



City of St. Helena
***SPECIAL* Active Transportation and**
Sustainability Committee
Wednesday, November 17, 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

This meeting will be conducted pursuant to the provisions of Government Code Section 54953 (as amended by AB 361) which authorizes teleconferenced meetings under the Brown Act during certain proclaimed States of Emergency. The Governor of California proclaimed a State of Emergency related to COVID-19 on March 4, 2020. This teleconferenced meeting is necessary so that the City can conduct essential business and is permitted under Government Code 54953 in order to protect public health and safety of attendees.

Consistent with Government Code Section 54953, this meeting will be held via teleconference only, and will not be physically open to the public. Board, Commission and Committee members and staff will teleconference into the meeting by audio and/or video. The meeting will be conducted via Zoom Webinar.

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 meetings will be accepted via email to publiccomment@cityofsthelena.org. All public comments must be emailed by two hours prior to the meeting. Emailed public comments will not be read out loud but will be publicly available and attached to the on-line agenda.

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

Click below to join the meeting:

<https://us02web.zoom.us/j/84323287000>

Or One tap mobile :

US: +16699006833,,84323287000# or +12532158782,,84323287000#

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: 843 2328 7000

International numbers available: <https://us02web.zoom.us/j/84323287000>

Page

1. CALL TO ORDER
2. ROLL CALL

Committee Chair: Leslie Stanton; Vice Chair: Jeff Farmer
Members: Glenn Smith, Madelyn Chandler, and John Zimmerman
Alternate Members: Terra Sampson, Katherine MacDonnell
City Council Member Liaison: Paul Dohring, Vice Mayor
Staff Liaison: Preya Nixon, Asst. to the City Manager

3. PUBLIC FORUM:

Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore public comment will take place during consideration of the item. Each person's comments shall be limited to 4 minutes.

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.***

5. SCHEDULED MATTERS:

- 5.1. Receive presentation on proposed Vine Trail route options from the Napa Valley Vine Trail Coalition and BKF Engineers 5 - 55
Prepared By: Preya Nixon, Asst. to the City Manager
Recommendation:
Provide feedback on proposed route options as presented.

[Staff Report Vine Trail](#)
[2021-11 PRESENTATION FINAL](#)
[PublicComment.Richard Shurtz](#)
[PublicComment.Ronald.Arata](#)

6. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for December 1, 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 11/15/21.

/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:**
 1. 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.
 2. 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**
 3. Select if you would like to connect audio and/or video and tap **Join Meeting**.
 4. 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:**
 1. **Dial** the number listed on the Active Transportation and Sustainability Committee Agenda.
 2. 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.**
 3. 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.



**Report to the Active Transportation and
Sustainability Committee**

Special Active Transportation and
Sustainability Committee Meeting

November 17, 2021

Subject: Receive presentation on proposed Vine Trail route options from the Napa Valley Vine Trail Coalition and BKF Engineers

Prepared by: Preya Nixon, Assistant to the City Manager

Background:

The Napa Valley Vine Trail Coalition and BKF, the City's engineering consultant, will be making a presentation on the proposed draft conceptual designs of the Napa Valley Vine Trail between Grayson and Pratt Avenue. This work came out of a contract amendment in June 2019 where the City funded a contract to review the feasibility of trail connections between Grayson Avenue and Pratt Avenue.

The funding for this work is a 50/50 collaboration between the City's Measure T Class I Trail Fund and a contribution from the Napa Valley Vine Trail Coalition.

Discussion:

While no decision will be made regarding the proposed design options/segments, staff would like feedback from the committee and the public on issues such as parking and trail classification. BKF will present the attached draft design options, and staff will ask questions to the Committee for input. The public are encouraged to provide their feedback during public comment as well.

For this special meeting, the consultant will be referencing all the proposed options for all the different segments. However, the focus will be on three (3) specific proposed options in segment 2.

It is anticipated that the City Council will receive a presentation on the proposed route options at the December 14, 2021 City Council meeting.

Recommendation:

Provide feedback on proposed route options as presented.

Attachments:

- Vine Trail Draft Exhibits (powerpoint Presentation) – attached to the agenda item.



Vine Trail Route Study St. Helena Segment



Study Purpose

- Identify Route Options from Grayson/Main to Pratt/Main
- Identify Opportunities and Constraints for Route Options



Trail Goals

- Class I Trail where feasible (Class IV with Sidewalk acceptable alternate)
- Direct route through town with proximity to in-town destinations such as Schools and Downtown
- Minimize conflicts with existing improvements
- Minimize parking loss

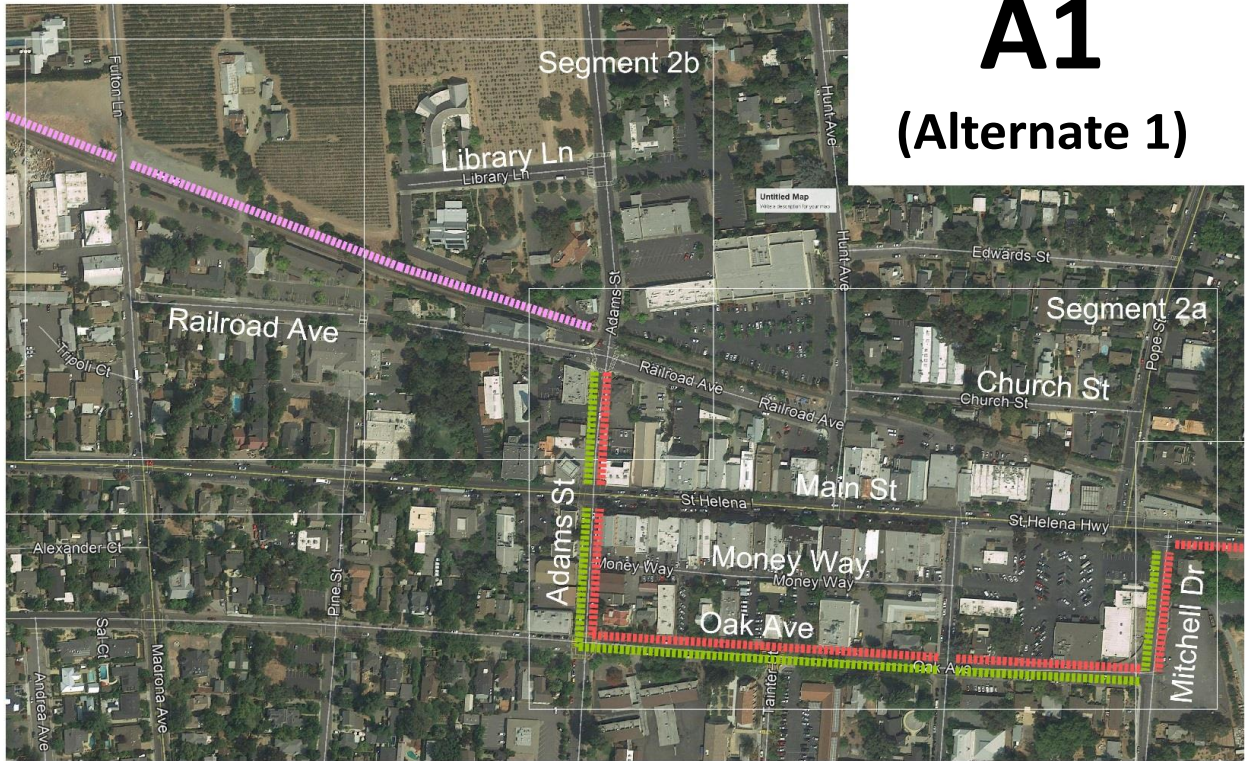
Other Options from October 2020

- Money Lane (C1)
- Railroad RW between Pope and Hunt (B1)
- Railroad Ave between Adams and Fulton (A2)
- Library Lane (A3)
- Class I on Oak and Adams (A1-Class I)

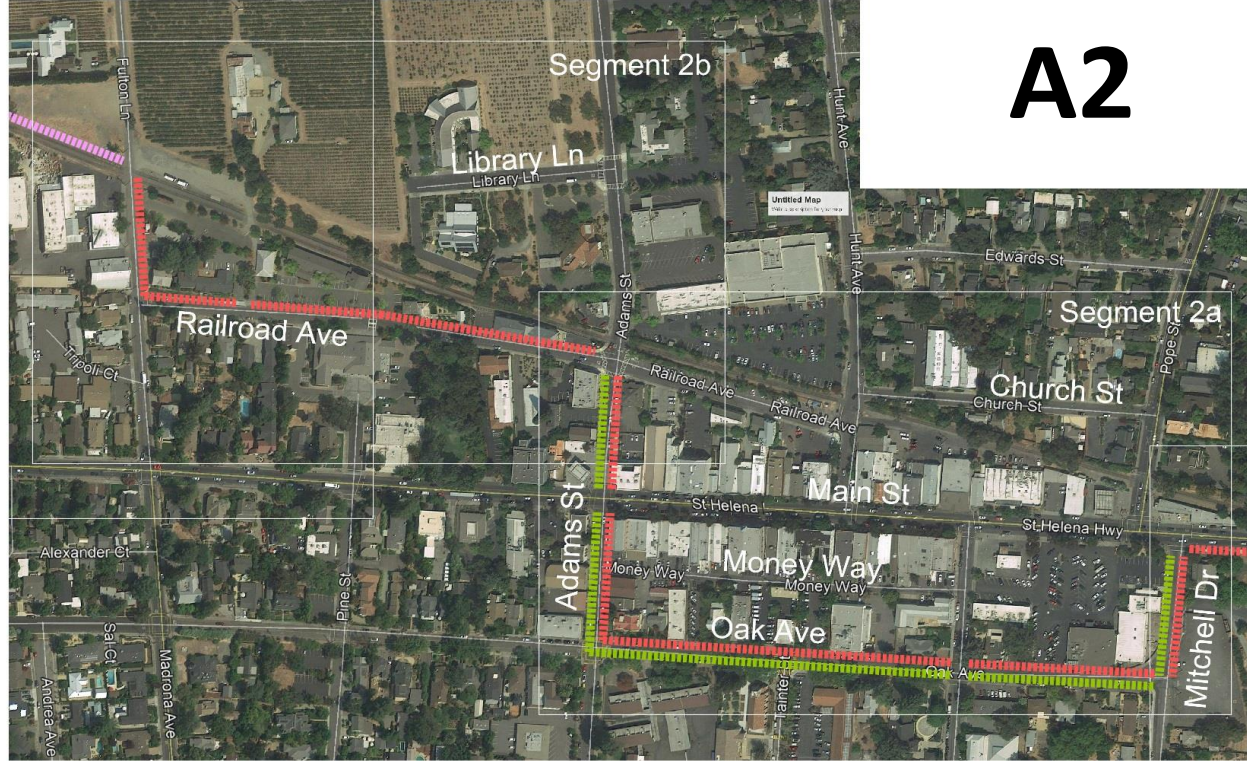


Comparison of Previous Options to Current Alternatives

	Segment 1	Segment 2a					Segment 2b			Segment 3
October 2020 Option	All	A1	A1	B1	B2	C1	A1	A2	A3	All
Trail Classification	CLASS I	CLASS I	CLASS IV	CLASS I	CLASS I	CLASS 1 CLASS III	CLASS I	CLASS I	CLASS 1 CLASS III	CLASS I
Route	Along Main St from Grayson to Mitchell	Along Mitchell, Oak and Adams from Main to the Railroad	Along Mitchell, Oak and Adams from Main St to the Railroad	Along Main, Pope and the Railroad from Mitchell to Adams	Along Main, Pope, Church and the Railroad from Mitchell to Adams	Along Main, Spring, Money and Adams from Mitchell to the Railroad	Along the Railroad from Adams to Fulton	Along Railroad Ave and Fulton from Adams to the Railroad	Along Adams, Library, private driveway and Railroad from Adams to Fulton	Along the Railroad and Pratt from Fulton to Main
November 2021 Alternates	Same	N/A	1	N/A	3	2 (Oak Ave in lieu of Money Ln)	1, 2, 3 (Combine Segments 2A and 2B)	N/A	N/A	Same



A1
(Alternate 1)



A2



A3



B1





B2
(Alternate 3)



C1
(Alternate 2)

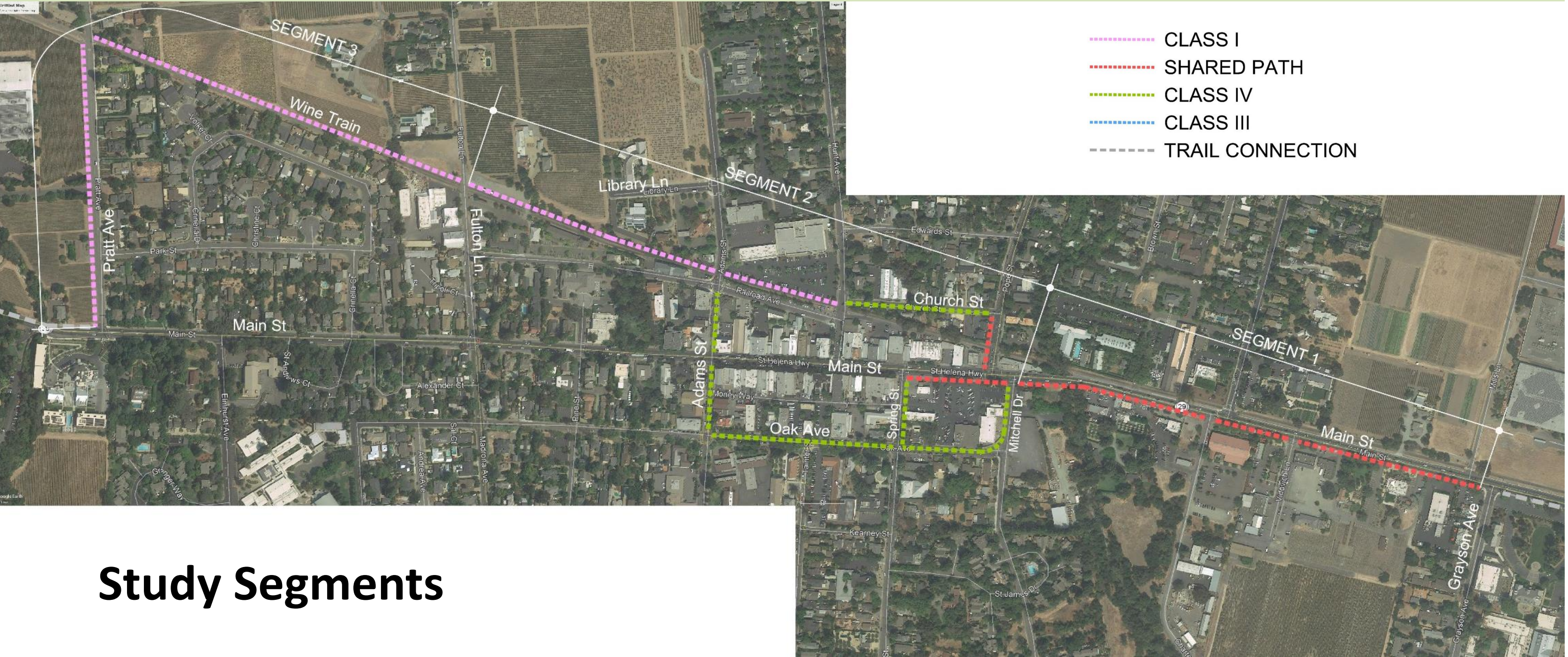
Modified to include Oak Ave. in Lieu of Money Lane



