



City of St. Helena
Special Joint Active Transportation and
Sustainability Committee and Parks and
Recreation Commission Meeting
Wednesday, March 2, 2022 @ 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@cityofstheleena.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@cityofstheleena.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.

Please click on the link below to join the Joint ATSC/PRC Special Meeting:

<https://us02web.zoom.us/j/89428222377>

Or One tap mobile :

US: +16699006833,,89428222377# or +13462487799,,89428222377#

Or Telephone:

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

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

Webinar ID: 894 2822 2377

International numbers available: <https://us02web.zoom.us/j/89428222377>

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

Commission Chair: Matt Demchuk, Vice Chair: Tye Taylor
Members: Michelle Deasy, Christopher Warner, and Rebekah Weeman
City Council Member Liaison: Eric Hall, Councilmember
Staff Liaison: Amalia Kulczycki, Interim Parks & Recreation Director

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. SCHEDULED MATTERS:

4.1. Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

7 - 211

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

[Attachment 1: ATSC.PRC Presentation 2 March 22](#)

[Attachment 2: Staff Report](#)

[Attachment 3: Survey Results Questions 1-5](#)

[Attachment 4: Q6 Additional Feedback - Survey Monkey](#)

[Attachment 5: January 11, 2022 City Council Staff Report on Vine Trail Alignment](#)

[1.Anthony Micheli.Publiccomment](#)

[2.Anthony Micheli2.Publiccomment](#)

[3.Bobbi Monnette.Publiccomment](#)

[4.Chris and Lauren Blanchard.Publiccomment](#)

[5.JamesOrr.Publiccomment](#)

[6.Karen Aldoroty.Publiccomment](#)

[7.Kim Phinney.Publiccomment](#)

[8.Richard Shurtz.Publiccomment](#)

[9.Richard Shurtz2.Publiccomment](#)

[10.Tom Rinaldi.Publiccomment](#)

[11.Ken Stanton.Publiccomment](#)

[12.Jacqueline Hilger-Rolfe.Publiccomment](#)

[13.Jacqueline Hilger-Rolfe2.Publiccomment](#)

[14.JodieNieman.Publiccomment](#)

[15.Tina Perrino.Publiccomment](#)

[16.Deacon and Leslie Wightman .Publiccomment](#)

[17. NCBC.Publiccomment](#)

[18. Ron Arata.Publiccomment](#)

[19. Gisela Campagne .Publiccomment](#)

[20.Stephania Iacobacci.Publiccomment](#)

[21.Nancy Tennyson.Publiccomment](#)

[22.Mark Anisman.Publiccomment](#)

[23.Mark Triska.Publiccomment](#)
[24.Elaine Honig.Publiccomment](#)
[25.Lorraine Barker.Publiccomment](#)
[26.Catherine Courage.Publiccomment](#)
[27.Brad Lee.Publiccomment](#)
[28.Pam Smithers.Publiccomment](#)
[29.Jay K. Smith.Publiccomment](#)
[30.Matthew Kulczycki.Publiccomment](#)
[31.Paul Wagner.Publiccomment](#)
[32.Holly Ong.Publiccomment](#)
[33.Dave and Karen Taylor.Publiccomment](#)
[34.Annette Smith.Publiccomment](#)
[35.Joseph Pramuk.Publiccomment](#)
[36.Gerardo Capiel.Publiccomment](#)
[37.Safeway.Publiccomment](#)
[38.Jay Greene.Publiccomment](#)
[39.Terry Tracy.Publiccomment](#)
[40.Samantha Smith.Publiccomment](#)
[41.Julie Herdell .Publiccomment](#)
[42.Myrna David .Publiccomment](#)
[43.Donald Hanson.Publiccomment](#)
[44.Ride Napa Valley.Publiccomment](#)
[45.Christopher Cole.Publiccomment](#)
[46.Susette C Stickel-Rufer.Publiccomment](#)
[47.Alan Johnson.Publiccomment](#)
[48.Matthew Cook.Publiccomment](#)
[49.Vivian L Robison.Publiccomment](#)
[50.Charlie Crocker.Publiccomment](#)
[51.Deborah Magowan.Publiccomment](#)
[JOINT MOTION FROM THE ATSC/PRC](#)

5. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for April 6, 2022 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 February 25, 2022.

/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>
2. **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.
2. **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.

3. **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.



Vine Trail Route Study St. Helena Segment

**Special Joint Active Transportation and Sustainability Committee
and Parks and Recreation Commission Meeting
March 2, 2022**



Agenda for Tonight's Joint Meeting:

- Presentation from The City, BKF and the Vine Trail
- Committee/Commissioner Questions
- Public Comment
- Committee/Commissioner Additional Discussion
- **Action Requested:** Consideration of a formal recommendation on Vine Trail Alignment



Caltrans Definitions

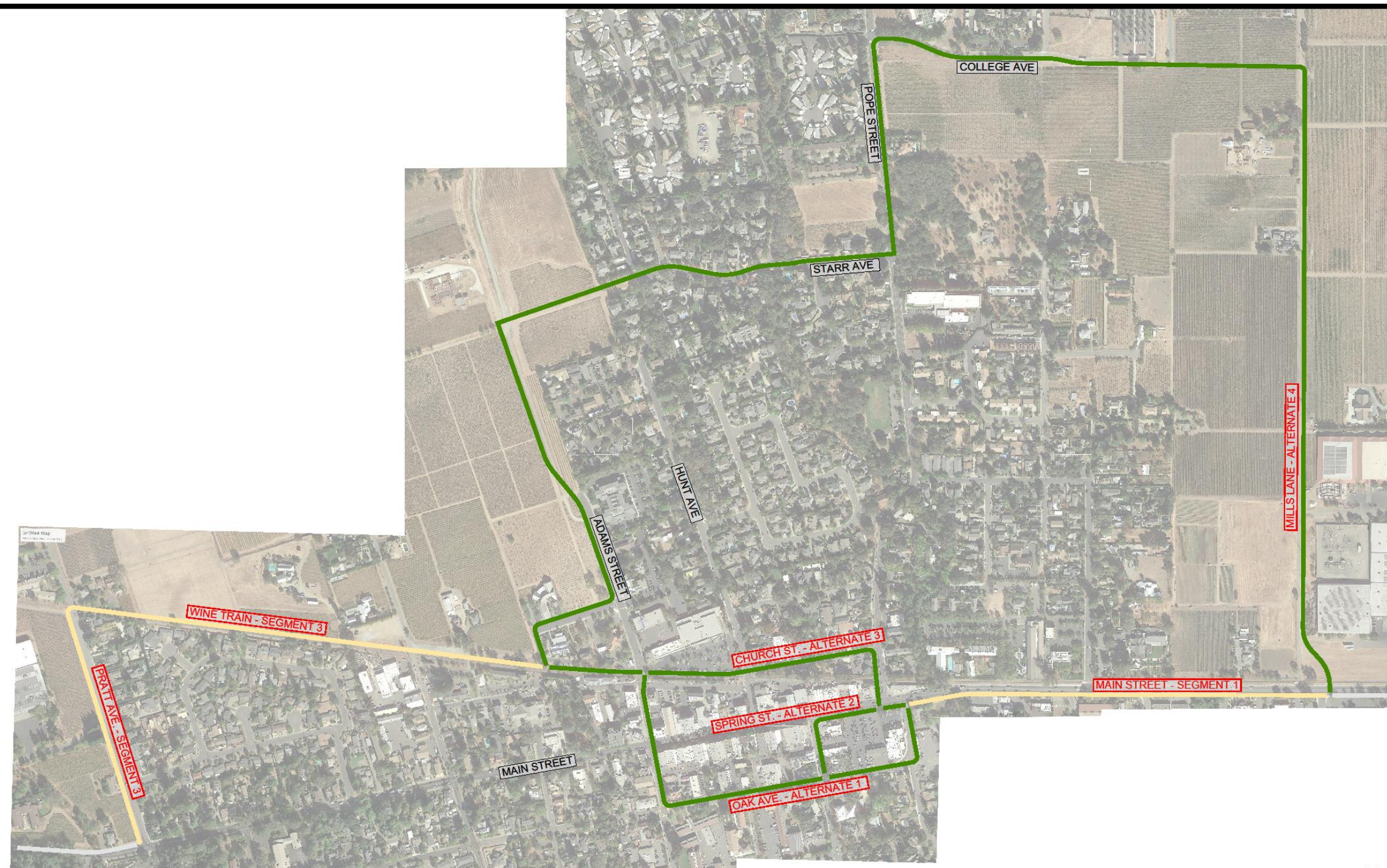
- a) **Class I Bikeway (Bike Path)**. Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- b) **Class II Bikeway (Bike Lane)**. Provides a striped lane for one-way bike travel on a street or highway.
- c) **Class III Bikeway (Bike Route)**. Provides for shared use with pedestrian or motor vehicle traffic.
- d) **Class IV Bikeway (Separated Bikeway)**. Provides for the exclusive use of bicycles and includes a separation/physical barrier required between the separated bikeway and the through vehicular traffic lanes



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

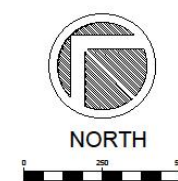
Studied Segments



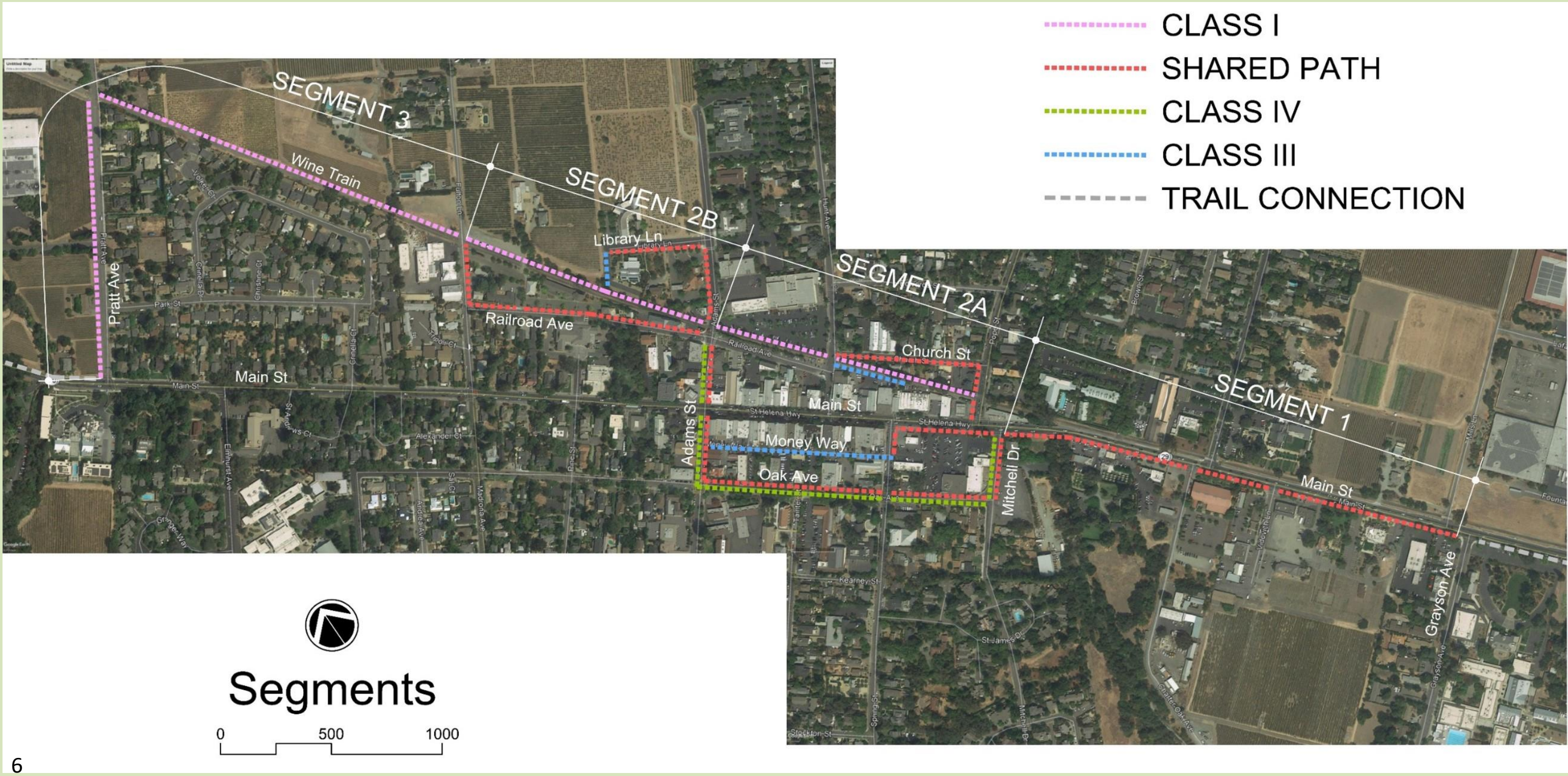
Vine Trail - Through Town Alternates
St. Helena, California



February 25, 2022



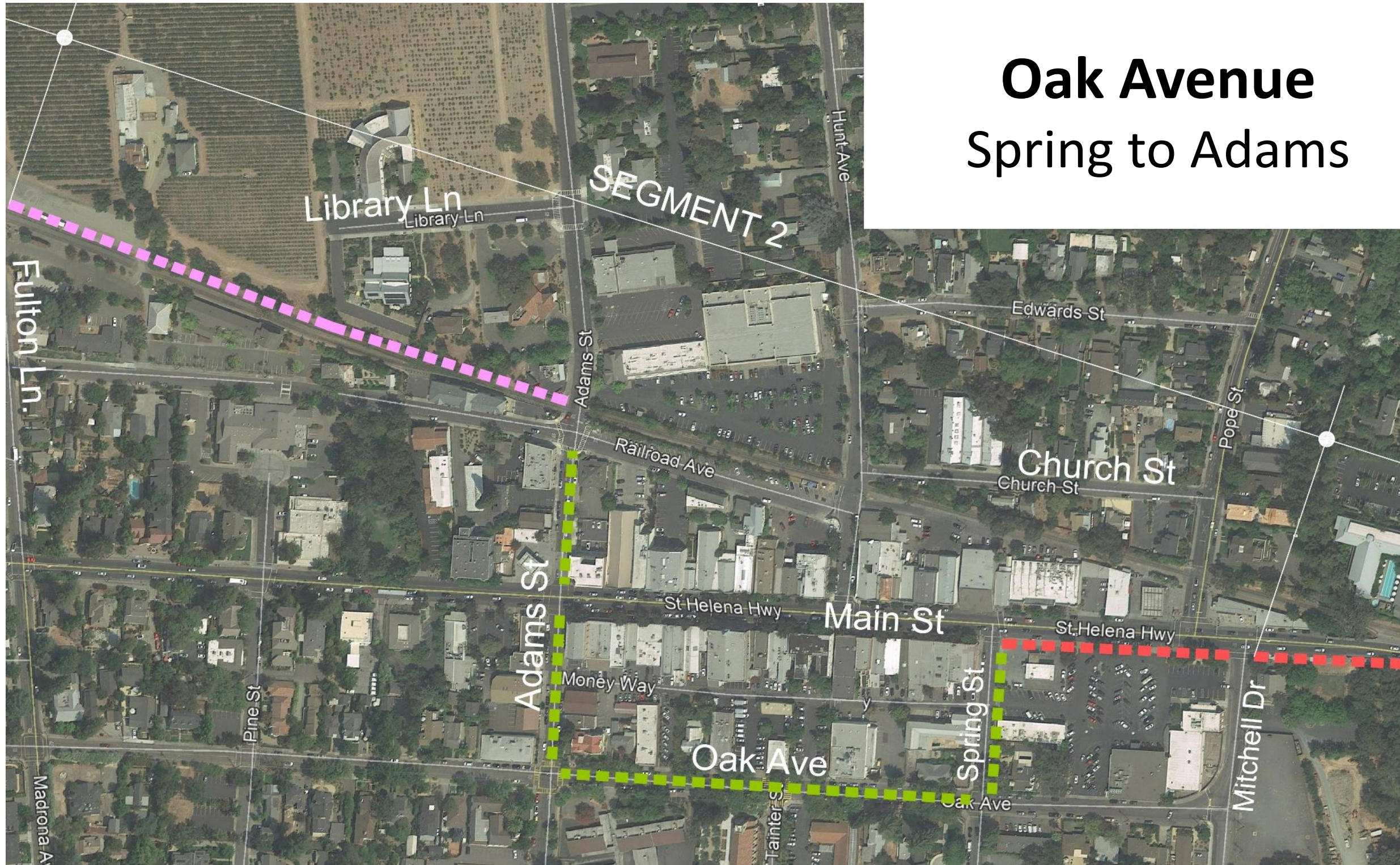
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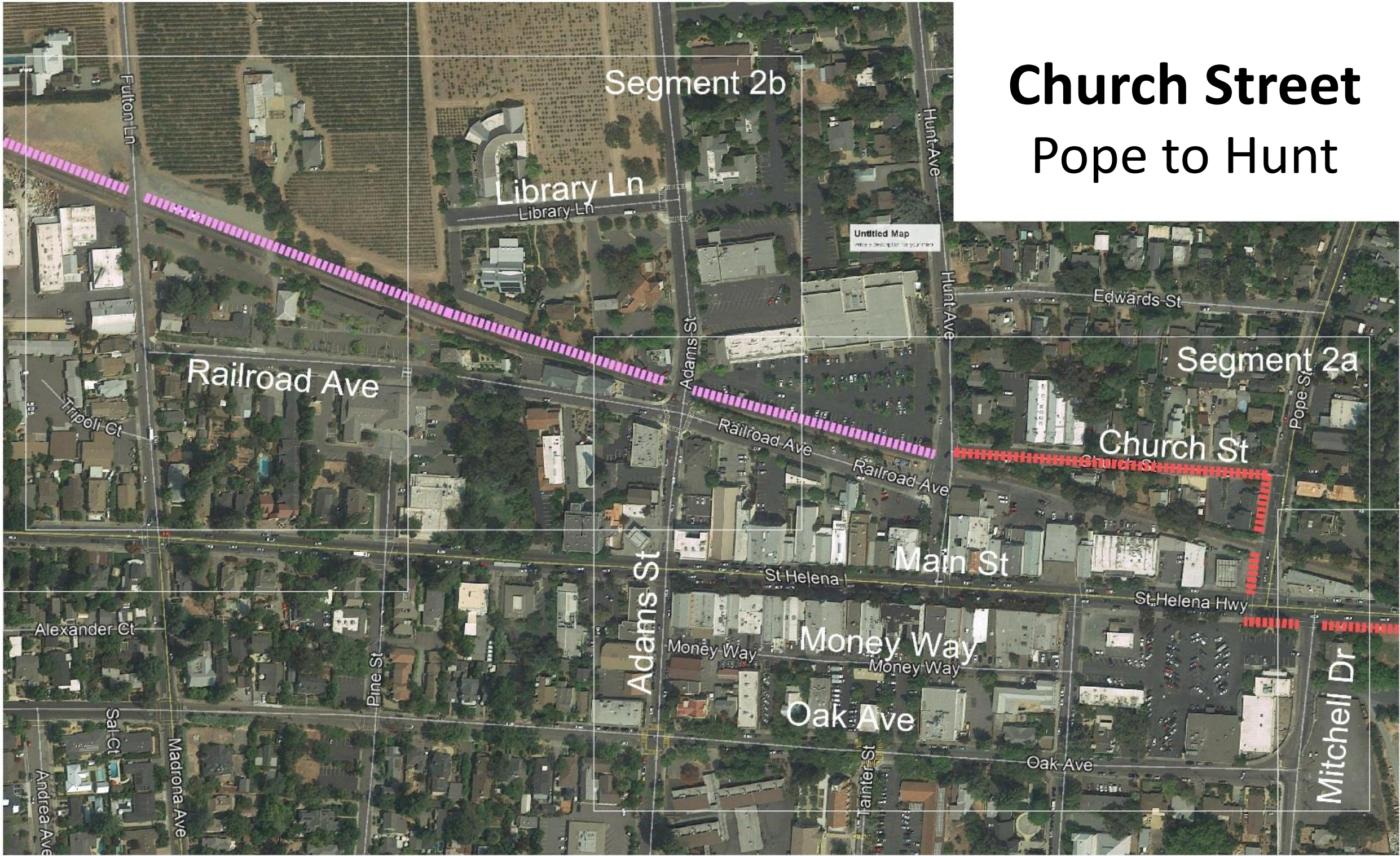
Oak Avenue Mitchell to Adams

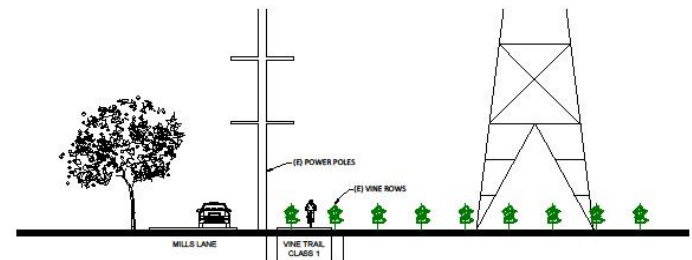
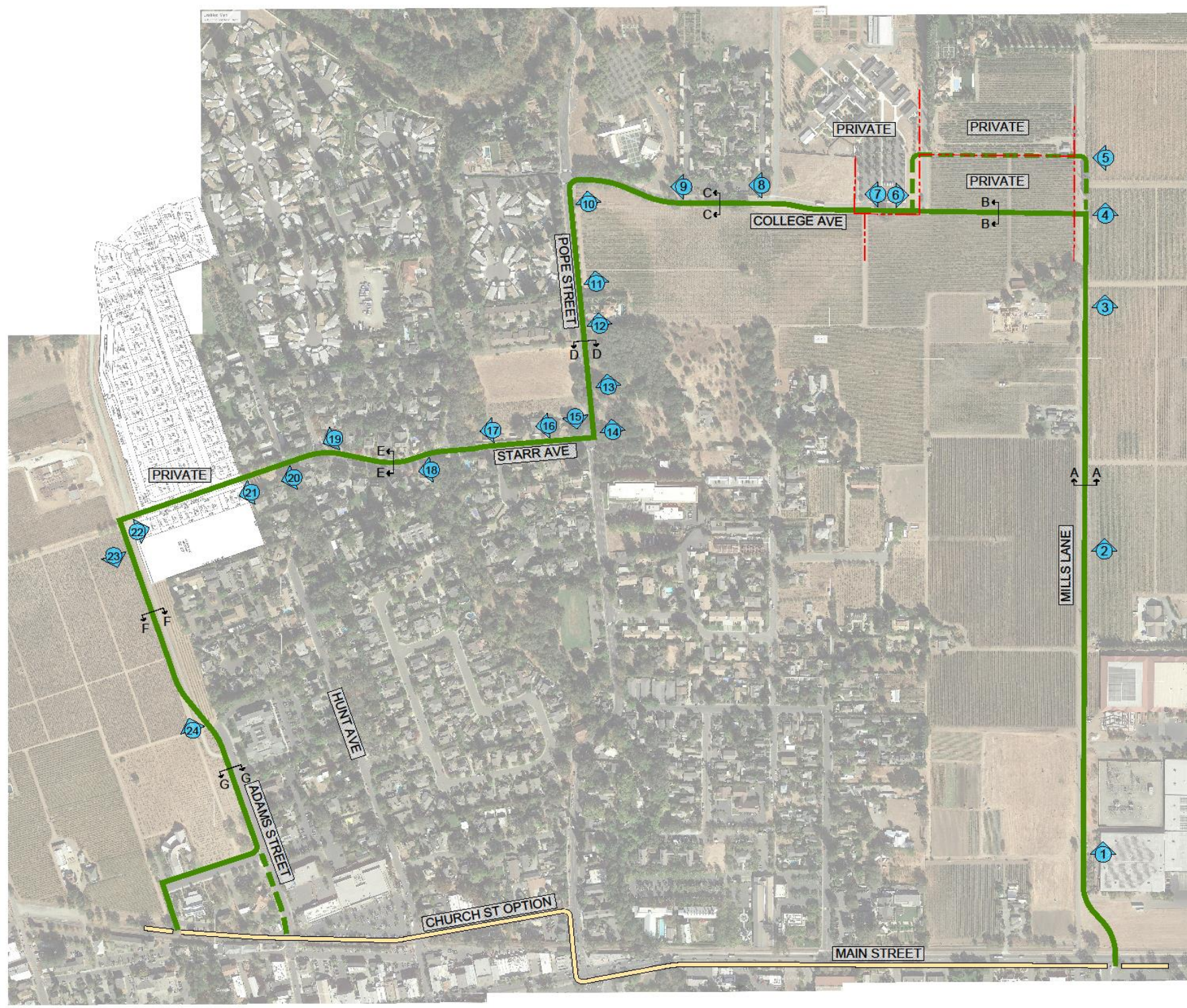


Oak Avenue Spring to Adams



Church Street Pope to Hunt

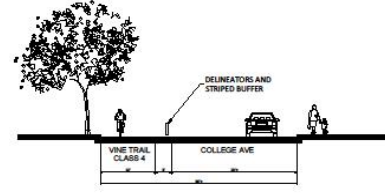




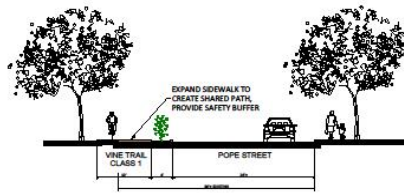
MILLS LANE - SECTION A



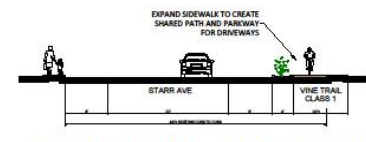
CROSS OVER - SECTION B



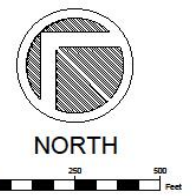
COLLEGE AVE - SECTION C



POPE STREET - SECTION D



STARR AVE - SECTION E



February 8, 2022

Vine Trail - Eastside Alternate St. Helena, California



Segment	1	2 - Oak Avenue (Alternate 1)	2 - Spring Street (Alternate 2)	2 - Church Street (Alternate 3)	2 - Mills Lane (Alternate 4)	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 (Mills, Adams) CLASS IV (College, Pope, Star)	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	Cross Main at Mills, along Mills, College, Pope, Star, Adams to Library Lane	Along Railroad RW and Pratt from Fulton to Main
Right of Way Needed	SOME	NEGLIGIBLE	SOME	SOME	EXTENSIVE	SOME
Utility and Private Improvement Relocation	SOME	NEGLIGIBLE	SOME	SOME	EXTENSIVE	NEGLIGIBLE
Street Parking Relocation	0	50+/-	40+/-	20+/- OR CONVERT CHURCH ST INTO 1-WAY	25+/-	0
Trail Standard Width ¹	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD/MINIMAL	STANDARD
Driveway Conflicts	12+/-	13+/-	17+/-	4+/-	15+/-	2+/-
Potential for Pedestrian Conflicts ²	MEDIUM	LOW	MEDIUM	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



Review of Outreach Conducted

Zoom meetings

- Thursday, February 10 at 11:00 a.m. to Noon
- Thursday, February 10 at 5:00 p.m. to 6:00 p.m.

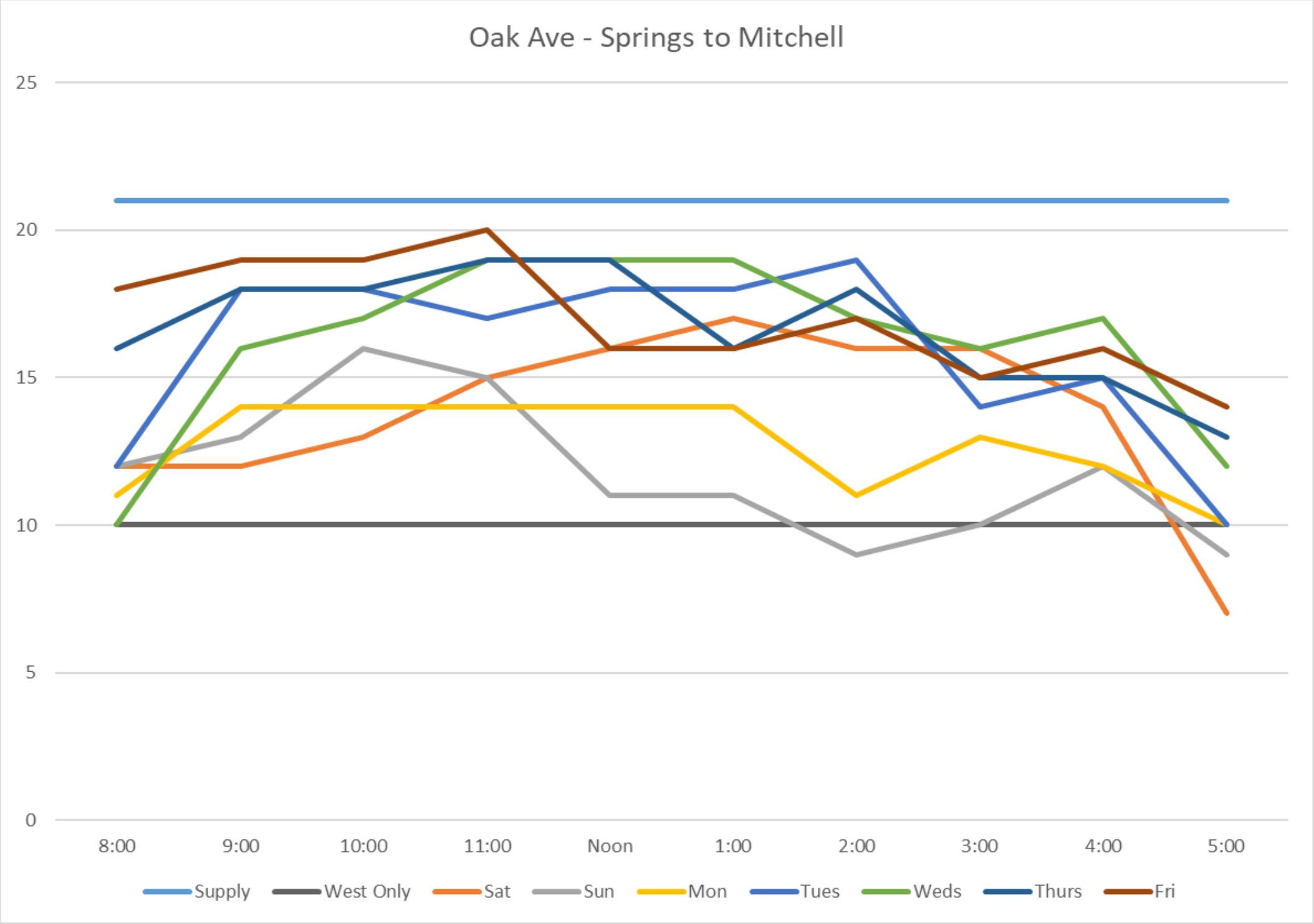
In person:

- Drop-in Format Open Houses (Outside) – Napa Valley College Upper Campus (1088 College Avenue)
- Saturday, February 12 from 10:00 a.m. to 11:30 a.m. (Spanish interpretation available)
- Wednesday, February 16 from Noon to 1:00 p.m.

