



**City of St. Helena
Planning Commission
Regular Meeting
Tuesday, March 5, 2019 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena**

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.

Page

1. PLEDGE OF ALLEGIANCE
2. CALL TO ORDER AND ROLL CALL
Chairperson: Lester Hardy
Vice Chair: John Ponte
Commissioners: Bobbi Monnette, Autumn Anderson and Daniel Hale
City staff present at the meeting will be noted in the minutes.
3. PUBLIC FORUM:
This is an opportunity for the public to address the Commission on items of interest to the public that are NOT listed on the agenda. Because of restrictions imposed by the Brown Act, the Commission may not engage in discussion nor take action on matters not described on the agenda. **Please observe the time limit of four minutes.**
4. CONSENT ITEMS
Members of the Commission or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, one motion may be used to adopt all recommended actions. (Roll Call Vote)
 - 4.1. Approval of Minutes: February 19, 2019 5 - 7
[Commission Minutes 02-19-19](#)
5. PUBLIC HEARINGS
 - 5.1. Consideration and recommendation of an Ordinance amending St. Helena Municipal Code Section 17.08.060 to authorize City Council Subcommittee review of water usage data to verify that recipients of discretionary land use permits and approvals comply with water-related representations made during project review and with water-related conditions of project approval. 9 - 21

CEQA Determination: Exempt pursuant to CEQA Guidelines Section 1506(b)(3).
Prepared By: Thomas B. Brown, City Attorney
Recommendation:
 1. Review the attached Ordinance amending the Zoning Ordinance, SHMC Section 17.08.060, and recommend approval and adoption by the City Council.
[Staff Report - Ordinance amending St. Helena Municipal Code Section](#)

17.08.060
Comments (1)

6. SCHEDULED MATTERS

- 6.1. Napa Valley Transportation Authority (NVTa) presentation of the Countywide Bicycle Plan 23 - 75

CEQA Determination: Anticipated to be a Mitigated Negative Declaration

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

It is recommended that the Planning Commission review and comment on the 2019 Countywide Bicycle Plan Update.

[Staff Report - NVTa presentation of the Countywide Bicycle Plan](#)

[**NVTa Presentation](#)

[**NVTa Bicycle Plan- Staff Report](#)

[**Comments \(1\)](#)

- 6.2. Downtown Streetscape Presentation by Gates and Associates 77 - 85

[**Presentation](#)

[Supplemental Info Provided at Meeting](#)

7. DEPARTMENT REPORTS

This is an opportunity for staff to report on or update the Commission on any relevant matters.

8. AGENDA FORCAST

Below is a link to a list of pending and upcoming projects which may be of interest to the community.

This is also an opportunity for the Commission as a whole to request items be placed on future agendas for discussion. These items should be consistent with, and work to implement adopted Council Goals.

A list of all current planning projects is available on our city website in the link below:

http://www.cityofsthenana.org/projects?term_node_tid_depth=21

Please contact the assigned project Planner for additional questions.

9. ADJOURNMENT

The next Regular Planning Commission meeting is scheduled for March 19, 2019, at 6:00 p.m. in the Vintage Hall Board Room located at 465 Main Street.

This agenda was posted at City Hall, 1480 Main Street, and at Vintage Hall, 465 Main Street, St. Helena, California on February 20, 2019.



Noah Housh, Planning Director

Appeal. A person who is dissatisfied with a decision of the Planning Commission may appeal that decision to the City Council pursuant to Municipal Code Section 17.08.180, Appeal procedure. Actions of the Planning Commission will be listed on the City Council agenda the following Tuesday to give the City Council opportunity to review the Planning Commission's decision. Absent of an appeal by the City Council or by a citizen, the appeal period will terminate two weeks after the Planning Commission hearing.

Special Assistance for the Disabled. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Clerk's Office (707) 967-2792. Notification 48 hours prior to the meeting will enable 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 City Clerk has equipment to assist those with a hearing impairment.

PUBLIC TESTIMONY PROCEDURES

Pursuant to the Government Code Section 54954.3, the public may address the Commission on each agenda item during the Commission's consideration of that item. Each speaker has the option to state his or her name for the record before testifying. Depending on the number of speakers or the interest of the item, the Planning Commission Chairman may also restrict, at his/her discretion, the speaker's time to three minutes. The Chairman may also restrict public comments if they become irrelevant to the agenda item or repetitious of prior comments. All persons interested may appear and be heard or submit written statements prior to the Planning Commission meeting. Please note that if you challenge the City's decision on any of these matters in court, you may be limited to raising only those issues you or someone else raised at the meeting or in written correspondence delivered to the City at, or prior to, the meeting.