Next Steps

- Review Current Alternates
- Provide Feedback to Consultant and Staff





Study Segments



Order of Presentation

- Segment 1
- Segment 3
- Segment 2 – Oak Ave via Mitchell Dr. (Alternate 1)
- Segment 2 – Oak Avenue via Spring St. (Alternate 2)
- Segment 2 – Church Street (Alternate 3)

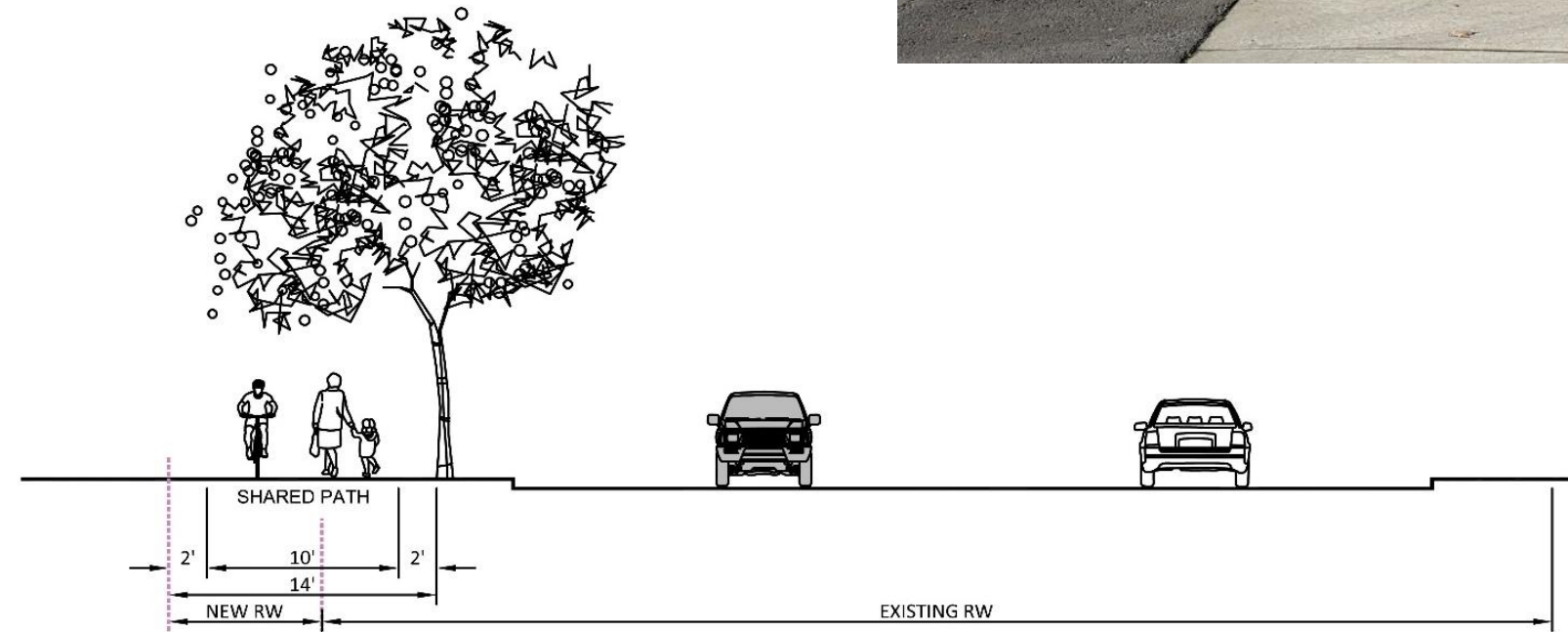


Segment 1





Segment 1



SEGMENT 1 - MAIN ST (HWY29)



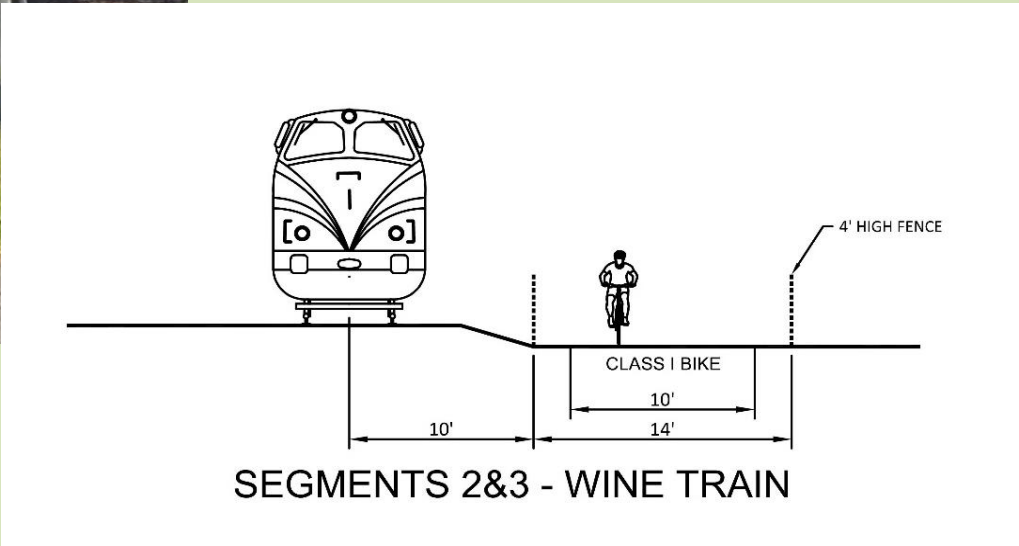
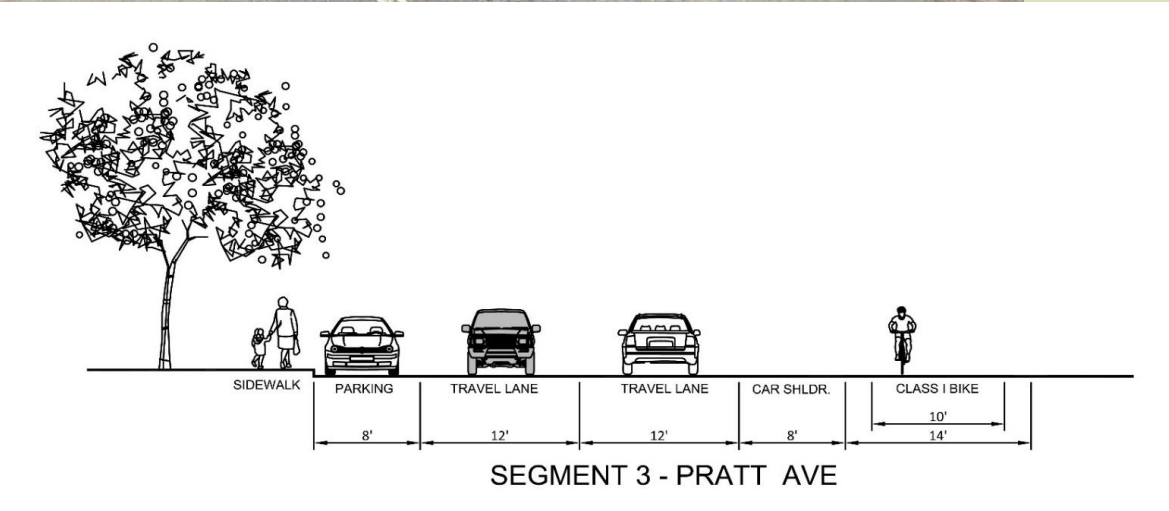
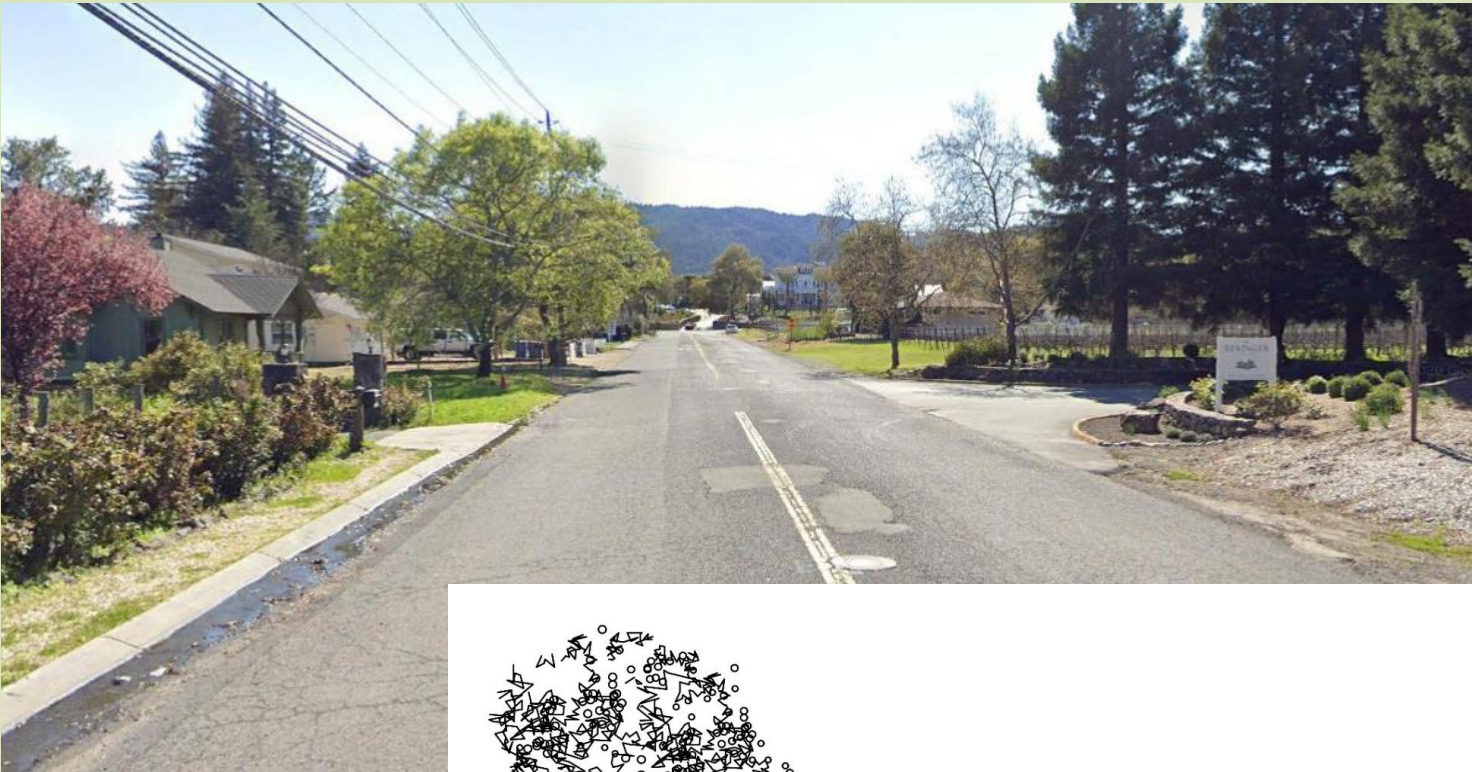