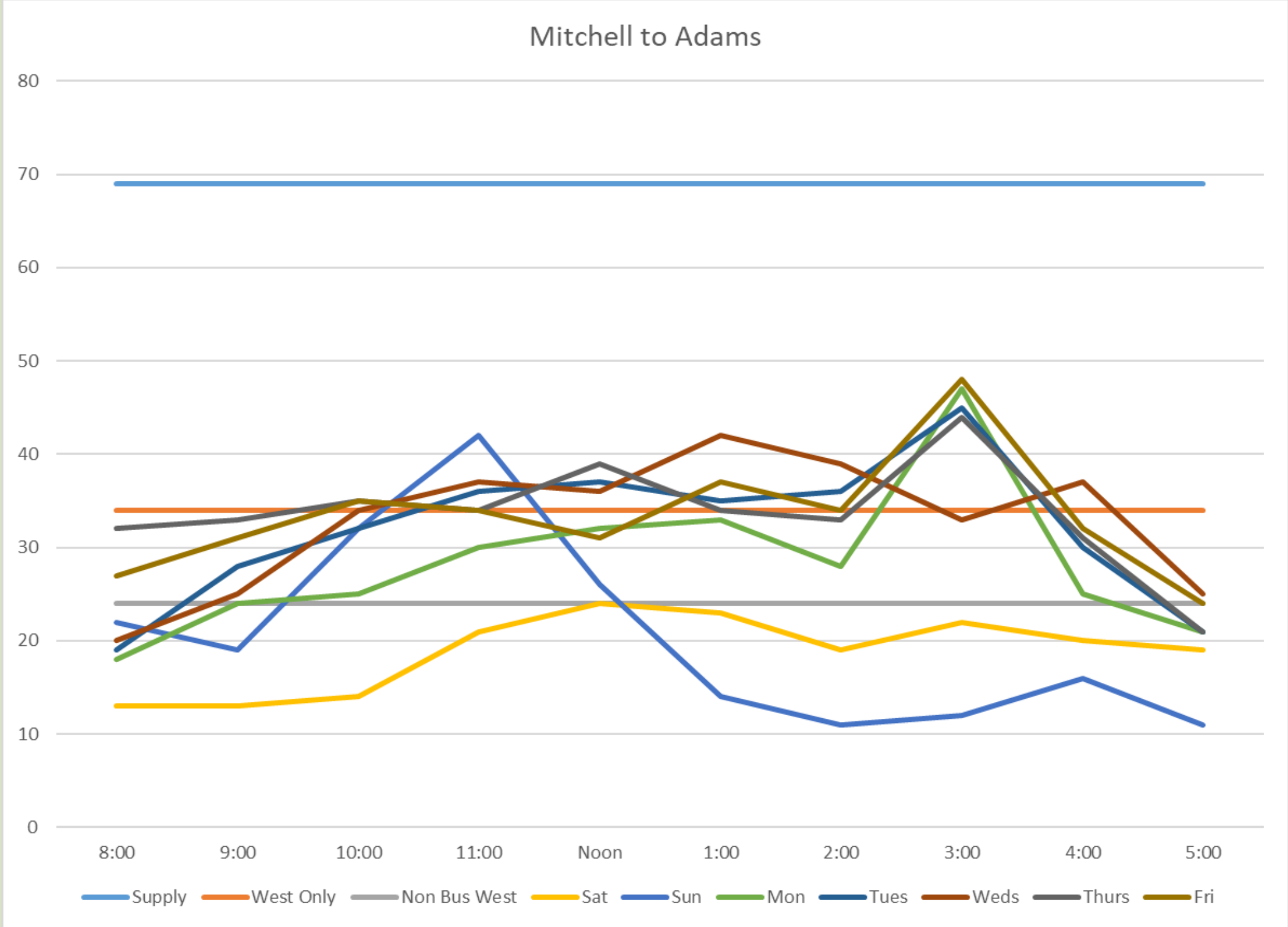
Survey via Survey Monkey in English and Spanish



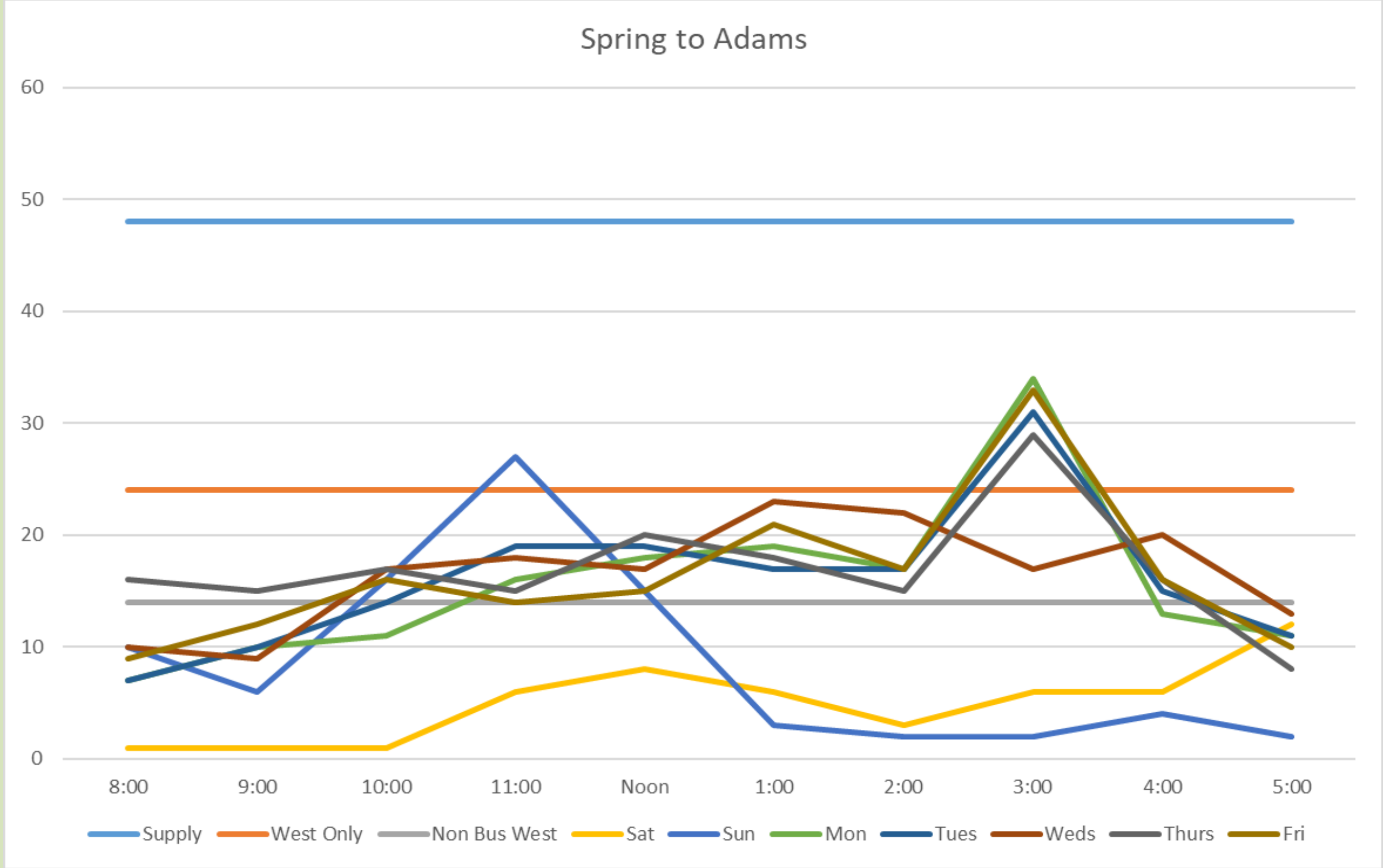
Parking Study Conducted by the Napa Valley Vine Trail Coalition



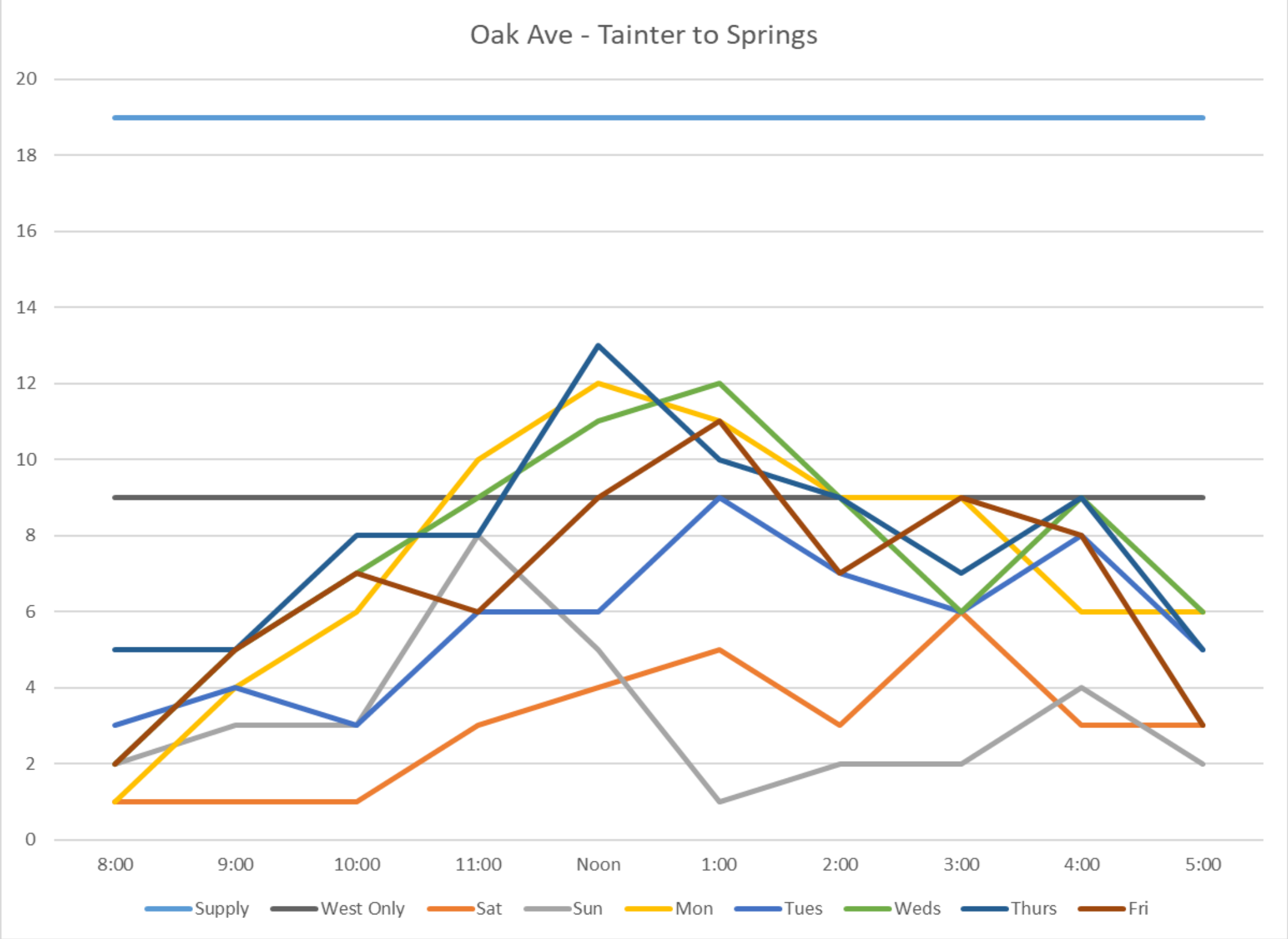
Parking Study Conducted by the Napa Valley Vine Trail Coalition



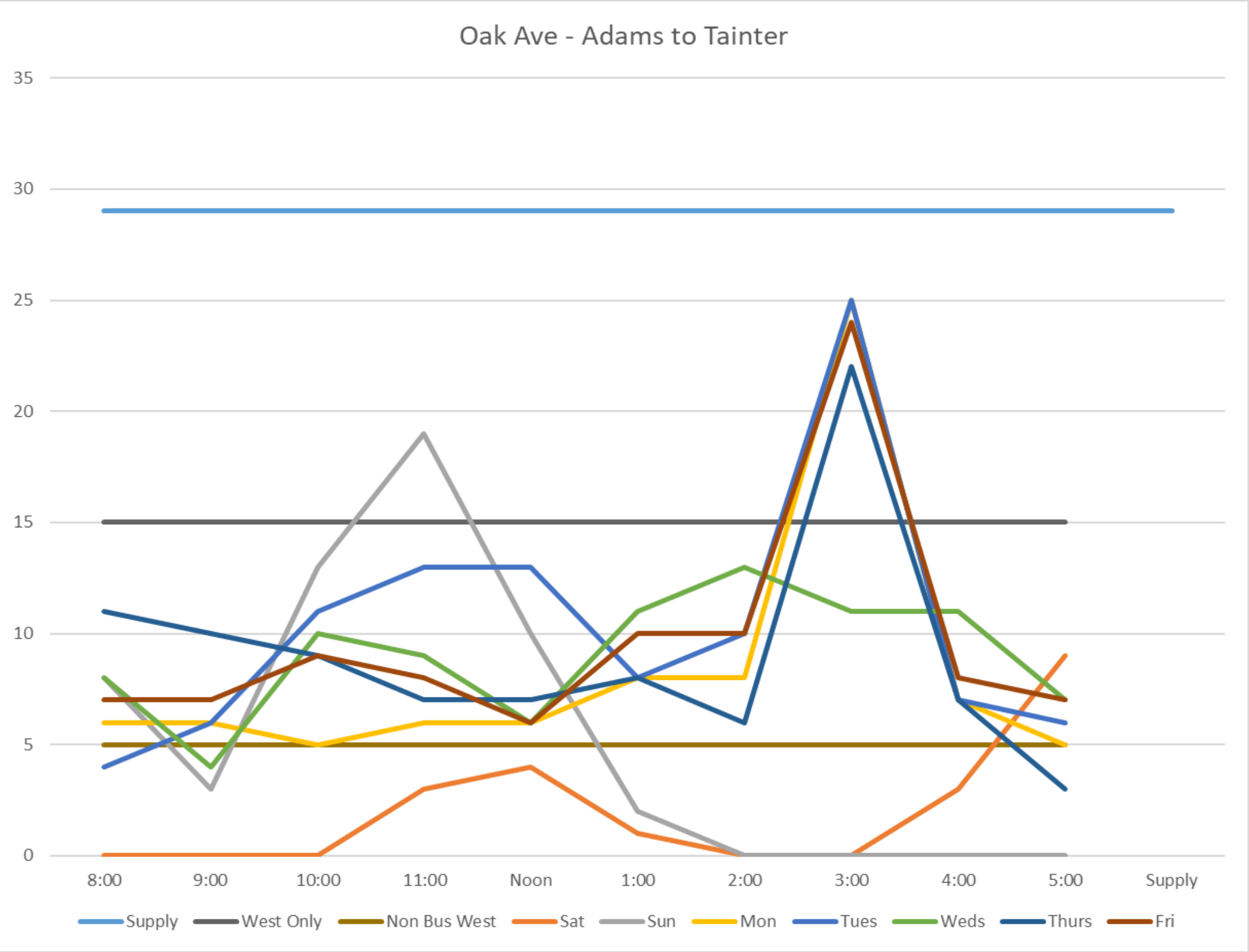
Parking Study Conducted by the Napa Valley Vine Trail Coalition



Parking Study Conducted by the Napa Valley Vine Trail Coalition



Parking Study Conducted by the Napa Valley Vine Trail Coalition



*Staff Report for the Special Joint Active Transportation and Sustainability Committee and
Parks and Recreation Commission Meeting*

Staff Report

Background:

The Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. The proposed project is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation.

The project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for the region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking. The project has broad based community support from a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding.

At the January 11, 2022 City Council meeting, the City Council received an update on the Vine Trail alignment study and directed staff to do the following:

1. Conduct outreach meetings
2. Added an additional corridor to study on Mills Lane.
3. Bring the feedback from the outreach meetings to the ATSC for a recommendation on alignment. During the outreach process, it was determined that there would be a benefit to include the Parks and Recreation Commission in this formal recommendation.

City staff has conducted the requested outreach (discussed below) which includes the additional inclusion of the Mills Lane route option.

Discussion:

Outreach conducted:

Per the Council directed outreach plan, the following meetings were convened:

Zoom meetings

- Thursday, February 10 at 11:00 a.m. to Noon
- Thursday, February 10 at 5:00 p.m. to 6:00 p.m.

In person:

Drop-in Format Open Houses (Outside) – Napa Valley College Upper Campus (1088 College Avenue)

- Saturday, February 12 from 10:00 a.m. to 11:30 a.m. (Spanish interpretation available)
- Wednesday, February 16 from Noon to 1:00 p.m.

*Staff Report for the Special Joint Active Transportation and Sustainability Committee and
Parks and Recreation Commission Meeting*

The following feedback was given at the in person and virtual meetings:

- Oak/Adams concern is school and conflict with busses, but okay on weekends. Concern is safety and child being hit. Was Sulphur Springs to Valley View Considered?
- Opposed to Oak/Adams. Concerned about drinking and conflicts with cars. Park maintenance is already deferred. How will we maintain our vine trail?
- Concern about cost. Prefers a non option alternatives (stops in south side and starts on north end of City).
- There are no solutions on Oak parking.
- Church Street is too narrow, but better than Oak/Adams.
- Concerned about getting from Hunt to Fulton. Have a navigation problem with train. Drive the route at 4:00pm at times of Safeway shopping and office building employee coming/going.
- Why can't cyclists not walk bicycles through town?
- There is a route I've done - sulphur springs to Crane/valley view to spring to madrona and then going past 7th Day Adventist church. This is already a bike trail on a large chunk of it.
- Concerned about safety. Worried about drunk drivers and one-way street potential for head-on collision. How would we put out our garbage cans on garbage day? Sidewalks are rocky.
- Does not like any Adams Street option. School is a Historical landmark. Concerned with speed bumps from a public safety perspective. Concerned about maintenance of Vine trail, even if Vine Trail is paying 50% of the cost. Parking impacts on businesses. Crossing a highway is not safe; as a firefighter saw two fatalities crossing highway. We should add a 5th option and have an informational kiosk on south/north end of town with benches and bike locks. Let people decided what to do. Saves money and hassle. Going to cause traffic, harm, safety issues in town.
- Totally opposed to Oak/Adams. I am a landlord and my tenants are concerned this alignment will destroy their business. Parking mitigation is too far away.
- We use all of Carpy Field and I can't imagine using a portion of the field for parking.
- I cycle all over. It would be convenient for me. The route that includes connecting to schools would be reall, really good. Oak is in deplorable condition.
- Lots of children live at end of Hunt and Pope and could pick up Vine Trail on Pope. RLS kids could use the improved intersection at Pope and Main to cross safely at the signal.

*Staff Report for the Special Joint Active Transportation and Sustainability Committee and
Parks and Recreation Commission Meeting*

Survey Monkey:

In addition to the meetings, the City created a survey instrument that was available from February 10 to the present. Here are some basic statistics from the survey. *Please see the attachments to review the full survey results.*

- 420 individuals had taken the survey at the time the agenda was published (the survey will continue to remain open for additional feedback).
- 6 questions were asked, with an optional demographic question at the end.

This survey was posted on the City's website on a page created specifically to include all information about the Vine Trail. These items included a recording of one of the virtual outreach meetings, previous presentations and staff reports, and information on how to provide feedback in addition to the survey via public comment for both the ATSC meeting and the March 22, 2022 Regular City Council meeting.

**Requested Action from Active Transportation and Sustainability Committee and
Parks and Recreation Commission:**

Provide a recommendation regarding Vine Trail alignment preference to be considered by the City Council at the March 22, 2022 Regular City Council meeting.

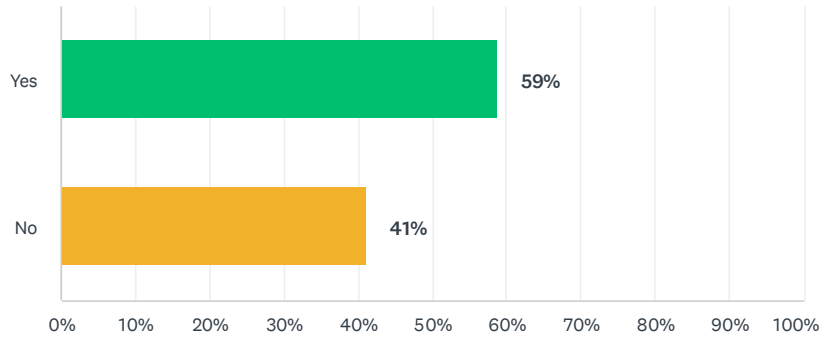
Attachments:

1. ATSC.PRC Presentation
2. Staff Report
3. Survey Monkey Results – Questions 1 – 5
4. Additional Feedback – Question 6
5. January 11, 2022 City Council Staff Report on Vine Trail Alignment

City of St. Helena Vine Trail Alignment Survey

Q1 Do you live within the City limits?

Answered: 419 Skipped: 2

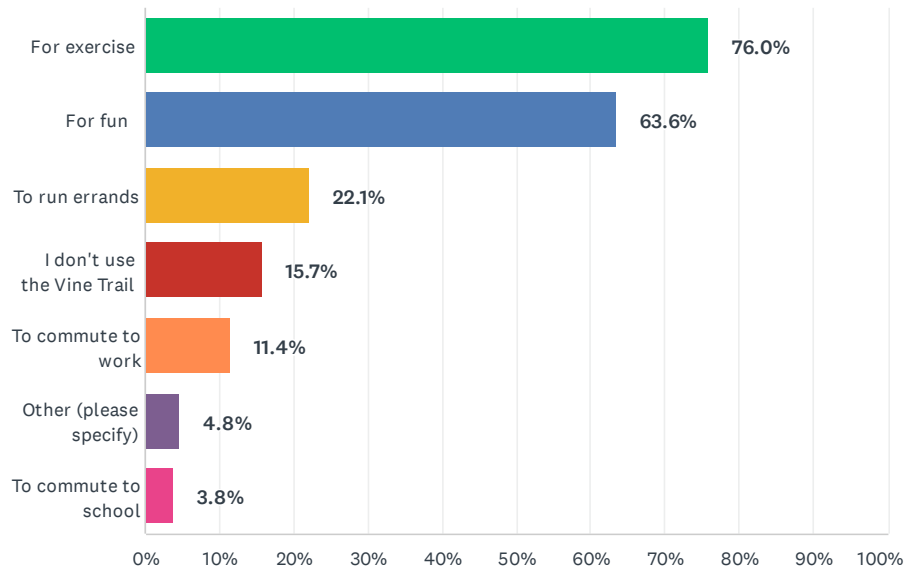


ANSWER CHOICES		RESPONSES
Yes		59% 247
No		41% 172
TOTAL		419

City of St. Helena Vine Trail Alignment Survey

Q2 For what purpose do you use the Vine Trail, or what would you use the Vine Trail for?

Answered: 420 Skipped: 1



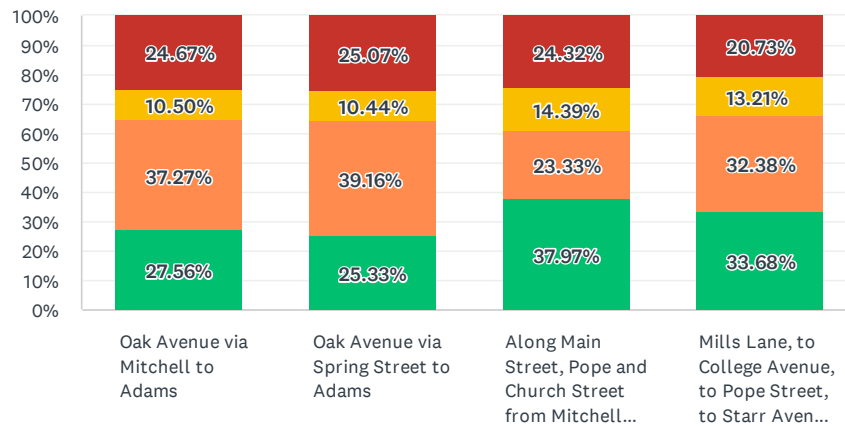
ANSWER CHOICES	RESPONSES	
For exercise	76.0%	319
For fun	63.6%	267
To run errands	22.1%	93
I don't use the Vine Trail	15.7%	66
To commute to work	11.4%	48
Other (please specify)	4.8%	20
To commute to school	3.8%	16
Total Respondents: 420		

#	OTHER (PLEASE SPECIFY)
1	for health
2	Health...I have CAD so I need to exercise every day.
3	Its an activity for all the generations together . I am 68 (I have an electric bike) My 37 yearold son and his wife and their 2 kids all ride our bikes together .
4	recreational rides
5	I'm a senior and now drive to connect to the vine trail to have a safe place to cycle. Connecting in town would be great

City of St. Helena Vine Trail Alignment Survey

Q3 How comfortable are you with each alignment option?

Answered: 409 Skipped: 12



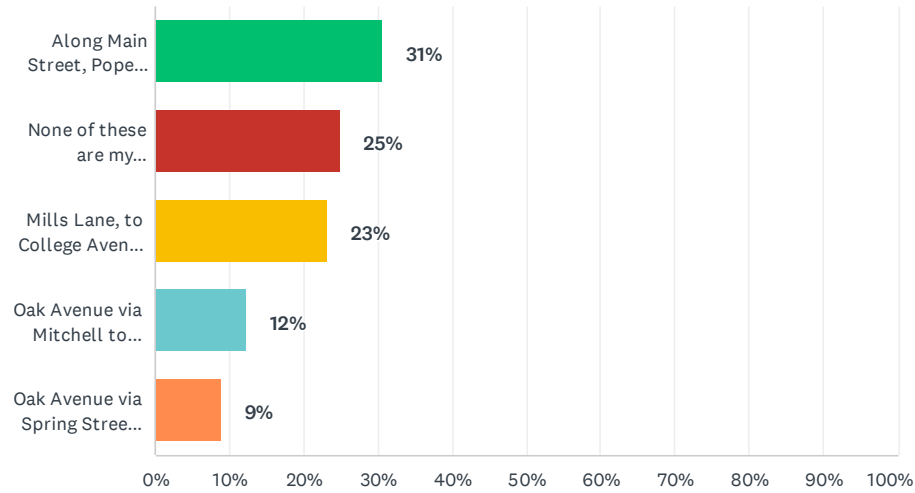
Very comfo... Comfortable Not comfor... Not comfor...

	VERY COMFORTABLE	COMFORTABLE	NOT COMFORTABLE	NOT COMFORTABLE AT ALL	TOTAL
Oak Avenue via Mitchell to Adams	27.56% 105	37.27% 142	10.50% 40	24.67% 94	381
Oak Avenue via Spring Street to Adams	25.33% 97	39.16% 150	10.44% 40	25.07% 96	383
Along Main Street, Pope and Church Street from Mitchell to Adams	37.97% 153	23.33% 94	14.39% 58	24.32% 98	403
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	33.68% 130	32.38% 125	13.21% 51	20.73% 80	386

City of St. Helena Vine Trail Alignment Survey

Q4 What is your preferred route?

Answered: 406 Skipped: 15

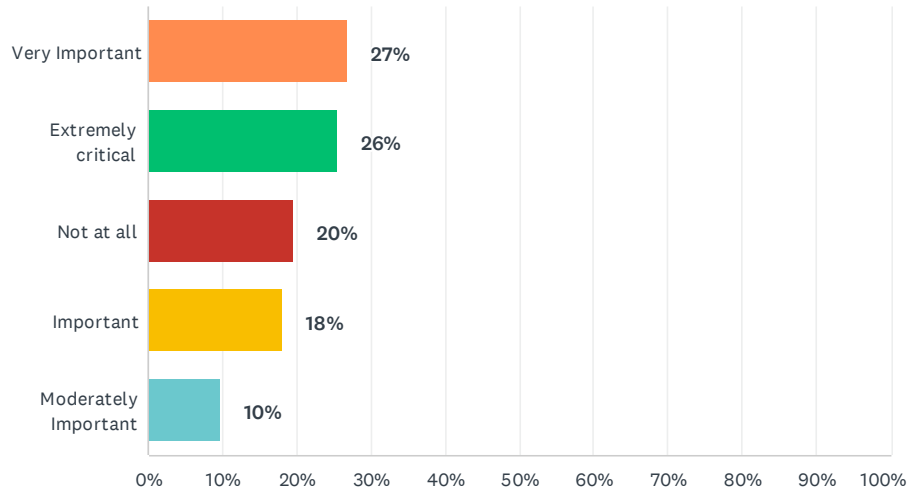


ANSWER CHOICES	RESPONSES	
Along Main Street, Pope and Church Street from Mitchell to Adams	31%	125
None of these are my preferred route	25%	101
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	23%	94
Oak Avenue via Mitchell to Adams	12%	50
Oak Avenue via Spring Street to Adams	9%	36
TOTAL		406

City of St. Helena Vine Trail Alignment Survey

Q5 Is it important for you to have access to the Vine Trail in St. Helena?

Answered: 421 Skipped: 0

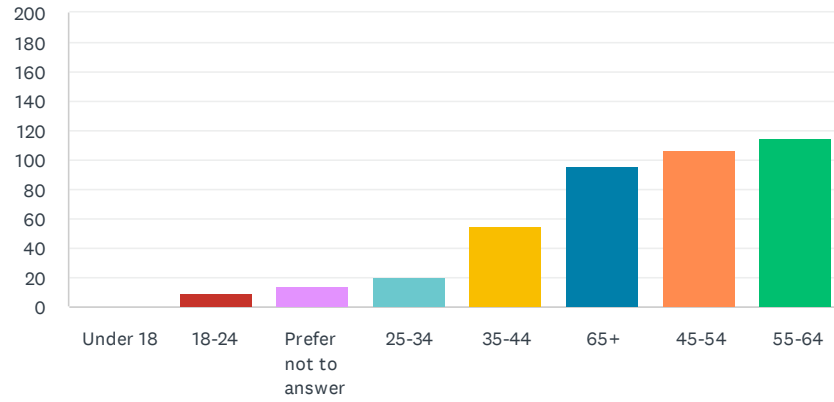


ANSWER CHOICES	RESPONSES	
Very Important	27%	113
Extremely critical	26%	108
Not at all	20%	83
Important	18%	76
Moderately Important	10%	41
TOTAL		421

City of St. Helena Vine Trail Alignment Survey

Q7 Optional: What is your age?

Answered: 415 Skipped: 6



ANSWER CHOICES	RESPONSES	
Under 18	0%	0
18-24	2%	9
Prefer not to answer	3%	14
25-34	5%	20
35-44	13%	55
65+	23%	96
45-54	26%	106
55-64	28%	115
TOTAL		415

City of St. Helena Vine Trail Alignment Survey

Q6 Please share with us any additional feedback on the Vine Trail that you would like

Answered: 206 Skipped: 215

#	RESPONSES	
1	I am fully supportive of the vine trail. To be able to bicycle small commuter segments and /or the entire length of the valley safely will add greatly to the quality of life in the county.	
2	Alterant B1 would be the best.	
3	I hope it will be done	
4	Love/ enjoy riding the vine trail, however due to all the wine tasting g rooms, feel it is safest for all to avoid hwy 29. Thank you!	
5	The Mills Lane option looks to be the least intrusive, although I didn't see this route on the document from St Helena. Although I guess it will still affect residents on Starr Ave.	
6	Chose Mills but church is a good backup plan	
7	I did not see the Mills Lane option in the documentation, but if that were available I would prefer. 2nd is Church St.	
8	I would like to see the Vine trail provide an alternate route up/down valley to avoid SilvTrail from Zinfandel Ln to Deer Park. As a car commuter and weekend cyclist, it is this area that is seems most hazardous.	
9	It was hard to decide which route is best because no details were given for where the vine trail will exist as it enters St Helena. ie. which side of 29 it will be on. From what I researched, it looks like it will be on the west side of 29 as it enters the city.	
10	It's time to get this done. It will be a huge benefit to the residents of St. Helena, and for tourists who want to experience the Napa Valley in a different way. It will also be safer than Silverado or the highway for cyclist.	
11	As much as possible away from highway 29 traffic	
12	The Vine Trail is awesome! Expanding beyond Yountville is a huge priority. Direct access to St Helena proper is not huge for me but using the trail as far north as possible is. I only occassional use the trail south of Trancas.	
13	This is a wonderful addition but should be properly planned so that it doesn't create even more traffic hassle for the downtown corridor by placing bikes in competition with cars on Main Street which is already crowded and hard to navigate and it also should not run through otherwise untraveled neighborhoods.	
14	We just need to find a way to make this happen	
15	It's a great project	
16	A safe, fun outing with family and especially the grandchildren.	
17	I don't live in SH so I am not familiar with street routes but I am looking forward to the extension of the Vine Trail. I use the Napa to Yountville Vine Trail almost daily.	
18	Love what the vine trail is doing for our community! Promoting health, wellness and community by interconnecting us all through these safe bike routes. Santa Barbara has many through bike trails...since 1998!!! Why not Napa? Let's get with the times!	
19	I think it is critical for the Vine Trail to be completed and for it to be in St. Helena.	
20	Bringing a rural bike trail thru a congested city is an accident in the making.	
21	This is a safe way to establish more accessibility. A great way to increase the connectivity of	

City of St. Helena Vine Trail Alignment Survey

both the physical city and the populace. The trail, no matter which direction it takes through town is a wonderful addition to the city and it will make Saint Helena even a more friendly place to live and visit.

22	What a fantastic project to bring another form of transportation and recreation to Napa Valley! I trust the city of St. Helena will strongly support the project through the city!	
23	It's been way too long . Hard to believe we so much push back from the community about a simple bike path which serve everyone. Once complete will really create a world class destination. Amazing that 3rd class destination have excellent bikes . We aren't asking for whole lot . Thank you for your hard work .	
24	Please do not let NYMBism direct the future of the trail. A few vocal ones can ruin the potential to help more people, specially students with commuting options	
25	I bicycle to exercise. I feel that the bike trail has taken too long to be finish.	
26	Scenic views would be appreciated	
27	Down town St Helena was not built for a bike route or road closers for giant barrel Christmas trees	
28	I love riding through St Helena, but I take it very seriously. They do not see you, and have probably had a couple glasses of wine...I am always ready to do any maneuver to save my life, especially turning off Main St.	
29	The condition and narrow aspect of Oak Ave. is a game changer...it sux...	
30	They can walk there bikes on the side walk and enjoy our town or ride on main st	
31	Already supporting the trail with donations - best to connect through town in an organized way vs a free-for-all	
32	THIS IS SO IMPORTANT NOT ONLY FOR CYCLISTS BUT WALKERS, JOGGERS, MOTHERS WITH STROLLERS, PEOPLE IN WHEELCHAIRS. IT'S IMPORTANT WE HAVE A USER-FRIENDLY TOWN THAT IS SAFE AND SECURE .	
33	I love The Vine Trail! It is great for exercise (mental and physical) and running errands. If a business is close to where I can ride The Vine Trail I will go there more often and take my bike. Plus there is nothing like seeing happy kids with their huge smiles, decorated bikes, helmets customized with stickers, and even training wheels if needed, out for a ride with their families.	
34	I don't think the purpose of the vine trail is for children to get to school.	
35	This would allow me to ride to work.	
36	We are looking forward to using the vine trail	
37	Is there anyway to look at the railroad route through St Helena with fencing along the city limits? Also is Silverado trail an option? Or along creek bed? Assume not but had to ask as both are more obvious than disrupting in town-but the trail is imp't!!!	
38	.	
39	The vine trail should parallel the train tracks through SH as it does on the rest of the route.	
40	The need for foot/bike traffic could not be more critical for the economic vitality of our town. We see several empty storefronts, talk about lack of parking, and the need to make SH more family friendly. The external perception of SH being isolationist in the valley would only be reinforced were we the only municipality to not make this work. While I live in Deer Park, I work in the schools and am saddened by our inability to grow the economic and social vitality of our community.	
41	being able to ride from Calistoga to American Canyon and Vallejo (for the ferry) is very important. We need a safe trail through St. Helena.	
42	Love the vine trail for bike riding	
43	I'd like to see the Vine Trail come into town from the North along the RR right-of-way to Hunt. Have a kiosk there to let riders know where to pick it up going South. Parking could be on	

City of St. Helena Vine Trail Alignment Survey

Library Lane and Adams Street (east side) for those wanting to drive into town with bikes.
Directional signage needed.

