plan.
- Bicycle and pedestrian infrastructure are important investments in our community, that ultimately result in healthier locals, cleaner air, and safer streets. Any additional resources to provide safe, accessible places to walk and bike are a long-term investment in the community's well-being.
- Planning for future bicycle and pedestrian improvements needs to happen now – at the same time that roadwork is being planned, and will reduce the total cost of the project through efficiency. Even if construction of bike and pedestrian elements is delayed, planning for that work now will avoid needing to tear up asphalt and concrete and rebuild it right. The Grayson & South Crane project is the City's best opportunity to take a big step towards reaching its sustainability goals.

Paul Wagner
 1418 Calistoga Avenue
 Napa

Long time member of the Napa County Bike Commission

From: [Michael Schwartz](#)
To: [Preya Nixon](#)
Subject: [External] Bike lanes
Date: Wednesday, February 3, 2021 3:18:21 PM

G'day Preya,

I want to mention that I support the Napa county Bicycle coalitions' view on the Crane bike lane issue at tonight's meeting.

I often bicycle from Napa to and through St Helena with others and we use the back way at times. But a major point would be that the better and safer the route the better chance that more kids (and adult use too) can bicycle to school. My son used to bicycle to middle school (3 miles) and at that impressionable age can create a lifelong opportunity to stay healthy.

In addition studies show that more people will bicycle if they feel safe. I'm sure the coalition has plenty of that kind of info.

Thank you for listening, and hope the meeting goes well.

Michael Schwartz

Sent from my iPad



RICHARD F. TOOKER
 rtooker@fbm.com
 D (707) 967-4152

February 3, 2021

Re-sent Via E-Mail

City of St. Helena
 Active Transportation and Safety Committee
 (ATSC)
 1572 Railroad Avenue
 St. Helena, CA 94574
 E-Mail: pnixon@cityofsthelena.org

Re: Segment 3 of the Grayson and South Crane Road Rehab Project (Project R19-05)

Dear ATSC Members:

Thank you for the opportunity to address the Active Transportation and Safety Committee (ATSC) regarding the afore-referenced project in this correspondence and at the upcoming meeting later today. You may recall that I spoke during an earlier ATSC meeting in November on this subject, wherein I sought to clarify that on-street parking also exists on the west side of South Crane Avenue across from St. Helena Primary School and Crane Park. My concern was not only to point out the existence of on-street parking here, and its value to the adjacent residents and general community who frequent the park, but also to illustrate there is insufficient roadway width to accommodate a separated Class II bike lane on the west side of the street without taking away parking that is vital to the residents and community. I am pleased to see that City staff and the ATSC are now considering options to address concerns over the loss of parking on the west side of the street as well.

Our firm, Farella Braun + Martel (FBM) located in St. Helena, represents the property owners of 347 South Crane Avenue (Grey Sand Beach) who have asked FBM to assist them in working with the City regarding their concerns about the potential loss of parking in front of their home. Although FBM does not represent the adjoining homeowners at 375 and 395 South Crane Avenue, our clients have been in communication with their neighbors and it is understood that all three impacted homeowners are collectively supportive of retaining parking here while at the same time supporting and encouraging safe use of the roadway for bicyclists. Please allow me to further explain the concerns and our support for one of the design options before you this evening.

As presented in the draft plans for Segment 3 plans of the South Crane Rehabilitation Project, on-street parking exists on both sides of the street from Grayson Avenue south to the agricultural land identified in the project as Segment 4. However, on the west side of the street,

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there is insufficient right-of-way between the edge of the south-bound travel lane and property lines for both on-street parking and a Class II bicycle lane. The concept of removing parking in front of three homes (347, 375 and 395 South Crane Avenue) was briefly discussed by the ATSC in November, however you may recall that the focus of your discussion was on the other side of the street where St. Helena Primary School had expressed similar concern over the loss of curbside parking. A comment was raised by a member of the public representing the bicycle community that residents could park on the School's lot, which is both impractical and generally impossible for reasons of liability to the School. Similarly, parking at Crane Park is shut down at 10:00 pm each night, reflecting issues of liability, noise generation, public safety and "eyes on the space", and other considerations.

We have reviewed the City's revised draft plans and are pleased with the option presented to the ATSC in Segment 3 to retain existing parking in front of the three homes on South Crane Avenue and to provide clarity to bicycle enthusiasts and motorists, in the form of signage and "Sharrows", that the lane is to be shared. This option is supported on the basis of several considerations:

1. Parking on the west side of the South Crane Avenue is important to existing residents whose family and guests often park here. On any given day you will see several vehicles parked on both side of the street, but most frequently (before COVID-19) when the park was much more actively used. Our clients support this parking for the community as well. In many other communities where neighborhoods often complain about parking, the property owners on South Crane Avenue across from the park recognize the value of this parking for the community and the importance for their own use during the evening hours for family and guests.
2. If parking is removed here, this action will encourage motorists to park vehicles further south to the shoulder of the agricultural land where the "rural character" has been identified as important to the community. This will adversely affect the area.
3. The area between Grayson Avenue to the southern end of Crane Park reflects a transitional space between the more urban community and rural community where the ag land begins. A fundamental city planning approach in such areas is not to abruptly "dead end" infrastructure (e.g., curb and gutter, sidewalks, bike lanes, etc.), but rather to "feather" out infrastructure in this transitional "edge" of the community. Shifting from a Class II bike lane north of Grayson Avenue to a shared vehicle and bike lane achieves this balance and small town aesthetic.
4. There is no record of vehicular/bicycle accidents in this area warranting a separated Class II bike lane here. The use of "Sharrows" in the travel lane will provide a clear sign to motorists and bicyclists alike to pay attention in this transition from the edge of the neighborhood south into a more rural stretch where there should be no Class II lanes.

In summary, we respectfully request that the ATSC recommend retaining the on-street parking on the west side of South Crane Avenue across from St. Helena Primary School and Crane Park, and to provide adequate signage and paint "Sharrows" on the travel lane here. This

City of St. Helena ATSC
February 3, 2021
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option represents a balanced community approach. It avoids parked cars from encroaching further into the shoulders of the ag land south of the park, it is safe where there has been no history of accidents along this particular stretch of road, it is supported by the School relative to their own side of the street and by residents who live here and the park users who frequently use it, and homeowners welcome the parking during the day where in other communities there are often complaints over "all the cars impacting our neighborhood!" This is not the case here with our clients and their neighbors, and these homeowners should not be penalized for being good neighbors when there are options for a win-win.

Very truly yours,

Rick Tooker
Land Use Planner

rft

04401\13914394.1

From: [Bob Frappia](#)
To: [Preya Nixon](#)
Subject: [External] safe bike access
Date: Wednesday, February 3, 2021 8:32:35 PM

Hello Preya,
Please accept and implement the recommendations of NCBC.
Its important to the community to have safe dedicated cycling access.
Thank you

Bob Frappia
RE/MAX Gold Napa Valley
707 225 4406
DRE#01955165
Frappiarealestate.com
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