Segment 1

Segment 3



Segment 3



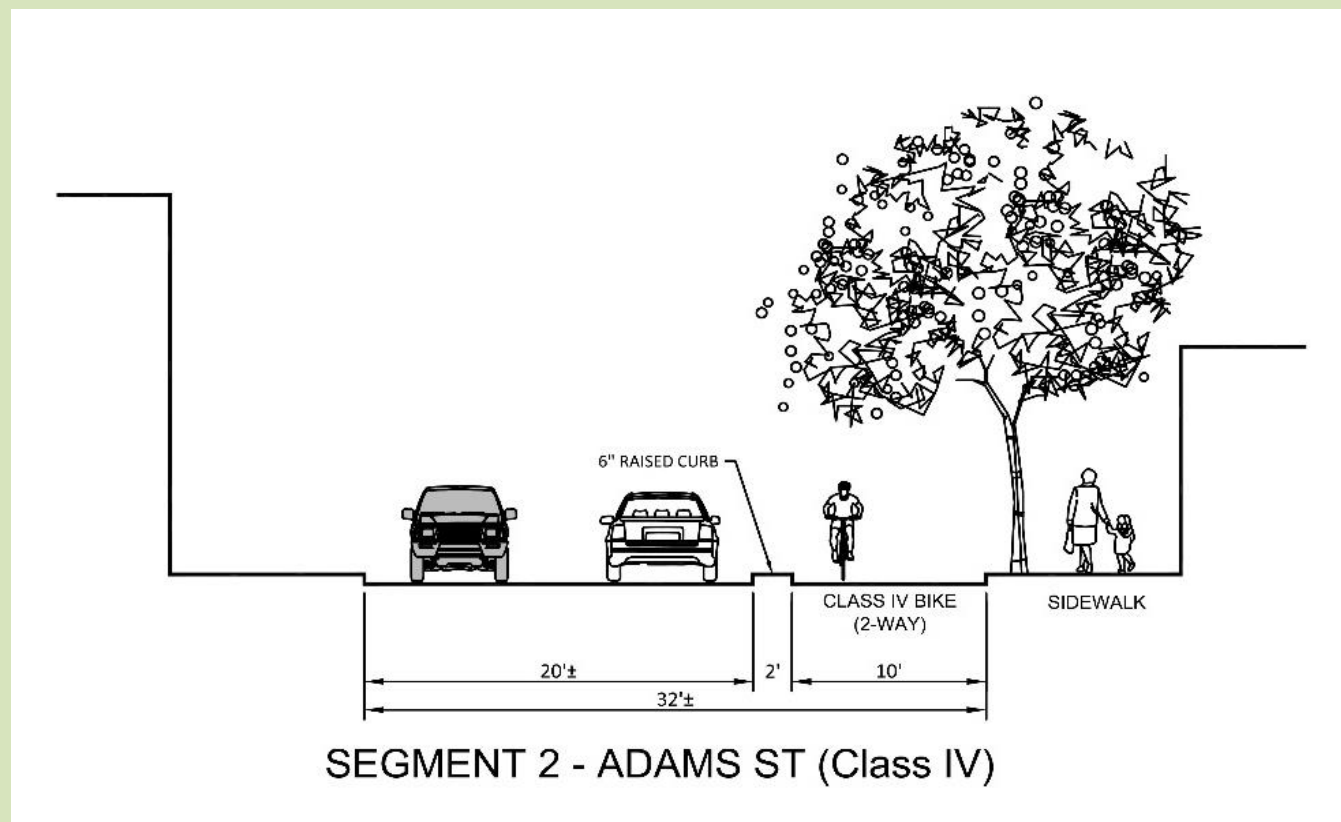
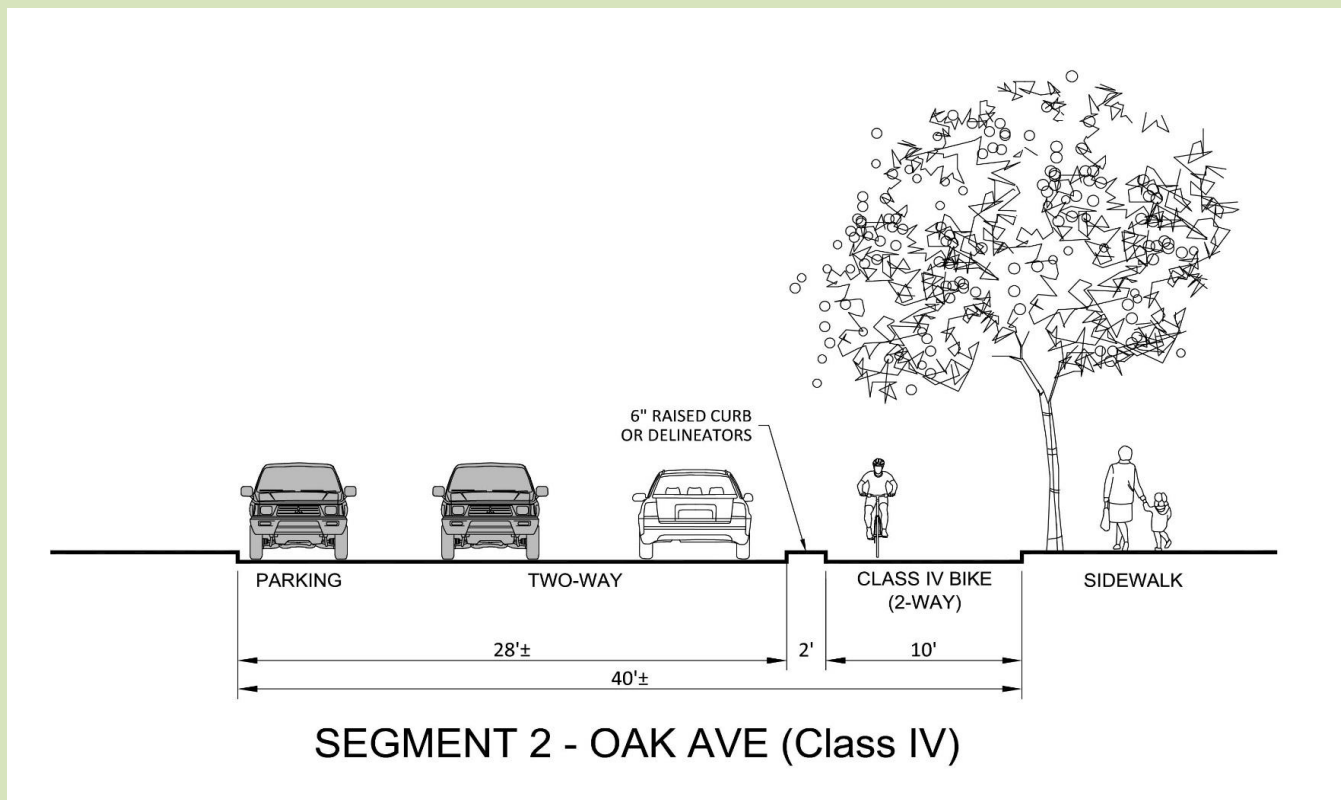
Segment 2 – Oak Avenue via Mitchell Dr.

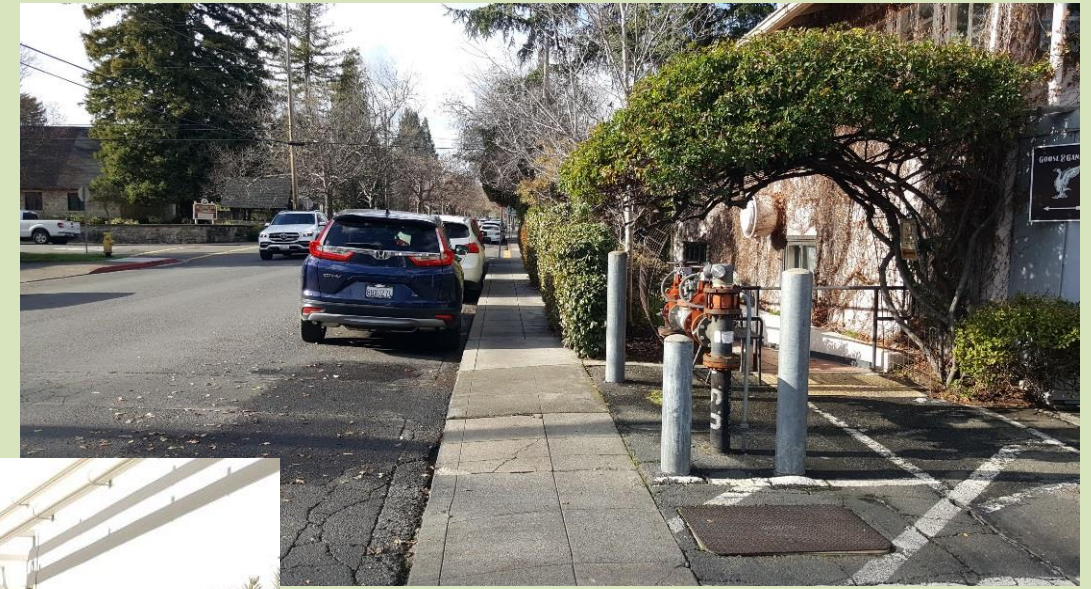
(Alternate 1)





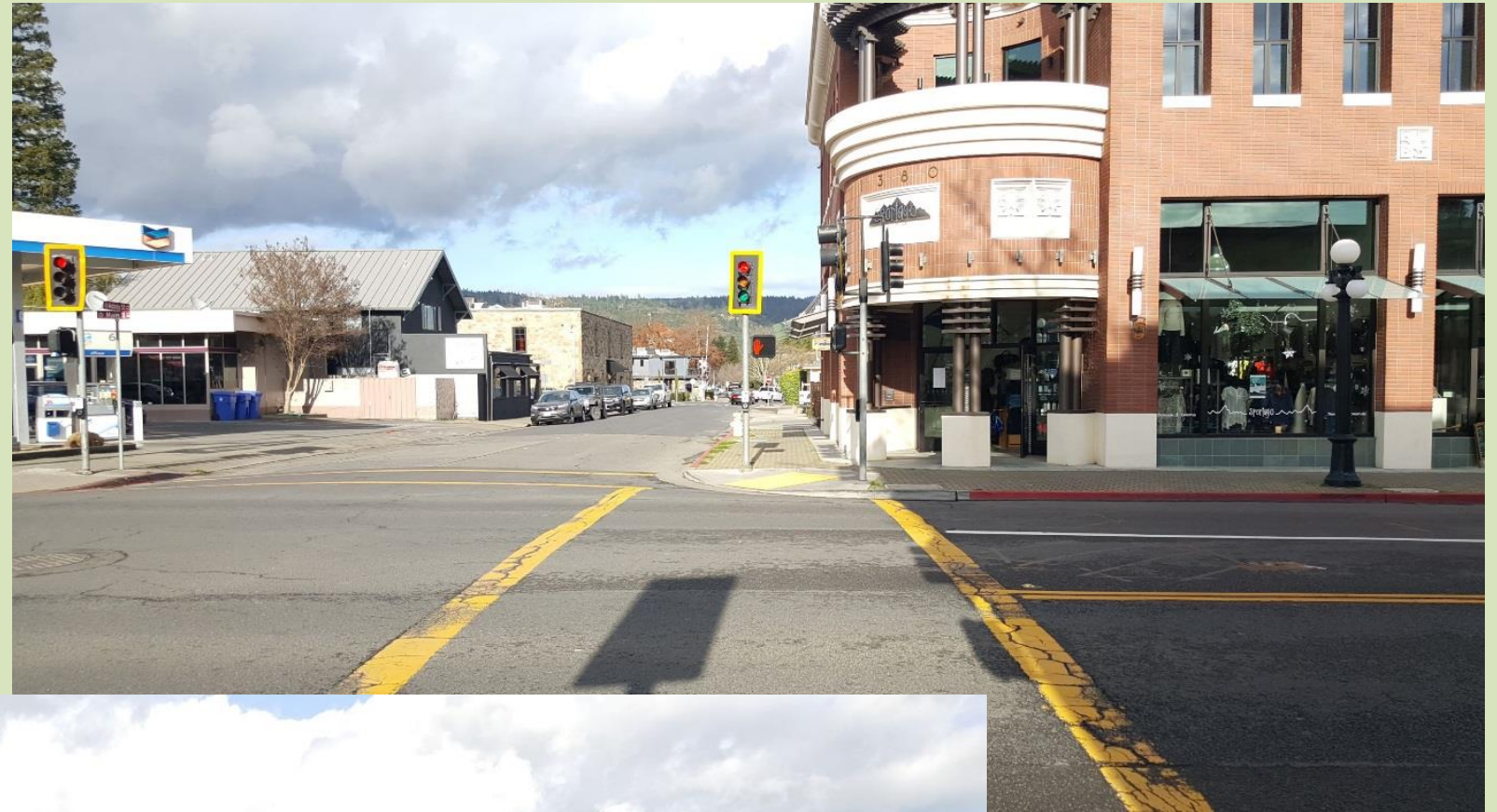
Segment 2 Oak Ave. via Mitchell Dr. (Alternate 1)





Segment 2
Oak Ave. via Mitchell Dr.
(Alternate 1)



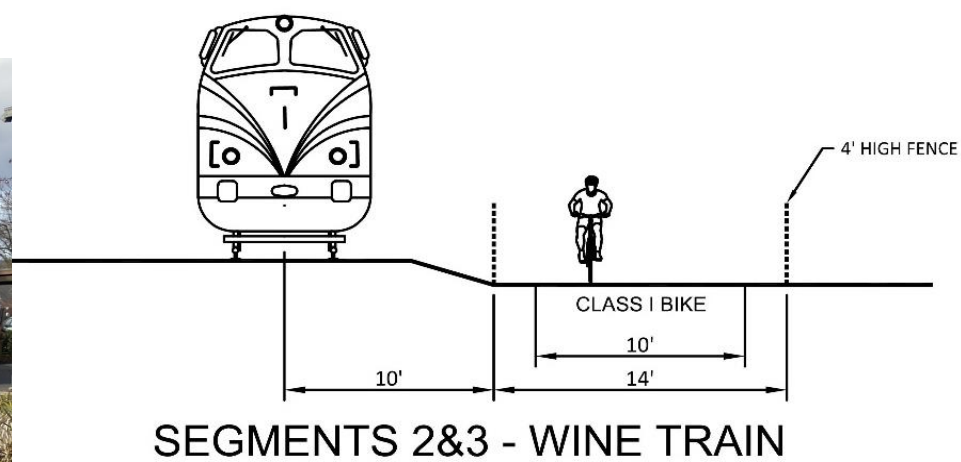


Segment 2
Oak Ave. via Mitchell Dr.
(Alternate 1)





Segment 2 Oak Ave. via Mitchell Dr. (Alternate 1)



Segment 2 – Oak Avenue via Spring St.

(Alternate 2)





Segment 2

Oak Ave. via Spring St.

(Alternate 2)





Segment 2

Oak Ave. via Spring St.