CHALLENGING DECISIONS OF CITY ENTITIES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City of St. Helena is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision, including without limitation Government Code section 65009 applicable to many land use and zoning decisions, Government Code section 66499.37 applicable to the Subdivision Map Act, and Public Resources Code section 21167 applicable to the California Environmental Quality Act (CEQA). Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. Government Code section 65009 and 66499.37, and Public Resources Code section 21167, impose shorter limitations periods and requirements, including timely service in addition to filing.

If a person wishes to challenge the above actions in court, they may be limited

to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of St. Helena, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

SUPPLEMENTAL MATERIAL RECEIVED AFTER THE POSTING OF THE AGENDA

Any supplemental writings or documents distributed to a majority of the Planning Commission regarding any item on this Agenda, after the posting of the Agenda, will be available for public review in the Planning Department's Office located at 1480 Main Street, St. Helena, California, during normal business hours. In addition, such writings or documents will be made available on the City's web site at <http://cityofsthehena.org> and will be available for public review at the respective meeting.

MINUTES
City of St. Helena
Planning Commission Meeting
Tuesday, February 19, 2019 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

A complete video recording of this meeting, except for closed session, can be found at <https://sthelena.civicweb.net/Portal/> or by calling the City Clerk at (707) 967-2792. The City Council video is the official record of the Council meeting.

Present: Chair Lester Hardy, Vice-Chair John Ponte, Commissioner Daniel Hale, Commissioner Bobbi Monnette, and Commissioner Autumn Anderson

Absent: None

Staff Present: Noah Housh, Planning & Community Improvement Director, Aaron Hecock, Senior Planner, and Xinia Gamero, Administrative Assistant

1. PLEDGE OF ALLEGIANCE

Noah Housh, Planning and Community Improvement Director welcomed Autumn Anderson to the Planning Commission.

2. CALL TO ORDER AND ROLL CALL

3. PUBLIC FORUM:

No public comment received.

4. CONSENT ITEMS

4.1 Approval of Minutes: February 5, 2019

Commissioner Bobbi Monnette moved to approve the minutes on the Consent Calendar. The motion was seconded by Commissioner John Ponte and on roll call carried by the following vote:

AYES: Lester Hardy, Daniel Hale, Bobbi Monnette, and John Ponte

NOES: None

ABSENT: None

ABSTAIN: Autumn Anderson

RECUSE: None

5. PUBLIC HEARINGS

5.1 Request by AT&T Mobility for adoption of a resolution granting use permit and design review approval in order to construct a 12 foot high addition on an existing 93-foot tall PG&E transmission tower to accommodate 9 new panel

antennas and associated equipment on the property located at 700 Dowdell Lane in the Winery zoning district.

CEQA Determination: The project is exempt from the requirements of CEQA pursuant to Section 15301 and 15303.

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

For the reasons described above, staff recommends that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15301 and 15303; and
2. Consider the required findings enumerated in SHMC Sections 17.164.030 and 17.168.050 and adopt a resolution to approve a use permit and design review to allow the proposed 12-foot extension to the existing 93-foot tall PG&E lattice tower to accommodate the installation of 9 cellular panel antennas and associated equipment, at 700 Dowdell Lane in the Winery Zoning District.

Noah Housh, Planning and Community Improvement Director reported on the item.

Chair Hardy, Commissioner Monnette, and Commissioner Hale disclosed visiting the project site. Commissioner Anderson disclosed ex-parte communication with Pam Starr and also visited the project site.

Tom, applicant representative addressed the Planning Commission.

Commissioner Lester Hardy moved to approve staff recommendation as amended. The motion was seconded by Commissioner Daniel Hale and on roll call carried by the following vote:

AYES: Lester Hardy, Daniel Hale, Bobbi Monnette, John Ponte, and Autumn Anderson

NOES: None

ABSENT: None

ABSTAIN: None

RECUSE: None

6. SCHEDULED MATTERS

7. DEPARTMENT REPORTS

Noah Housh, Planning and Community Improvement Director reported on the following items:

- Planning Commission governance meeting tentatively scheduled for March.
- General Plan EIR comments and response to comments public hearing scheduled for Planning Commission meeting of March 19.
- LAFCO Sphere of Influence policy update meeting- March 11th, 9:00am-12:00pm at Yountville Town Hall.
- Planning Commission priorities tentatively scheduled for March 5th.

8. AGENDA FORCAST

9. ADJOURNMENT

Chair Hardy adjourned the meeting at **7:20 P.M.**

The February 19, 2019 Minutes were approved at the _____
Planning Commission meeting.