44	.	
45	All of the routes sound fab as long as (for safety) they have an actual bordered or separated path - in other words - more than a painted line between riders and cars. The Mills lane path seems quite circuitous, but I guess that's ok. The other paths go on very busy roads, thus the feedback about a safe, bordered path. My house burned in the Glass fire, so I'm currently in a rental in Rutherford. Would love to ride without having to be along busy 29 with tourists weaving while looking at vineyards and nothing but a painted line as a border. Good luck!	
46	I used to live in St Helena, and I now live in Calistoga, but have been here in the valley for most of my life - and the number of tourists here now make it more and more a priority to have safe bike paths to once again feel safe and comfortable riding up and down the valley.	
47	Fabulous opportunity for all	
48	I have previously lived in a bicycle friendly city and the education necessary to shift to a cycling culture is important. Many people don't follow cycling laws/rules of the road (helmets, signaling, etc.) and high speed cyclists can have issues sharing the road safely with others. These issues are of unique concern in our area that is not currently cycling friendly and because we draw tourists who may choose to cycle but not be prepared to do so safely. What will be done to educate the public? How will the trail be monitored for safety?	
49	As a Napa County resident, I am super excited for the Vine Trail to connect so many great places- to bike, walk or run! It would be sad if the trail skirted the town of St Helena, or had very few access points into town. I can easily see using the trail to bike or run with friends to shop, eat or wine taste, and the more accessible businesses, the better! Thank you for helping make this an amazing way to travel the Valley for locals and tourists, alike.	
50	I love the Vine Trail. It is wonderful that it is safe for all levels of bike riders.	
51	I want ample parking for my car, as I will travel via car to access the trail.	
52	My business is within city limits so this is why i am responding to this.	
53	The Vine Trail is not coming through St. Helena for the benefit of the locals. We already walk and ride on any and all public roads. So lets find the least offensive and disruptive route to get all those tourists through town without taking out local parking places and making locals stop unnecessarily because of tourists on bicycles!	
54	It has been a disappointing process over the past 10 years. Can't anyone make a decision?	
55	As a senior hoping to extend my biking life, having access in town near where I live is important.	
56	I think the Vine Trail is an amazing initiative that could really help to offer people an alternative to driving to see our beautiful valley	
57	Star to Adams bypasses the main city traffic	
58	I love to bike in Napa Valley but the roads have become too dangerous with drunks and inattentive drivers.	
59	I have been an avid cyclist in the Napa valley for over 20 years. I have a 2nd home in Yountville and regularly ride to St Helena. Having a safe bike trail would be a great benefit to all residents and visitors and a wonderful benefit to the City and its local businesses.	
60	I believe the vine trail through SH is absolutely critical if we want a vibrant and energetic downtown. I believe it will benefit not only residents, but also the various businesses in the city center.	
61	Please, take the important step forward by supporting the Church St or the Oak Ave alignments of the Vine Trail. Change is hard, uncomfortable, and scary. But change is also an indisputable part of life. This is a generational opportunity to embrace a small change that will have lasting impact on my children and their children, and the countless thousands of others who will use the Vine Trail in St. Helena over the coming years.	
62	Try to keep the Vine Trail off major thoroughfares due to safety concerns.	

City of St. Helena Vine Trail Alignment Survey

63	Please keep the vine trail away from streets and traffic - too many people walk children and pets on the trail along with cyclists	
64	The beauty of the vine trail is not in the individual segments but rather that as a whole it creates a connection from Vallejo to Calistoga, how cool is that!	
65	I would like the least street crossovers and direct route	
66	Why isn't a route on the west side of town being considered, i.e. Sulphur Springs to Crane to Spring? Would be more friendly to students commuting across town and would allow for a true Class I route.	
67	Move quickly, please	
68	I need to see a map to see where these routes are- I can not envision them without a town map. Can you provide a map showing the options? Naomiglass16@gmail.com 415-716-3812	
69	A non continuous option is preferable. Bike rest stop areas could be on either end of town. Cyclists don't need a dedicated path through town. As a seasoned cyclist, I would much prefer to choose my own path the few blocks of downtown rather than disrupt either the east or west side.	
70	creating safe biking trails is important; however, none of these seem like great options given the existing congestion on these specific streets, already limited parking, and these are all residential areas.	
71	I'm a strong advocate of this project. It's personal to me as an avid cyclist, but in addition I strongly believe that it will increase tourism and most importantly, save lives. Having cyclists and wine tasters both sharing Silverado Trail is a disaster. My strongest preference with respect to any decision making is whatever makes it happen most quickly. Thanks to all that are working to make this a reality.	
72	This is a great community asset.	
73	Can't wait till all of the trail is completed!! Would also like to have the trail when along the highway swept on a schedule.	
74	Please consider mostly the local resident homeowners and their needs on their streets to be able to safely access their homes and driveways and enough room/space on their street for themselves and the current and future needs of local traffic and deliveries.	
75	As someone who has worked in St. Helena for almost a decade, please don't let a vocal minority of our community reject this critical opportunity for safe, accessible walking and biking through town. The alignment proposed by the Mayor and Councilmember Hall is almost as bad as no Vine Trail - it would force those who want (and need) a safe place to walk and bike to stay out of downtown, and be relegated to the fringes of our community. Shame!!	
76	This is a highly desirable route for locals and tourists especially with the boom of cycling since the COVID pandemic.	
77	Parking and traffic around Main Street is already difficult enough. Although access to the Vine Trail in St. Helena is very important to me, please don't bring the trail through already congested areas. Thank you!	
78	It's time to get people out of their cars and onto other forms of transportation and this is an important link.	
79	what is the parking spot replacement plan for stealing parking from the already congested and limited parking down town or in the impacted residential streets?	
80	If Pratt Ave is going to be used it must be repaved. It is unsafe.	
81	It should not run through our already crowded neighborhoods. Maybe Run it along the railroad tracks path.	
82	The mills route is too far away to encourage residents to use sustainable transportation around town. There is no benefit from this route!	
83	I think that no matter what any survey says nor what any resident of St Helena says, the town council will do whatever they want to or whatever is most convenient for them, since none of the routes are nearby where any of them live. They simply don't care!	

City of St. Helena Vine Trail Alignment Survey

84	I feel the city of St. Helena should figure out how we can accommodate the vine trail. I don't think vine trail users will park or dismount/ walk their bikes through Main Street in its current form. A long time resident told me when I first moved here in 2014 that I need not worry about future projects....nothing gets decided in St. Helena. I was in Holland last Oct. & the sheer number of bike riders commuting to work is impressive. For folks complaining about traffic the vine trail could be an answer. I won't ride my bike in town or on the Silverado Trail because I don't feel safe but would use a dedicated space. I heard a comment at the community forum last week about all the many issues the city needs to fix but let's remember that almost all the money comes from the vine trail organization.
85	The Vine Trail will be an asset to St. Helena as it connects our town to down valley in a safe and community enhancing way. Allows more people to visit our town, support local retailers and restaurants without creating more vehicle traffic on our roads, particularly Hwy 29/Main St. We must have the Vine Trail in St. Helena.
86	Please make it happen ASAP
87	It is critical to have public space for use for walking, biking, and particularly for children to have access to a path where there is not a threat of cars. Fully in support of the Vine Trail
88	St Helena is easily bikeable as-is, so let's keep the vine trail traffic away from congested areas as much as possible and then riders that want to visit downtown can easily do so
89	From my desk on the 3rd floor, I have a birds-eye view of the challenging traffic patterns across Pope x Church x Main x railroad tracks. Equally challenging is the other end of Church x Hunt/ Railroad, where traffic converges from 6 different directions, including the big-rig trucks from Safeway and the Wine Train. The idea of overlaying the Vine Trail atop this dangerous mess is ill-conceived. As a resident at Mitchell x Voorhees, it is equally irresponsible to consider using Oak for the Vine Trail. The fact that the elem school is located at Oak x Adams - with all the parent traffic, child pedestrians and school buses already clogging up that area - would seem to add more danger and is ill-advised. To me, routing the Vine Trail around the edge of the busy downtown corridor makes the most sense. Don't get me started on the people who park trucks and oversized vehicles all along Hunt, Church and Pope, encroaching on driveways and busy street corners, and blocking the view to make a safe entry into traffic. Please accept my sincere gratitude for considering my feedback and opinion!
90	Help develop the Vine Trail to have singles and families enjoy outdoors and exercise together
91	The connectivity would enhancing going throughout the valley.
92	I highly oppose the Vine Trail on Church Street! As it is there the road is narrow with street parking and traffic flowing both ways. Large trucks also use Church Street for Safeway, beverage deliveries to business on Church St, and other vendors.
93	We need fewer cars in St. Helena! People who are complaining about parking need to walk and ride more! Bikes are not what is causing traffic. Cars are! Do not let the loud few push the Vine Trail out of St. Helena!
94	It is unfortunate that any potential Vine Trail through the city of St. Helena puts extreme pressure on already challenging intersections and thoroughways for the locals to get to and from schools, stores and medical offices. In a perfect world, Church street would be a one-way going north, Oak Avenue one-way southbound, and St. Helena Main Street would be for foot and bicycle traffic only, as well as outdoor dining from Mitchell to Adams St., or even Pine Street on the north end of town.
95	Please put the money into improving overall road conditions. Well maintained roads can serve both cars and bikers alike.
96	It would be nice to include safe routes to each school in town via the trail.
97	Please, please, please make this happen.
98	Back roads are far better than Main St./Route 29.
99	Anything that can be done to link Calistoga and St Helena would be appreciated For those of us not living in SH a map of the proposed routes would be more helpful in making a decision for preferred routes
100	I live just south of town, off of West Zinfandel Lane. I am really looking forward to being able to

City of St. Helena Vine Trail Alignment Survey

get to St. Helena and get around the town without having to drive on Hwy, 29. And I look forward to a safe way for the children of St. Helena to get around town, to travel to and from schools and activities, on a safe biking & walking route.

101	Please proceed to implement this project. As a retired road Maintenance Supervisor from Solano County for 34 years and an avid cyclist both my wife and I from Napa, and a lot of friends that travel to the Napa Valley from the Sacramento/Folsom Area to cycle and frequent the wineries, and restaurants. This would enhance the safety of the community and improve the overall traffic follow through the downtown.	
102	Caltrans/Wine train took a swath of land from our vineyard over 20 years ago. They completed the road improvements without touching that land. It could be a great part of the bike trail walking path at hwy 29 and Zinfandel on the east side of 29.	
103	no thought	
104	I do not live in the area	
105	Connecting the Vine Trail is long overdue. The community benefits far outweigh effects from changes that need to be made in the city plan to accommodate this project.	
106	Would prefer keeping path on East side of 29 and extending the Class 1 section along the railroad tracks.	
107	Very excited this is being worked on to connect the valley. Can't wait to run on it.	
108	Oak and Adams on the west side of Main are very congested w schools and new businesses. The eastbound Adams x Main intersection and stop light are maxed out. Adams is a narrow road. It would be dangerous and unnecessary to add further complexity to an already stressed street. The various options on the east side of 29 through town are preferred. I believe that we should plan this path with the highest volume use in mind. I believe that the bulk of the use will be from people going through town as bike commuters and cyclists, not necessarily those who live in town who might use it for errands.	
109	we bike the vine trail now and we LOVE it, it would be great to have more, thank you	
110	wish we could work something out with the train. I see a lot of dangerous situations going thru town. If we could stop the train south of town, let them have a great destination there we could use the track ROW	
111	The cine trail will Create opportunities for a Safe way to ride bikes through the Napa Valley	
112	Not everyone is going to be happy with the decision. This is true of everything we do. People do not like change. This being said, it is important to hear feedback. This decision has not been "presented lightly", yet community members are acting as though they have not been "asked for input". There are, I am confident, other factors involved. I am grateful for Chuck and team - and Blue Zones pushing this initiative forward... thank you all.	
113	wide lanes for all users: bikes, ped, etc. water fountains doggy bags benches	
114	The Vine Trail is crucial to the safety of everyone. Accidents and deaths with cars and bikes could be avoided. Getting bikers off the 29 and the Silverado Trail will save lives and getting the Vine Trail open is the responsible thing to do for everyone's benefit.	
115	We can't wait to be able to access the Vine Trail from St. Helena - it is a great family experience, and we will do so more if we do not have to load bikes up in our car to access it	
116	The Vine Trail is important to me as I continue to teach my child health habits. We are currently able to ride from Napa half way to Yountville, once we reach that goal, it would be fabulous to have a safe route up to St. Helena.	
117	The Vine Trail is a vital resource that connects communities together through a shared appreciate for exercise, engagement and appreciation for where we live. We are lucky to have the current stretches in use and I look forward to the additional connection from Calistoga to Yountville as I live and work in St. Helena. I appreciate all you do.	
118	Why do not any of these exit St. Helena to the north via Fulton? Also, is there no way to build a path along the railroad right of way? We cannot remove street parking or deleteriously impact neighborhoods. We need to be careful of this. We also need to keep bikers safe. Thank you!	

City of St. Helena Vine Trail Alignment Survey

119	As a citizen of Calistoga who enjoys visiting St. Helena, I feel as though I would visit more often if there were a safe connector of the two towns where I could avoid driving my car.
120	The most important thing is to bring the access and route to the VT up valley. I don't think having it run directly through town is important as long as there are ways to access it like Pope or Adams. It is difficult to imagine how it could come directly into town without negatively impact the residents who live there. Having the route run along the river makes the most sense and seems like it would be beautiful. If there was an option to ease it in through town, like they did in Yountville, that would be beneficial.
121	Important for the whole valley to have the wine trail, locals and guests alternate transportation
122	Our town needs it
123	I live on Church Street and I am especially concerned about this option. It's a busy street, with kids & pets. Extra people would make it dangerous. The traffic at the intersection of Pope & Main would be even worse than it is now. Simply a bad idea.
124	N/a
125	Keep up the good work
126	Great alternative for walking and biking from town to town then driving, causing air pollution.
127	This needs to be a top priority. The worldwide acclaim will only grow if we can accomplish this, to the ultimate benefit of all of our local businesses.
128	The Vine Trail is very important for the future of St Helena.
129	What a negative that St. Helena city would consider being the broken link for the vine trail. Don't bring more negative energy to a downtown that isn't thriving because of lack of planning to handle traffic and parking.
130	I think it is a very important feature for the young. I am elderly and would use it for walking occasionally, but I think it is valuable for our citizens.
131	Go, Vine Trail!
132	We need better ways for residents to get around town and avoid the mess on highway 29/main street.
133	No Vine Trail through St Helena. Spend the money that would have gone to maintaining the trail on mini parks at each end of town where riders can park their bikes and walk around our town, support the local businesses.
134	Citizens didnt ask for this trail. Who will be paying to maintain this trail? Hopefully not St. Helena given all of our financial struggles. The advocates for this trail will not be effected at all, while home and business owners will. We don't need a trail running through town. We cannot handle it. I think the trail is great for stretches between towns, but we don't need to hurt locals
135	Unless the wine train is utilized as a commuter train the tracks would better be served as the vine trail path. Alternatively, shutting down Main Street to allow cycling/walking paths and outdoor restaurant, community gathering spaces would be the ideal option
136	Would love this. Opportunity to get out there and walk
137	I love the idea of the vine trail, though no where else along it's path did it have to go right through a town. This town originally was not built for the infrastructure to house a bike route. Getting through town already is often hectic and adding these bike routes through town would cause further distress for locals and tourists alike whom are more inclined, unfortunately, to drive than to bike or recreate.
138	This would adversely affect neighborhoods and take away what is already limited parking.
139	the Oak Ave or the Church/Railroad routes are both good. The loss of parking spaces is overblown/can be mitigated. Move the bus drop off. Ask the SHUSD to solve this problem, they've managed throughout covid with lots of changes, they can solve this problem too! select an option locals will use...thank you!
140	I'd like to see the vine trail end on the south end of town at Grayson Ave. and start again at the north end at Pratt Ave.

City of St. Helena Vine Trail Alignment Survey

141	Vine Trail should not go through City limits. Stop it before south of town and pick up north of town.
142	Please revisit the "gap" option - our town is too small and already congested to have the Vine Trail run through.
143	Route variation suggestion: On the route that goes to Spring Street, I suggest installing a lighted crosswalk to turn east (towards the bike shop) and then using the 3 parking spaces in front of 1200 Main Street to connect with the alley way between 1200 and 1210 Main Street. This would then connect with the railroad behind the Main Street buildings where the back street is wider. The bike route could then continue north of Hunt Avenue as proposed in the Church Street route. Back up plan suggestion: If it would come down to having a gap in the Vine Trail within St. Helena, I would then recommend the Vine Trail consider relaxing the Class I (or IV alternative) requirement. Instead, Class III bike routes shared with car traffic could be installed along both the Adams Street and Church Street routes. This would alleviate parking loss concerns, but could still have improved crossings, street quality, and striping/signage for cyclist safety and easy navigation.
144	I would vote for an option that would by pass the city and the residential homes. It would be great if there was a place where visitors could park their bike at the south and no the ends of town and walk through the city. This would not create any issue for the neighborhoods and business and bring more tourists to the city. Similar to the break in Napa at Oxbow. As residents of St Helena we are very opposed to having the trail run through the city.
145	None of these options seem right for the community and for traffic.
146	St Helena street are already very impacted by traffic. Adding the Vine Trail on any of these streets would be very dangerous. Drive along Oak Avenue on any given day and its very obvious that we don't need to add a vine trail.
147	Away from the neighbors and small streets on the west side of highway 29 that are already congested would be ideal. Thank you.
148	Taking Charter Oak Ave (instead of Mills as it exists now) to Pope is already the half-mile detour that I have to take when I bike to downtown. The Vine Trail should make it easier for people to walk and bike downtown, so making it a super long detour to Pope and Starr would really not be making an improvement to the existing bike route. It will also be far more expensive to build.
149	-Maps of the options on the survey -impacts of each of the options- loss of parking spaces, financial impacts, There is not enough information to have any kind of educated opinion about the options.
150	I'm a teacher at SHES. The thought of losing parking on Oak & Adams as well as losing part of our field for staff parking is not acceptable. Please do not allow this to happen.
151	Knowing how people drive in St. Helena, this is not a good idea at all. There should be no parking spots given up for the Vine Trail, parking is already difficult if not impossible. The trail can pick up again just North of town.
152	As a frequent visitor to Napa Valley to ride and dine easy access near restaurants but not in traffic is the top priority.
153	I strongly disagree with the proposed Mills lane option. This could put people at risk as they would be traveling through activity farmed vineyards. All parcels on Mills lane are zoned as Ag 20 and have the right to continue farming as they see fit under the right to farm act in Nap County. Thank you
154	Mills lane would cause way too much of a detour, bikers will see main street ahead and carry on towards town regardless of signs. No need to cause such a detour, keep the path as close to town and get people into town to shop and explore.
155	The Vine Trail is an opportunity to dramatically enhance and encourage recreational activities and exercise, reduce environmental impact, and encourage tourists to visit St Helena while also reducing drink driving. I cannot think of a more positive impact for the community. I would use it often and encourage others to do the same.
156	there must be better solutions - these seem so trafficky and unsafe for riders and drivers. would be great to not have it cross hwy 29

City of St. Helena Vine Trail Alignment Survey

157	It would be great if you could take over the wine train and use their land
158	You need to provide a map outlining a road with a survey. You need to talk about traffic for residents living in VERY close proximity to these proposed options and you need to be very honest about the reality of increased participation on daily ridership on the VT not just weekend warriors. Most families still rely heavily on transporting their students via car.
159	The loss of much needed parking is a great concern. The mitigation options offered are inadequate and in no way actually mitigate the lost parking.
160	Thank you for asking
161	Mills lane is not a good option especially considering there is not currently enough room on the road for two cars to comfortably drive past each other. There is also a huge liability for the growers with bikers going through the vineyards. Additionally, it's my belief that most tourists and users of the Vine Trail in Saint Helena will not actually want to do that big of a detour around town and will end up going through town instead of using the trail if it's on Mills route.
162	For locals, the route should be shorter than regular streets. For tourists, sending them through back streets won't work
163	I think there should be a gap in the trail. Stop it at Pope/Mitchell with picnic tables, bike racks, kiosk with directions and shopping suggestions- a mini welcome center. Let them walk/ride their bikes through town and pick up the vine trail on Railroad/Adams. This way they actually stop and visit our town hopefully shop and spend money.
164	No path in town
165	No path in town
166	I like the idea of the vine trail, but don't like the options presented. I like the idea of the GAP version, leaving in town St. Helena out, with options to pick up the trail north and south of town with no connectivity in town. Thank you.
167	There should be a gap in St. Helena.
168	I don't like the plans to change the front of the Elementary School and Carpy Field at all. Oak Street is already very busy during school hours and this would add to the congestion. I prefer the other two routes.
169	Regardless of the chosen route, I think it is important that St. Helena pick a designated route. I worry that otherwise cyclists trying to go between cities will end up on Main Street through downtown, causing traffic congestion or getting injured. The General Plan proposes bike lanes and dedicated bike paths throughout St. Helena to make getting around using alternative transportation more accessible. It is important to note that the Vine Trail should eventually just be one of many safe options for biking in St. Helena.
170	Note that there are two proposed connector routes in the general plan maps for future road ways. 1. Extension of oak from Mitchell south to Grayson. 2. Extension of Allison south from charter oak to mills lane. These should be considered in any alignment
171	I think St. Helena should be a gap in the VT
172	I would prefer a gap in SH. Town is too congested!!
173	I would prefer a St. Helena GAP. Thank you.
174	No one wants to give up land worth \$xxx but how much did they pay for the land?
175	Please don't take the parking away from Oak st. And consider banning electric bikes on the vine trail. Also I think the vine trail is very dangerous you have bikes and pedestrians. This is so unsafe . It's just a matter of time for a biker to hit a pedestrian and kill them.
176	I may be supportive if the trail was on the outskirts of town only not thru the center of town
177	City council needs to make progress and not be scared of short term pain for something that will provide long term safety, access, connectivity and value to st Helena
178	Subjecting local citizens to the Vine Trail encroachment through business districts is unacceptable. Please find an alternate route with less daily impact. Citizens first!

City of St. Helena Vine Trail Alignment Survey

179	Traffic is already bad in town. I worry that bikes will increase accidents or increase traffic because of signals for the bikes along town routes. I don't want the trail by the schools. I don't want it along the main route to Safeway. I don't want it to clog up the pipe street bridge by college with a signal for every bike. Underpass???? Along the river by pope? Traffic because of increased bike traffic is my main concern.	
180	Please not on Oak Avenue. Residential, schools, church and business affected.	
181	Taking away 50 parking spots from locals is insane. We need the parking. Imagine what would happen to the Oak avenue and Adams businesses. These options are incredibly i thoughtful to our business owners and locals.	
182	It is the right thing to do	
183	What is the cost the city will be responsible for related to the Vine Trail? The city has far more important infrastructure issues (and expenses) to focus on before the Vine Trail project. No dedicated Vine Trail through St Helena.	
184	St. Helena should spend the money on fixing roads that are severely damaged with potholes before spending money on this. Streets like Grayson, Birch and Mitchell are embarrassing. I understand these might not be roads that tourists travel on, but residents do and they need to be fixed.	
185	Once you get on actual roads riding becomes not enjoyable speeding cars especially Pope and Mitchell and the roads are terrible namely Edwards, part Of Spring.	
186	I am disabled. I need to be able to park in town to go to local stores.	
187	Please do not add additional pressure on our current road/city roads. Traffic and parking are already a major issue.	
188	Don't allow a bike trail to destroy our community for a few bike riders. I value the activity, but it doesn't add any value to our community when you're taking away parking and restricting our town roads. There's already enough traffic as it is.	
189	Too much school activity on oak street.	
190	I will be completely upset if you take my parking away, and make my street a one way. This is really ridiculous!! First Piscasso's and now this!!!! Stop Messing with our town because of someone's ego!	
191	I am NOT IN THE LEAST INTERESTED in any route that removes even ONE downtown parking space. It is too difficult to park downtown already - and, biking IS NOT always the best mode of transportation even for those of us in town.	
192	It would be easier to envision the routes if you provided maps on the survey. Also where would the parking be for vine trail access?	
193	Why not walk thru St Helena. Get off bikes and see the town. Preferred route down Railroad to Fulton then walk bike to tree tunnel.	
194	I do not like any changes that would directly affect the school property, thus limiting parking even further and congesting the traffic even more so than now. No thank you.	
195	the vine trail does NOT need to go through town, keep it on the back side or people can get through town without the trail and just resume the trail outside of town, this whole trail is a hindrance.	
196	The cost to the city needs to be transparent and the idea of a Kiosk/locked bike rack at the edge of Main St is great. Get off the bike and take time in our city. If you want to bypass us it shouldn't be through the city.	
197	I think the Tony option needs to be put in. Thank you.	
198	Church street is totally inappropriate for the vine trail	
199	Some residents whose streets will be directly affected by the loss of parking due to the bike trail have expressed previous concern to the council that because of this, they feel the "Church Street" route is the best route. What they fail to consider is that Church Street already has limited parking. There is currently parking on one side of the street only. Additionally, should	

City of St. Helena Vine Trail Alignment Survey

the Church Street route be selected, local residents, students, workers and tourists will be traveling by (and using) the rest area/public bathrooms at the corner of Church Street across from Safeway much more frequently, and at a higher volume. This city-serviced rest stop is in need of a serious update with regular city maintenance. It's quite the eyesore. It's something to consider.

200	Additional illuminated crosswalk options	
201	We are donors and it would allow us to have our kids on bikes near our home (we would join the trail at Lodi). Currently we have no way to get to downtown, Brasswood (easily) or to Crain park without a car. Currently we take walks down Lodi and walk through some vineyards to get to Brasswood.	
202	Church street would be dangerous. There are too many speeding drivers. The street is too busy with Safeway trucks and is too narrow to be safe. What would the neighbors do on trash day? Have you thought about putting the trail behind Church street in the alleyway behind the businesses in Main Street? It's very quiet and no risk for the people on bikes and no impact to residential parking. My email is Jhilger1 @ me.com if you want more information	
203	Need to evaluate Sulphur Springs to Crane to Spring to Hudson to Madrone-cross 29 then Park to Pratt.	
204	Thank you for your help with this. We continue to hear that Vine Trail has researched many routes, but when questioned about it, Chuck and Vine Trail team say they basically "thought" about it and then immediately ruled out other routes because it didn't fit their view of the Trail. That's hogwash and a waste of everyone's time.	
205	The Vine Trail is a huge opportunity to increase active transportation opportunities and decrease traffic congestion in St. Helena.	
206	I am looking forward to the connection to Yountville	



Report to the City Council
Regular City Council - 11 Jan 2022

Agenda Section: OLD BUSINESS

Subject: Update on Napa Valley Vine Trail Alignment Study through St. Helena

**CEQA Exempt
Determination:**

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

Reviewed By: Mark Rincon-Ibarra, Public Works Director and City Engineer

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

The Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. The proposed project is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation.

The project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for the region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking. The project has broad based community support from a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding.

On December 11, 2018, the City entered into a Professional Services Agreement with BKF for work associated with the St. Helena Downtown Improvement project. There have been three amendments to the PSA with BKF, with Amendments No. 2 and No. 3 including work specific to the Napa Valley Vine Trail (NVVT) segment through the City of St. Helena. The amendments pertaining to the NVVT are as follows:

Amendment #2:

Based on Council feedback from the May 28, 2019 City Council meeting, on June 25, 2019, the City Council approved Amendment No. 2 with BKF. This amendment included \$32,500 specifically designated for the NVVT School to School Feasibility Study which was to look at a connection on Oak Avenue for the portion of the NVVT through the City of St. Helena as well as to provide additional street alternatives to the east of Oak Avenue.

Amendment #3:

On December 14, 2021, the City Council approved Amendment No. 3 with BKF. The original Vine Trail scope of work was to develop the plan and alternatives without presentations to committees or the Council. This additional task included funding for approximately 28 hours of presentations to committees and the City Council.

Connection to the City Council Workplan:

The Napa Valley Vine Trail is item 1C in the City Council's adopted workplan *"Complete analysis of St. Helena Vine Trail route options and facilitate Council decision making on preferred route"* under the Citywide Goal 1: "Improve and maintain safe and reliable City infrastructure with a commitment to environmental stewardship, public health and public safety."

DISCUSSION

It is anticipated that the Vine Trail will apply for the Active Transportation Program (ATP) Grant to fund the trail through the City of St. Helena. The probability of grant award is greater if a corridor through St. Helena is identified on the application. The Vine Trail has notified the City they intend to submit their grant application in April 2022 (the grant is due June 15, 2022).

Per the Council's direction on June 25, 2019, BKF, the City's design consultant, in partnership with the Vine Trail, completed a feasibility study of two alternative north/south routes east of a conceptual Oak Avenue corridor. The jointly funded analysis results in three corridors with some possible minor alternatives.

The three alternatives studied were:

1. Oak Avenue via Mitchell Drive
2. Oak Avenue via Spring Street
3. Along Main Street to Pope and to Church Street

If additional concepts are desired beyond the three studied to-date, there will be an additional fiscal impact of approximately \$10,000 which include a site visit, identifying site constraints, design mock up, and applicable presentations.

Outreach:

The City has not yet advanced formal stakeholder/community outreach on the three route alternatives. Conceptual stakeholder/community outreach is envisioned to include at minimum:

- 2 "Zoom" Community Workshops
- 2 Drop-in Format Open Houses at the Carnegie Library
- 2 Business focused Zoom Meetings

Formal outreach can be accomplished within an approximately four week period. It is recommended that feedback from formal stakeholder/community outreach be presented to the City's Active Transportation and Sustainability (ATSC) Committee for a formal recommendation (the ATSC did provide preliminary feedback to Vine Trail and BKF representatives on the three corridors at a Special Meeting held on November 17, 2021). The minutes (including feedback) and the presentation from Vine Trail are attached to the staff report. An informational presentation was also received by the City's Parks and Recreation Commission on August 16, 2021.

The Vine Trail Coalition has held informational meetings with the Chamber of Commerce and report they have met with businesses on Oak Avenue. Additionally, the Vine Trail provided an informational presentation to the St. Helena Unified School District on December 16, 2021, and provided a similar update at a Chamber of Commerce sponsored Zoom meeting on January 6, 2021.

City staff was informed this week by the Vine Trail that they have recently commissioned a parking study west of Highway 29, a parking lot study at Safeway, and a survey of St. Helena school parents.

FISCAL IMPACT

It is anticipated that the Vine Trail will apply for an ATP Grant for this project.

RECOMMENDED ACTION

Provide direction to the City Manager related to conceptual stakeholder outreach process and the following questions/options:

1. Does the Council desire to advance stakeholder outreach with existing three corridors including an update from the Vine Trail on their additional commissioned studies, or does the Council desire to study an additional corridor(s)?
2. If additional corridor(s) are desired for study, does Council prefer to determine the additional corridor(s) via a Council Workshop, Ad Hoc Committee, or other alternative?

Based on Council decisions above, it is recommended feedback from subsequent outreach be presented to the City's ATSC for a Committee recommendation to the Council.

Finally, does the Council desire any additional information regarding the above options?

ATTACHMENTS

[Special Active Transportation and Sustainability Committee - 17 Nov 2021 - FINAL MINUTES](#)
[November 2021 ATSC Presentation](#)



FINAL MINUTES
City of St. Helena
***SPECIAL* Active Transportation and**
Sustainability Committee
Wednesday, November 17, 2021 @ 5:00 PM

1. CALL TO ORDER

Chair Stanton called the meeting to order at 5:02 p.m.

2. ROLL CALL

The following were present:

Committee Chair: Leslie Stanton; Vice Chair: Jeff Farmer

Members: Madelyn Chandler, and John Zimmerman

Alternate Members: Terra Sampson, Katherine MacDonnell

Excused: Glenn Smith

City Council Member Liaison: Paul Dohring, Vice Mayor

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

Mark Rincon, Public Works Director and City Engineer

Dan Schaefer, BFK Engineers

Norm Dyer, BKF Engineers

Philip Sales, Executive Director, Napa Valley Vine Trail Coalition

Chuck McMinn, Board Member, Napa Valley Vine Trail Coalition

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 here held.

5. SCHEDULED MATTERS:

- 5.1. Receive presentation on proposed Vine Trail route options from the Napa Valley Vine Trail Coalition and BKF Engineers

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](#)

Presentation was made by BKF Engineers and Vine Trail Coalition on proposed segment options.