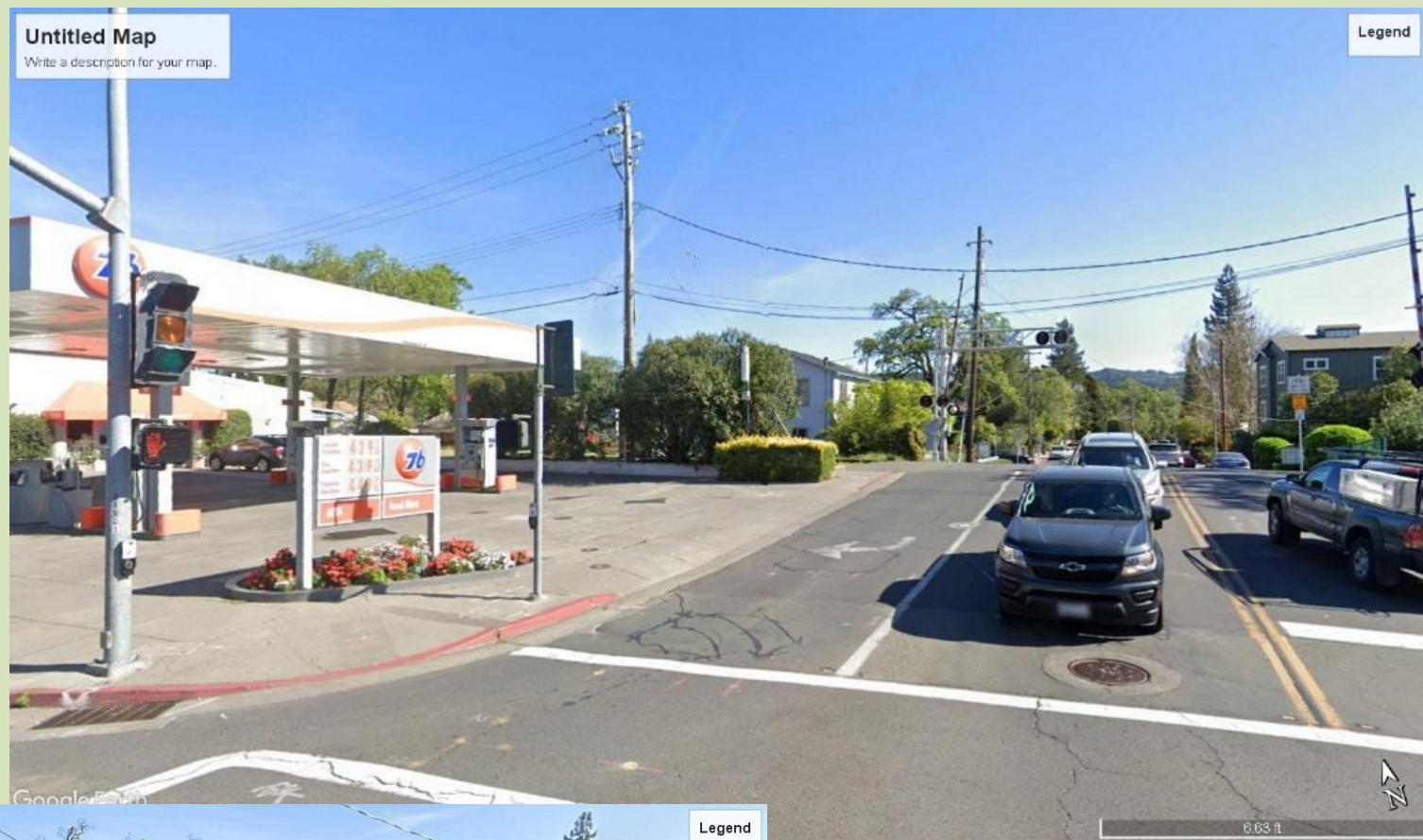
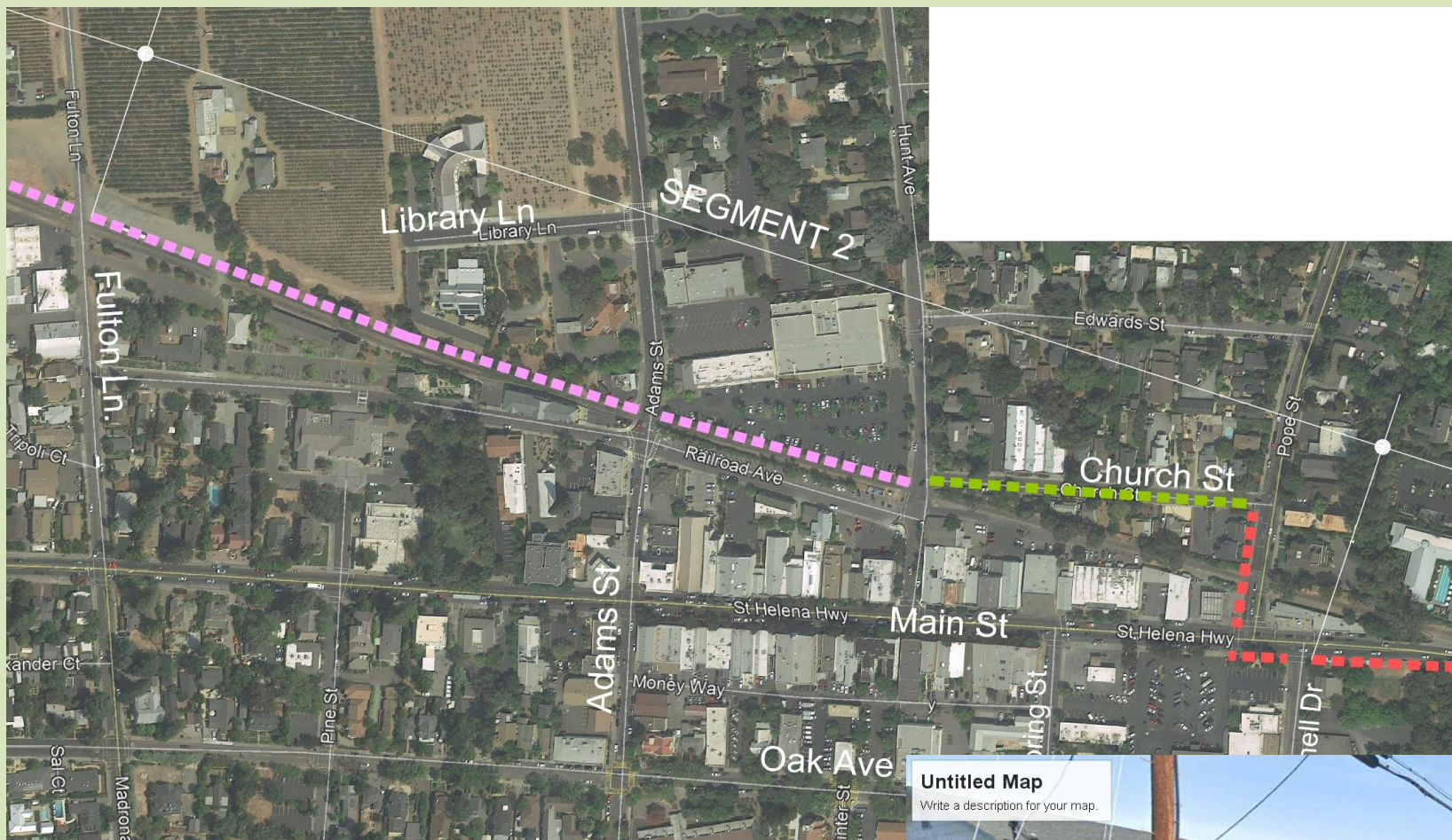
(Alternate 2)



Segment 2 – Church St.

(Alternate 3)



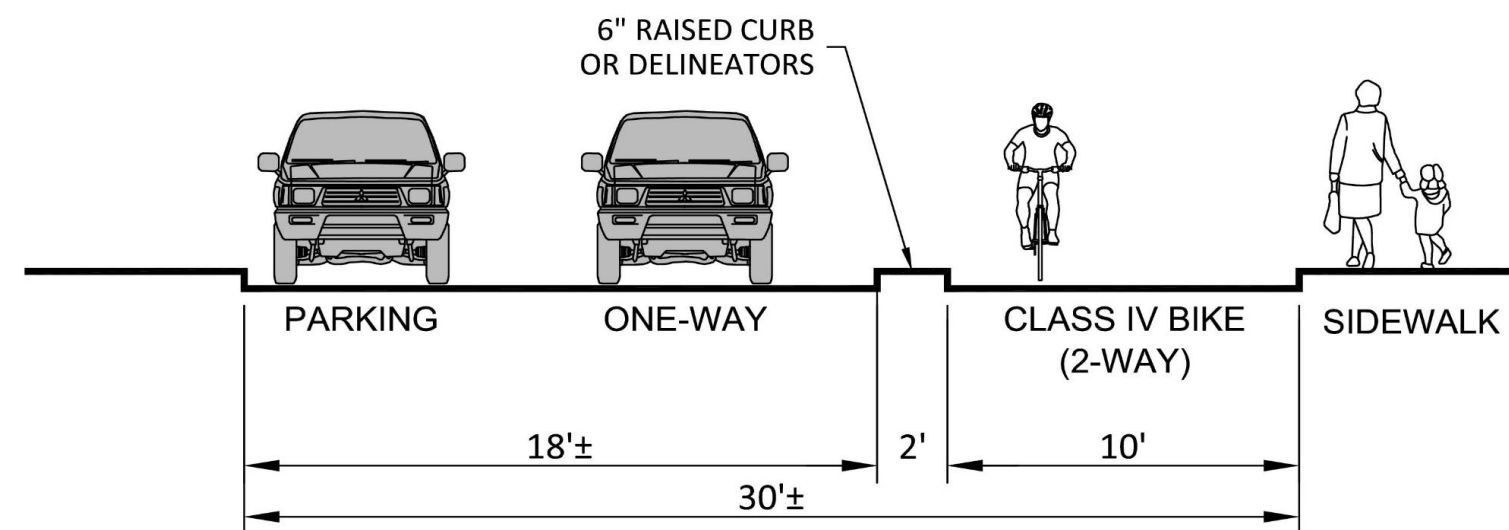


Segment 2 Church St. (Alternate 3)

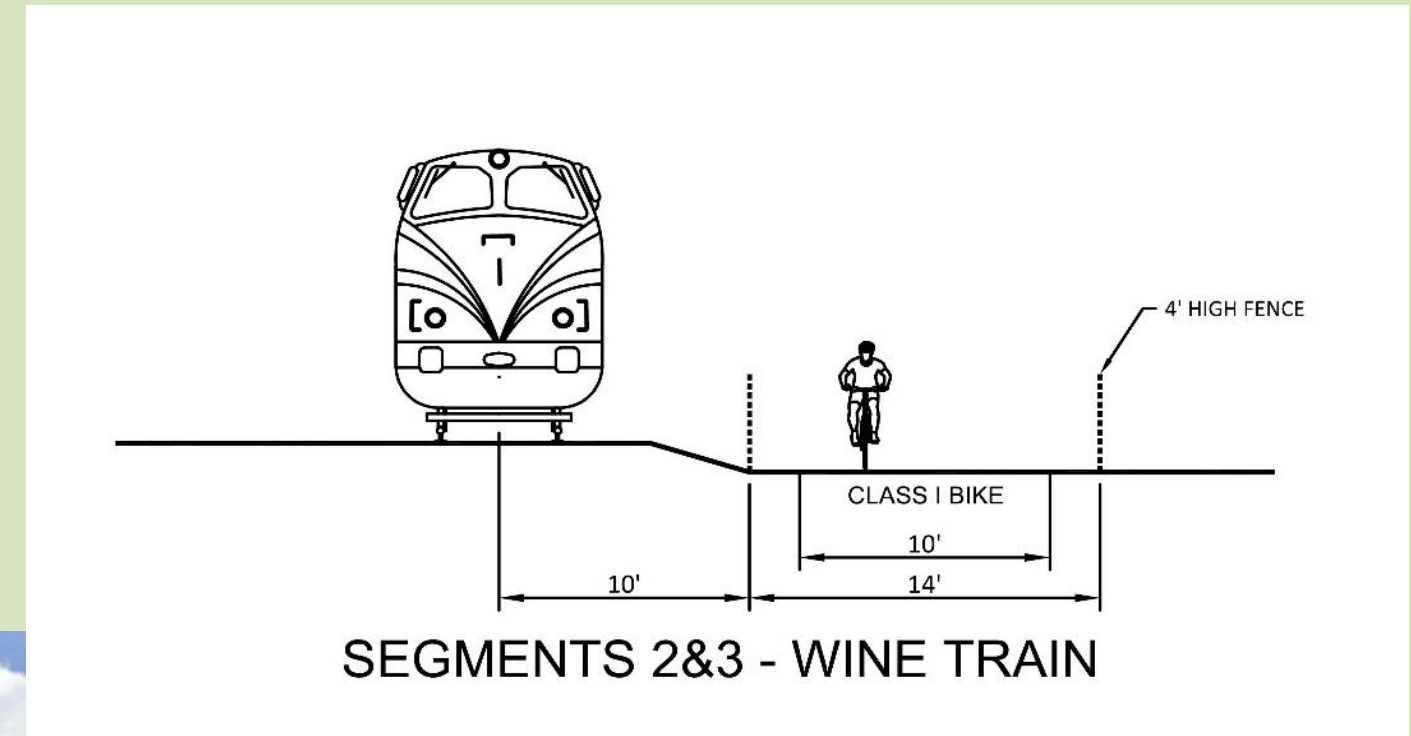
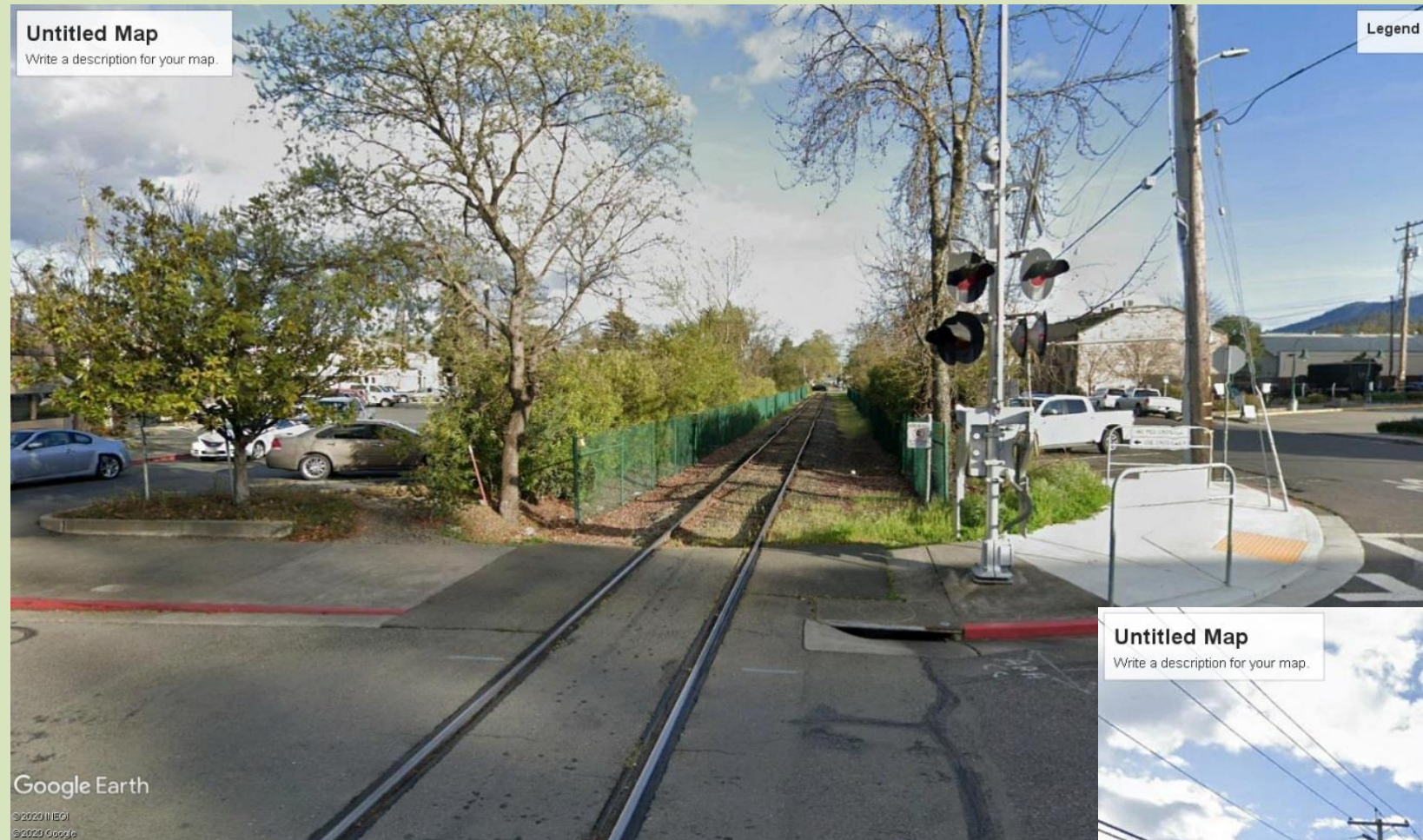