APPROVED:

ATTEST:

Lester Hardy, Planning Commission Chair

Noah Housh, Planning and Community
Improvement Director



PLANNING COMMISSION REPORT

Planning Commission Meeting of March 5, 2019

AGENDA SECTION: New Business

FILE NUMBER: N/A

SUBJECT: Consideration and recommendation of an Ordinance amending St. Helena Municipal Code Section 17.08.060 to authorize City Council Subcommittee review of water usage data to verify that recipients of discretionary land use permits and approvals comply with water-related representations made during project review and with water-related conditions of project approval.

PREPARED BY: Thomas B. Brown, City Attorney

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:

LOCATION OF PROPERTY: Citywide

BACKGROUND

At its February 12, 2019 City Council meeting, the Council considered the policy question whether, and how, to allow the City Council to access otherwise confidential water customer water usage data for the purpose of verifying water customers' usage data, and compliance with water use agreements and conditions imposed on or representations made during the land use project approval/entitlement process. The February 12, 2019 staff report explaining the background and policy issues is **Attachment 1**.

At the conclusion of the presentation from staff, the Council voted unanimously (Council member Chouteau recused herself) to adopt the following three staff recommendations:

1. Approve the first reading of an Ordinance adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC").
2. Refer to the Planning Commission for its review of, and recommendation on an Ordinance amending Section 17.08.060.
3. Approve a resolution designating a City Council subcommittee to review otherwise confidential water customer water usage data.

PROJECT DESCRIPTION

These actions will, collectively, authorize the Council to form a Council subcommittee to review the water usage data of the City's water customers, including the water usage data of recipients of land use entitlements to verify those recipients' compliance with/satisfaction of representations during the project review process and conditions of project approval relating to water use and conservation. To accomplish that policy goal, the Council has referred the attached ordinance amending the Zoning Ordinance, SHMC Section 17.08.060, (**Attachment 2**) to the Planning Commission for its review and recommendation, as required by State law and the City's Municipal Code for any Zoning Ordinance amendment.

ANALYSIS

CEQA

The proposed changes are exempt from the requirements of CEQA, under Section 15061(b)(3) the "general rule" in that it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, and therefore, the activity is not subject to CEQA. Furthermore, the proposed modifications are consistent with the environmental impact analysis of the 1993 General Plan and Zoning Code.

Ordinance Process

In keeping with the requirements of S.H.M.C. Chapter 17.12.100, after review and comment by the Planning Commission, the draft Ordinance and proposed changes will be brought before the City Council for further review and action. In considering the proposed changes, both the Planning Commission and the City Council shall look for consistency of the proposed amendments with the goals, programs and policies of the General Plan, as well as other existing City policies.

ISSUES

Staff has not identified any additional issues related to this item that require further discussion in this report.

CORRESPONDENCE

As of the time of Agenda publication, no correspondence related to this item had been received by staff.

STAFF RECOMMENDATION

1. Review the attached Ordinance amending the Zoning Ordinance, SHMC Section 17.08.060, and recommend approval and adoption by the City Council.

ATTACHMENTS

[Agenda Item 10.3 - February 12, 2019 CC](#)

[Attachment 4 City of St. Helena-Ordinance Amending Municipal Code Section 17.08.060 4831-6094-0678 v.1](#)



Report to the City Council
Council Meeting of February 12, 2019

Agenda Section: New Business

Subject: Consideration and proposed approval of (1) First Reading of an Ordinance Adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC"); (2) Refer to the Planning Commission for Its Review and Recommendation on the Ordinance Amending Section 17.08.060; and (3) Approve the Resolution Designating A City Council Subcommittee To Review Otherwise Confidential Water Customer Water Usage Data.

CEQA Determination: Not a CEQA project

Prepared By: Thomas B. Brown, City Attorney

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

DISCUSSION

At its October 23, 2018 City Council meeting, the Council considered the policy question whether, and how, to allow the City Council to access otherwise confidential water customer water usage data for the purpose of verifying customer's compliance with water use agreements and conditions imposed or representations made during the land use approval process. The Council received a staff report (**Attachment 1**) and input from the City Manager and City Attorney. The Council also received testimony and input from the public.

At the conclusion of the presentation from staff and the input from the community and, after Council deliberation, the Council directed staff to prepare an ordinance allowing the Council to access otherwise confidential customer water usage data to verify customer compliance. The Council's direction was that, pursuant to the new ordinance, the Council would form an "ad hoc" working group of two Council members to perform

the compliance review and report back to the full Council and public, without revealing confidential information, about users' compliance.

Staff presented the initial draft ordinance to the City Council on December 11, 2018 to provide that authority. The Council again received a staff report (**Attachment 2**) and input from the City Manager and City Attorney. The Council voted to introduce the ordinance by First Reading at the December 11, 2018 meeting.