*Committee conducted discussion.
Public comment was received from the following:*

*Annette Smith
Carlotta Sainato, Napa County Bicycle Coalition
Donald Micheli
Patrick Band, Napa County Bicycle Coalition*

Committee continued discussion and the following items were brought up:

*-Oak Avenue is a preference from an Active Transportation aspect, but parking needs to be evaluated more. The Church Street option is also very viable for bike riders.
-Oak Avenue is the best option for safety as crossing Highway 29 poses risks, and safety should be considered. We should prioritize active transportation and not vehicle parking.
-What can we do to make crossing Highway 29 safer with the Church Street option?
-There was a preference for the Church Street option due parking impacts and less business impacts.
-The impact that the loss of parking would have for businesses with the Oak Avenue option should be addressed.
-For active bike riders, the Church Street option makes more sense.
-Both options have pros and cons: Oak Avenue being near the schools is an advantage, and so is a slightly more straightforward ride along the Church Street option.*

6. ADJOURNMENT

Chair Stanton adjourned the meeting at 6:45 p.m.

The next regular Active Transportation Committee meeting is scheduled for December 1, 2021 at 5:00 pm at a location to be determined.

Approved

Attest

Chair

Preya Nixon,
Assistant to the City Manager



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

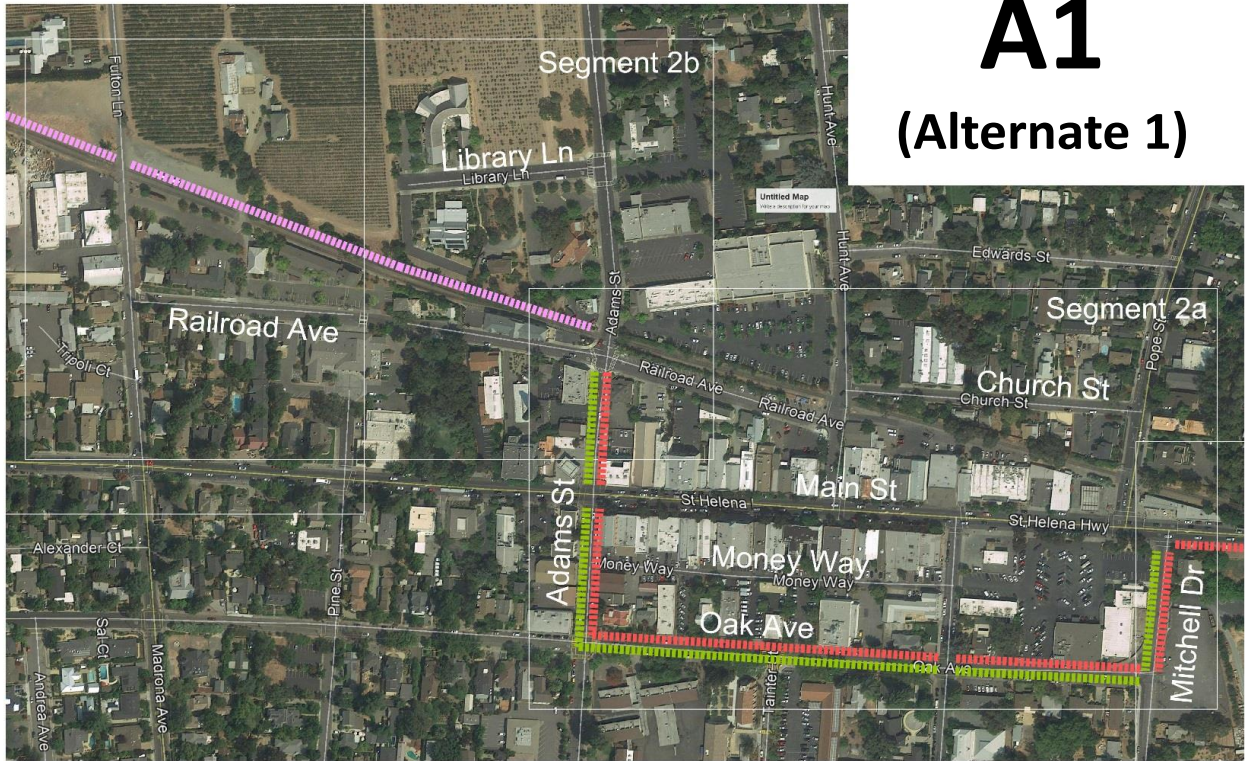
Other Options from October 2020

- 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)

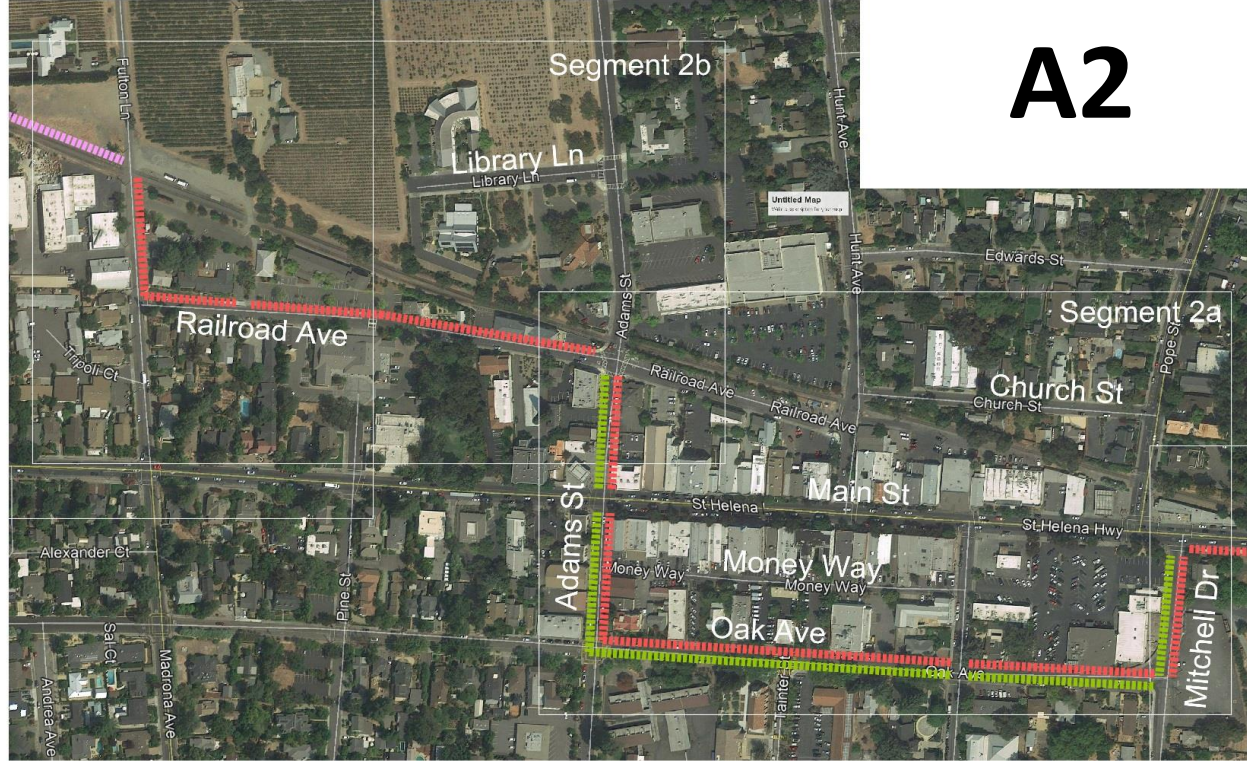


Comparison of Previous Options to Current Alternatives

	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)

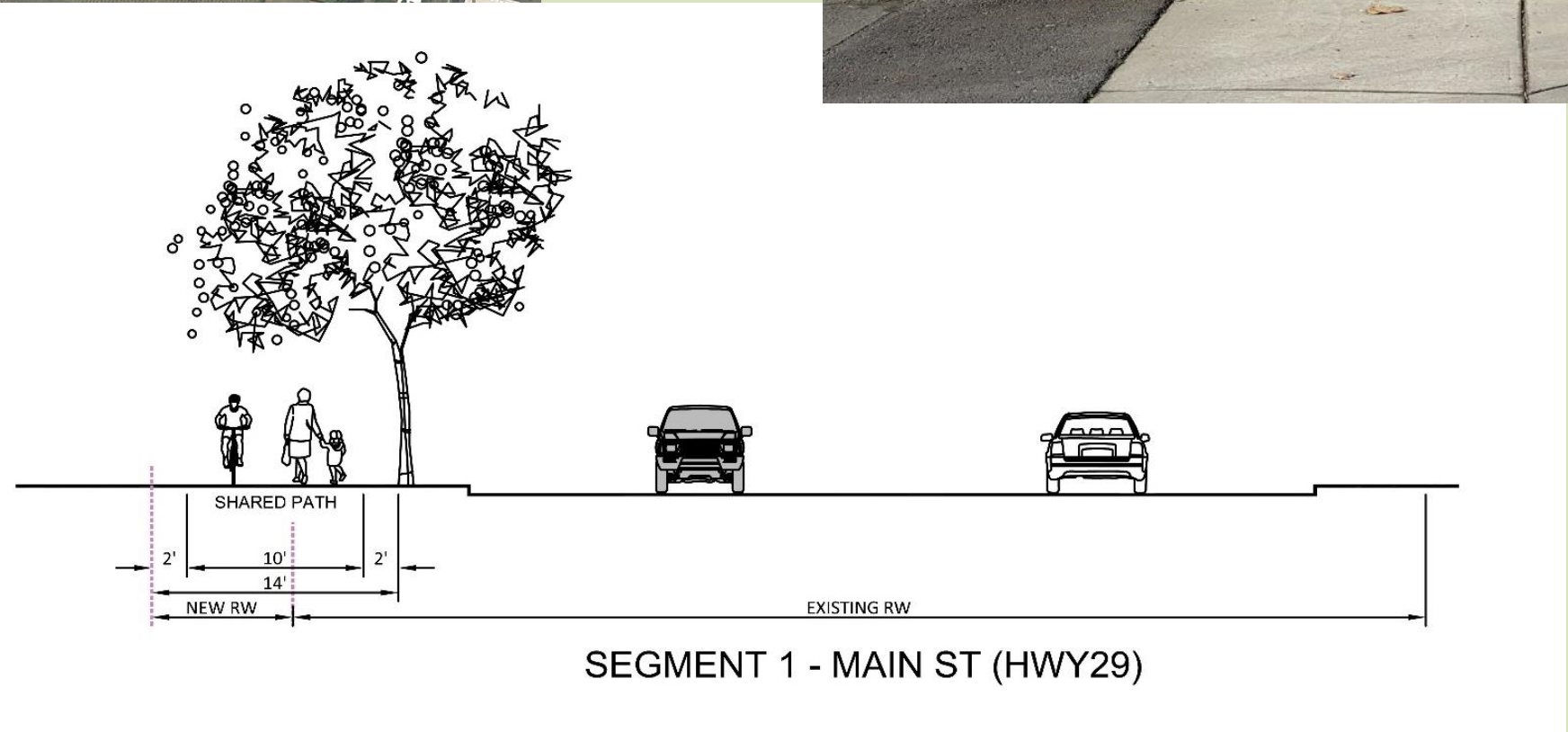


Segment 1





Segment 1





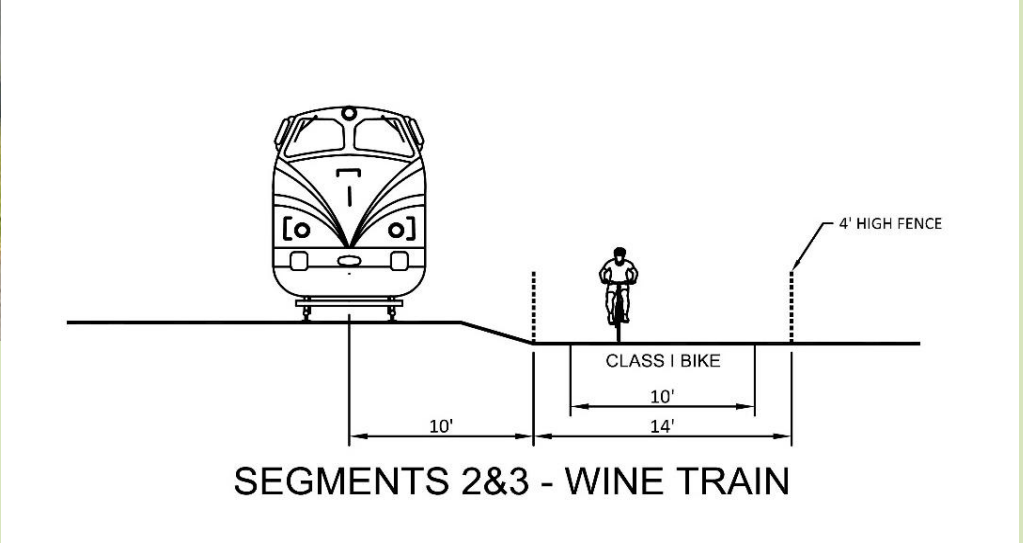
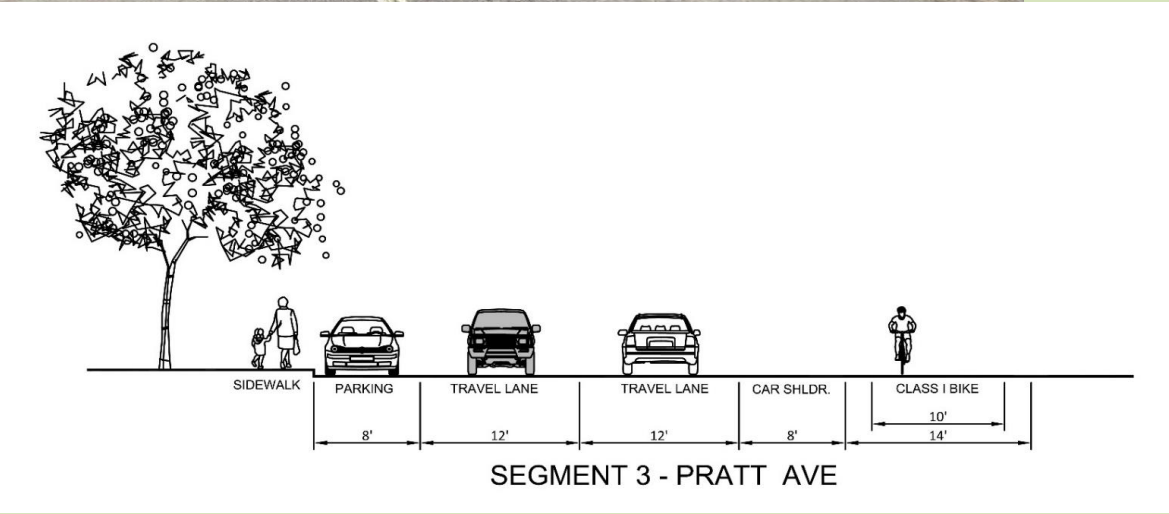
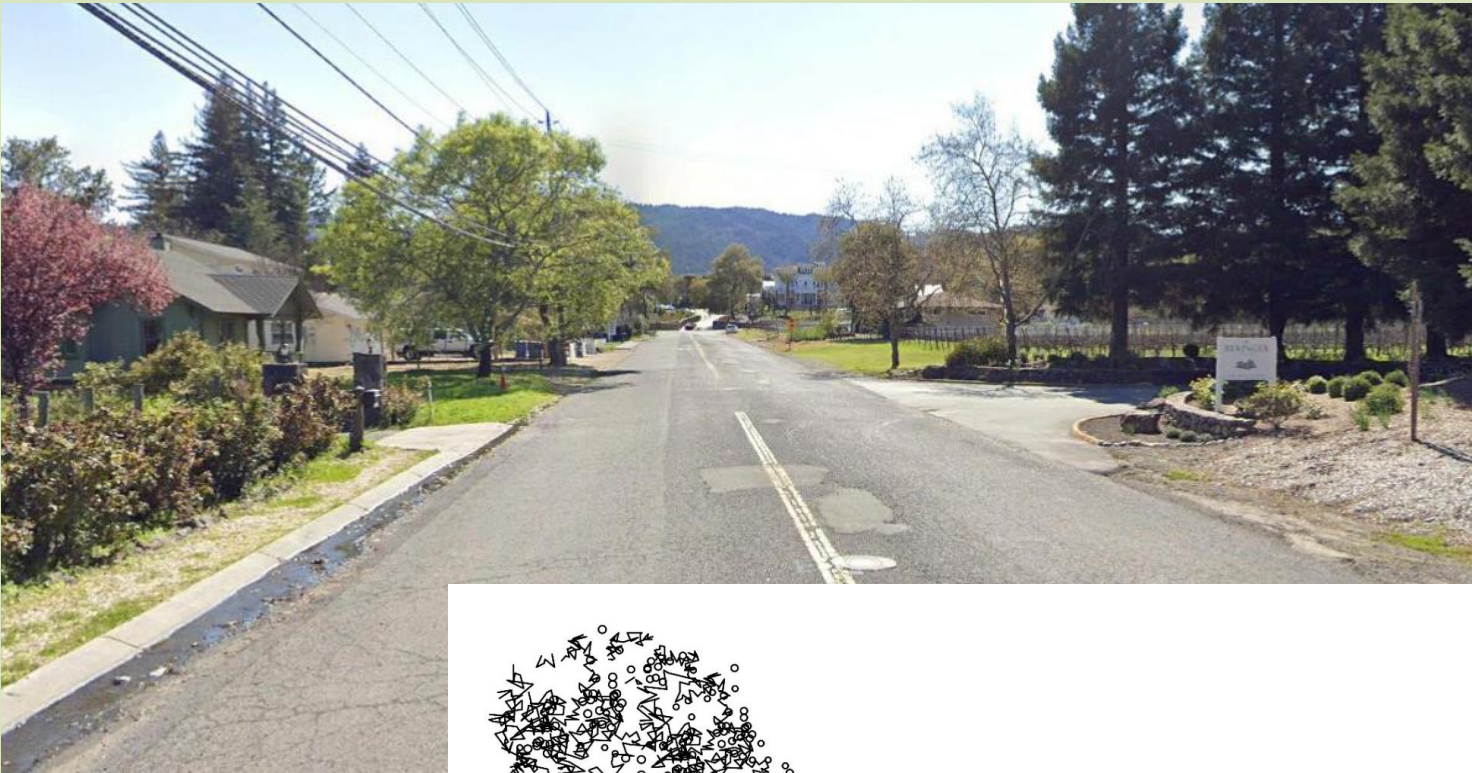
Segment 1



Segment 3



Segment 3



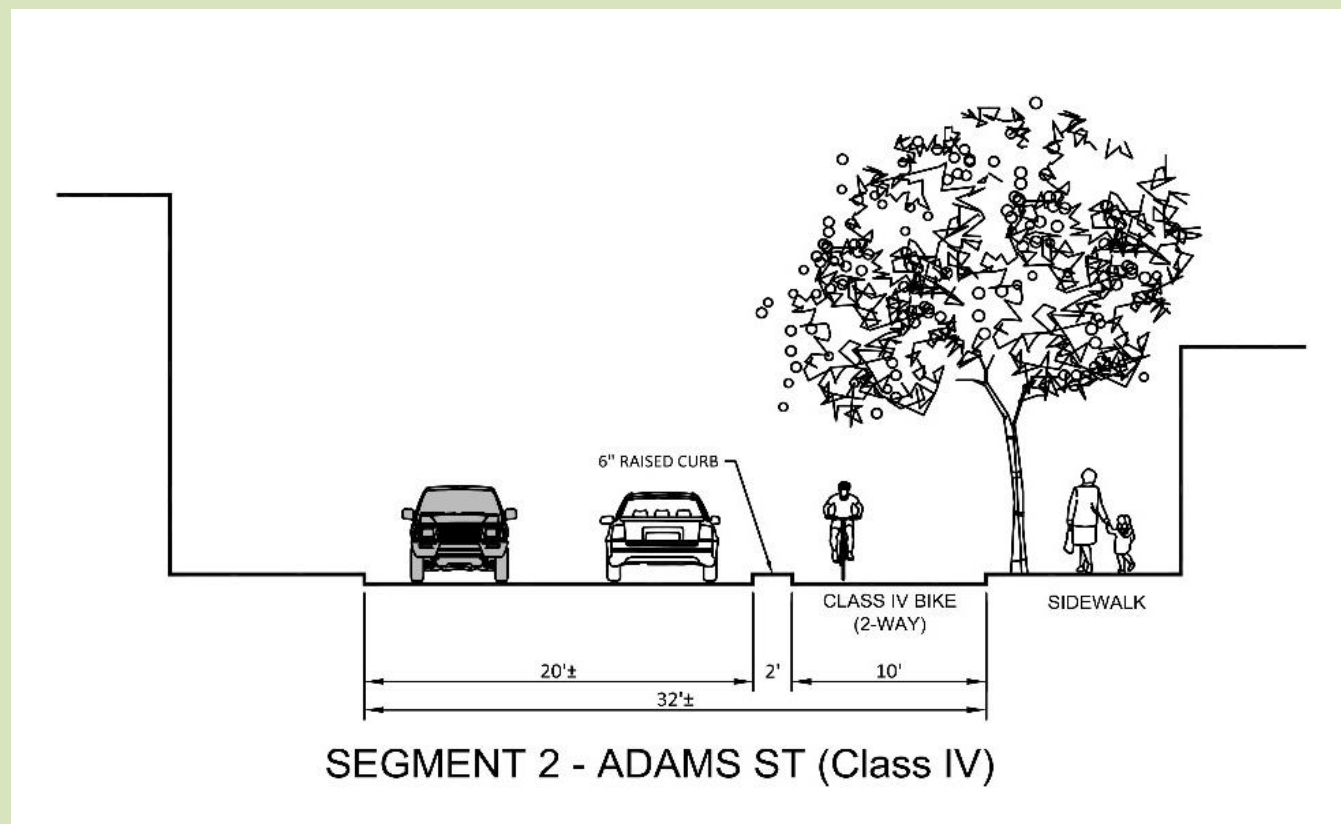
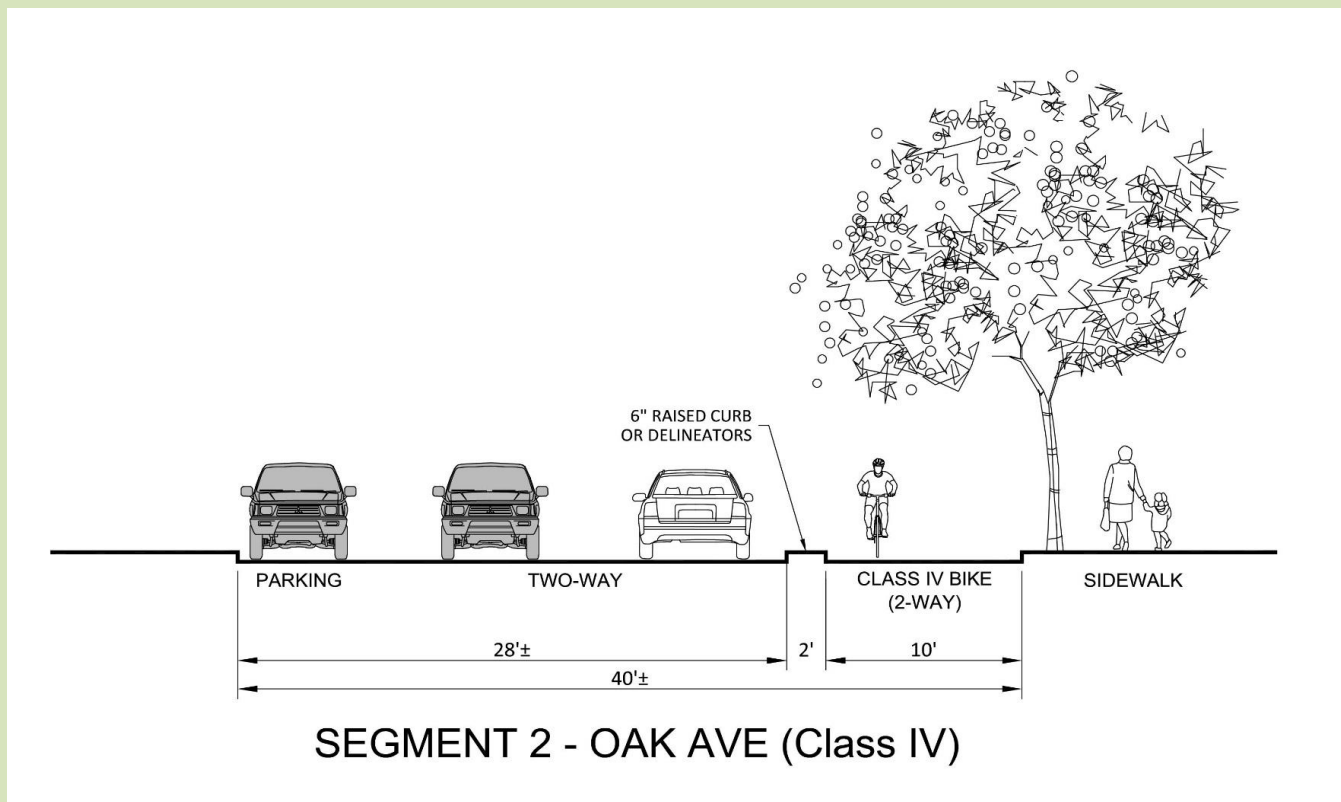
Segment 2 – Oak Avenue via Mitchell Dr.

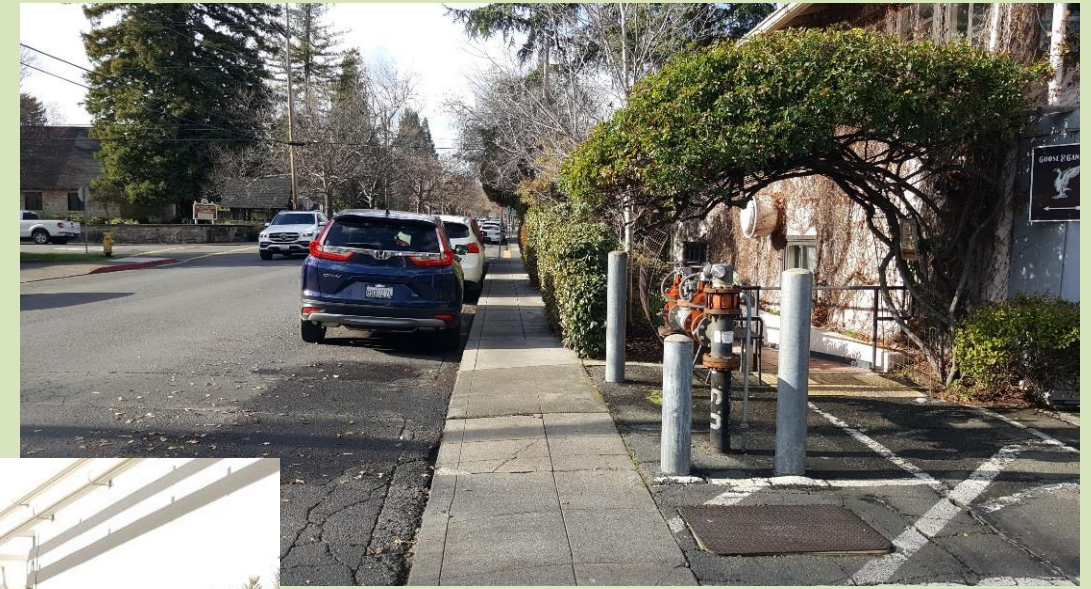
(Alternate 1)





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



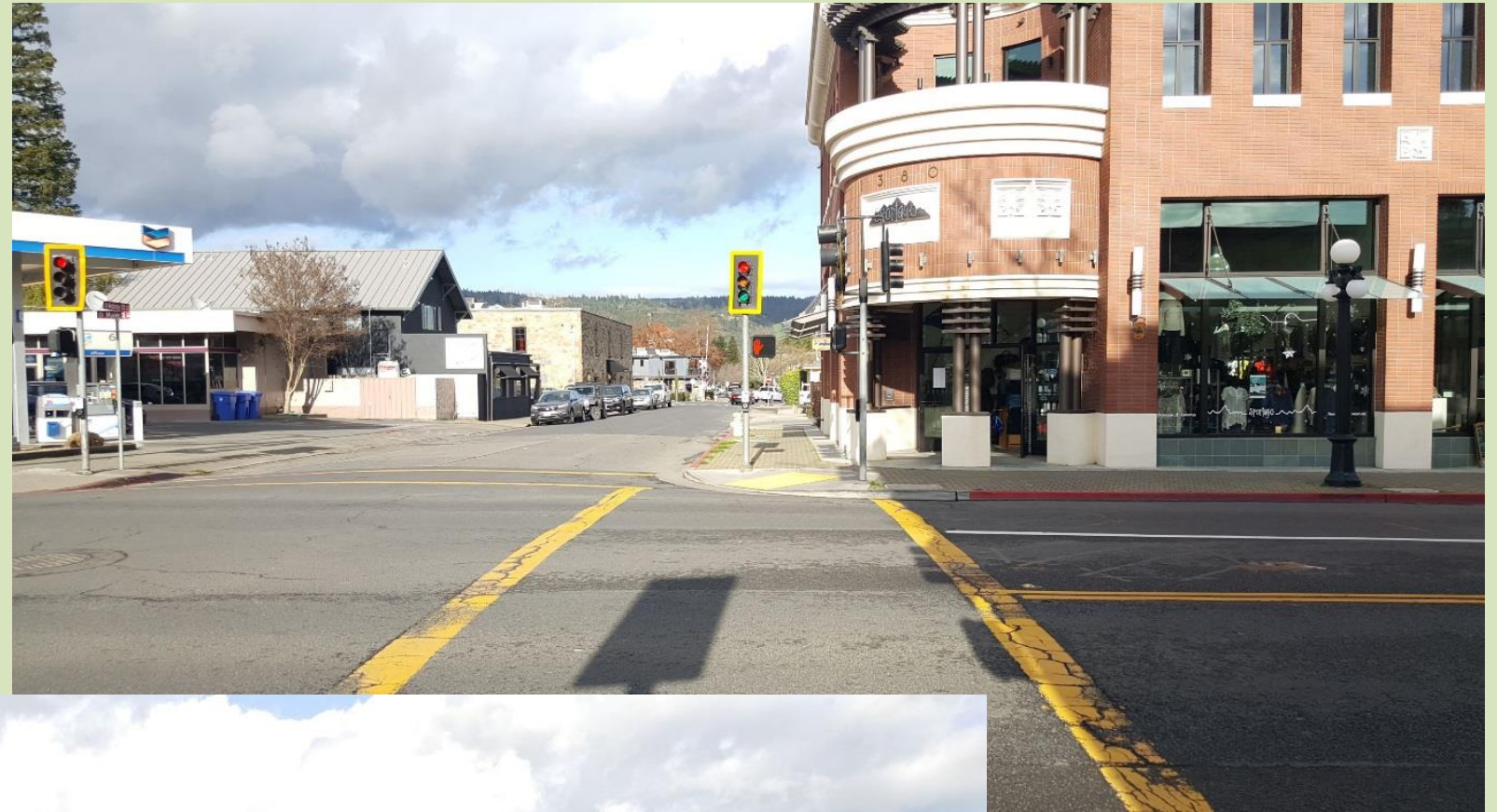


Segment 2

Oak Ave. via Mitchell Dr.

(Alternate 1)



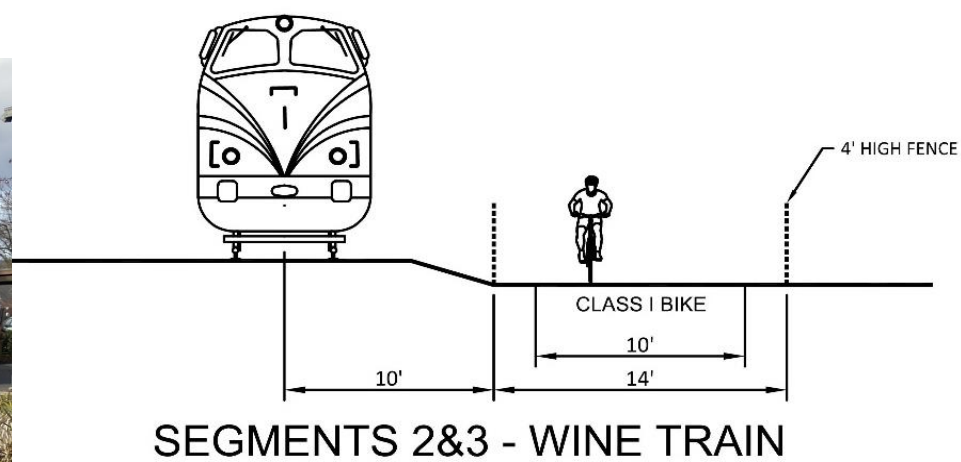


Segment 2
Oak Ave. via Mitchell Dr.
(Alternate 1)





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.