Segment 2 Church St. (Alternate 3)



SEGMENT 2 - CHURCH ST (Class IV)



Segment 2 Church St. (Alternate 3)



Segment	1	2 - Oak Avenue (Alternate 1)	2 - Spring Street (Alternate 2)	2 - Church Street (Alternate 3)	3
Trail Classification	CLASS I	CLASS IV (Oak& Adams) CLASS I (Railroad RW)	CLASS I (Main) CLASS IV (Oak& Adams) CLASS I (Railroad RW)	CLASS I (Main & Pope) CLASS IV (Church) CLASS I (Railroad RW)	CLASS I
Route	Along Main St from Grayson to Mitchell	Along Mitchell, Oak, Adams & Railroad RW from Mitchell to Fulton	Along Main, Spring, Oak, Adams & Railroad RW from Mitchell to Fulton	Along Main, Pope, Church & Railroad RW from Mitchell to Fulton	Along Railroad RW and Pratt from Fulton to Main
Right of Way Needed	SOME	NEGLIGIBLE	SOME	SOME	SOME
Utility and Private Improvement Relocation	SOME	NEGLIGIBLE	SOME	SOME	NEGLIGIBLE
Street Parking Relocation	0	50+/-	40+/-	20+/- OR CONVERT CHURCH ST INTO ONE-WAY	0
Trail Standard Width ¹	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD
Driveway Conflicts	12+/-	13+/-	17+/-	4+/-	2+/-
Potential for Pedestrian Conflicts ²	MEDIUM	LOW	MEDIUM	MEDIUM	LOW
Overall Relative Cost	\$\$	\$\$	\$\$	\$\$	\$

Legend

¹Trail Standard Widths

IDEAL – 12' trail with 2' shoulders
STANDARD – 10' trail with 2' shoulders
MINIMAL – 8' trail with 2' shoulders where possible (may require design exception)

²Pedestrian Conflicts – Potential risk for pedestrian/bicycle conflicts

Low – Separated bicycle and pedestrian paths
Medium – Combined Pedestrian and Bicycle paths with standard trail width
High – Combined Pedestrian and Bicycle paths with minimal trail width

Overall Relative Cost Comparison

\$ - Low
\$\$ - Medium
\$\$\$ - High

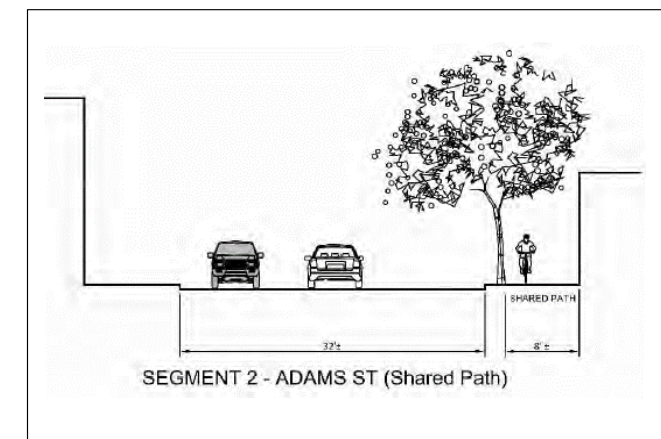
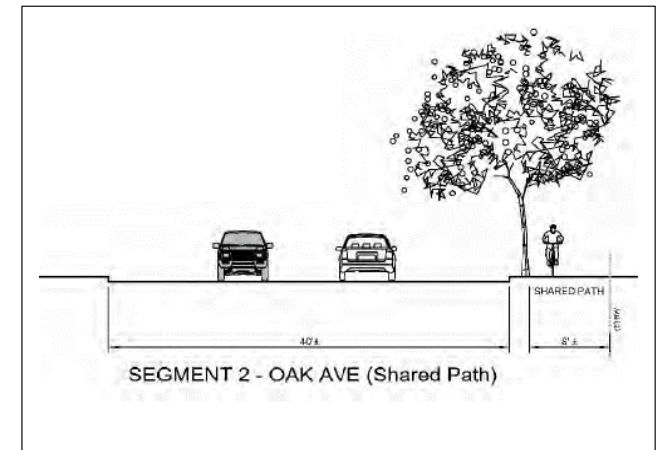
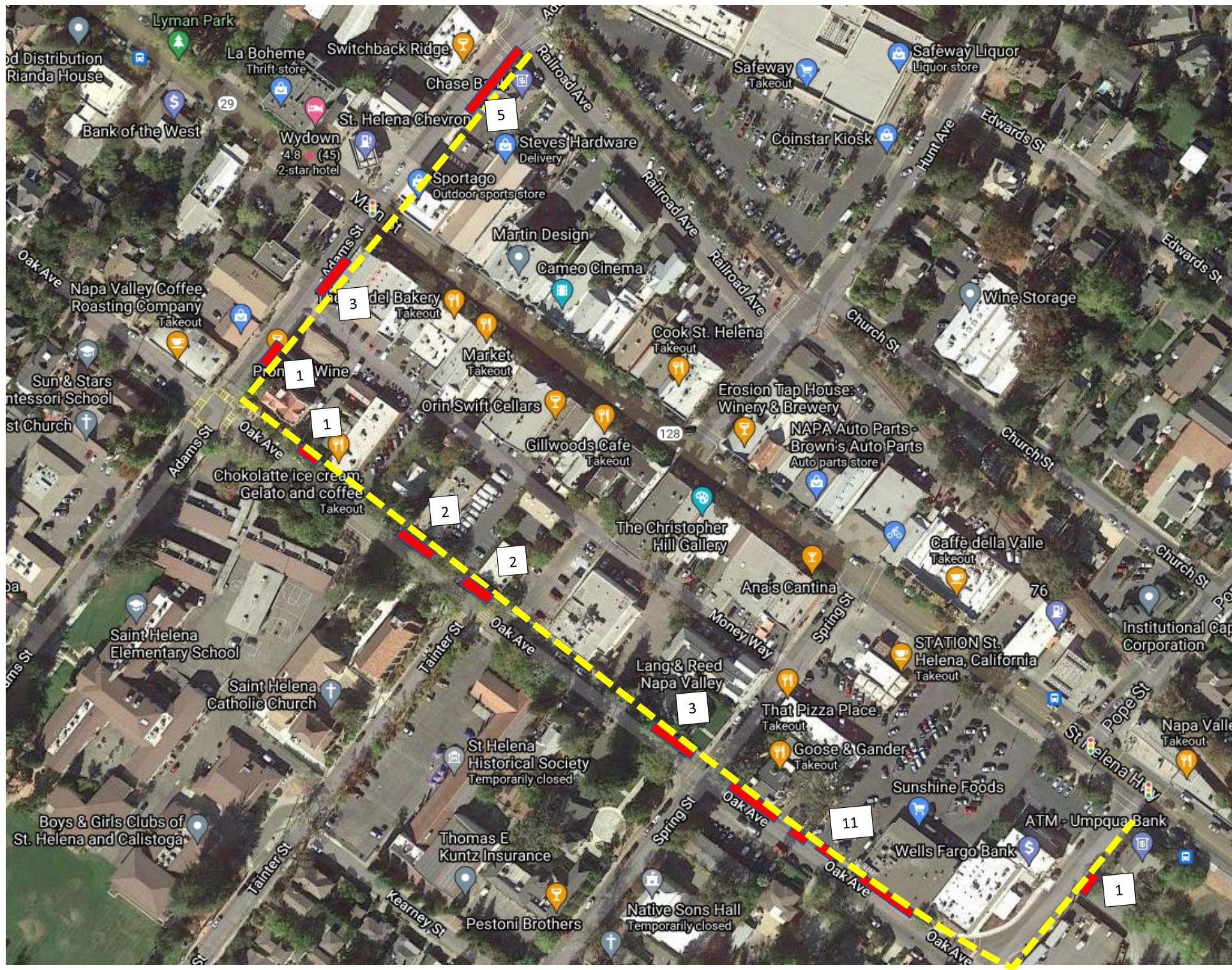


Vine Trail Route Study Parking Impacts on Oak Avenue and Potential Mitigation Sites

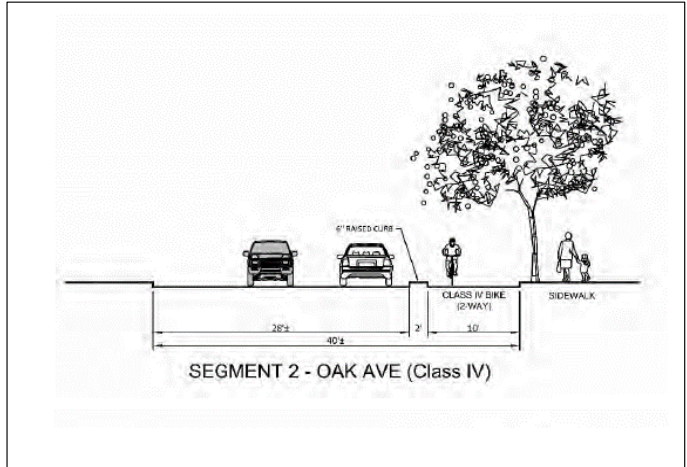
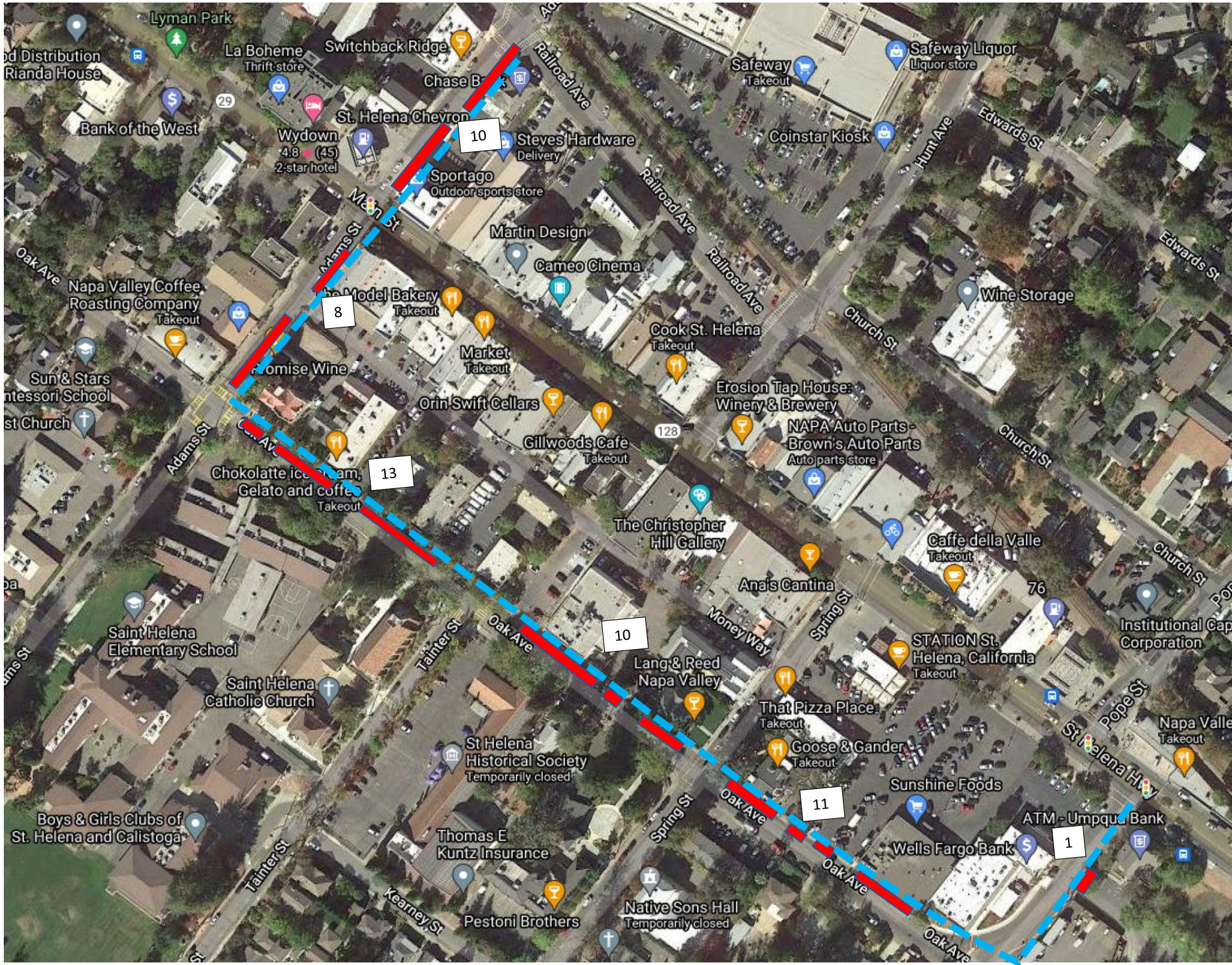