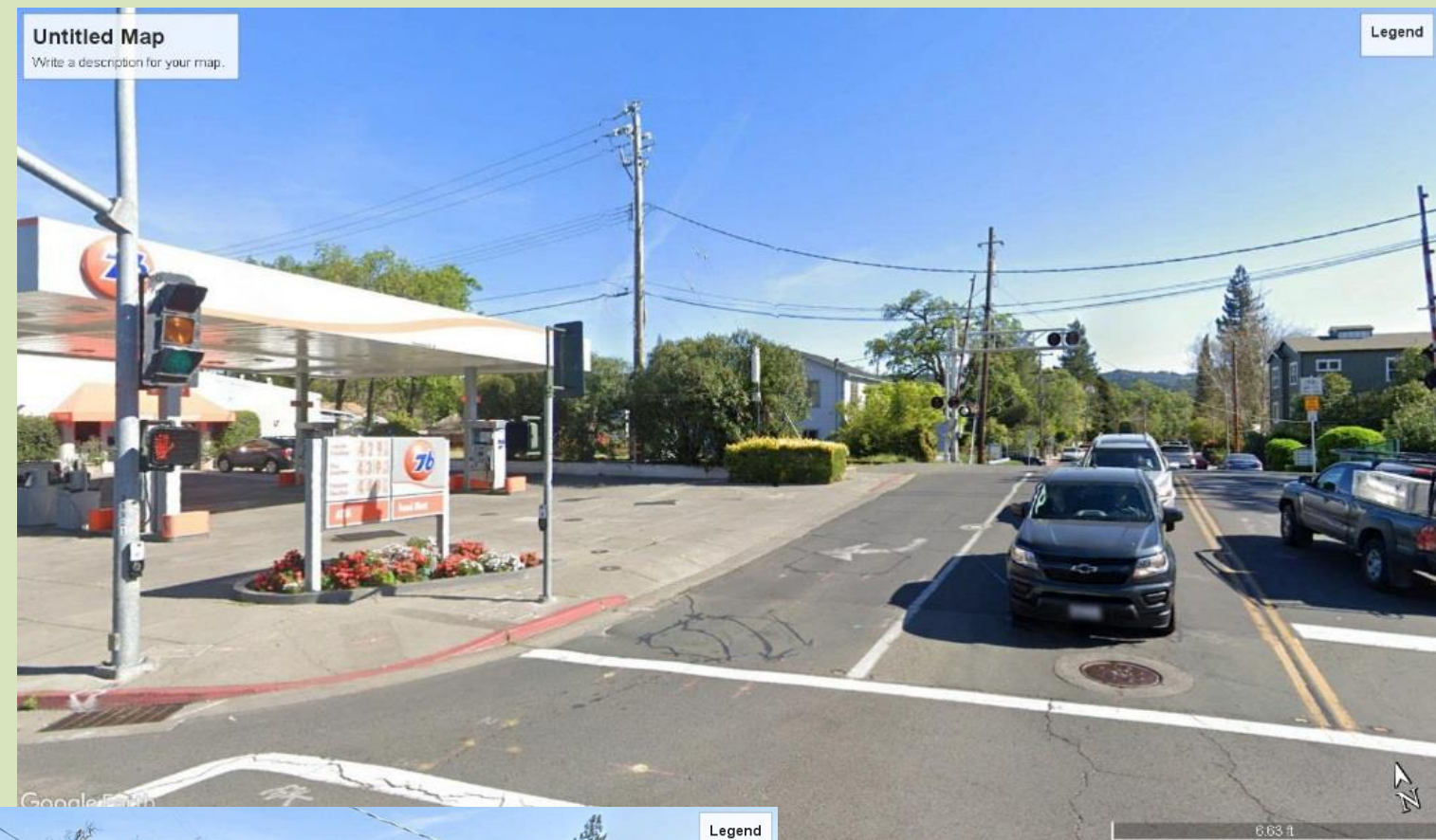
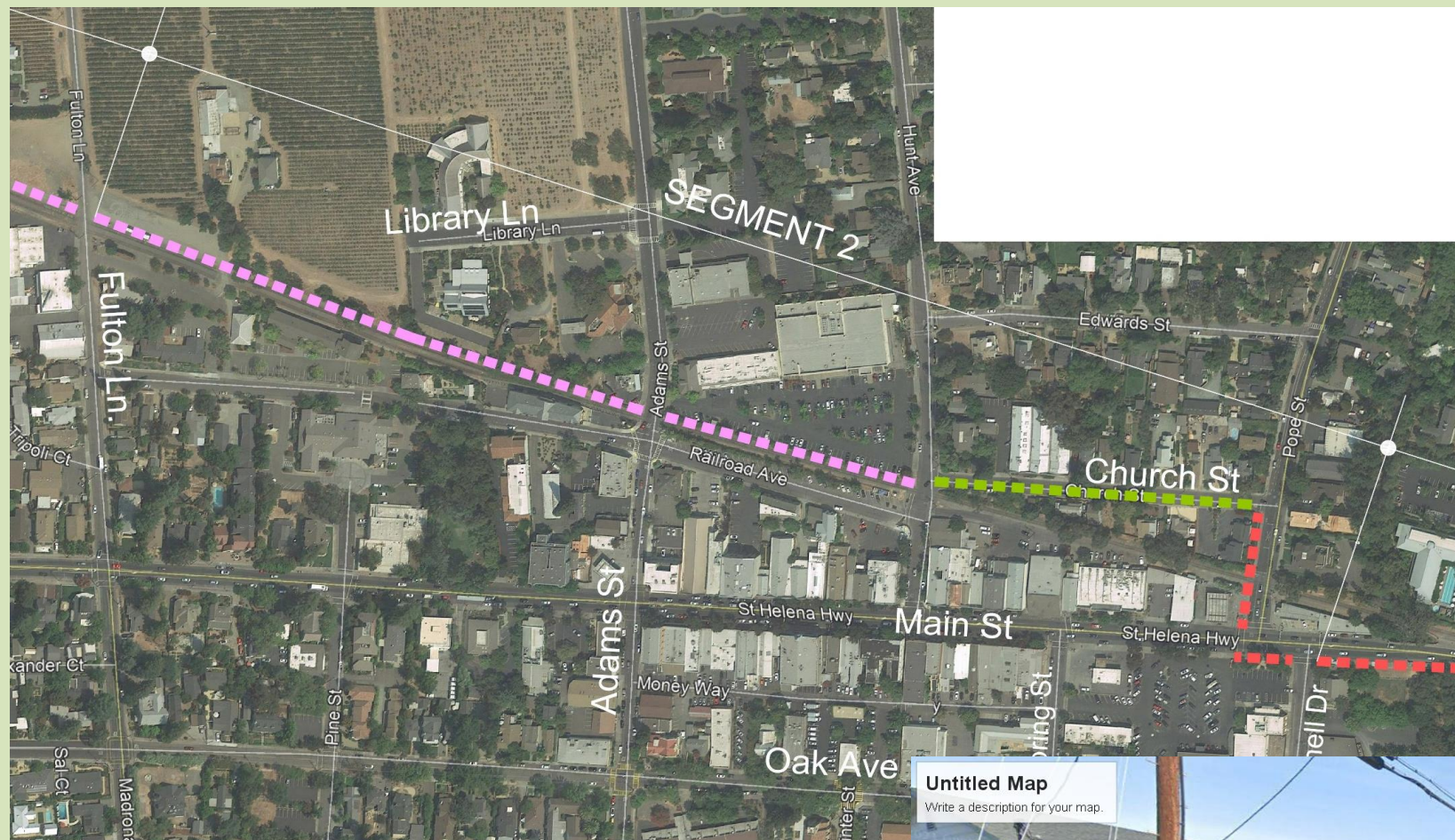
(Alternate 2)



Segment 2 – Church St.

(Alternate 3)

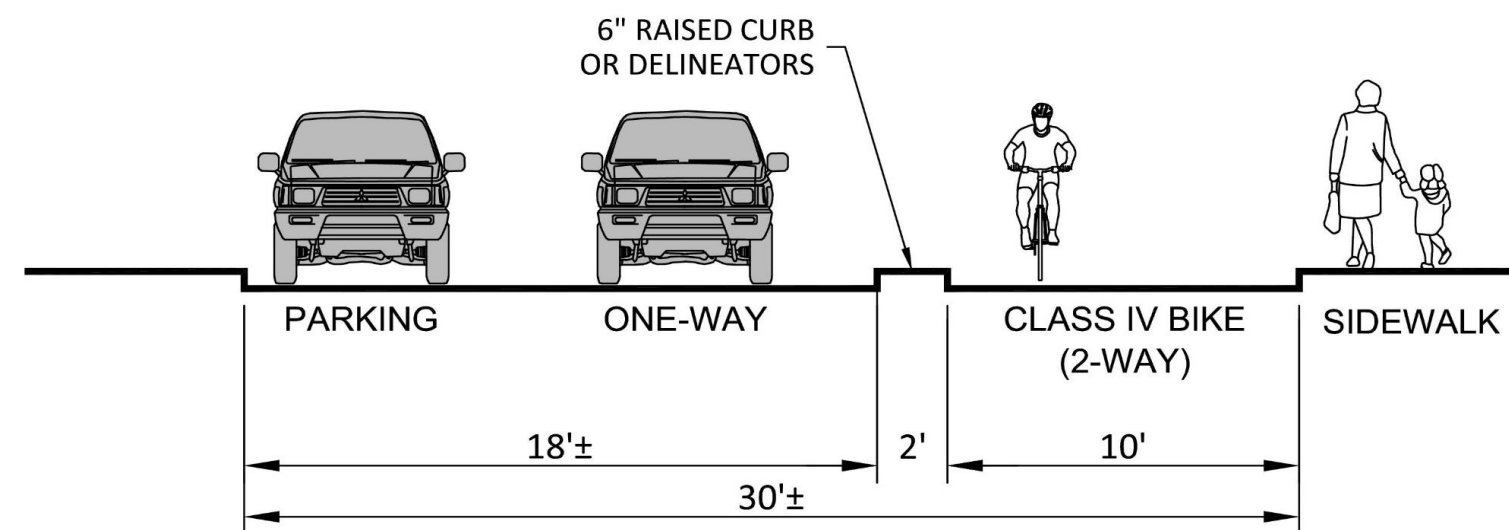




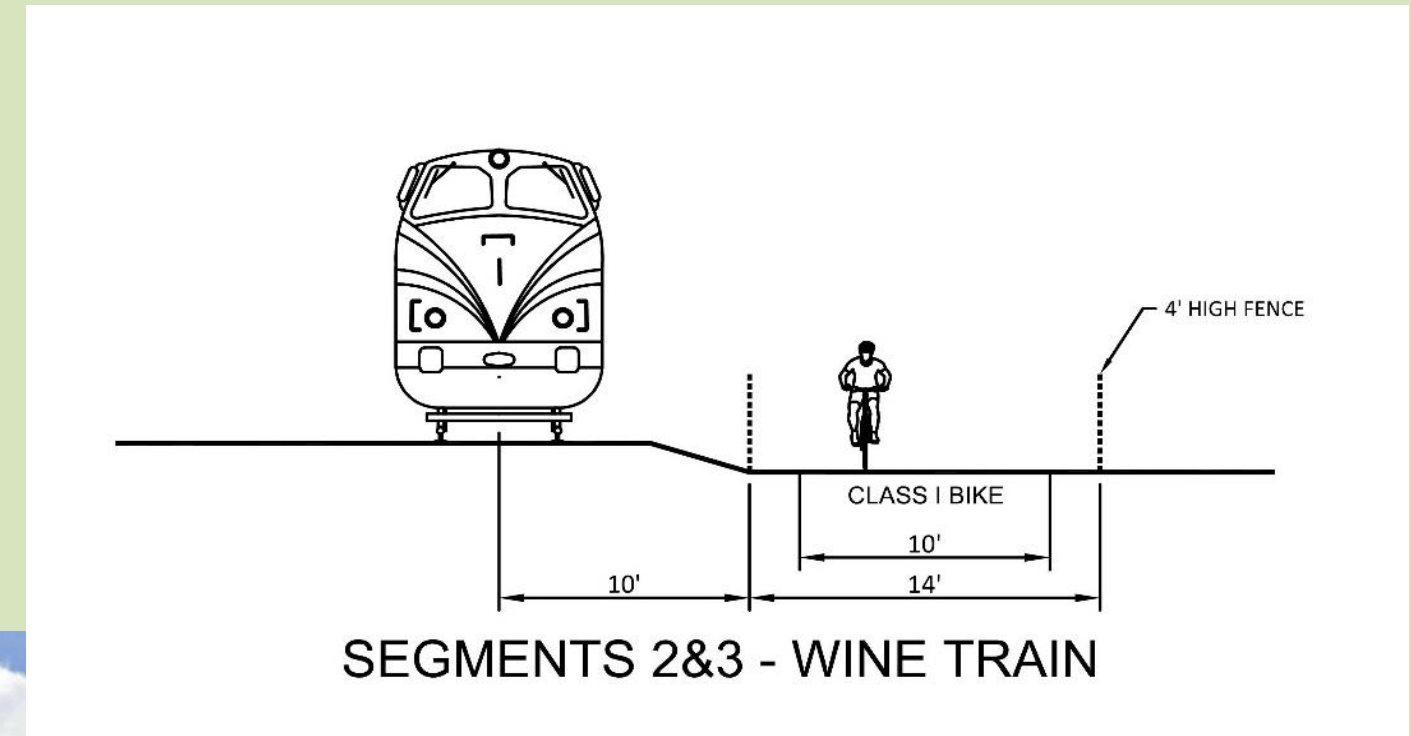
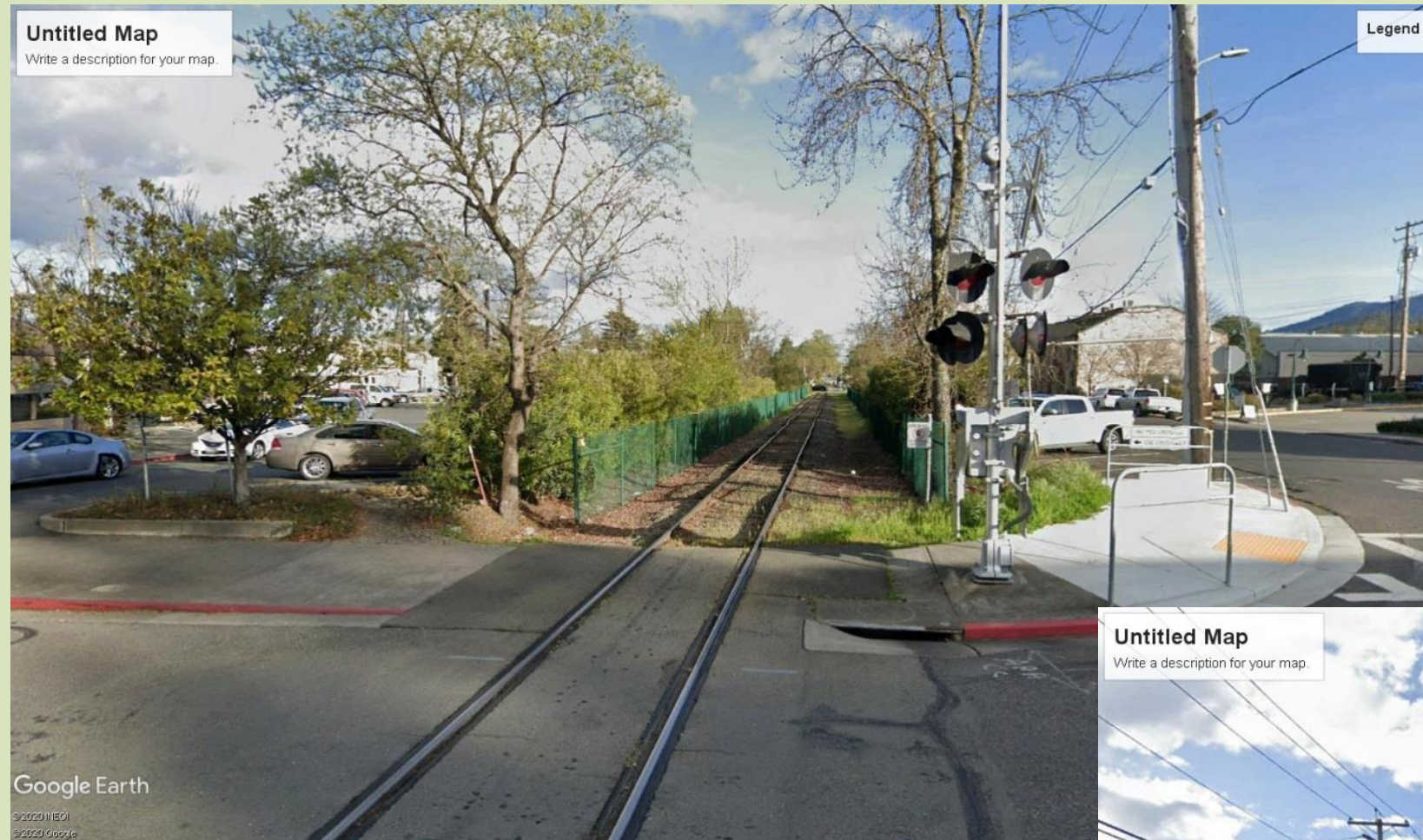
Segment 2 Church St. (Alternate 3)



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

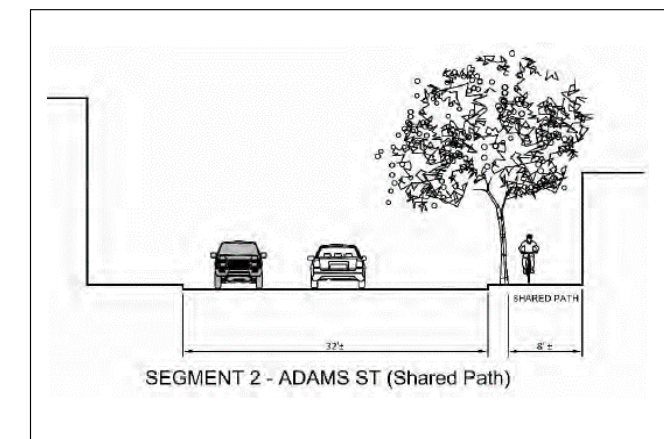
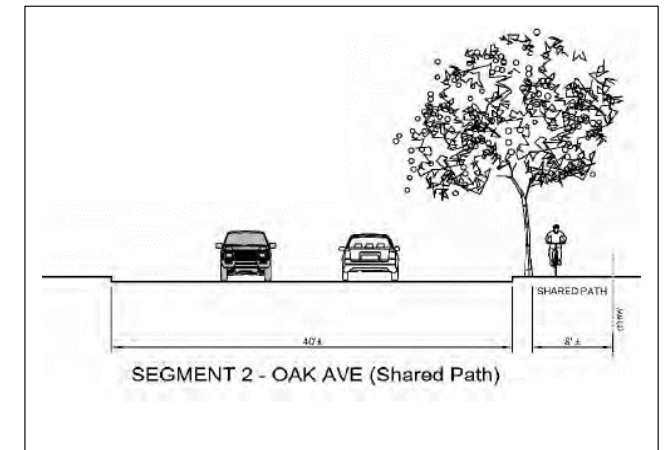
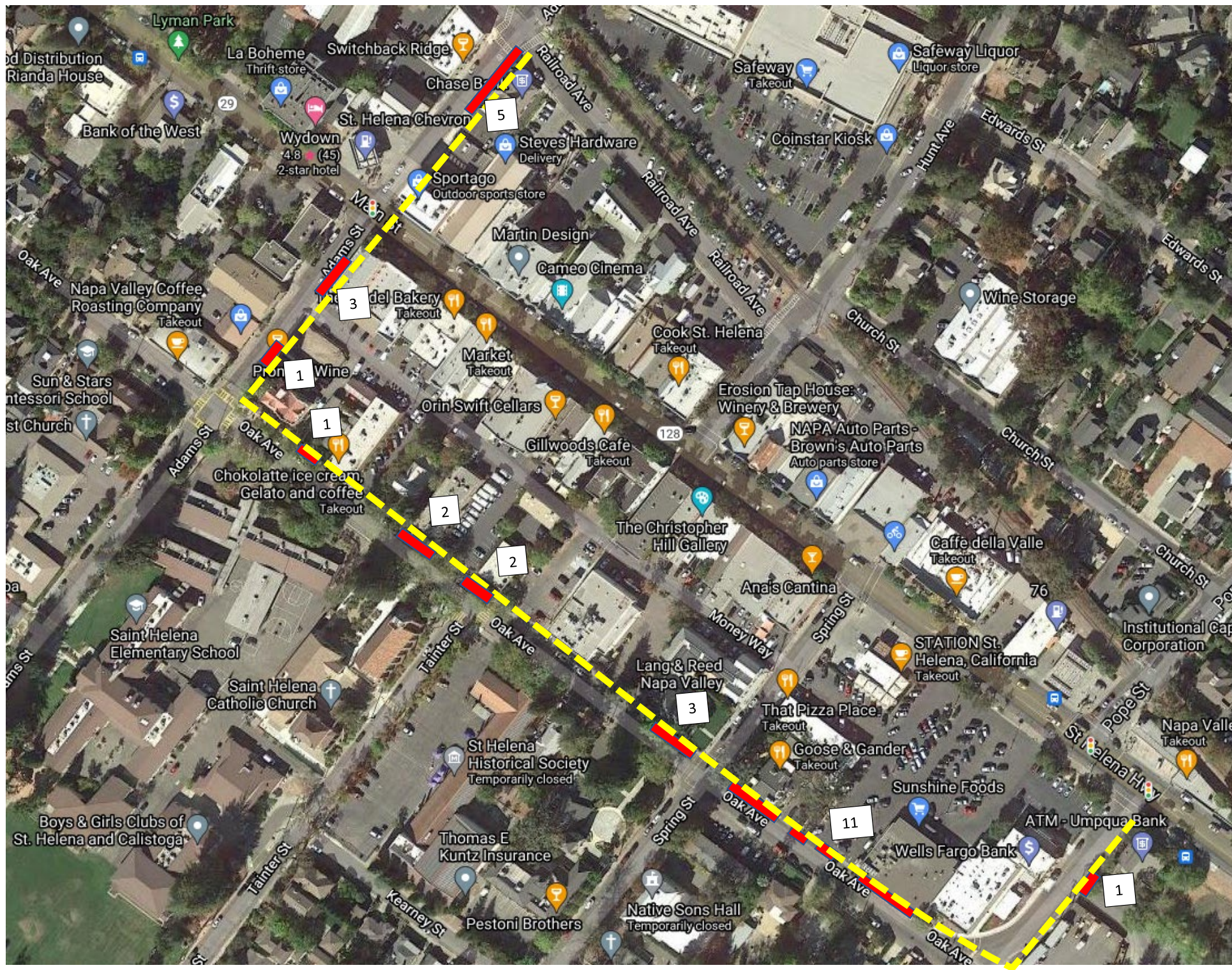


Vine Trail Route Study Parking Impacts on Oak Avenue and Potential Mitigation Sites

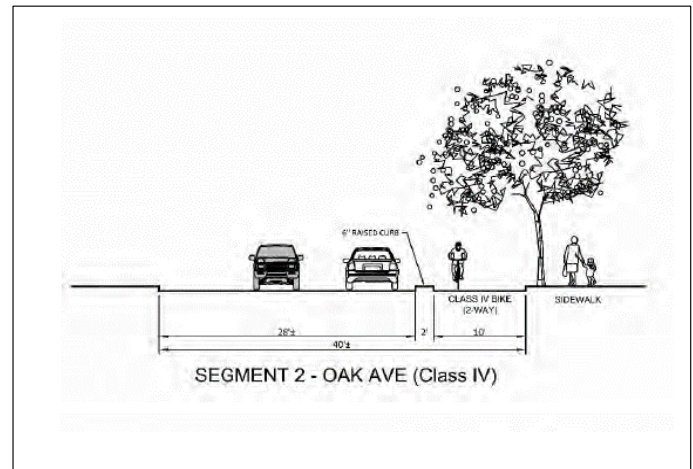
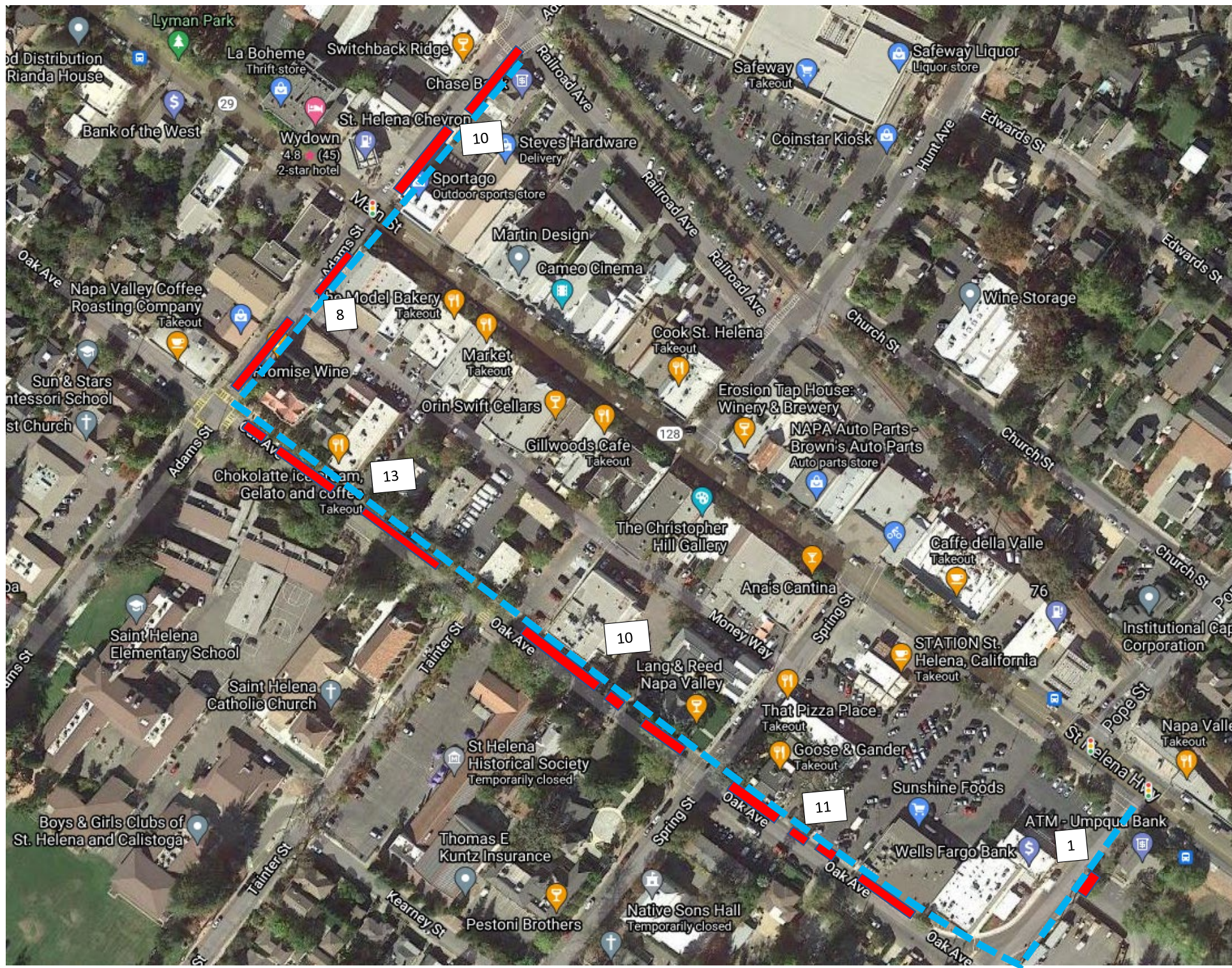


Trail Options impacts on parking	Segment 2A Options					
	2. Oak Ave Alternative 1		2. Spring Street Alternative 2		Oak as One Way*	
Breakdown by street section	Option 1. Class 1 Shared Use Path Main St to Railroad Ave using Mitchell Dr.	Option 2. Class IV Side path retaining ex. Sidewalk Main St. to 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

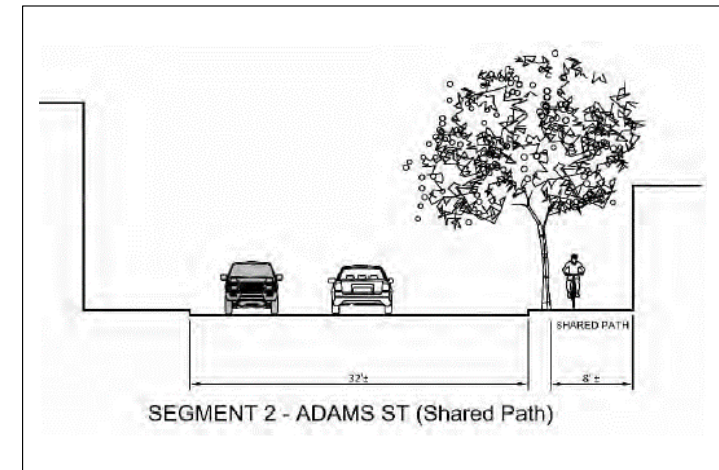
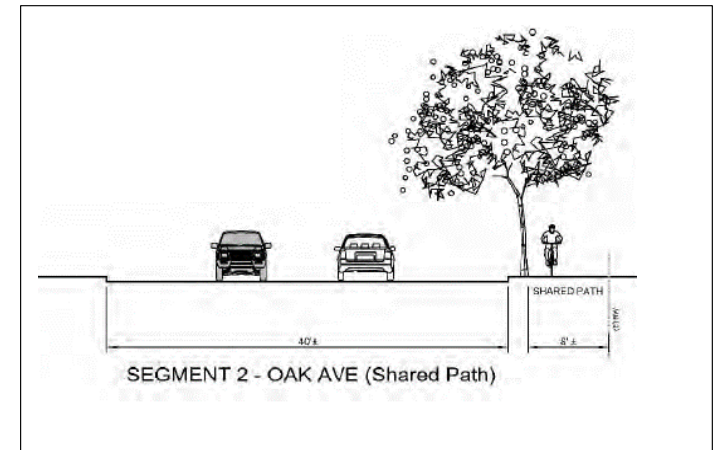
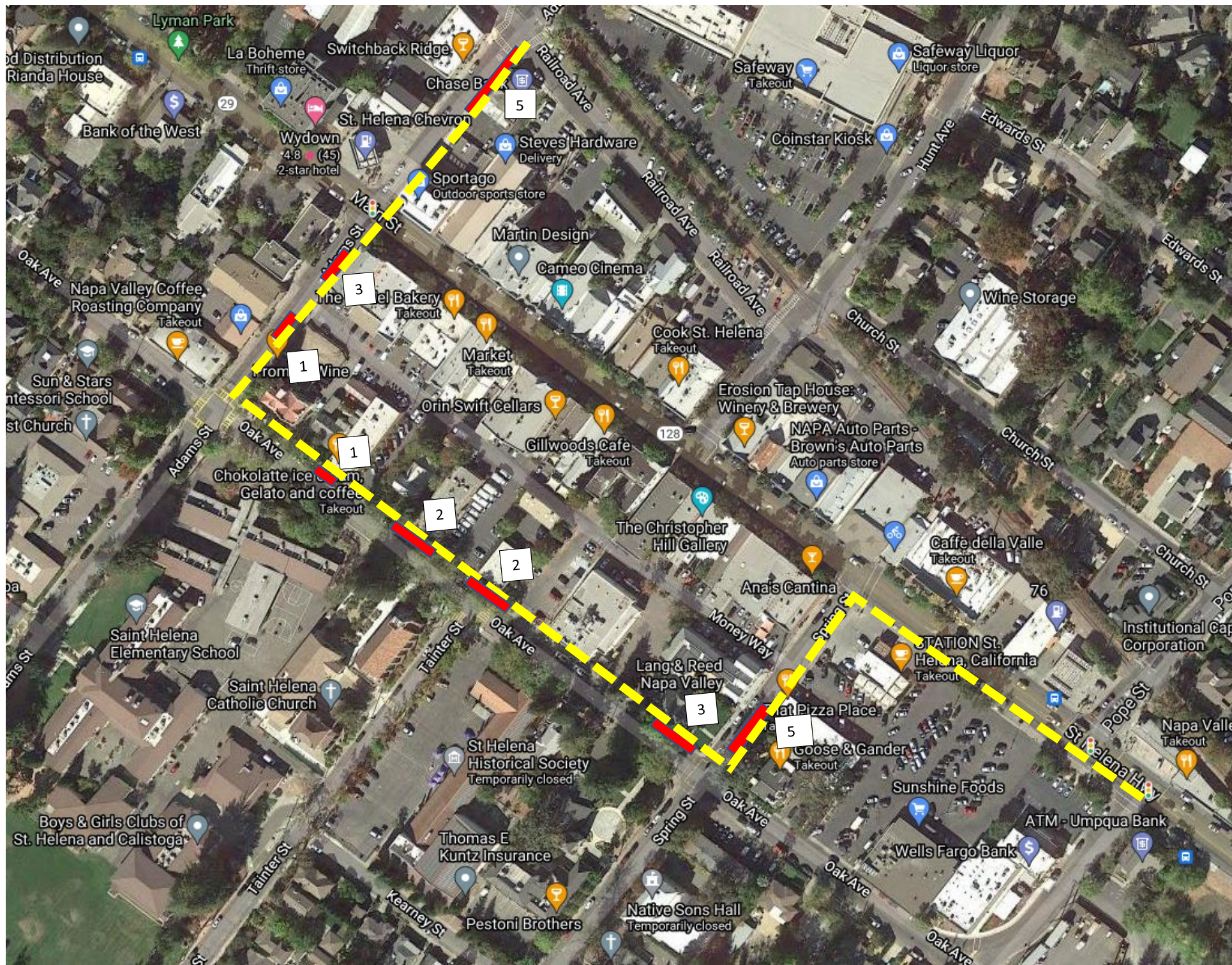
Main Street to Railroad Ave
using Mitchell Drive

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.

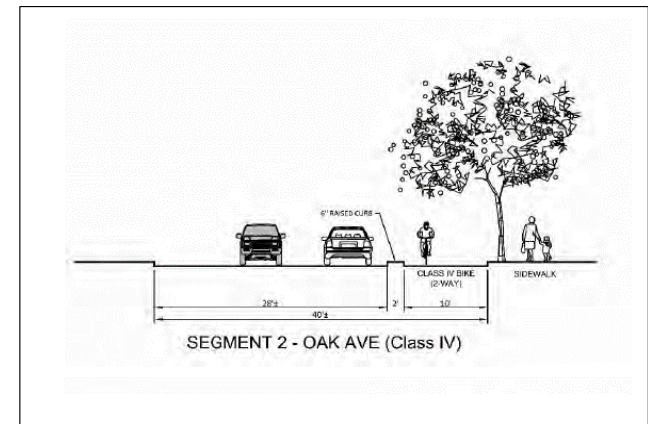
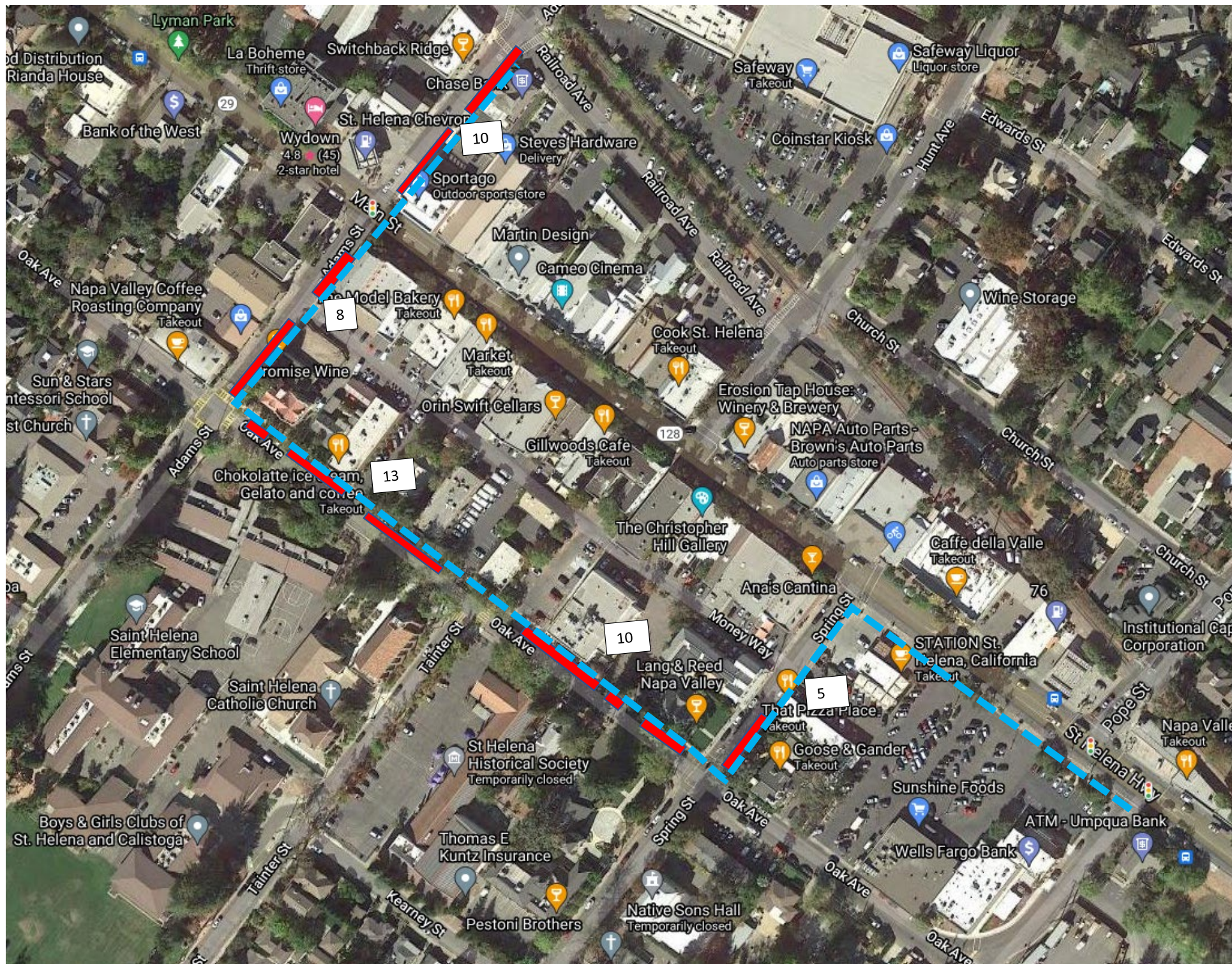
Main Street to Railroad Ave using
Spring Street

Class I Shared Use Path

Eliminates parking only at
constrained locations

Loss of parking = 22 spaces

Rev 11.10.21



Option 4

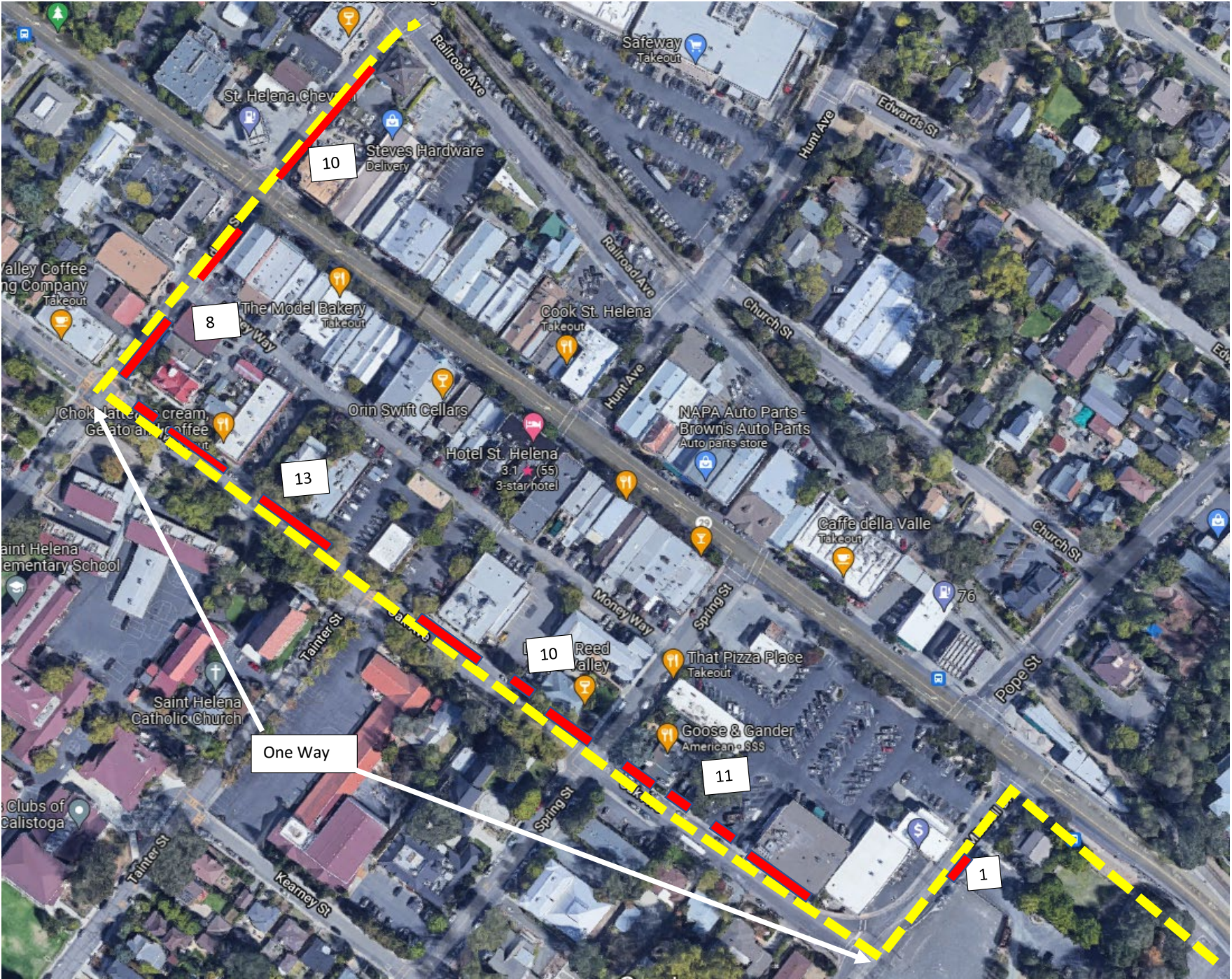
Main Street to Railroad Ave
using Spring Street

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

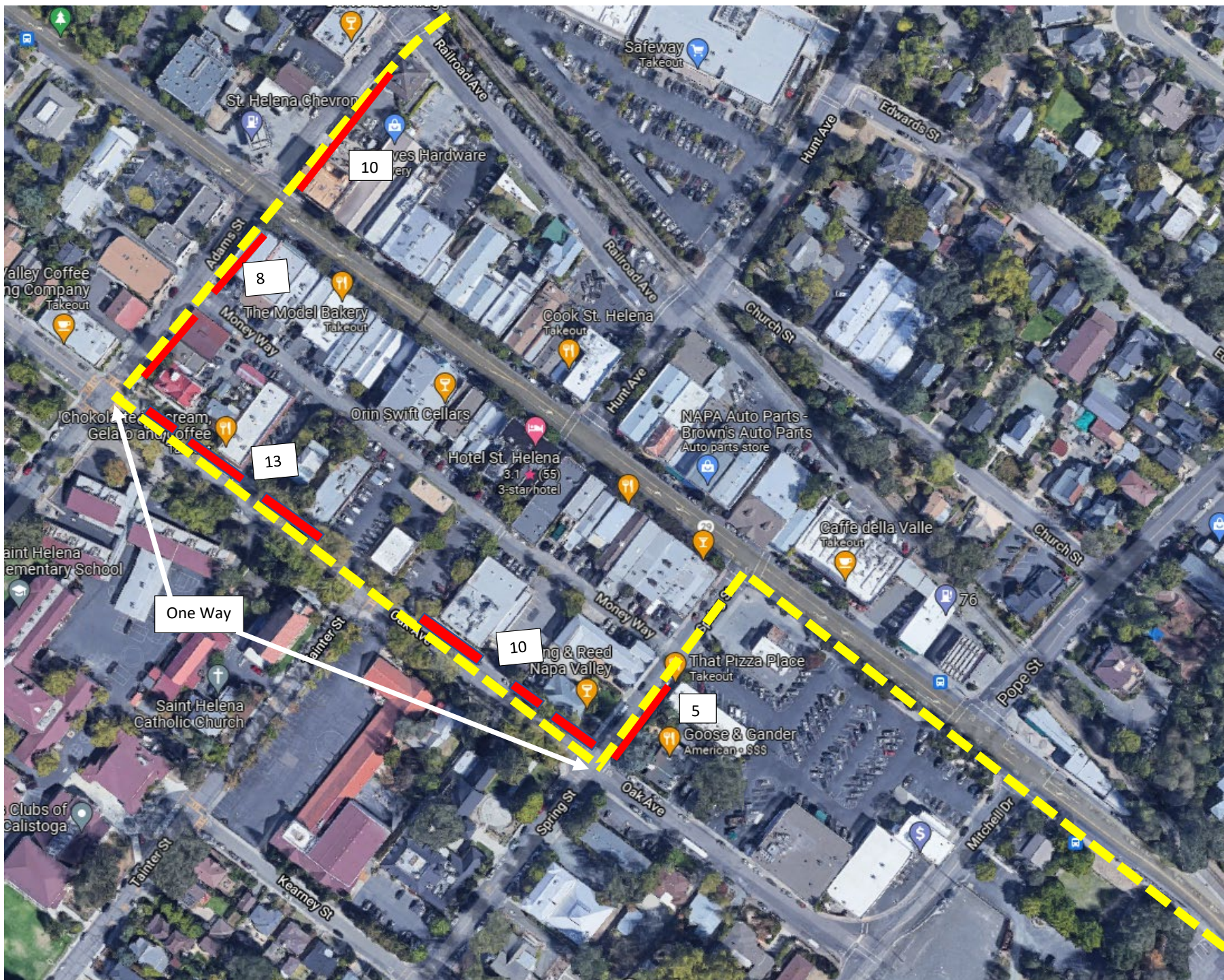
Main Street to Railroad Ave
using Mitchell Drive

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

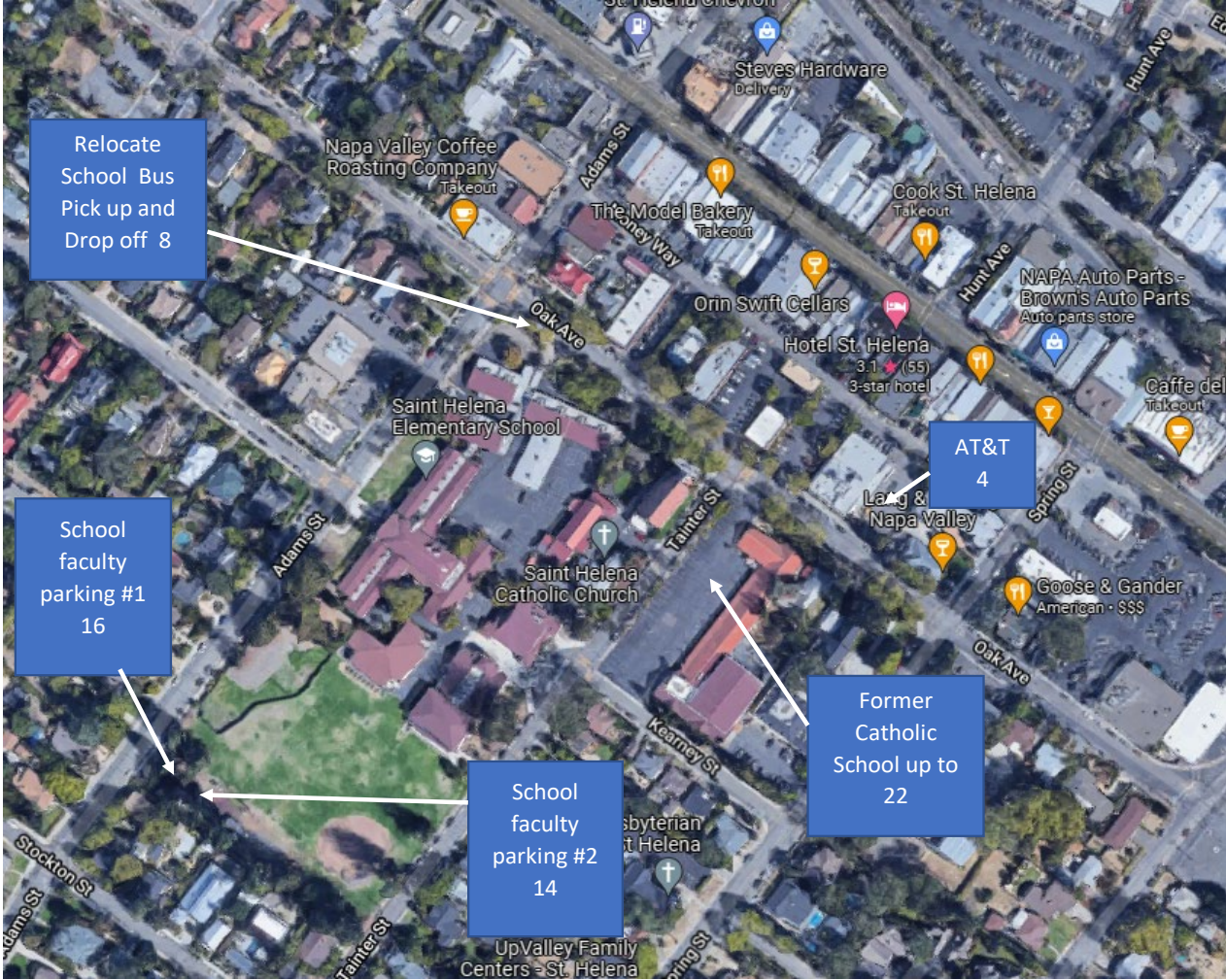
Main Street to Railroad Ave
using Spring Steet.

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



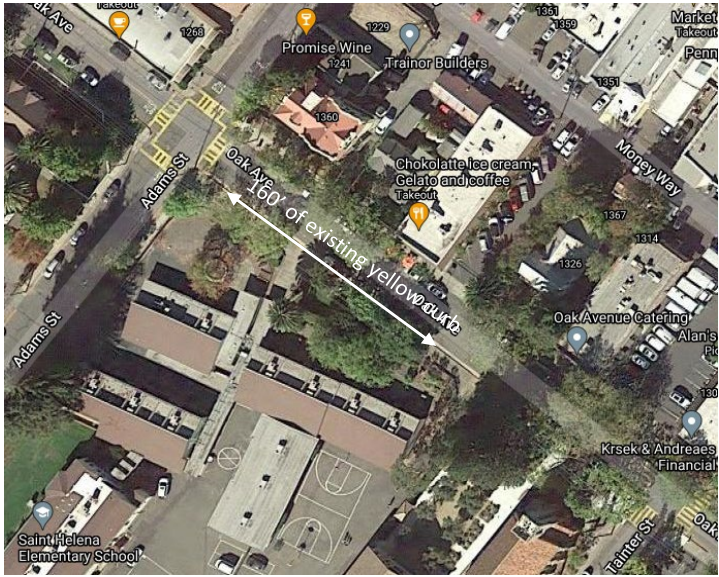
Proposed bus pick up and drop off

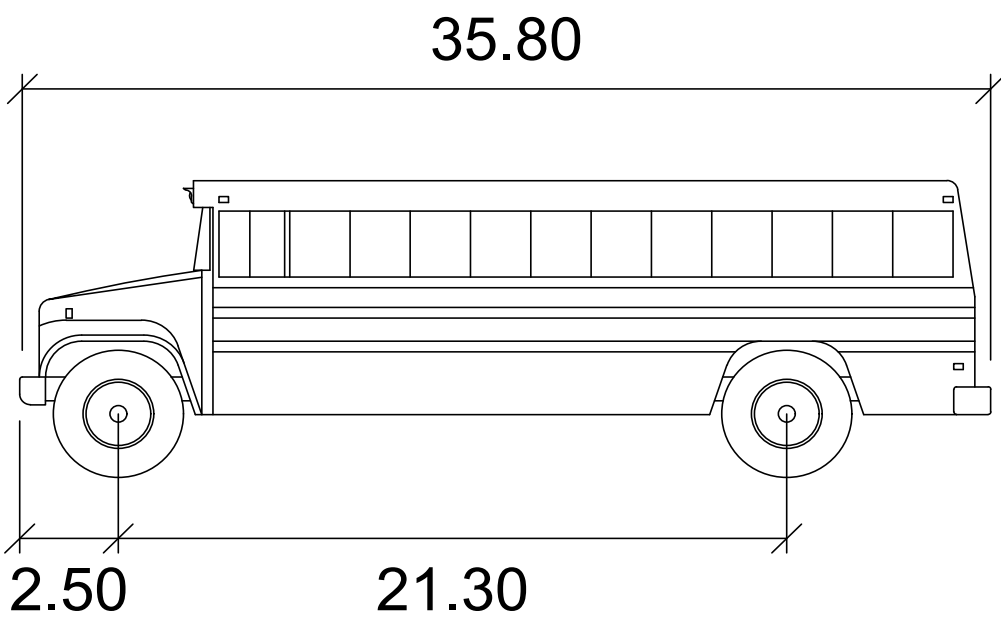
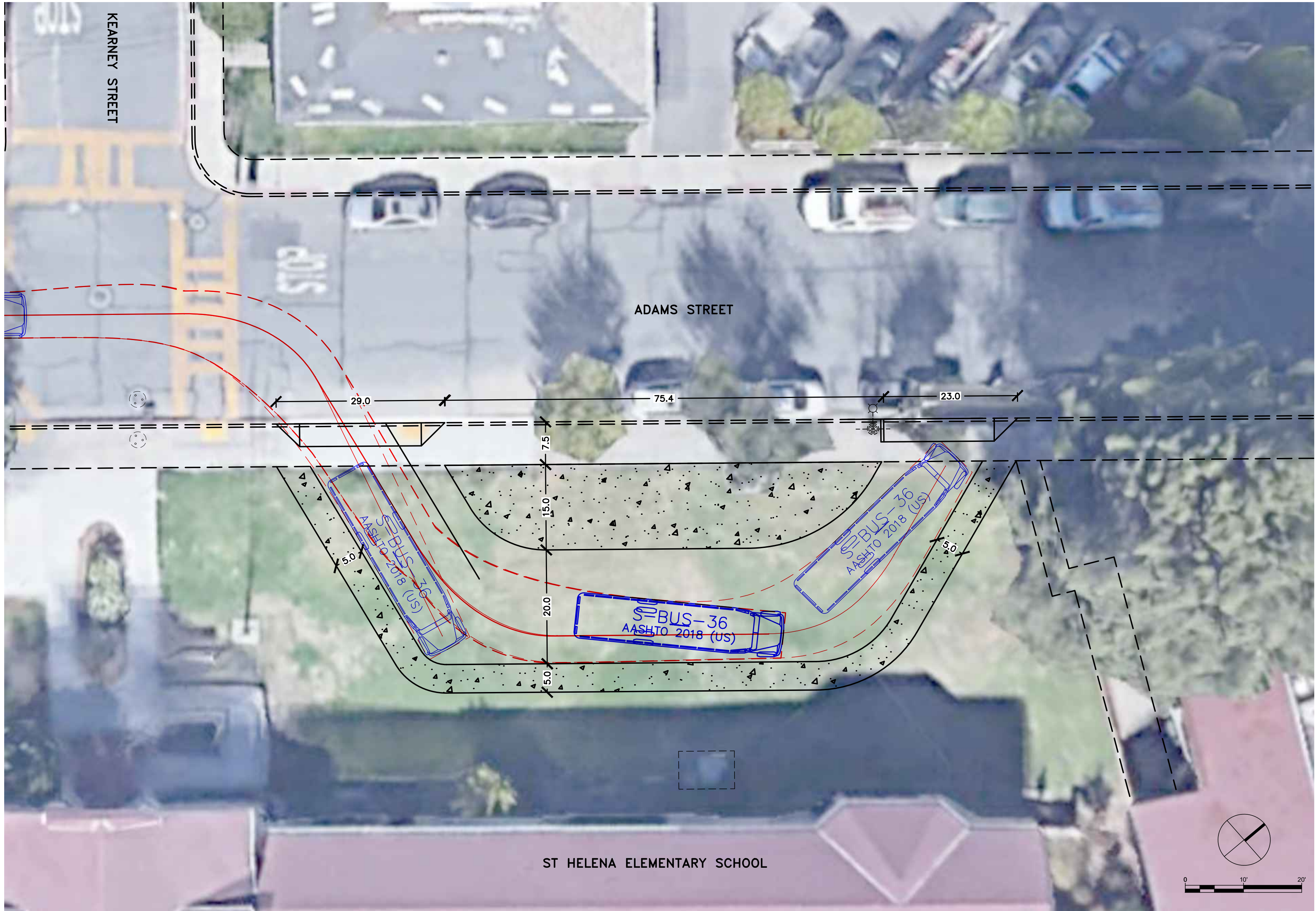
Relocate existing bus pick up and drop off to Adams. (160 lf)
8 spaces

Proposed staff parking 30 spaces

St Helena Elementary School
Potential onsite parking and bus drop off 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



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

From: [Preya Nixon](#)
To: [Kamille Garcia](#); [Kamille Garcia](#)
Subject: FW: [External] Bike trail
Date: Thursday, February 3, 2022 8:57:51 AM

Preya B. Nixon

Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelelena.org

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From: Anthony Micheli <anthonymmicheli@icloud.com>
Sent: Monday, January 31, 2022 8:06 AM
To: Preya Nixon <PNixon@cityofsthelelena.org>
Subject: Fwd: [External] Bike trail

Prey

Thank you for your schedule of meetings on the Vine Trail. I may not be able to make them. I hope you will consider this proposal I sent to the city as a potential route. Thanks Anthony Micheli

Begin forwarded message:

From: Anthony Micheli <anthonymmicheli@icloud.com>
Subject: Bike trail
Date: January 24, 2022 at 9:32:54 AM PST
To: Cindy Tzaopoulos <ctzaopoulos@cityofsthelelena.org>

Cindy

Please forward this email to the city manager, public works director, members of the city council and mayor. Thank you

Jeff Finney (local commercial relator) and myself would like to propose a possible route for the vine trail thru St. Helena.

If the Vine Trail follows the railroad tracks to Pope St. Riders can enter Main St on their own using the stop lite at Pope and Main. Otherwise the Vine Trail would proceed east on Pope and hook up with the City bike Trail in front of Silverado Orchards. Then turn north on Starr Avenue across the Hunter Project. Then turn West on Adams to the intersection of the Wine Train tracks. At this point riders can enter Main St. by way of the stop lite on Adams and Main. At the Wine Train tracks the Vine Trail would continue north to Pratt Ave. Turn west on Pratt and then north thru the Elm Tunnel to Calistoga.

WE feel this route preserves the business downtown parking and the Vine Trail does not go back and forth across Main Street and riders have two access points to downtown. Thank you for this consideration. Jeff Finney and Anthony Micheli

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Bike trail
Date: Friday, February 4, 2022 9:31:19 AM

For Vine trail.

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → New address
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelelena.org

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-----Original Message-----

From: Cindy Tzafopoulos <ctzafopoulos@cityofsthelelena.org>
Sent: Monday, January 24, 2022 9:46 AM
Cc: Mark Prestwich <MPrestwich@cityofsthelelena.org>; Mark Rincon-Ibarra <mrincon@cityofsthelelena.org>; Preya Nixon <PNixon@cityofsthelelena.org>
Subject: FW: [External] Bike trail

Please do not reply all.

Mayor and City Council,

Please see the attached comment.

Thank you,

Cindy Tzafopoulos
City Clerk
City of St. Helena
*1572 Railroad Avenue – NEW ADDRESS!
St. Helena, CA 94574

Direct 707-968-2742 | Cell 707-312-1257
Fax 707-963-7748
ctzafopoulos@cityofsthelelena.org
www.cityofsthelelena.org

*Please note that City Hall is closed to the public and will not answer calls from 12:00 to 1:00 pm for lunch. Please phone individual departments to make an appointment for service.

E-mail correspondence with the City of St. Helena (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

-----Original Message-----

From: Anthony Micheli <anthonymmicheli@icloud.com>

Sent: Monday, January 24, 2022 9:33 AM

To: Cindy Tzafopoulos <ctzafopoulos@cityofsthenana.org>

Subject: [External] Bike trail

Cindy

Please forward this email to the city manager, public works director, members of the city council and mayor. Thank you

Jeff Finney (local commercial relator) and myself would like to propose a possible route for the vine trail thru St. Helena.

If the Vine Trail follows the railroad tracks to Pope St. Riders can enter Main St on their own using the stop lite at Pope and Main. Otherwise the Vine Trail would proceed east on Pope and hook up with the City bike Trail in front of Silverado Orchards. Then turn north on Starr Avenue across the Hunter Project. Then turn West on Adams to the intersection of the Wine Train tracks. At this point riders can enter Main St. by way of the stop lite on Adams and Main. At the Wine Train tracks the Vine Trail would continue north to Pratt Ave. Turn west on Pratt and then north thru the Elm Tunnel to Calistoga.

WE feel this route preserves the business downtown parking and the Vine Trail does not go back and forth across Main Street and riders have two access points to downtown. Thank you for this consideration. Jeff Finney and Anthony Micheli

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Vine Trail Public Comments
Date: Thursday, February 3, 2022 9:02:23 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthenana.org

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From: Bobbi Monnette <matildabologne@yahoo.com>
Sent: Friday, January 28, 2022 8:54 PM
To: Preya Nixon <PNixon@cityofsthenana.org>
Subject: re: [External] Vine Trail Public Comments

Preya,

I don't think that the loss of parking spaces should be a factor in deciding the best Vine Trail route to, through, and from St. Helena. The convenience and, especially the safety of the bikers should be of highest priority.

We want to attract bikers to St. Helena, treat them well, provide bicycle routes that are safe and convenient, bike parking areas, free air and water, and easy access to our biker serving businesses.

We must change the current paradigm in order to make the transition from the auto centric past to the pedestrian/bicycle centric present and future that twenty first century awareness demands.

There will be losses and gains as a result of this transition, that are required when developing responsible responses to our current climate change conditions.

The parking issue has been acute for many years, and retaining the few spaces lost in the safest,

best routes for the Bikers, will not solve it, won't worsen it that much, and will perhaps reenergize our efforts to address it with newly inspired creativity and input from other

Bobbi Monnette
(707) 963-2840

From: [Chris Blanchard](#)
To: [Public Comment](#)
Cc: [Preya Nixon](#); [Lauren Watters](#)
Subject: [External] Vine Trail comments from Church St residents
Date: Tuesday, February 15, 2022 7:14:16 AM

Hello and thank you for hearing our comments -

My wife and I are residents of 1114 Church Street in a house that was built in 1880, where we live with our 2 year old and 10 year old girls who attend St Helena Montessori. We have some major concerns regarding the Church Street option, and believe that this would not be the best option for the Vine Trail expansion.

Our concerns are these:

- the information and zoom sessions have communicated a plan for this small street to be reduced to one way southbound traffic, and to keep the parking on the west side of the street and build a 10ft wide bike path from the sidewalk to a dividing curb out in the street. We live on the east side of the street and have a driveway leading out to the street. How would we get out of our driveway to go to work, etc.? Would there be a stop sign or lighted signal before our house alerting riders we are coming out of the driveway? Or would the curb be non-existent at each driveway so our cars could get out? This plan would be a liability for the safety both for our family and for the bike riders, and could be the cause of numerous accidents and injuries.

- As this street is very small and narrow, there is barely enough room for 2 way traffic, and if you reduce it to one way with parked cars, it would be nearly impossible to drive safely past both an active bike lane and the parked cars and trucks, especially given the speed at which cars pass through here regularly. Have you done the measurements of the width of the area for cars and trucks parked here, as well as the measurements and studies of the passing traffic and bike trail area to see if this would actually work safely? Considering the numerous trucks and big cars that pass through here, it would be very dangerous for the bike riders as well as the families that live here. In fact, our car has had the driver's side mirror ripped off by a passing truck recently, and we all are aware of the cars that pass by at high speeds day and night.

- Assuming then, you would not allow Safeway trucks, delivery vehicles, large cars, SUVs, and semis to be able to use this street going forward. Also assuming you have talked to Safeway and the other vendors to let them know they would have to go down Main Street instead as Edwards is also too narrow. What other safety measures and improvements would you be making?

- We are also concerned with the noise of riders yelling as happens on the current bike trail as well as trash along the trail. I'm not too thrilled with legions of loud weekend warrior bike riders stopping to drink water or check their bikes or socialize along the trail on our street. Our kids play in our yard and in the front of the house, and we don't need any more tourists spouting foul language, as they do from the

Airbnb and rental properties nearby. I know this as a fact because I have walked along the trail in Napa and seen and heard this happen many times.

- As far as previous violent instances, there has already been one murder and one violent beating incident on other portions of the Vine Trail toward Napa and this is highly concerning, given all of the bike traffic you are expecting.

- where else along the existing trail from Napa to Yountville does this bike path impact a residential street similar to the situation you are proposing and what have those effects been? In looking at the map, and traveling portions of the path in Napa, the Vine Trail does not utilize residential streets in Napa or Yountville, and instead follows either the existing railroad and HWY 29, and that's why there has not been any previous outcry or impact on parking or rerouting streets.

We ride our bikes safely to our local ice cream shops, restaurants and parks without need of a bike trail in St. Helena. There is barely enough parking as it is in this very small town and we are against the idea as a whole. As Tony Leonardini pointed out, it would be beneficial to have bike parks located at the south and north end of the city, for more tourists to park and easily walk to our fine stores and restaurants. I agree with creating a 5th option to include these nice bike parking areas, with picnic tables, etc. to lead tourists into our city without the devastating impact and cost of altering our neighborhoods and removing parking.

As a matter of record, as residents of Church Street, we are vehemently opposed to your bike trail proposal to significantly alter our community, at a great cost to our financially strapped city, which would in fact be even more dangerous and disrupting to our little neighborhood and families.

Chris & Lauren Blanchard

1114 Church Street

St Helena CA

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Vine trail
Date: Thursday, February 3, 2022 8:58:11 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →New address
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelelena.org

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-----Original Message-----

From: Jesse Duarte <Jesse.Duarte@lee.net>
Sent: Tuesday, February 1, 2022 4:05 PM
To: Maya DeRosa <MDeRosa@cityofsthelelena.org>; Preya Nixon <PNixon@cityofsthelelena.org>
Subject: FW: [External] Vine trail

Here's a public comment on the Vine Trail alignment.

Jesse Duarte
St. Helena Star
967-6803

-----Original Message-----

From: James Orr [<mailto:tuthillx2@gmail.com>]
Sent: Tuesday, February 01, 2022 3:51 PM
To: Jesse Duarte
Subject: Vine trail

Hi Jesse,

I can't attend any of the public hearings unfortunately but if you could forward my input I would appreciate it.

Due to medical reasons I cannot ride a traditional 2-wheel bicycle. Instead I ride a recumbent trike.