Trail Options impacts on parking	Segment 2A Options					
	2. Oak Ave Alternative 1		2. Spring Street Alternative 2		Oak as One Way*	
Breakdown by street section	Option 1. Class 1 Shared Use Path Main St to Railroad Ave using Mitchell Dr.	Option 2. Class IV Side path retaining ex. Sidewalk Main St. to Railroad Ave using Mitchell Dr.	Option 3. Class 1 Shared Use Path Main St to Railroad Ave using Spring St.	Option 4. Class IV Side path retaining ex. Sidewalk Main St. to Railroad Ave using Spring St.	Option 5. Oak becomes One Way between Mitchell and Adams Class IV Side path retaining ex. Sidewalk and parking.	Option 6. Oak becomes One Way between Spring and Adams Class IV Side path retaining ex. Sidewalk and parking.
Main to Oak (via Mitchell)	1	1	N/A	N/A	1	N/A
Oak to Spring	11	11	N/A	N/A	11	N/A
Main to Oak (via Spring)	N/A	N/A	5	5	0	5
Spring to Tainter	3	10	3	10	10	10
Tainter to Adams	5	13	5	13	13	13
Adams to Main	4	8	4	8	8	8
Main to Railroad	5	10	5	10	10	10
Spaces Lost Total	29	53	22	46	53	46
Potential Mitigation sites						
School parking	38	38	38	38	38	38
ATT (4+ spaces appx)	4	4	4	4	4	4
Catholic Church	22	22	22	22	22	22
Mitigation Total	64	64	64	64	64	64

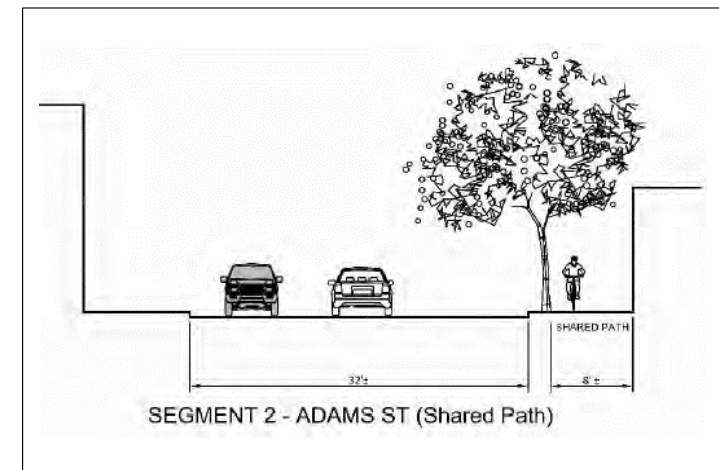
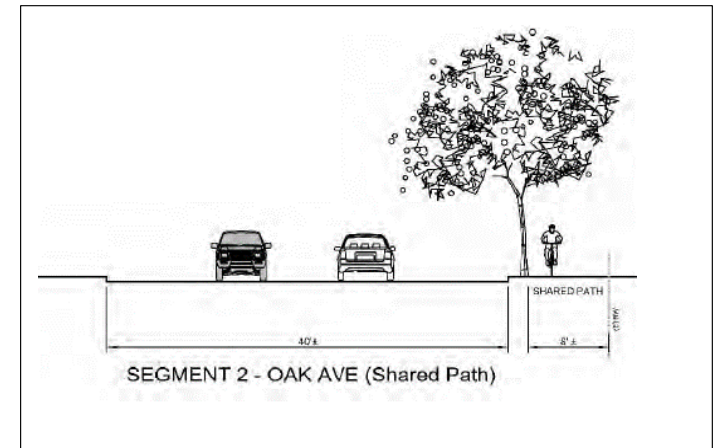
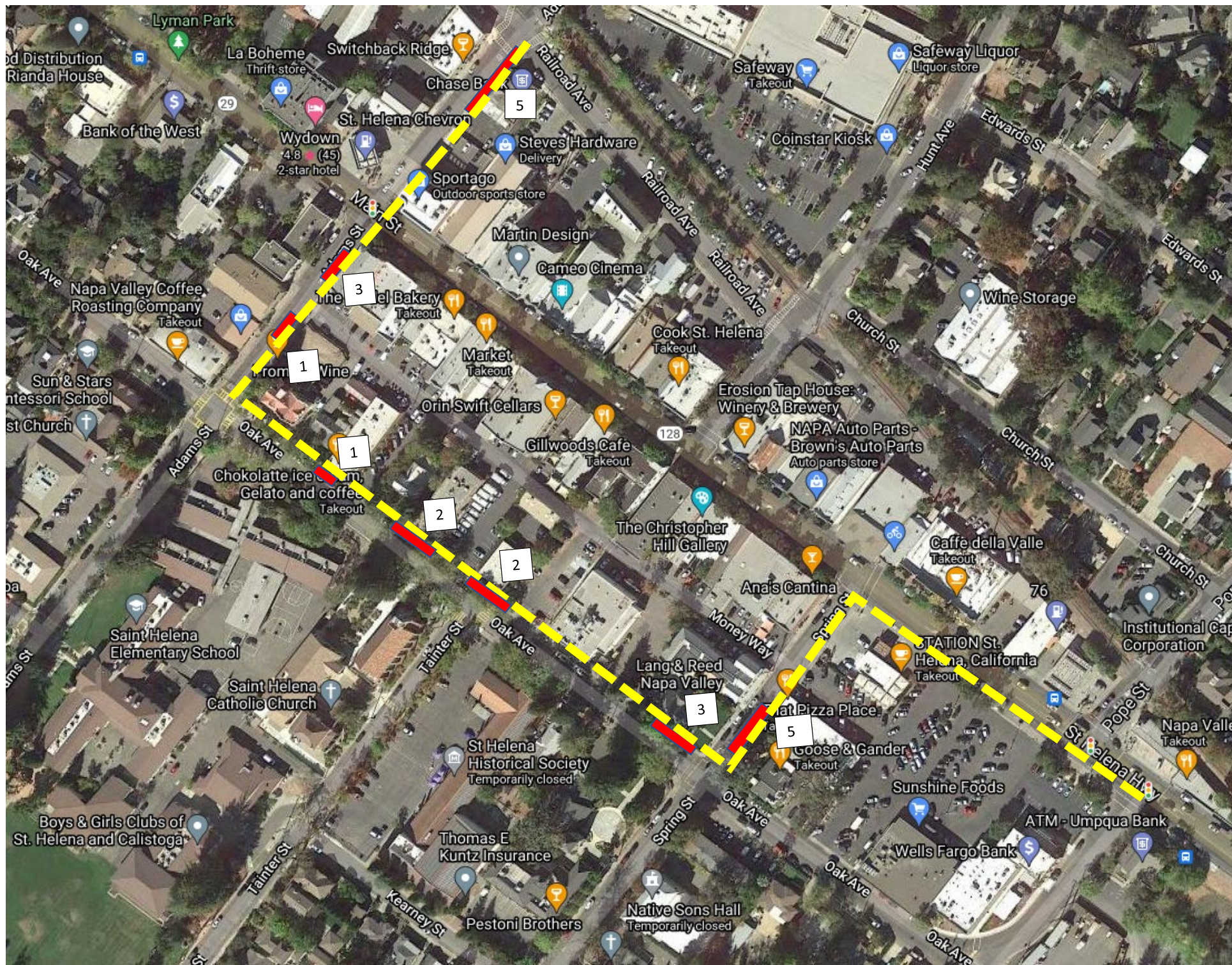
* Option to turn Oak into a One Way Street reviewed and would not meet Public Safety standards.



Option 1
Main Street to Railroad Ave
using Mitchell Drive.
Class I Shared Use Path
Eliminates parking only at
constrained locations
Loss of Parking =29 spaces
Rev 11.10.21



Option 2
Main Street to Railroad Ave
using Mitchell Drive
Class IV Side Path retaining
existing sidewalk.
Eliminates all parking along one
side of streets.
Loss of parking = 53 spaces
Rev 11.10.21



Option 3.

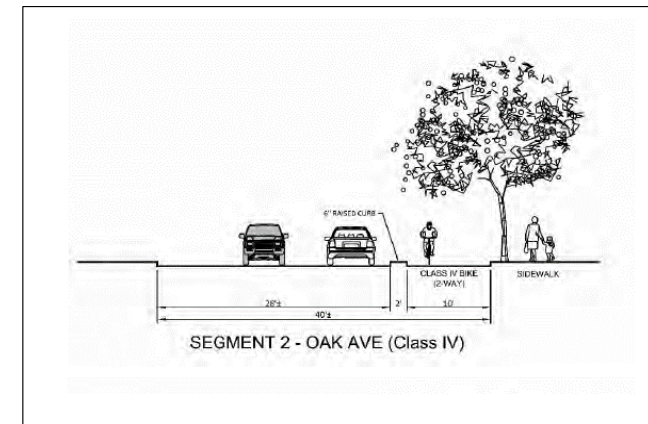
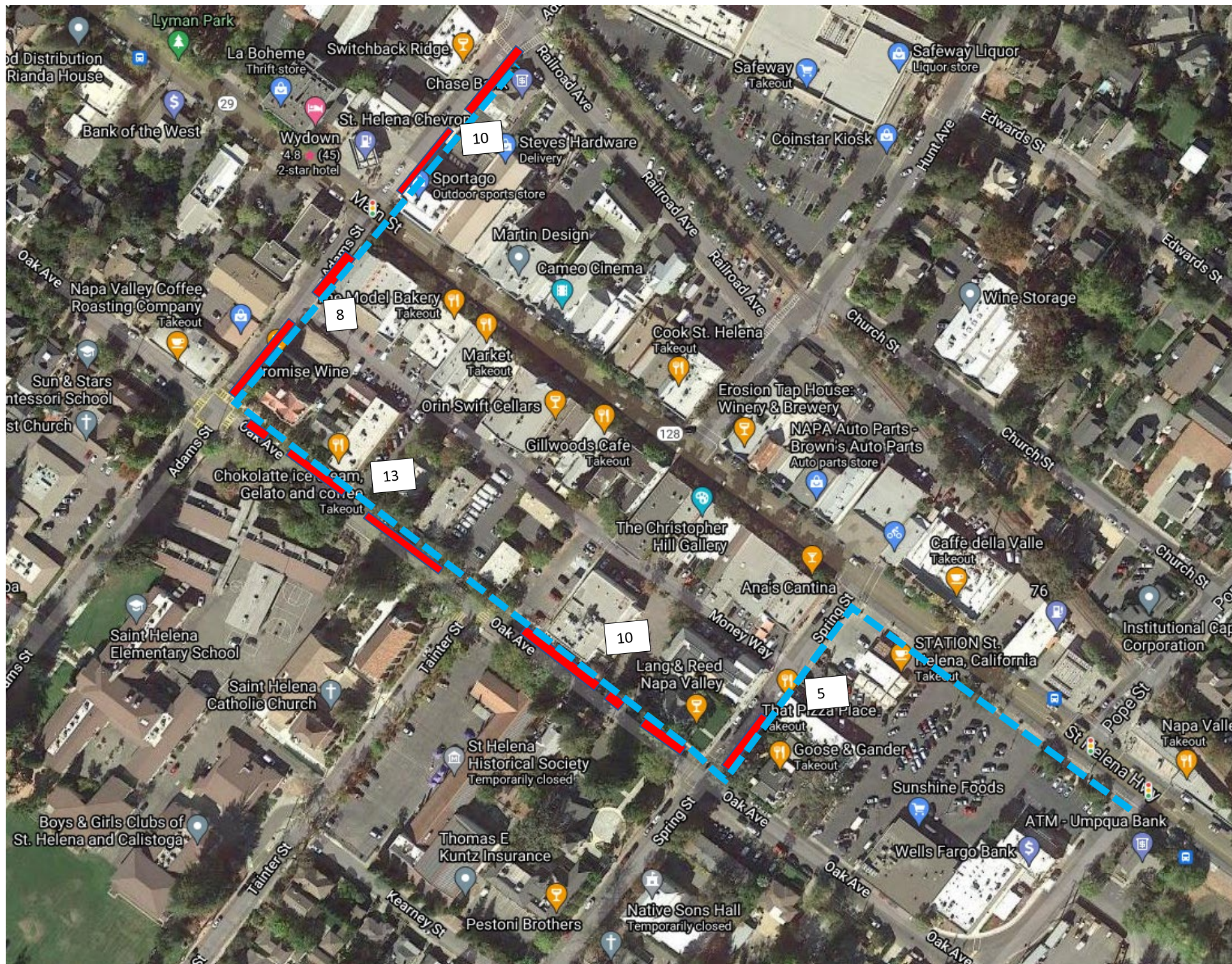
Main Street to Railroad Ave using
Spring Street

Class I Shared Use Path

Eliminates parking only at
constrained locations

Loss of parking = 22 spaces

Rev 11.10.21



Option 4

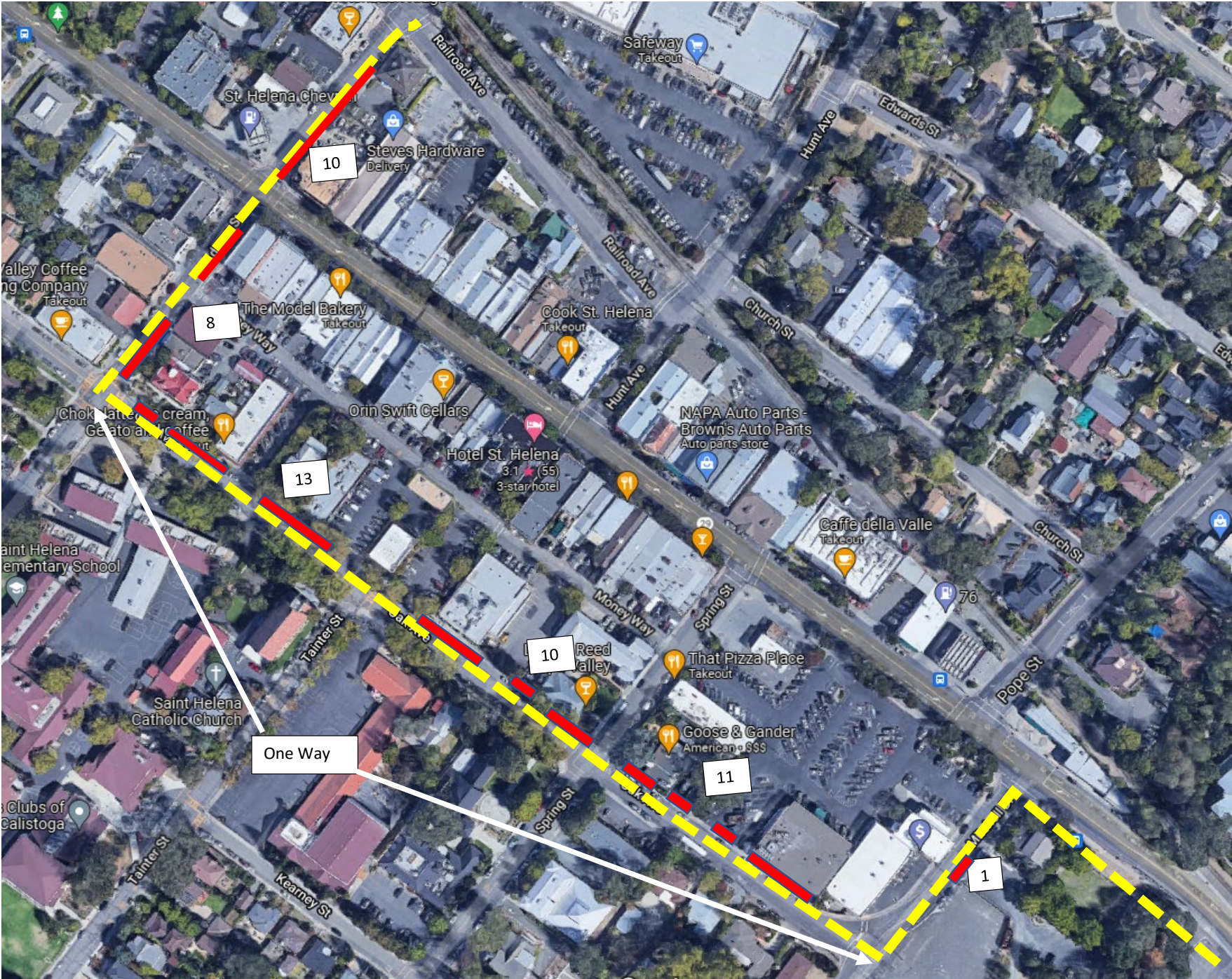
Main Street to Railroad Ave
using Spring Street

Class IV Side Path retaining
existing sidewalk.