The problem with the whole Napa Valley bicycle access is that #1-many roads are in atrocious condition for riding (Sulpher Springs for example) or more importantly #2-the "bike lanes" are too narrow (sometimes 18" or so) and I can't safely ride my trike. The front two wheels of my trike are 40" apart - WAY too wide for skinny bike lanes, or

worse yet, NO shoulder.

I love the idea of a Vine Trail but I want to ride my trike elsewhere too. Hwy 29 and the Silverado Trail are my only two options and while the trail does have wide bike lanes, the traffic, speed and noise makes riding very unpleasant.

We need a safe way to get from Calistoga to Yountville by bike at a minimum.

Thank you and best regards,

James Orr
1389 Magnolia Ave
St Helena
(650)575-9940

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Vine Trail route: Church St.
Date: Wednesday, February 23, 2022 10:42:17 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
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pnixon@cityofsthenela.org

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From: Karen Aldoroty <karenaldo@yahoo.com>
Sent: Tuesday, February 22, 2022 5:35 PM
To: Preya Nixon <PNixon@cityofsthenela.org>; James McCann <jmccann@cityofsthenela.org>; Cindy Tzaopoulos <ctzaopoulos@cityofsthenela.org>; Geoff Ellsworth <GEllsworth@cityofsthenela.org>; Paul Dohring <PDohring@cityofsthenela.org>; Anna Chouteau <AChouteau@cityofsthenela.org>; Lester Hardy <LHardy@cityofsthenela.org>; Eric Hall <EHall@cityofsthenela.org>
Subject: [External] Vine Trail route: Church St.

To Whom It May Concern:

My name is Karen Aldoroty and I am the owner of 55 Degrees, a wine storage business on Church Street since 1999. I am writing to state my concerns about the proposed Vine Trail route down Church Street.

Our daily operation involves multiple delivery trucks pulling in and out of our parking lot across from the Lewis Station Park. This is already a narrow turn for trucks to make. My main concern would be the safety of any biker or pedestrian using the proposed lane while trucks are entering and exiting the parking lot throughout the day. In addition, my fear is that this would disrupt our daily flow of business as delivery drivers may not be able to make the turn into our parking lot and will begin to refuse delivering to our business.

From my understanding, the proposed plan would eliminate parking on Church St. and reduce it to a one way street. As a business, the reduction of parking in a location that is already lacking could be detrimental to our business. It would also be a huge inconvenience to all residences to lose street parking.

As it is today, we have to leave our garbage cans on the sidewalk each week for pick up as the street is too narrow to place them in the street. What would be the proposed location for the cans?

Thank you for taking the time to read my concerns.

Thank you,

Karen Aldoroty

55 Degrees

1210 Church Street

Saint Helena, Ca 94574

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] The Vine Trail
Date: Thursday, February 24, 2022 8:38:08 AM

Preya B. Nixon

Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthenela.org

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From: Kimberly Phinney <kimbophinney@gmail.com>
Sent: Thursday, February 24, 2022 8:10 AM
To: James McCann <jmccann@cityofsthenela.org>; Cindy Tzaopoulos <ctzaopoulos@cityofsthenela.org>; Geoff Ellsworth <GEllsworth@cityofsthenela.org>; Paul Dohring <PDohring@cityofsthenela.org>; Anna Chouteau <AChouteau@cityofsthenela.org>; Eric Mark <optionm@sbcglobal.net>; Eric Hall <EHall@cityofsthenela.org>; Lester Hardy <LHardy@cityofsthenela.org>
Cc: Cindy Tzaopoulos <ctzaopoulos@cityofsthenela.org>; Preya Nixon <PNixon@cityofsthenela.org>
Subject: [External] The Vine Trail

February 24, 2022

Dear City Council Members Ellsworth, Dohring, Hall, Hardy and Chouteau, City Clerk Tzaopoulos, Assistant to the City Manager Nixon, and Interim City Manager McCann,
I hope this finds you all well.

This letter is regarding the proposed arrival of The Vine Trail in St. Helena. Preya, thank you for your time and effort on this project working with Chuck McMinn and The Vine Trail crew.

Having attended a community forum and viewed the recorded Zoom meeting, I write to you

expressing my disapproval of welcoming The Vine Trail into St. Helena at this time for the following reasons:

1. Our disregard for an already established 'bike lane' on North Crane. This fell into disrepair almost as fast as it took to paint and has yet to be swept, let alone repainted and repaired after many, many, years. I see this as an indication of how we will treat future projects of the cycling nature in town. I also have to state the obvious, the time effort, energy and resources that went into this space (and it is tiny) and it's complete neglect, is disgraceful. What a waste.
2. The traffic impact of removing parking, changing to one-way streets, bike barriered lanes, proximity to schools, homes, and businesses, will be devastating, dangerous, and impractical given the demand on all of the four proposed routes.
3. The safety issue that is constantly spoken about and paramount to the The Vine Trails success cannot be achieved with any of the four scenarios.
4. We need a new project with proposed costs like a hole in the head. For decades, our ten parks and other open spaces have fallen in such poor condition, adding a new burden of finance, and maintenance. Our adding more open space use, seems laughable, irresponsible, and unprofessional.
5. The current condition of our streets and sidewalks needing to be repaired, replaced, and maintained should come first and with a high priority. Completing projects in order, while not creating new ones, can prove to yourself and your constituents that you are capable of maintaining said spaces.
6. The impact of any one of the proposed trails on residents and businesses will be irreparable. Not only could this be dangerous, but costly, and without a solid, well supported plan. By supported I mean more than the five of you voting and including the community you are impacting. A leap of faith cannot work with this proposal.
7. Lastly, when considering another reason to vote no at this time, the Vine Trail in its current standing, has yet to enter a city and go through the residential and business districts like it is proposal for St. Helena. We should not be the test dummy given the potential and obvious negative impacts.

I think the best way to get a feel for St. Helena being ready financially, structurally, morally, and as a community, would be to have the trail end at the south of town (around the high school area and before neighborhood and concentrated businesses begin) and pick up again north of town, about Pratt Avenue (again after the concentration of residential neighborhoods and businesses). This scenario is the "GAP" option being discussed among community members. With this "GAP" option, the use of our town as a bike friendly city, the impact both successful for safety and overall use, would be monitored before you dive all the way in without being prepared.

I urge you not to move forward with any of the four plans proposed at the community meetings or on the survey (too bad there wasn't a no vine trail option on the survey) and go with the GAP scenario mentioned above. I strongly support not approving any of the proposed four scenarios of The Vine Trail through St. Helena at this time and hope you do as well.

Thank you for your time and consideration.

Ciao,

Kim Phinney

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] VINE TRAIL
Date: Thursday, February 3, 2022 9:02:19 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthenana.org

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From: Richard Shurtz <badbears7@comcast.net>
Sent: Friday, January 28, 2022 8:59 PM
To: Preya Nixon <PNixon@cityofsthenana.org>
Cc: 'Jeff Farmer' <jfarmer@seedgrain.com>
Subject: [External] VINE TRAIL

All one has to do is walk up Oak Avenue and turn right on Adams St. to see how absurd and desperate the proposal for Oak Avenue is as a part of the Vine Trail. The VT boasts over and over that they have alternative parking for the 50 irreplaceable city parking spaces. They came forth with short term remote parking that does not exist. The Catholic Church has turned down their request as the church has nothing to gain and will lose all the Oak Avenue spaces they use for services, weddings and funerals. The VT presentation to the School District received a very cool reception with every Trustee finding a different problem with the proposal. A point often overlooked is that Bike trails are not safe for pedestrians. On a safe Bike Trail you have great width, visibility and most of the walkers are walking for exercise and are alert for bicycles. It is strongly recommended that you have good hearing as bikers come up behind walkers and shout out "passing on the left". So, one must be alert and not hearing impaired as a fast moving bike will cause serious injury. Seniors and tourist pedestrians on Oak Avenue, not looking for bicycles, will be at risk. And then there is the

made up argument that “ we are proposing Oak Avenue for the kids”. So much hooey!. When the VT group began last summer exploring routes thru SH, they started with RR Avenue but in September they approached me and stated that they were considering Oak Avenue because they found problems on RR Ave. They have an agenda they will say anything to press their cause. They need to locate following the route proposed by Councilman Eric Hall. Richard Shurtz

T

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Vine Trail
Date: Tuesday, February 15, 2022 8:07:42 AM

Preya B. Nixon

Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Richard Shurtz <badbears7@comcast.net>
Sent: Monday, February 14, 2022 7:55 PM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: [External] Vine Trail

I strongly favor the river route or non at all. Richard Shurtz SH resident

From: [Preya Nixon](#)
To: [Kamille Garcia](#)
Subject: FW: [External] Vine Trail
Date: Tuesday, February 15, 2022 8:07:47 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → New address
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pnixon@cityofstheleena.org

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-----Original Message-----

From: Tom Rinaldi <tomwineguy1949@gmail.com>
Sent: Monday, February 14, 2022 7:19 PM
To: Preya Nixon <PNixon@cityofstheleena.org>
Subject: [External] Vine Trail

Hello Ms. Nixon,

I had the screen on mute, but would like to “pipe in” my hope that Oak St. is not considered a route through St Helena. The width and disrepair of that road say “no thank you”...

Cheers,
Tom Rinaldi
(707) 235-9104

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Vine trail
Date: Friday, February 25, 2022 1:56:54 PM
Attachments: [image001.png](#)

Preya B. Nixon

Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
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pnixon@cityofsthelelena.org

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From: Xinia Gamero <XGamero@cityofsthelelena.org>
Sent: Friday, February 25, 2022 11:11 AM
To: Preya Nixon <PNixon@cityofsthelelena.org>
Subject: FW: [External] Vine trail

Thank you,



XINIA GAMERO
PERMIT TECHNICIAN III- PLANNING
City of St. Helena | [Planning Department](#)
1572 Railroad Ave. | St. Helena, CA 94574
Planning: (707) 968-2659 | Direct: (707) 968-2740 | xgamero@cityofsthelelena.org

From: Ken Stanton <ken.stan395@gmail.com>
Sent: Friday, February 25, 2022 11:08 AM

To: Public Comment <publiccomment@cityofsthelena.org>

Subject: [External] Vine trail

The Vine Trail will be an important factor in improving the quality of life in St Helena and the Napa Valley. This is a major positive step in a period of negative impacts throughout the county. The council must choose one of the four options for egress for bicycles through St Helena. No option is not an option.

(As a side note, rails to trails movement is gaining momentum throughout the country. I hope that some day the Wine Train will find the best use for their right of way as a valley long bicycle route.)

Ken Stanton
Angwin Ca

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>

Sent: Friday, February 25, 2022 1:23 PM

To: Public Comment <publiccomment@cityofsthelena.org>

Cc: Tina Perriono <tina.perrino@yahoo.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Jodie Neiman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>

Subject: [External] Vine trail proposal Church street

Hello City of St. Helena;

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We are strongly opposed!

Sincerely,

Jacqueline Hilger-Rolfe PhD
1155 Church street

Tina Perrino
1152 Church street

Jerome Booker
1144 Church Street

Leslie and Deacon Whiteman
1135 Church street

Jodie and Mike Neiman
1128 Church street

Lupe, Vickie, Harley Lopez
1161 Church street

Gisela Campagne
1160 Church street

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Sent: Friday, February 25, 2022 1:29 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Jerome Booker <davis398@gmail.com>; Tina Perriono <tina.perrino@yahoo.com>; Jodie Neiman <jodie@jodiesdesign.com>; Leslie Wightman <dlwightman1@att.net>; Gisela Campagne <gcampagne3@gmail.com>
Subject: [External] Church Street Vine trail proposal see pictures of trucks on church

Dear City:

See below pictures. How in the world could a one way street work with a bike lane added? See pictures below. Fed ex and Amazon park like this all day long 5 days a week. Than there is trash day with our bins out and the trash trucks on Monday and Tuesday.





Sincerely your neighbors on Church Street

Jacqueline Hilger-Rolfe PhD

From: Jodie Nieman <jodie@jodiesdesign.com>
Sent: Friday, February 25, 2022 2:04 PM
To: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Cc: Tina Perriono <tina.perrino@yahoo.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Gisela Campagne <gcampagne3@gmail.com>; Public Comment <publiccomment@cityofstheleena.org>
Subject: Re: [External] Vine trail proposal Church street

Yes. Both Mike & I strongly oppose the Vine Trail on Church Street.
Our Address is 1127 Church Street.

Thank You Jacqueline!

Jodie Nieman
Jodie's Design
1132 Main Street
St. Helena, CA 94574
707-967-8630
c-707-287-3129
www.jodiesdesign.com

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Oh dang... can you do a reply all and reinforce the support of my email and make the address correction?

Thanks!!

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And, indeed a routing down Church Street would change the character of this little neighborhood and not for the better. There are many improvements needed on this street including sidewalk repair, traffic control, park cleanup/restoration , etc. As a homeowner I do not include a bike trail outside my front door on this list of improvements.

Thank you.

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1152 Church Street
415-505-8422

Tina Perrino
415-505-8422

Sent from my iPhone

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1160 Church street

From: Leslie Wightman <dlwightman1@att.net>
Sent: Friday, February 25, 2022 5:51 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Jacqueline Hilger-Rolfe <jhilger1@me.com>; Jerome Booker <davis398@gmail.com>; Jodie Nieman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>; Tina Perrino <tina.perrino@yahoo.com>
Subject: Re: [External] Vine trail proposal Church street

There is strong opposition to the Vine Trail's location on Church Street from the majority of homeowners living there. We are included in that opposition.

You're literally asking us to completely change our way of life here at our homes. How we negotiate the multitudes of people that would now be traversing through our neighborhood daily, how we would access our street, how we would park (if we still can), how we would leave and enter our driveways, how we would continue to enjoy the peace and tranquillity of our front and side yards, and how we would commune with each other as neighbors... on our street, at our fences and our front porches.

It's not much, we're a tiny street, but Church Street is our neighborhood. And, isn't that what Saint Helena is supposed to be all about? It's why we moved here, and if you ask our neighbors I bet they'll tell you the same.

We love our street. Please don't take it away from us. There has to be an alternative that doesn't destroy a neighborhood.

Thank you,

Deacon and Leslie Wightman

On Feb 25, 2022, at 2:40 PM, Tina Perrino <tina.perrino@yahoo.com> wrote:

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February 28, 2022

Re: St. Helena Vine Trail Alignment – NCBC Public Comment

To members of the St. Helena Active Transportation and Sustainability Committee and Parks and Recreation Commission,

The Napa County Bicycle Coalition (NCBC) 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.

While the Napa County Bicycle Coalition supports any of the three alignments through St. Helena proposed by the Vine Trail Coalition (Oak Avenue via Mitchell, Oak Avenue via Spring, or Church Street), understanding that we are currently looking at the big-picture alignment and that any alignment choice will be followed up with more detailed design decisions, we recognize that the **Church Street alignment is best suited for the St. Helena community**, based on feedback from the community, City goals, and benefits for active transportation users. This alignment will still provide a direct route through St. Helena, which is both far less expensive and more greatly needed than a meandering backroads path, while minimally impacting vehicle travel.

We strongly encourage the City of St. Helena to select the Church Street alignment for the Napa Valley Vine Trail segment through St. Helena. This option furthers several current City goals, as outlined below.

City Goal 1: Improve and maintain safe and reliable city infrastructure with a commitment to **environmental stewardship, public health, and public safety**

- Walking, biking, and rolling provide a healthier, active, and greener alternative to driving as a form of transportation.
- Protected bike lanes [have been shown](#) to improve pedestrian and bicyclists safety, increase bicycle ridership, and produce economic benefits to businesses they provide access to.

City Goal 4: Ensure **long-term economic sustainability** while supporting St. Helena's charm and rural character

- [Research has found](#) that communities with infrastructure that supports bicycling as a means of transportation and recreation have *outsized economic benefits by attracting residents and tourists alike to business districts*. Business owners are likely to see a [positive effect](#) on sales and customer traffic following installation of protected bike lanes, even if these lanes result in some parking removal.

City Goal 5: Support thriving families and **enhance the safety, well-being, and healthy development** of our youth

PO Box 5157 | Napa, CA 94581 | (707) 258-6318 | www.napabike.org

- By providing a safe and separated shared-use path that is near the City center and can act as the backbone of a local active transportation network, *the Church Street alignment will allow youth to actively navigate their communities by walking, biking, and rolling, building a sense of independence and connection with community while building physical activity into everyday life. This is a free, accessible community resource that reaches residents of all socioeconomic backgrounds.*
- The Napa County Bicycle Coalition's Safe Routes to School Walk Audits indicated that crossing SR 29 was one of the highest barriers to students walking and bicycling to school; by selecting a Vine Trail alignment that crosses SR 29 close to City's downtown core at Pope Street, the City will be taking a significant step towards addressing that barrier.
- The Vine Trail has proven to be a resilient and accessible source of exercise and fresh air for Napa County residents, as when Covid-19 closed gyms, exercise classes, and sports teams, folks could still safely bike, walk, run, and roll on the existing Vine Trail alignment.
 - This was evidenced by an almost [70% increase](#) in use on the existing Vine Trail during April 2020 compared to the previous 3 years.

City Goal 6: support initiatives that respond to and plan for climate change

- According to the [California Air Resources Board](#), *transportation is the state's main source of both GHGs and air pollutants, accounting for almost 40% of statewide emissions in 2019. Passenger vehicles account for 28.5% of statewide GHG emissions.*
- Transportation emissions in the San Francisco Bay Area (which includes Napa County) grew by 19% from 2014-2019. Transportation emissions in Napa County grew 51% from 2014 to 2019 ([source](#)).
- By providing a direct, separated bike route through the heart of St. Helena, the Vine Trail Church Street alignment will give residents and visitors safe and comfortable access to walking or biking for transportation. *This not only helps reduce greenhouse gas emissions, but also makes the City more accessible for those who cannot/do not drive and gets more people out of cars, reducing vehicle congestion.*
- According to NVTA, 63% of intra-Napa County vehicle trips are 5 miles or less, and 33% are one mile or less – walking and biking distance. By providing safe and accessible bicycle and pedestrian infrastructure like the Vine Trail, the City of St. Helena can help shift these short trips from greenhouse-gas emitting vehicle trips to more sustainable modes.
- When comparing the life cycle of travel modes, emissions from bicycling were found to be 30 times lower than fossil fuel cars and [ten times lower than electric cars](#). Walking and bicycling for transportation is a vital part of St. Helena's shift towards a more climate-conscious future.

We urge the City to select one of the three Vine Trail alignments proposed by the Vine Trail Coalition, with Church Street as the preferred selection, as the fourth alignment along Mills Lane deviates from the Vine Trail commitment to remain close to existing transportation corridors. It also significantly increases project cost while decreasing competitiveness for state active transportation grant funds and fails to support City goals by maintaining the status quo of automobile-centered transportation and by forcing people on bikes—residents and tourists alike—on long detours away from desired destinations.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'CSainato', written in a cursive style.

Carlotta Sainato
Program Manager
Napa County Bicycle Coalition

February 27, 2022

To: All Transportation and Sustainability committee members.

From: Ron Arata

Mr. McMinn has done a commendable job in guiding the Vine Trail and their stated intentions to provide a bike trail from the Ferry Building in Vallejo to Calistoga. It appears that all required right-of ways, easements, etc. have been acquired from the Ferry Building to Mitchell Ave. and from Fulton Ave/Railroad Ave. to Calistoga.

On all zoom meetings with the Transportation and Sustainability committee, the Chamber of Commerce the City Council and recent public meetings the Vine Trail has displayed a placard with four listed Vine Trail goals. Two of those goals state: "Minimize conflicts with existing improvements" and "Minimize parking loss." Both of which are ignored with the Vine Trails preferred route of Mitchell-Oak-Adams or alternate route Main-Pope-Railroad. I would not classify an attempt to move school bus parking from Oak to Adams as a minimal effort. Most of parking on Oak Ave. is 3 hour limited parking from 8:00am to 6:00pm Monday to Saturday. Six parking spaces on Adams between Oak and Money Way are limited to 20 minutes during the same time periods. As these spaces turn during the day the city permanently loses far more than 50 plus parking spaces to the Vine Trail. A fact I recently personally witnessed. On January 25th I had a lunch date with an old friend and a 3:30pm meeting afterwards in St. Helena. With time to kill between lunch and meeting I walked over to 1336 Oak Ave and had an ice Cream from Chokolatte Ice Cream. (I have ownership with family members in 1336 Oak Ave.) While sitting outside enjoying my Ice cream and catching up on emails and the news I witnessed a grandmother with three grandkids parking in front of the building enter Chokolatte with her grandkids purchase ice cream and leave. A mother with two small children did the same. Followed by a mother with a small child on crutches due to a foot cast do the same. A customer for Design four utilized a vacant space to park and entered the nail salon. I understand having one nails done takes about an hour. The point is that those 3 parking spaces in front of 1336 Oak, were used by 5 or 6 families during the 45 minutes I was present. I can only imagine how many vehicles use the six 20 minute parking spaces between Oak and Money Way on a daily basis.

On February 23rd I was again in the Napa Valley, this time lunch in Napa and an afternoon meeting in SH. I drove north on Hwy 29, exited on Sulphur Creek, to Valley View, to Spring and then left on Oak. Yes, it is longer but avoids the congestion going into St. Helena. Every parking spot on Oak was taken and as I come to the Catholic Church, I noticed a funeral hearse parked in front. If Oak St parking is lost to a bike route this parking would not be available.

The permanent loss parking on the Mitchell-Oak-Adams would be devastating to not only every building owner, merchant, church on the route but to every resident in St. Helena

The Vine Trail has suggested in past presentations to mitigate the parking loss with parking from the Catholic Church and new parking on the West end of Carpy Field. It is my understanding that the Catholic Church parking is under existing agreements and is not available to the Vine Trail.

Page 2

Carpy Field has deed restrictions that prohibit any structures to be build on the open areas. Given Mr. Carpy's revered status and legacy to St. Helena, any attempt for a parking lot has less than a zero chance.

Mr. McMinn stated on a zoom, I believe with the Chamber of Commerce, that if parking could not be mitigated, the route of Mitchell-Oak-Adams was off the table. So why is it still part of the discussion?

The same was true of the Main-Pope-Railroad route, if permission from the owners of the Safeway/Smiths Pharmacy parking lot was not possible the route was off the table. It is my understanding that no permission will be granted. If Mr. McMinn is true to his word, why is this route still part of the discussion?

Taking Mr. McMinn at his word that without permission for use of the Safeway/Smith parking lot or use of parking from the Catholic Church or Carpy Field both routes are off the table. Then the best solution for now would be to take the suggestion from Tony Leonardini and provide a stopping point at the North and South entrance to town. If at some point in the future easement issues with the Mill Ave route suggested by councilman Hall or some other acceptable route can be found the two points can be connected.

Regards,

Ron Arata

From: Xinia Gamero <XGamero@cityofsthelena.org>
Sent: Tuesday, March 1, 2022 9:02 AM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: FW: [External] Vine trail proposal Church street

Thank you.



XINIA GAMERO
PERMIT TECHNICIAN III- PLANNING
City of St. Helena | [Planning Department](#)
1572 Railroad Ave. | St. Helena, CA 94574
Planning: (707) 968-2659 | Direct: (707) 968-2740 | xgamero@cityofsthelena.org

From: gcampagne3@gmail.com <gcampagne3@gmail.com>
Sent: Sunday, February 27, 2022 7:02 PM

To: 'Tina Perrino' <tina.perrino@yahoo.com>; Public Comment <publiccomment@cityofsthelena.org>
Cc: 'Jacqueline Hilger-Rolfe' <jhilger1@me.com>; 'Leslie Wightman' <dlwightman1@att.net>; 'Jerome Booker' <davis398@gmail.com>; 'Jodie Nieman' <jodie@jodiesdesign.com>
Subject: RE: [External] Vine trail proposal Church street

Thank you everyone. Most definitely STRONGLY opposed.

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From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Public Comment Special Meeting ATSC/PRC 3.2.22
Date: Tuesday, March 1, 2022 11:01:28 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | Wear a Mask | Watch your Distance
Lávese sus manos | Use mascarilla | Mantenga su distancia

From: stephanie iacobacci <stephanie.iacobacci@gmail.com>
Sent: Tuesday, March 1, 2022 10:42 AM
To: Paul Dohring <PDohring@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Eric Hall <EHall@cityofsthelena.org>; Geoff Ellsworth <GEllsworth@cityofsthelena.org>; James McCann <jmccann@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>; Leslie Stanton <lesliestan@gmail.com>; Matthew <matthew@demchuk.com>
Cc: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Public Comment Special Meeting ATSC/PRC 3.2.22

Dear City Council Members, Interim City Manager McMann, ATSC and PRC Committee Members,

I am writing to express my support for the Napa Valley Vine Trail finding a route through St. Helena. I empathize with business owners' concerns of parking loss, specifically, the potential loss of parking for Adams Street Shipping as that business does demand nearby, easily accessible parking. Although I disagree with a lot of other public comment submitted that makes generalized statements on behalf of "every resident." Personally, I do not think St. Helena has a "parking problem" as many individuals claim. On weekdays, the city's Oak

Avenue Parking lot is underutilized, in addition to the 80+ parking spaces between Adams Street and Library Lane. Businesses have every right to want parking spaces as close and convenient to their business as possible. Although I'd argue that perception of parking would change with improved directional signage and stronger efforts from the City of St. Helena to find parking solutions that benefit the downtown district, such as long-term lease agreements with AT&T, Banks off Adams Street, Catholic Church, or PG&E.

Yes, any of the routes proposed and studied by engineers will cause short-term grievance and inconveniences, but that will pass. Sure, resident travel may take 90 seconds longer than it did before, but this small inconvenience does not seem like a valid enough reason for St. Helena to be the section that breaks up the Vine Trail. As a resident, I'm eager for the Vine Trail to be in St. Helena. We have an obligation to take care of our aging population and youth, the Vine Trail provides a safe place for both populations to meet and move safely without being concerned about people blowing through stop signs into crosswalks.

I'd like to voice my support for the Spring Street to Oak Avenue route or Pope to Church Street Route. I understand it's easier for me to support these options, not being a resident on Church Street or a business owner on Oak Avenue/Adams, but I'd welcome it if I were and see the value the NVVT would bring to me. To be direct, residents and businesses do not own the streets they reside and the street's purpose is for travel. So I encourage City Council, ATSC, and PRC to look at this as a way to **prioritize pedestrian and bicycle travel**. While I may not love having to walk 1 block for my nail appointment, coffee, or package drop - it won't stop me from continuing to patronize local businesses and in time, it'll be the new normal. In addition, the slight inconvenience may encourage me to just bike between local destinations rather than drive. (let's hope!)

As a resident of St. Helena, our community should be proud to be a part of what will be the most amazing bike trail in California. Connecting the towns of Napa Valley to one another and providing a safe space for all to move from place to place. A continuing theme in St. Helena is that residents feel strongly we need to protect St. Helena's small-town culture. Getting the NVVT to travel through St. Helena forces drivers along the route to slow down, encourages outdoor movement, shows visitors people live, work, and play here, all while giving residents a greater opportunity to move throughout their own town by food and bike **safely**.

I appreciate the engagement and thoughtfulness of my neighbor's input, even if our viewpoints are not aligned. I also appreciate your time serving on committees/City Council, and your commitment to St. Helena's welfare. We need to be willing to sacrifice something for greater gain.

Be Well and Do Well,

Stephanie Iacobacci
1130 Crane Avenue
St. Helena, CA

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: Vine Trail through Saint Helena
Date: Tuesday, March 1, 2022 11:44:23 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Nancy Tennyson <nancy.tennyson@live.com>
Sent: Tuesday, March 1, 2022 11:44 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine Trail through Saint Helena

Dear Active Transportation and Sustainability Committee and Parks and Recreation Commission,

Completing the Vine Trail through Saint Helena will greatly benefit the local community by providing a safe way for walkers and bicyclists to get around town.

I use the Vine Trail in Napa to ride to work on my 5-speed in my work clothes. This benefits me and my community in many ways. I get daily exercise, it's one less car on Hwy 29, I'm more connected with the communities and people I see along the route, I'm more likely to pop into a shop. I can speak from experience that--even though my trip is only about 3 miles--without the Vine Trail in the city of Napa, I would not ride my bike to work. Saint Helena should offer

this same asset to your residents.

I know several routes are under consideration. Please choose one that serves the local population.

Thank you,
Nancy Tennyson

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 11:55:11 AM

Preya B. Nixon
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From: Mark Anisman <4anisman@gmail.com>
Sent: Tuesday, March 1, 2022 11:55 AM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

i voice strong support for this project!!
i often use the trail and see so many tourists!!
it would be great for locals and visitors
thank you, Mark Anisman (Yountville)

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 11:57:23 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

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From: Triska, Mark <Mark.Triska@colliers.com>
Sent: Tuesday, March 1, 2022 11:57 AM
To: Public Comment <publiccomment@cityofstheleena.org>
Cc: Maria G - Ahsa (mmtriska1@me.com) <mmtriska1@me.com>; John Triska (triskajohn@gmail.com) <triskajohn@gmail.com>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Cannot wait for this connection! Basically the trail really gets good only after the Park N Ride at Trancas heading north. We rode it yesterday from Kennedy Park north to Yountville. Hopefully you can get right of ways north to St Helena. Thank you,

Mark Triska, SIOB
Executive Vice President | Pleasanton
mark.triska@colliers.com

CA Lic. 01012779

Direct: +1 925 227 6210 | Mobile: +1 925 989 5885

4301 Hacienda Drive, Suite 430 | Pleasanton, CA 94588 | United States



View My Team

Assistant: **Anne Shultz**

+1 925 227 6276 | anne.shultz@colliers.com



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SIOR

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:36:46 PM
Attachments: [image002.png](#)

Preya B. Nixon

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From: Elaine Honig <elaine@studio4forty.com>
Sent: Tuesday, March 1, 2022 12:25 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hi,

I'm writing in support of the Vine Trail coming through town. I think the benefits to our community will be immense. I also support it going on Church Street.

Thanks!

elaine
Elaine Honig
Founder
STUDIO 4Forty

707-479-2055

elaine@studio4forty.com

www.studio4forty.com



Farm to table(au)

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:37:11 PM

Preya B. Nixon
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From: Lorraine Barker <aubaine@comcast.net>
Sent: Tuesday, March 1, 2022 12:34 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

As a senior citizen who has lived in Napa for 40 years, I cannot express my support loudly enough for the Napa Valley Vine Trail and its adjunct, the Napa River Trail. I have always hiked in the hills, but the last few years have made that slightly more difficult than in the past for so many different reasons. Suffice it to say, a trail up and down the valley with relatively minor elevation changes is so much more doable and provides a lovely alternative. I still hike the hills, but simple walking (or biking) up or within the valley is becoming a much more pleasant endeavor than it could ever be with no protected walkway/trail. If no such trail were available, many locals and tourists would be stuck in their cars to get anywhere in the valley! Let's minimize the need for that, please! Let's continue building the full length of the Vine Trail!

Sincerely,
Lorraine Barker

Napa

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Vine Trail Support
Date: Tuesday, March 1, 2022 12:38:32 PM

Preya B. Nixon
Assistant to the City Manager
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From: Catherine Courage <catherine.courage@gmail.com>
Sent: Tuesday, March 1, 2022 12:37 PM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] Vine Trail Support

Hello

I am writing to send my support for the continuation of the Vine Trail. The creation of this trail from Napa to Yountville has been a wonderful addition to the community. It provides a beautiful and safe means for tourists and locals to navigate between the wonderful towns of the valley without a car. As a local avid cyclist I look forward to the connection between St Helena and Calistoga. I hope we can bring this to life soon!

Sincerely,
Catherine Courage

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:39:07 PM

Preya B. Nixon
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From: Brad Lee <bradslee@yahoo.com>
Sent: Tuesday, March 1, 2022 12:38 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

It is my strongest support for a consideration for a recommendation on the Vine Trail alignment through St. Helena. This project will benefit the residents of Napa County greatly and particularly the interest of St. Helena. Please vote yes on the recommendation!

Brad Lee
650.255.3172
75 Verona Way
Napa, CA 94558

[Sent from Yahoo Mail for iPad](#)

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] vine trail through st helena public comment
Date: Tuesday, March 1, 2022 11:01:36 AM

Preya B. Nixon

Assistant to the City Manager
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From: Pamela Smithers <psmithrs@comcast.net>
Sent: Tuesday, March 1, 2022 10:22 AM
To: Leslie Stanton <lesliestan@gmail.com>; Jeff Farmer <jfarmer@seedgrain.com>; Glenn smith <glenn@smith-carr.com>; Maddie Chandler <m.chandlerworkshop@gmail.com>; Tye Taylor <ttaylor@tfewines.com>; Matthew <matthew@demchuk.com>; Michelle Deasy <michellecdeasy@gmail.com>; Rebekah Weeman <rebekah@bsceneinc.com>
Cc: Preya Nixon <PNixon@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Subject: [External] vine trail through st helena public comment

Dear ATSC and PRC members,

Thank you for this opportunity to comment on the Vine Trail coming through St Helena and for your service to our community. It is much appreciated.

I just came home from sitting on the corner of Adams and Oak from 3-345pm (afternoon school hours). Have you done it? What I discovered is there are LOTS of RLS and SHES students on bikes and on foot there. Our General Plan says Oak Ave is supposed to be a Bike Boulevard, there's a good reason for the designation, it links schools, libraries, and

shopping.

Our General Plan mentions bicycling, bicycles, walking, pedestrians, and active transportation hundreds of times within its pages. It's basically the theme of our General Plan! Not to mention a whole chapter on climate change. We must change our habits to allow/provide for safe bicycling on our City corridors.

The students I watched today were likely headed to the library (off Adams) or home, since most of our students live on the east side of town. Some continued south on Oak toward Mitchell. Maybe these students were headed to Sunshine or the ice cream shop or maybe to the Boys and Girls Club just off Oak. The bike riders rode on sidewalks because it is not safe to ride a bike on Adams or Oak. All these kids would benefit from a bike lane that went down Oak and Adams.

We must/should follow our General Plan and start to implement the "Complete Streets" it calls for, making streets safe for ALL users, not just cars.

Let's try to find some solutions to parking spots (St Helena Shuttle 963-3007 needs to be in everyone's favorite list on their phone, especially folk who cannot walk long distances, they pick up and drop off door to door). We've just got to adapt for the benefit of young people. (And don't we want more shoppers here? Let's welcome riders down Mitchell, Oak and Adams who will stop at Lang & Reed, Sunshine, Crisp, Chokolatte, NV Coffee Roastery, Sportago, etc. etc. etc.) Let's reduce our own car trips. Let make some sacrifices for the kids and the future of our planet.

Thank you for listening to all the public comment and for serving on these committees.
Good luck.

Pam Smithers
1819 Vallejo Street, SH
32-year resident
707-696-0530

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 1:13:27 PM

Preya B. Nixon
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-----Original Message-----

From: Sunshine <sunshinefoodsmarket@comcast.net>
Sent: Tuesday, March 1, 2022 1:13 PM
To: Public Comment <publiccomment@cityofsthelelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am writing to express our extreme opposition to the Vine Trail being located on Oak Ave. The danger of being hit by or running into any number of vehicles, of all shapes and sizes, turning into and exiting driveways on Oak Ave is currently difficult at best. The addition of more pedestrians and cyclists, who will feel they are protected by the green painted area, is an unacceptable risk. Also the loss of "any" street parking in this area is unconscionable. The lack of parking in St. Helena is currently an extreme problem, especially for people working in downtown and needing to park all day while trying to leave parking available for customers. There are no viable mitigation measures to replace the loss of parking on Oak Ave or anywhere else in downtown. All of these issues are currently at unmanageable levels and becoming worse by the week. As the weather improves, leading to the Valley's peak business time of year, all of this will become worse even without the Vine Trail. It is unacceptable to tell our local residents and employees, who must commute to work, sorry we have no safe or convenient place place for you to park. A "Gap" in the trail through St. Helena is the only viable option.

Jay K. Smith, Sunshine Foods
Partner
Sent from my iPad

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment to St. Helena
Date: Tuesday, March 1, 2022 1:16:37 PM

Preya B. Nixon
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From: Matthew Kulczycki <mmkulczycki@gmail.com>
Sent: Tuesday, March 1, 2022 1:14 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment to St. Helena

To whom it may concern,

I am a Napa Valley resident and avid biker. I am sending support for the continuation of the Vine Trail through St. Helena. I truly feel the segment will connect our communities and create a better place to live and play. I love riding upvalley with my family, but its scary to do so beyond Yountville.

I am always amazed, especially this time of year, how many bikers stop and spend money in Yountville. Bouchon is packed with bikers and I believe the Station, Model Bakery, NV Coffee Roasters and other downtown business would receive much of the same business if there was a contiguous trail.

Thank You,
Matthew Kulczycki

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 1:26:35 PM

Preya B. Nixon
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From: Paul Wagner <PWagner@balzac.com>
Sent: Tuesday, March 1, 2022 12:37 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am writing in strong support of the Vine Trail and its alignment through St. Helena. I served for eight years on the City of Napa's Bicycle/Alternative transportation commission, and I am well aware of the benefits of this kind of infrastructure in the community. It benefits everyone, from pedestrians and cyclists who just want a safer route to travel, to tourists who want to get closer to the real Napa Valley, to locals who enjoy exercise in the open air. It even benefits motorists by reducing traffic on the roads: car traffic, bike traffic, and pedestrian traffic. The success of these routes is brilliantly clear in Napa, where the bicycle commuter path through the city and down to Napa Valley College and Kennedy Park is in constant use. The River Trail has become a key element to the community of North Napa. And the Napa Vine Trail up to Yountville has become not just a local success, but a huge draw for tourists as well.

For generations we have designed our communities for the convenience of cars. It's about time we started designing our communities for people, instead.

Paul Wagner
1418 Calistoga Ave
Napa, CA

Check out our outdoor adventures at <http://www.backpackthesierra.com/>

Or read my mystery novels set in the Sierra Nevada:

https://www.amazon.com/dp/0984884963/ref=cm_sw_r_awdo_navT_g_J01PJAHMPAE6SV45PE9G

<https://www.amazon.com/-/es/Paul-Wagner/dp/B09R96CDCR>

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: Napa Valley Vine Trail Support
Date: Tuesday, March 1, 2022 3:06:39 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: Holly Ong <ollydaze@hotmail.com>
Sent: Tuesday, March 1, 2022 2:10 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Napa Valley Vine Trail Support

To the Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission,

The Napa Valley Vine trail has been used over 61,000 times in the last 60 days (<https://vinetrail.org/> use counter). Each of those uses represents a recreational or transportation occurrence that provides healthy benefits and ways to alleviate traffic in the Napa Valley.

The proposed extension from Yountville to St. Helena would provide a safe path for residents and visitors to enjoy. The Vine Trail not only represents safe passageways, but promotes education on the trail surroundings, art and cultural opportunities and respect

for our agricultural traditions. I use the trail almost daily and have witnessed the diverse use of the trail by residents, visitors, commuters, and recreationalists.

I hope you will support the multi-use Vine Trail proposal. This project would be a positive addition to the community in St. Helena and the surrounding Napa Valley

Sincerely,

Holly Ong

3808 Villa Ct.

Napa, CA 94558

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 3:11:05 PM

Preya B. Nixon
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-----Original Message-----

From: Karen Taylor <ktaylor190@yahoo.com>
Sent: Tuesday, March 1, 2022 3:10 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

My husband and I, along with our small dog, love the Napa Valley Vine Trail! We live off Salvador and Solano and use it for walking and bike riding several times a week—even during the winter. Best and safest place to walk and bicycle in the valley as far as we're concerned. We often stop for lunch at restaurants near the trail, particularly at pet-friendly places with outdoor seating. I've even used the trail to ride my bike to the grocery store. What a fabulous asset for us as locals as well as for visitors! We just got new bikes so we can't wait for the extension to St. Helena. We look forward to longer rides and more restaurants for lunch along the way.

Dave and Karen Taylor

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Vine trail
Date: Tuesday, March 1, 2022 3:19:27 PM

Preya B. Nixon
Assistant to the City Manager
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-----Original Message-----

From: Annette Smith <lovely3tees@aol.com>
Sent: Tuesday, March 1, 2022 3:17 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Vine trail

Dear Members of the Active Transportation Committee, Members of the Recreation Committee and City Council Members, I am writing this letter to express my concern and opposition to the Vine Trail going through our downtown business district and disrupting the daily lives of our citizens and taxpayers. The proposed trail along Oak and Adams with the loss of 50+ Physical parking spots will seriously impact many businesses and most likely force a few to close! (It is actually 300+ Parking spots if you recognize that each of those 50 spots are used multiple times each day and evening.) Is this how we treat our local serving businesses and their customers?

I understand the appeal of a bike trail from Vallejo to Calistoga but NOT at the expense of the residents of St. Helena! I support the "Gap Model" as a compromise. There is no reason why the Vine Trail can't have a rest stop at the North and South end of the business district with park-like landscape, bathrooms and welcoming signage to our community and businesses. I would think the cyclists could then "share the road" for 3 blocks through our downtown areas! Perhaps they could even support some of our local merchants while downtown.

Let us all remember that our tax dollars will be used for the continual upkeep and maintenance of this path for decades. We already have sidewalks, streets and parks in dire need of repair. Let's take care of those first!

I urge you to keep the welfare of our St. Helena community and downtown business district as your first priority while making your decision.

Sincerely,
Annette Smith

Sent from my iPad

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 4:18:03 PM

Preya B. Nixon
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From: joseph pramuk <josephpramuk@yahoo.com>
Sent: Tuesday, March 1, 2022 4:14 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Joseph Pramuk <josephpramuk@yahoo.com>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hello....

Re; the Vine Trail: I am a resident of Napa, now for 76 yrs.. The Vine Trail project is the best evolving idea I've admired, (and enjoyed using), in my time here. The vibe between cyclists, pedestrians, and yes, most motorists is great to see. Anything we can do as a community to expand this valuable resource and promote its use as an enjoyable, environmentally responsible alternative to experiencing our unique and beautiful valley gets my vote, vigorous nod of approval, and enthusiastic thumbs, actually **thumb** up, (keeping at least one hand on the handlebars.)

Let's remove any roadblocks and red tape and move as rapidly as possible to completing the entirety of the Trail from Calistoga to the Vallejo Ferry!

Thanks for your consideration,

Joseph Pramuk
Napa

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] support for the Vine Trail...
Date: Tuesday, March 1, 2022 4:40:34 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthenana.org

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From: Gerardo Capiel <gcapiel@alum.mit.edu>
Sent: Tuesday, March 1, 2022 4:35 PM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] support for the Vine Trail...

Hello

I am writing to send my support for the continuation of the Vine Trail. The creation of this trail from Napa to Yountville has been a wonderful addition to the community. It provides a beautiful and safe means for tourists and locals to navigate between the wonderful towns of the valley without a car. As a local avid cyclist I look forward to the connection between St Helena and Calistoga. I hope we can bring this to life soon!

Sincerely,
Gerardo Capiel
1401 Lake St.
Calistoga, CA 94515



SENT VIA ELECTRONIC MAIL

March 1, 2022

Members of the St. Helena Active Transportation and Sustainability Committee
and Parks and Recreation Commission (collectively, the "Committee Members")
City of St. Helena
1572 Railroad Avenue
St. Helena, CA 94574

**Re: Discussion and Consideration for a Recommendation on the Vine Trail
Alignment through St. Helena (Agenda Item 4.1)**

Dear Committee Members:

I write on behalf of Safeway Inc. ("Safeway") which owns and operates a union-represented grocery store at 1026 Hunt Avenue ("Store #2605") in a shopping center co-owned by Mr. Richard Shurtz ("Shopping Center") in the City of St. Helena ("City"). This letter is in connection with the Committee Members' review and recommendation on the Vine Trail Alignment ("Project") on March 2, 2022. Safeway conceptually supports the development of a 47-mile Vine Trail from Vallejo to Calistoga, however Safeway does not have enough information to make a formal decision on the proposed Church Street route which would run along the Shopping Center. To that end, Safeway provides the following questions and comments.

Background

Safeway has proudly served the residents of St. Helena since 1926. We are also an Essential Business during this unprecedented time. Safeway has operated a full-service supermarket in its existing footprint since 2003, which followed the timely completion of an Environmental Impact Report ("EIR") in accordance with the California Environmental Quality Act ("CEQA").

In mid-January 2022, Safeway was approached by members of the Napa Valley Vine Trail Coalition ("Coalition") to consider a proposal to construct the Vine Trail along Church Street (which would be converted to a one-way street) and the westerly property line of the Shopping Center (the "Church St. Route"). This would require, among other things, approval by Safeway and Mr. Shurtz of new easements along the Shopping Center. From a timing standpoint, Safeway was advised the St. Helena City Council would be selecting a single route for the Vine Trail out of four (4) possible options (the Church St. Route being one of the possible routes) in late March 2022. The timing of this vote was important because the Coalition was applying for a grant in June 2022 and the chances of success were higher if the formal route was locked in.

Shopping Center Parking Lot

The Shopping Center's parking lot is small and busy. The design of the lot has maximized the number of parking stalls available in this uniquely shaped site. If there was a way to increase parking count, Safeway and its professional designers and architects would have found it by now – but there isn't. The loss of any parking would be detrimental from an operational standpoint to both Safeway and other tenants in the Shopping

Working together to be the *favorite local supermarket™*



Vine Trail - Safeway #2605
 March 1, 2022
 Page 2 of 2

Center, and risk non-compliance with Safeway's entitlements. The Coalition has provided Safeway a preliminary drawing by the civil engineer BKF that shows the Vine Trail running between the Shopping Center and train tracks without impacting the Shopping Center's parking stalls. This is encouraging, however the amount of due diligence required to fully vet this proposal is lengthy and includes, but is not limited to, a thorough review of: title, geotechnical surveys, Phase I and Phase II environmental reports, stormwater management (C3), relocation of traffic control equipment serving the railroad crossings, and possible relocation of existing utilities in the subject area.

Church Street

The Coalition indicates the Church St. Route would require Church Street to be converted to a one-way street. Safeway has not been able to independently verify this with the City. Regardless, to ensure unobstructed access to the Shopping Center for both customers and delivery trucks, Safeway supports Church Street remaining open to two-way traffic.

Safeway was originally told the majority of residents on Church Street approved the Church St. Route. In subsequent conversations with Church Street, as well as a review of the public comments for the March 2nd meeting, it is clear that the majority of Church's residents oppose the Church St. Route.

CEQA

There appears to be widespread acknowledgment that the selection of the alignment of the Vine Trail through St. Helena is a discretionary act by the City. The Coalition advised Safeway that an EIR would be conducted in the future, but not before the City Council votes on the route. Safeway has tried contacting the City to understand its position in foregoing environmental review at this time, however we have not received a response. The purpose of CEQA is to study and provide information so that the public and elected officials can make an informed decision. To perform that review *after* a discretionary decision has been made – in this case, selection of single route out of four options – is a procedural error. (*Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116)

Safeway requests that, at minimum, an initial study be prepared prior to City Council's hearing to thoroughly evaluate and address all potentially significant impacts of the Project, as required by CEQA.

Thank you for your consideration of Safeway's questions and comments. Please contact me at (925) 226-5754 or natalie.mattei@albertsons.com with any questions.

Sincerely,



Natalie Mattei
 Director of Real Estate

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Dedicated bicycle path unnecessary
Date: Wednesday, March 02, 2022 10:14:42 AM

Preya B. Nixon

Assistant to the City Manager
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From: J. j. Greene <ihowebmaster@gmail.com>
Sent: Tuesday, March 1, 2022 5:50 PM
To: Cindy Tzafopoulos <ctzafopoulos@cityofsthenana.org>
Cc: James McCann <jmccann@cityofsthenana.org>; Preya Nixon <PNixon@cityofsthenana.org>; Willinda McCrea <willindamccrea@gmail.com>
Subject: [External] Dedicated bicycle path unnecessary

Kindly distribute this email to each of the Council members.

To the City Council of St Helena:

While I have previously addressed Preya Nixon on this question I am directing this email to you, the members of the city council, as my official response to your request for input on a decision I understand you will be taking later this month.

I am opposed to any dedicated bicycle path through this shitty as it is unnecessary.

Bicyclists successfully transit St Helena at present, find their own routes through town and will

continue to do so whether or not there is a so called "dedicated" pathway for them.

Additionally, there are strong arguments against designating any route through the City.

1. Any route designated by the City Will be vigorously opposed by residence along that route. This is a NIMBY issue if there ever was one.
2. The removal of parking spaces, metered or not, necessarily attends any designated bicycle route through the City; I do not need to tell you that parking spaces are at a premium on almost every street in this town.

Jay Greene

History & Paleoanthropology

<http://www.becominghuman.org/>

1516 Oak Avenue • St Helena CA 94574

707.815.7432

ihowebmaster@gmail.com

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:14:53 AM

Preya B. Nixon
Assistant to the City Manager
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From: ttracy@sbcglobal.net <ttracy@sbcglobal.net>
Sent: Tuesday, March 1, 2022 6:04 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Although I don't live in St. Helena, but I worked there for 17 years, and many times commuted to work on a bike. It's a small enough town that every trip within town can conceivably be done on a bike. St. Helena should do its utmost to provide a logical, reasonably straight, route for the vine trail. So many times multi-use trails are stopped, detoured, or re-directed into tortured circuitous paths because of some seemingly "insurmountable" obstacle, when really all it takes is a shift in priorities. Car parking priorities and roads discouraging bicycle travel is doing irreparable damage to our environment. If you care about our future more than a quick car trip to the grocery store, then the vine trail and bike routes connecting to it should have the highest priority.

Thanks,
Terry Tracy

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:09 AM

Preya B. Nixon
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From: Samantha Smith <samsmithitaly@yahoo.com>
Sent: Tuesday, March 1, 2022 7:28 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hello,
A Vine Trail alignment through St. Helena would be such a great addition to our valley. It would give locals and tourists both another way to enjoy the valley without a car, using pedal power and not creating anymore greenhouse gases in the process. Please approve this important addition to the Vine Trail. I hope I will eventually see a bike path through the entire valley, linking all towns to make a great source of recreation for all.

Thank you,

Samantha Smith
Napa, CA
samsmithitaly@yahoo.com

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:16 AM

Preya B. Nixon
Assistant to the City Manager
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From: Julie Herdell <jaherdell@gmail.com>
Sent: Tuesday, March 1, 2022 8:02 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

The Vine Trail is an outstanding community vehicle to promote health and well being. Our family treasures The Vine Trail for uniting friends and families in an outdoor space that offers positive interactions, great recreation, and a healthy environment that promotes positive interactions !

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:19 AM

Preya B. Nixon
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-----Original Message-----
From: Myrna David <myrnadavid2014@gmail.com>
Sent: Tuesday, March 1, 2022 8:47 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

To the City of St. Helena:

This is to express my strong support for a Vine Trail extension up valley. I currently live in Yountville and use the Vine Trail several days a week as a regular bike rider. I am able to ride to Napa but the opportunity to reach the city of St. Helena would be an incredible experience.

The Vine Trail provides a safe and evenly paved path to explore our valley. I and many other recreational bike riders will not ride on Highway 29 or the Silverado Trail because of safety concerns.

The Vine Trail has been a particular godsend during COVid as a source of exercise and fresh air.

From a business standpoint, users of the Vine Trail will stop in St. Helena to dine in restaurants and visit retail shops. I just saw several bike riders in a Napa restaurant today having lunch as a break from their ride. I have also done the same. Access to St. Helena via the Vine Trail will help the local economy.

Please consider all the many advantages having the Vine Trail extension in St. Helena can offer our entire community.

Thank you.
Myrna David
1889 Colombard Way
Yountville

Sent from my iPhone

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:30 AM

Preya B. Nixon
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-----Original Message-----

From: Donald Hanson <hansonde@gmail.com>
Sent: Wednesday, March 2, 2022 8:14 AM
To: Public Comment <publiccomment@cityofsthelelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Dear committee members,

I am a regular user of the Napa Valley Vine Trail. I run on the trail every day. The trail has been a blessing. I would love to be able to bicycle all the way to Calistoga on the trail. Biking on Highway 29 is not safe or fun. The traffic is very bad. I currently run from Yountville to Oakville and part of the run is on Highway 29. It would be much safer to run on a trail north of Yountville.

The Napa Valley Vine Trail is amazing and should be built as soon as possible. Please support the trail.

Donald Hanson

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Public Comment: NAPA VALLEY VINE TRAIL
Date: Wednesday, March 02, 2022 10:15:46 AM

Preya B. Nixon

Assistant to the City Manager
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From: Rebecca Kotch <rebecca@ridenapavalley.com>
Sent: Wednesday, March 2, 2022 8:33 AM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] Public Comment: NAPA VALLEY VINE TRAIL

TO THE CITY OF ST HELENA,

While some might consider the VINE TRAIL an amenity, something “nice” to have in the Napa Valley - alongside the acres of vineyards, I am of the opinion that the VINE TRAIL is a necessity.

And here's why:
Just two words:

MENTAL HEALTH

Mental health includes our emotional, psychological, and social well-being. It affects how we think, feel, and act. It also helps determine how we handle stress, relate to others, and make choices. Mental health is important at every stage of life, from childhood and adolescence

through adulthood.

Up until 2020, I had been a big user of the current trail section and rode up and down. As an experienced cyclist I rode all over the valley, but I always felt comfortable and safe on this car-free section of the trail - and yearned for it to go to Calistoga.

2020 changed our way of life. Bike riding, running, walking became a way of life - not just for me but for thousands, and perhaps millions of people across the country.

I rode because I needed help - and the only way to keep my thoughts together after the feeling of loss, financial struggles, depression and isolation, was to be on my bike.

Moving our bodies is not just good for our bodies, but for our mental health. To me the VINE TRAIL has been a life-saver. This is both “free” therapy and a “free” outdoor gym if you can think of it that way.

Studies show that exercise can treat mild to moderate depression as effectively as antidepressant medication—but without the side-effects, of course. As one example, a recent study done by the Harvard T.H. Chan School of Public Health found that running for 15 minutes a day or walking for an hour reduces the risk of major depression by 26%. In addition to relieving depression symptoms, research also shows that maintaining an exercise schedule can prevent you from relapsing.

Exercise is a powerful depression fighter for several reasons. Most importantly, it promotes all kinds of changes in the brain, including neural growth, reduced inflammation, and new activity patterns that promote feelings of calm and well-being. It also releases endorphins, powerful chemicals in your brain that energize your spirits and make you feel good. Finally, exercise can also serve as a distraction, allowing you to find some quiet time to break out of the cycle of negative thoughts that feed depression.

Adults are the only ones who need this mental health support. Our children are struggling:

NPR Schools across the country are overwhelmed with K-12 students struggling with mental health problems, according to school staff, pediatricians and mental health care workers. Not only has this surge made the return to classrooms more challenging to educators, it's also taxing an already strained health-care system.

Connecting our communities with a safe way to ride, run or walk for those who live here and those who visit is the smart and sensible way to proceed. I have always said the VINE TRAIL has been a personal game changer but it's a county wide game changer that allows ALL of us to experience the outdoors for our physical, emotional and spiritual needs.

NOT building the VINE TRAIL through St Helena will be a stain on the city.

I SUPPORT MENTAL HEALTH. I SUPPORT THE VINE TRAIL.

Rebecca Kotch
Rebecca@RideNapaValley.com

Rebecca@RideNapaValley.com

707.278.8377 | 323.806.5900

ridenapavalley.com

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] St. Helena Vine Trail Route - Public Comment
Date: Wednesday, March 02, 2022 10:16:06 AM

Preya B. Nixon

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From: Christopher Cole <ckcole@comcast.net>
Sent: Wednesday, March 2, 2022 8:48 AM
To: Preya Nixon <PNixon@cityofstheleena.org>; Cindy Tzafoopoulos
<ctzafoopoulos@cityofstheleena.org>
Cc: lesliestan@gmail.com; Jeff Farmer <jfarmer@seedgrain.com>
Subject: [External] St. Helena Vine Trail Route - Public Comment

Dear ATSC Members:

Thank you for putting this issue out for public comment. And thank you in advance for your careful consideration of this important matter.

I live north of town and I work in St. Helena. I have been riding my bike to work for 35 years and am very familiar with the obstacles that cyclists encounter every day. There is no question that the Vine Trail will improve safe connectivity for cyclists and pedestrians along our north-south corridor. As noted in the St. Helena General Plan, we live in a compact community that is conducive to alternative transportation, so please, let's work together to make it better.

The Vine Trail is a unique project in that it is a gift to the City. It has been embraced by every municipality in Napa County. Unfortunately, there has been a lot of confusion about St. Helena starting this project now, when we have so much other pressing business. Please remember that this project does not draw from the City coffers, yet it takes us miles down the road towards our mandated carbon reduction goals and the 2040 General Plan. St. Helena should receive part of the \$220 million that the California State Transportation Program is allocating annually to active transportation in communities like ours. We have to support the Vine Trail.

Completing the Vine Trail will not come at the expense of other City projects.

The consultants have presented two routes that work well for St. Helena. Let's dismiss the other routes now. The Mills Lane option is dependent on a voluntary Grant of Easement that the Vine Trail will never secure. The Spring St./Oak Ave. option makes no sense when considered against a less congested Mitchell Ave./Oak Ave. route.

This leaves two routes for consideration; the Mitchell Ave./Oak Ave. route (the west side route) and the Pope St./Church St. option (the east side route).

Oak Ave. is designated as a "Bike Boulevard" in the General Plan. This is because Oak Ave. services the schools, the Boys and Girls Club, one of our grocery stores and is within one block of Main St. If reviewed in the context of the route which best serves our resident and student populations, Mitchell Ave./Oak Ave. is the logical route. Because of the lost parking, there will be an inconvenience to our tourist population, who will have to walk the extra block to downtown, unless, of course, they arrive on a bicycle – and they will. Or they can call the underutilized St. Helena Shuttle. There are solutions to lost parking.

The Pope St./Church St. route also works well, but for reasons already decided in the General Plan, it is a second choice.

It is important to remember that all of the details for the route do not have to be resolved now. Let's find a route and make it work.

In conclusion, the City Council has two good options from which to choose:

1. Mitchell Ave./Oak St. best serves our community, as determined in the General Plan.
2. Pope St./Church St. is also good option, particularly if it bolsters community buy-in.

Anything less than option 1 or 2 is a rejection of the City's General Plan, a rejection of a popular County wide alternative transportation plan and a refusal to accept State tax dollars that will then be diverted to other communities.

Please support the Vine Trail.

Thank you,
-Christopher Cole
ckcole@comcast.net

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Napa Valley Vine Trail
Date: Wednesday, March 02, 2022 10:16:34 AM

Preya B. Nixon

Assistant to the City Manager
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From: SUSETTE C STICKEL-RUFER <swas40@comcast.net>
Sent: Wednesday, March 2, 2022 9:45 AM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] Napa Valley Vine Trail

Good morning!

The Napa Valley Vine trail is a WELCOME addition to the Napa Valley and should be completed as soon as possible.

Our family has owned a house in Calistoga since the 1960's and back then the "sleepy" Napa Valley was easy to enjoy and navigate through. As time ticked by the Valley became more and more popular, not just with new residents but with more and more wineries and tourists to enjoy those wineries. Napa Valley is a worldwide destination. Traffic can be unbearable during peak times.

So. . . what more fabulous way to enjoy the valley than by foot or bicycle? We can't wait to be able to ride our bikes from Calistoga to St Helena and beyond instead of

having to drive using highway 29 or the Silverado Trail! I'm sure there are many residents and tourists who would thoroughly enjoy the experience as well!! When you travel outside of the U.S. you find many places that are public transportation oriented and more and more places in the U.S. that are adding public trails to their list of tourist destinations. Let's not get behind in our quest to finish this great addition to the Napa Valley!!!

Let's all support finishing this great public transportation path as soon as possible!!

Sincerely,

:) susette

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 11:03:08 AM

Preya B. Nixon
Assistant to the City Manager
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From: Alan Johnson <alanjohnson@sonic.net>
Sent: Wednesday, March 2, 2022 10:57 AM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am commenting in favor of extending the Vine Trail to and through the City of St. Helena. I regularly use the Vine Trail for exercise and recreation and my wife and I enjoy riding the Trail to the Town of Yountville for lunch. Incorporating the city of St. Helena into the Vine Trail system would add an additional destination for both tourists and Napa Valley residents to safely access via bicycle and foot. The additional non-automobile traffic could increase the economic opportunities for the city's businesses without increasing road congestion.

Thank you,

--
Alan Johnson
Napa, CA

From: Matthew Cook <matthew.j.cook@compass.com>
Sent: Wednesday, March 2, 2022 1:51 PM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] Comment to ATSC Agenda Item 4.1 - The Vine Trail

My name is Matthew Cook, my parents Peter and Debby Magowan, have been landowners on Mills Lane for over 30 years. It has been brought to our attention that the city of St. Helena has asked that Mills lane be considered as a possible route for the Vine Trail through St. Helena. Moreover, it has been reported to us that the route would necessitate the use of private land including ours and our neighbor's, the Molinari family.

I first would like to make sure that all decision makers are aware that the city has in the last 12 months requested 2 other easements on our land- for a 5 ft wide drainage pipe to handle the storm runoff from 29 as well as the additional runoff that is anticipated once the Farmstead Project (Hotel) is completed on the corner of 29 and Mills lane, and for a water treatment pipe to carry water from a reservoir to a treatment facility. As you might imagine, we are not excited about the prospect of being asked for yet another easement. I think a reasonable person would consider this an undue burden to put on one land owner.

As a resident and tax payer in the city, it also seems to me that the best route would be one that a). costs as little as possible to the tax payers, b). negatively impacts as few people as possible, c). drives as much revenue as possible to the local business owners.

The Mills lane route adds over a mile and a half to the Vine Trail, therefore costing approximately \$3.0M more to build. It also requires a new trail to be created, rather than using existing streets which adds cost. It also takes potential dollars from local businesses by routing users around the city in such a way that users are far less likely to see, enjoy and spend money in St Helena.

I believe the Church street route makes the most sense as it is much shorter than the Mills lane route, it keeps users near town but off of Main street, and the only negative impact is that a single block becomes a one way street.

To recap, the Magowans and Molinaris stand firmly against the Mills lane route.

Regards,

Matthew Cook

--

Matthew J. Cook
Realtor, MBA
Manager
MJC Development LLC

DRE#: 01415816
1699 Van Ness Avenue, SF, CA 94109
Office: 415-994-4333

From: [Preya Nixon](#)
To: [Amalia Kulczykcki](#)
Subject: FW: [External] Vine Trail
Date: Wednesday, March 02, 2022 2:50:46 PM

Preya B. Nixon
Assistant to the City Manager
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From: Vivian Robison <vivian.robison@gmail.com>
Sent: Wednesday, March 2, 2022 2:49 PM
To: Public Comment <publiccomment@cityofsthenana.org>
Subject: [External] Vine Trail

I am very much opposed to the Vine Trail being routed into the city limits of St Helena. The Vine Trail would negatively impact residential and business district streets with major traffic congestion, loss of parking, and health and safety hazards. Every single surface street is well traveled and used daily by all demographics on both sides of Main Street. Semi trucks and delivery vans pose enough of a safety hazard for cyclists and pedestrian traffic as it is on our narrow and congested streets. Please do not make matters worse for our busy little town.

Respectfully,
Vivian L Robison
35 Redondo Ct
St Helena CA 94574
vivian.robison@gmail.com
cell #: 707 337-9352

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: Vine trail
Date: Wednesday, March 02, 2022 2:58:25 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofstheleena.org

Wash your Hands | Wear a Mask | Watch your Distance
Lávese sus manos | Use mascarilla | Mantenga su distancia

From: Charles Crocker <ccrocker@ccapital.us>
Sent: Wednesday, March 2, 2022 2:57 PM
To: Public Comment <publiccomment@cityofstheleena.org>
Subject: [External] Vine trail

I would like to add my request to that of my fellow land owners whose property borders Mills Lane. That is, the city should not choose Mills Lane as a route for the Vine Trail. Mills Lane is a quiet residential and farming section of St Helena, and residents very much want to keep it as such. We believe that there are better routes for the trail which will prove more attractive to both people using the trail and the merchants of St. Helena.

Yours sincerely
Charlie Crocker

From: [Preya Nixon](#)
To: [Amalia Kulczycki](#)
Subject: FW: [External] Comment ATSC Agenda Item 4.1 - The Vine Trail
Date: Thursday, March 3, 2022 3:03:53 PM

Preya B. Nixon

Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 → *New address*
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From: susan hallquist <susan_hallquist@yahoo.com>
Sent: Wednesday, March 2, 2022 4:54 PM
To: Public Comment <publiccomment@cityofsthenelena.org>
Subject: [External] Comment ATSC Agenda Item 4.1 - The Vine Trail

To whom it may concern:

I am writing to you as a property owner and citizen of St. Helena. We have lived at 150 Mills Lane for over 30 years.

It is my understanding that we have yet, another request, for the Vine Trail route to cross private properties of Mills Lane. I am completely against this request and suggest you find alternative routes.

Respectfully,

Deborah Magowan

Susan Hallquist
Assistant to Deborah J. Magowan

Motion:

A motion was made by Parks and Recreation Commission Member Christopher Warner, to move that the results of the rank order survey be provided as information to the City Council for consideration in connection with the alignment option for the Vine Trail. The motion was seconded by Active Transportation and Sustainability Committee member John Zimmerman.

Roll call vote:

ATSC Chair Leslie Stanton:	Yes
ATSC Vice Chair Jeff Farmer:	Yes
ATSC Regular Member John Zimmerman:	Yes
ATSC Voting alternate Terra Sampson:	Yes
ATSC Voting alternate Katie MacDonnell:	Yes
PRC Chair Matthew Demchuk:	Yes
PRC Vice Chair Tye Taylor:	Yes
PRC Member: Michelle Deasy:	Yes
PRC Member Rebekah Weeman:	Yes
PRC Member Christopher Warner:	Yes

	1	2	3	4	5	TOTAL	SCORE
Oak Avenue via Spring Street to Adams	0.00% 0	10.00% 1	30.00% 3	50.00% 5	10.00% 1	10	2.40
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	0.00% 0	20.00% 2	0.00% 0	20.00% 2	60.00% 6	10	1.80
Oak Avenue via Mitchell to Adams	10.00% 1	10.00% 1	50.00% 5	30.00% 3	0.00% 0	10	3.00
Along Main Street, Pope and Church Street from Mitchell to Adams	40.00% 4	40.00% 4	20.00% 2	0.00% 0	0.00% 0	10	4.20
A) Vine Trail comes north to Mitchell and stops. B) Vine Trail comes south from Calistoga and stops at Adams or Hunt Along Railroad ROW. C) add a class III/II in between these two segments.	50.00% 5	20.00% 2	0.00% 0	0.00% 0	30.00% 3	10	3.60