Eliminates all parking along one
side of streets.

Loss of parking = 46 spaces

Rev 11.10.21



Option 5

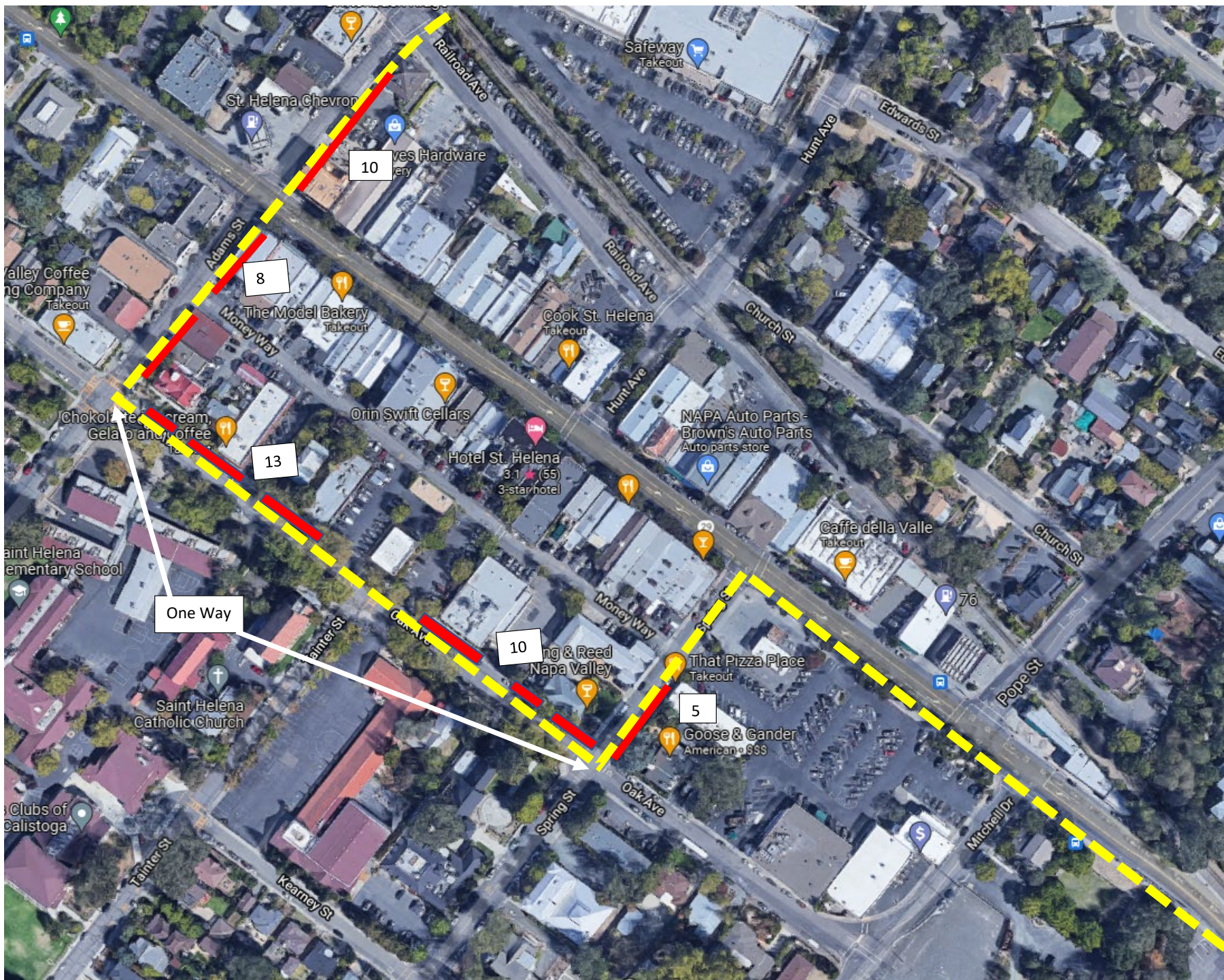
Main Street to Railroad Ave
using Mitchell Drive

Class I Path. Oak becomes a
one-way street between Adams
and Mitchell Drive.

Eliminates some parking along
one side of Adams and Mitchell
Drive.

Loss of parking = 53 spaces

Rev 11.10.21



Option 6

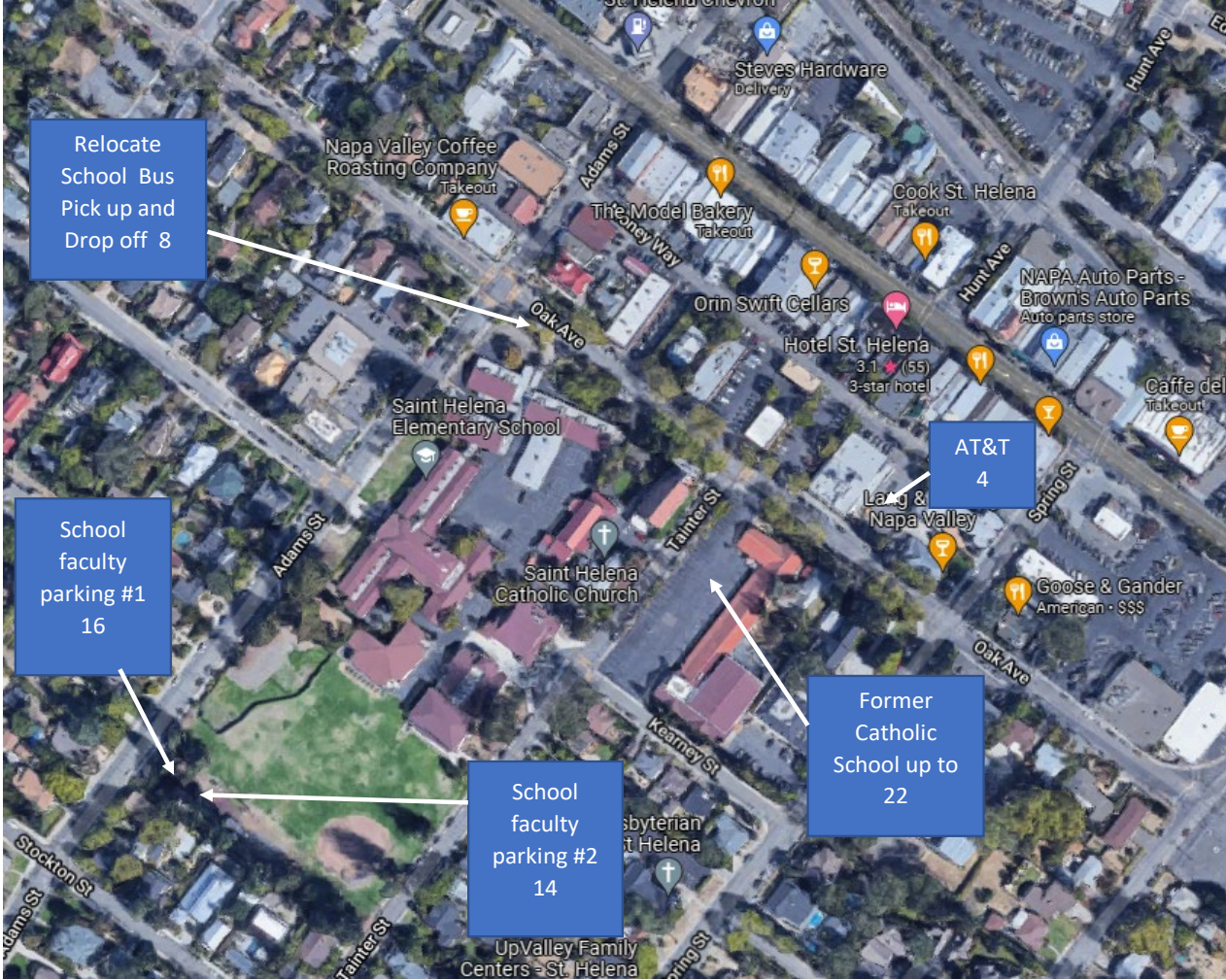
Main Street to Railroad Ave
using Spring Steet.

Class I Path. Oak becomes a
one-way street between Adams
and Spring.

Eliminates some parking along
one side of Adams St. and
Spring St. streets.

Loss of parking = 46 spaces

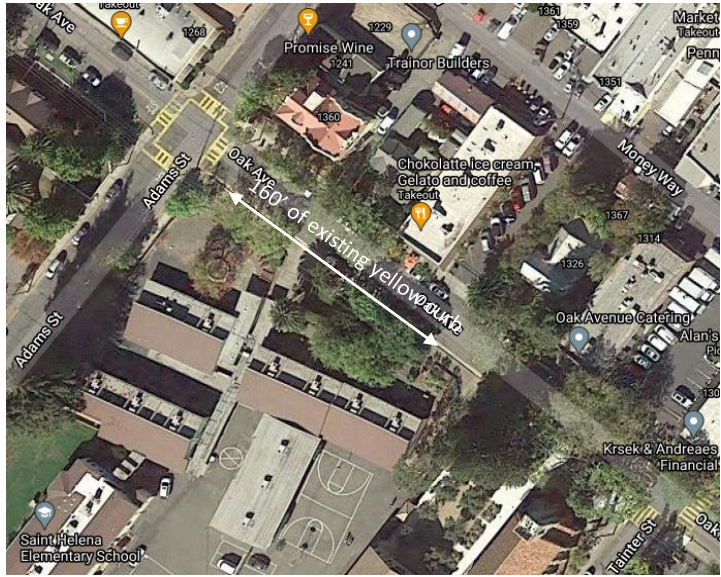
Rev 11.10.21

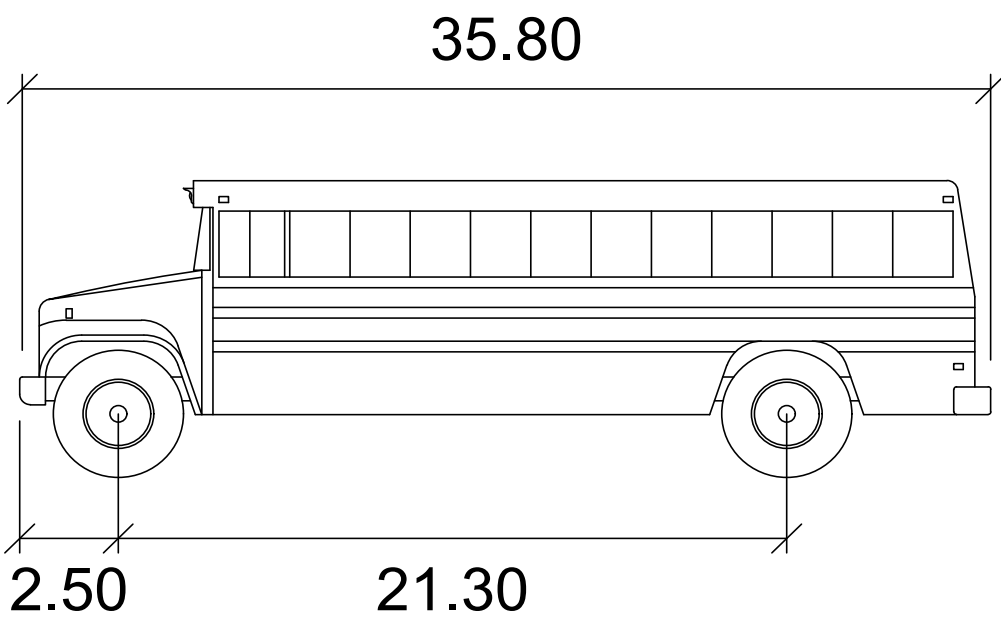
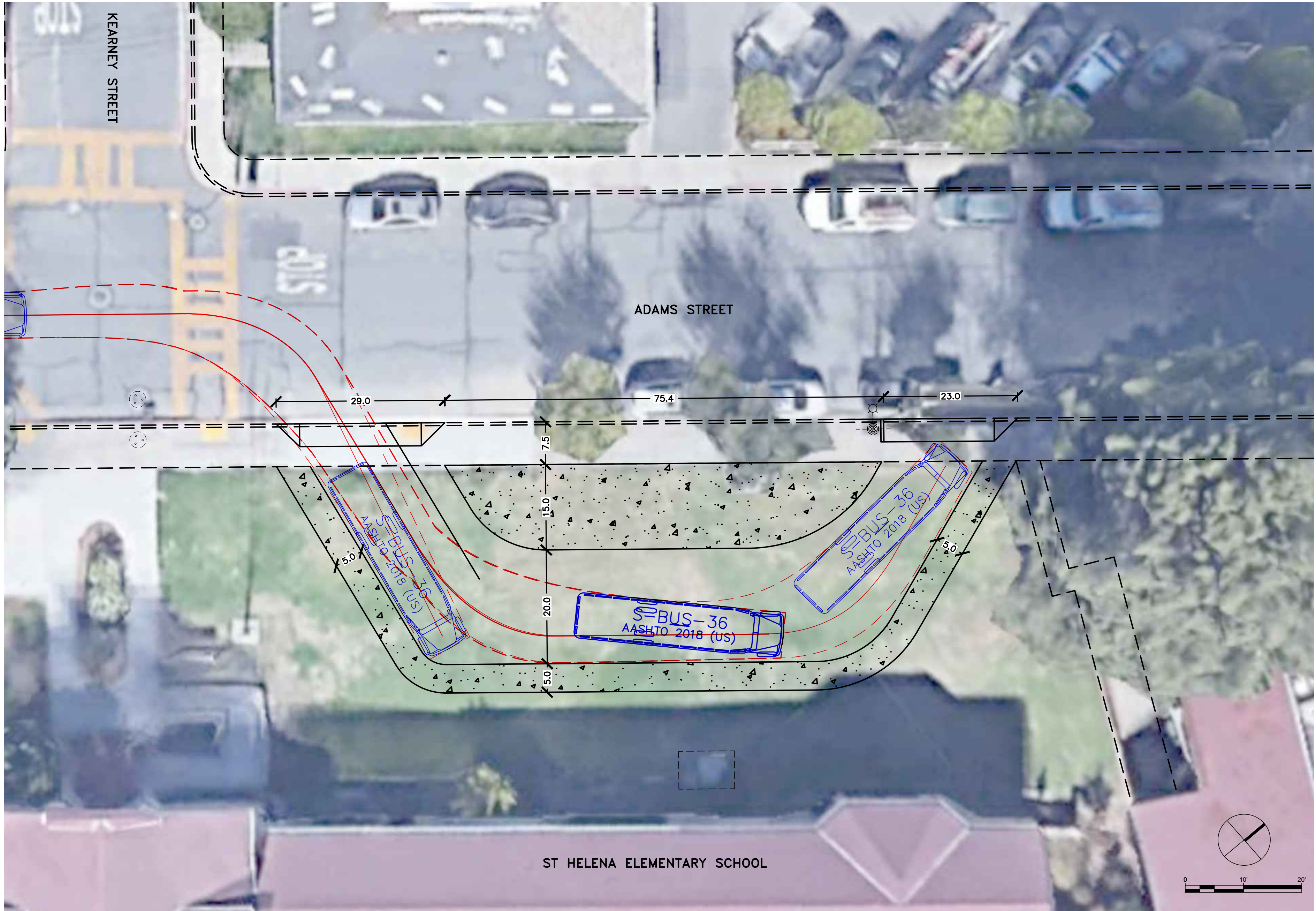


Potential Parking Mitigation Areas









S-BUS-36	
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

CONVENTIONAL SCHOOL BUS DESIGN VEHICLE (S-BUS-36)
NTS

PRELIMINARY
NOT FOR CONSTRUCTION



1936 University Ave, Ste 250
Berkeley, CA 94704
(510) 343-6400

DRAWN:	DH	CHECKED:	AL
DESIGNED:	AG	APPROVED:	DP

NAPA VALLEY VINE TRAIL COALITION
ST HELENA ELEMENTARY SCHOOL
SCHOOL BUS ACCESS CONCEPTUAL DESIGN

REVISIONS		DATE	11/11/2021	SCALE	1" = 10'
NO.	DESCRIPTION	PTC PROJECT NO. 21033			
		DRAWING L-1			
		SHEET NO. 1 OF 1			

SPRING ST TO ADAMS ST/EAST SIDE

PROBLEMS

- 1) CURRENT SIDEWALK IS NARROW AND WILL REQUIRE ACQUISITION OF LAND FROM PROPERTY OWNERS..
- 2) SUBSTANTIAL PROBLEMS IN ATTAINING PROPER WIDTH AS SOME BUILDINGS ARE LESS THAN 15 FT FROM EDGE OF CURB
- 3) SOME BUSINESS ENTRIES ARE CLOSE TO THE SIDEWALK/BIKE PATH
- 4) SUNDAYS SIDEWALK USE IS VERY BUSY AS THE CATHOLIC CHURCH HAS SERVICES AT 8,10 AND 12 AS WELL AS WEDDINGS. THEIR FAVORITE PARKING SPOTS ARE ON OUR PROPERTY WHICH REQUIRES WALKING ACROSS THE SIDEWALK. 2 OTHER CHURCHES ARE ALSO BUSY
- 5) TREES WILL BE REMOVED
- 6) SERVICE LINES HAVE TO BE RELOCATED
- 7) ICE CREAM STORE SIDEWALK TABLES ???
- 8) SOME PARKING WILL BE REMOVED
- 9) THIS POTENTIAL ROUTE WILL BE THE MOST EXPENSIVE ROUTE AND THE ROUTE WITH THE MOST PEDESTRIAN IMPACT
- 10) 5 DRIVEWAYS CROSS THE PATH WITH POOR VISIBILITY AT ONE
- 11) EXPECT OPPOSITION FROM THE SCHOOL DISTRICT

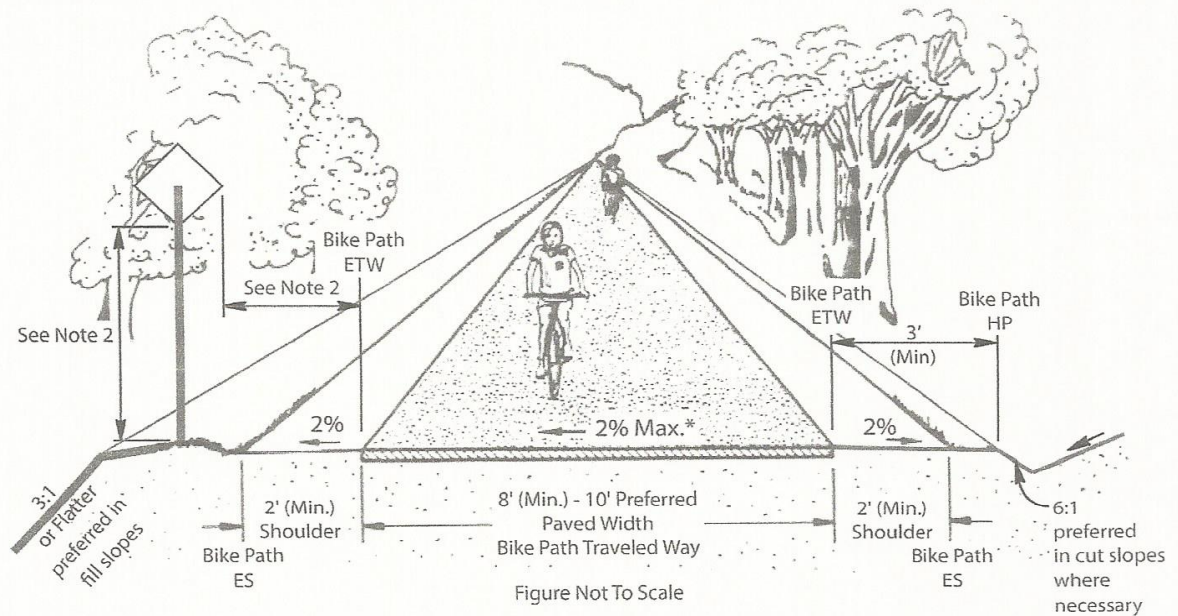
OAK AVENUE TO MAIN ST

PROBLEMS

- 1) NARROW STREET WITH HIGH TRAFFIC VOLUME
- 2) SUBSTANTIAL PEDESTRIAN TRAFFIC
- 3) LOSS OF PARKING
- 4) WINE SHIPPING BUSINESS WILL LOSE LOADING ZONE
- 5) BLIND CORNERS. MAIN AND ADAMS & ADAMS AND MONEY WAY
- 6) BUSINESS ENTRIES ON THE BIKE PATH
- 7) MONEY WAY, A BUSY STREET, TRUCKS ETC, CROSSES BIKE PATH

Figure 1003.1A

Two-Way Class I Bikeway (Bike Path)



NOTES:

- (1) See Index 1003.1(15) for pavement structure guidance of bike path.
- (2) For sign clearances, see California MUTCD, Figure 9B-1. Also, for clearance over the shoulder see Index 1003.1(3).
- (3) The AASHTO Guide for the Development of Bicycle Facilities provides detailed guidance for creating a forgiving Class I bikeway environment.

*1% cross-slope minimum.

11/21/21

To: Transportation & Sustainability Committee

From: Ron Arata

Subject.: Vine Trail

Page 1 of 3

I logged on to your recent meeting of 11/15/21 and raised my hand (red icon) during the open forum discussion and was not recognized. Technical difficulties happen so I am offering my thoughts with this memo.

In full disclosure, I hold an interest in 1336 Oak Ave with other family members. I also have previously met with Philip Sales to discuss the Vine Trail and options for St. Helena.

Parking

I was glad that Ms. Stanton recognized as well as other committee members that parking is a major issue for St. Helena, has been for years, and any loss of parking is of major concern. Parking on Oak Ave. is not only used by business, their customers and employees but for churches and the Native Sons Hall. Parking on Oak Ave. is also utilized by employees who work on Main St. I am sure committee members have attended social, charity events and memorial services at the Native Sons Hall. Run late and good luck finding a parking space on Spring St., or Oak Ave. Weddings, Quinceaneras, mass, funeral services, memorial services at both The Grace Episcopal Church and Catholic Church rely on parking on Spring St. and Oak Ave. The Grace Episcopal Church has very limited onsite parking and parishioners are dependent on off street parking. Any loss of parking on Oak Ave, would be detrimental to local churches, businesses, employees, customers and residents of St. Helena.

I noticed that responses from Vine Trail and BKF Engineers personnel during questions on Oak Ave. parking was often, and I paraphrase "We have plans to mitigate." and the chart uses the term "Potential Mitigation sites."

AT&T building - 4 spaces: Those 4 spaces on Money Way currently have a reserved no parking sign. I do not know if they are leased to a merchant or not. I do know it is common knowledge that many residents use them to park and pick up sandwiches from Giugni's Deli. and run quick errands in town. I think it is a stretch to use parking that is already used by the public as a mitigated replacement for lost parking on Oak Ave. The building sees limited use by AT&T personnel, what happens if AT&T decide that it is excess inventory and sells the building to a private investor?

Catholic Church Parking Lot-22 spaces: The buildings and parking lot is currently being leased by the S.H. Historical Society. What if their future needs require use of those spaces? I recall during discussions of the city owned Adams St. property the Historical Society was looking for a site to build their own building and had the financial resources to do so. What happens if they move and the next tenant requires the use of the whole parking lot? What if the site becomes new private charter school?

Page 2 of 3

It is unrealistic to count parking on property owned by the Catholic Diocese as a permanent replacement for parking permanently lost on a publicly owned city street.

Elementary School -36 spaces: On-site Parking on the West end of Carpy Field been has suggested for 20 years to no avail. Those parking spaces would not be available to the public. School policy does not allow anyone on school property without a school pass. The past reluctance of teachers and school employees to this option and the required building permits to create the parking lot and reconfigure bus drop off to Adams St. make this a questionable mitigation replacement for permanently lost parking on Oak Ave.

Any loss of parking on Oak Ave. and Adams St. would be permanent loss to the city. Mitigated parking may prove to temporary and the Elementary school parking is not available to the general public

Parking loss from Oak to Railroad

The loss of nine spaces between Oak Ave. and Railroad Ave. would hurt all business fronting Adams St. It would be particularly harmful to business like, Adams Street Shipping and Napa Valley Coffee Roasting. Also, to anyone using Adams St. going to town and looking for a place to park or shop on Main St.

Pedestrian Traffic on Oak Ave.

Due to the Elementary School, boys and girls club, and churches, pedestrian traffic is very heavy on Oak Ave. For church mass, weddings, Quinceaneras, you have families with small children and the elderly who require assistance walking, often crossing the street. For instance, there was a Quinceanera at the Catholic Church this last Saturday, and not only was every available parking space on Oak Ave. taken, but pedestrians, young and old were crossing back and forth on Oak Ave. A bicycle path would add to what is already one of the busiest streets for both cars and pedestrians in St. Helena

How do residents west of Main access town

I believe the largest percentage of SH residents reside west of Main St. What are their everyday destinations? I venture to say the parking lot with Sunshine and Wells Fargo or the general area of Safeway, Smiths Pharmacy, Bank of America and the library. How do they access those two general locations? The three main east west streets are Spring St., Adams Ave., and Madrona Ave. If you were going to Sunshine, regardless of what street you took you would head east to Oak Ave, turn right on Oak Ave. and continue south to the Sunshine parking entrance from Oak Ave. If going to the general area of Safeway and you use Spring St, you would turn left on Oak Ave. and right on Adams St. If using Madrona Ave., you would continue across Main St. to Railroad Ave. and turn right. Obviously, for Adams St. one would continue on Adams St. to destination.

The point is that Adams and Oak are probably the two most used and most congested streets (outside of Main St.) in St. Helena. The intersection of Adams and Oak, due to parents dropping off students,

Page 3 of 3

school buses and general traffic to town may be the most congested intersection in town. Additionally Oak Ave is a major north south alternate to Main St/Hwy 29 for many residents.

Stopping Point for bicyclist.

I think it was Mr. Zimmerman who asked about bicycle racks etc. I suggest the Vine Trails staff speak with city management and utilize Lyman Park as a convenient place to stop. It has public restrooms, picnic tables, shade and walkable to town. Bicycle racks could be added if none are available. A large directory like in malls could be installed to give directions to local businesses. In the future some company like Backroads Bicycle Tours may organize tours of the entire Vine Trail. I know from experience that even advanced riders do not all maintain the same pace on a long ride. I can think of no better location as a stopping point or starting point in SH for a large group of riders.

Choices

I understand that no decision will make everyone happy, as well as the need to find a path thru SH to complete a bicycle trail from Napa to Calistoga. However, I do not believe the decision should be at the expense of people who live, and work in St. Helena. The selection of Oak Ave will result in the permanent loss of parking. Parking that is used by employees, customers, and churches in their everyday life. It also increases the congestion on one of the busiest streets in SH, a street often with heavy pedestrian foot traffic.

The selection of Church St. will have less loss of parking. Railroad Ave does not have churches, and schools to deal with. It also provides a direct line to Lyman Park. I believe the Church St. option provides for a path thru St. Helena without the mitigation required for Oak Ave. I urge the committee to select the Church St. option.

Thank you for your attention in this matter.

Regards,

Ronald J. Arata

707-326-3520