The initial ordinance then was returned to the Council for a Second Reading at the Council's meeting on January 8, 2019. At that meeting, Council members asked that the ordinance be revised to:

- more broadly allow the Council to review water usage data not solely for customers with water use agreements or land use entitlements, but also for the City's larger water users without water use agreements or water-related conditions/representations in land use entitlements; and
- allow for disclosure where the City Council subcommittee recommends, and the Council finds, that a water customer has failed to comply with a water use agreement, condition or representation of land use approval or other city water policy.

The attached revised draft ordinance (**Attachment 3**) attempts to address the requests made by the Council at the January 8, 2019 meeting. The revisions require a new First Reading.

Like the initial ordinance, this revised ordinance is intended as a companion to a second ordinance (**Attachment 4**) that would amend Section 17.08.060 of the City's zoning ordinance to authorize similar review and disclosure for water users for whom water-related conditions are imposed as a condition of land use approvals, and who make water-related promises or representations in the course of seeking land use approvals. That ordinance is again before the City Council tonight for referral to the City's Planning Commission for its review and recommendation of the proposed zoning ordinance amendment.

Finally, once the ordinances have been approved and adopted following two City Council readings, the Council will need to adopt a resolution appointing a City Council subcommittee to review the water usage data. The proposed resolution, which the City Council may approve now and which will become effective only after the ordinance is effective, is attached as **Attachment 5**.

FISCAL IMPACT

There will be no direct fiscal impact to the General Fund related to this report.

RECOMMENDED ACTION

1. Approve the First Reading of the Ordinance Adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC") by title only and waive further reading.
2. Refer to the Planning Commission for its review and recommendation on the Ordinance Amending Section 17.08.060.
3. Approve the Resolution Designating A City Council Subcommittee To Review Otherwise Confidential Water Customer Water Usage Data.

ATTACHMENTS

[Attachment 1 October 23, 2019 Staff Report](#)

[Attachment 2 December 11, 2019 Staff Report](#)

[Attachment 3 City of St. Helena-Ordinance Amending Municipal Code to Add Sections 13.04.215 and 13.12.120 4818-2820-0582 v.1](#)

[Attachment 4 City of St. Helena-Ordinance Amending Municipal Code Section 17.08.060 4831-6094-0678 v.1](#)

[Attachment 5 City of St. Helena-Resolution Re Water Customer Water Usage Data 4833-1744-0646 v.1](#)

CITY OF ST. HELENA

ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ST. HELENA,
CALIFORNIA, AMENDING ST. HELENA MUNICIPAL CODE SECTION 17.08.060.**

The City Council of the City of the City of St. Helena ordains as follows:

SECTION 1. Findings.

The City Council finds as follows:

- A. The City Council plays a vital role in the stewardship of the City's scarce water resources and in the management of the City's water utility enterprise. The City Council also exercises a legislative function in managing the City's water rate setting process and in setting water rates. In exercising these functions it is vital that the Council have access to information about how the City's water is used, in what amounts, and by what users. Similarly, it is important that the City Council know whether certain water customers comply with the requirements and limits of their water use agreements with the City and with representations and conditions of approval made and imposed in connection with the City's approval of land use entitlements;
- B. The City of St. Helena has in the past treated water customers' usage data as confidential pursuant to the Public Records Act, Government Code section 6254.16. Recently, after members of the public expressed the view that the public interest would be served by allowing City Council members access to such water usage data for purposes of verifying customers' compliance with water use agreements and conditions imposed on, and representations made by applicants for land use approvals, the Council directed staff to place an item on the City Council agenda for the Council to consider the policy and legal issues associated with that view;
- C. Under the PRA, documents containing water customers' water usage information are confidential;
- D. Section 6254.16(f) of the PRA authorizes the Council to disclose such information to the public generally upon the finding that the public interest in such disclosure clearly outweighs the interest in nondisclosure;
- E. Section 6254.16(f) does not authorize the Council to limit the disclosure to Council members;
- F. Section 6254.16(d) allows disclosure "Upon determination by the local agency that the utility customer who is the subject of the request has used utility services in a manner inconsistent with applicable local utility usage policies;"

- G. Apart from Section 6254.16 or the PRA, the Council has the constitutional police power to take appropriate action to vest itself with the ability to independently verify water customers' water usage, and compliance with water use agreements and/or project conditions/representations concerning use of City water and/or water neutrality;
- H. Section 6252.5 of the PRA allows the Council the attendant right to inspect and review otherwise confidential documents containing water customers' water use data for the purpose of carrying out such duty to independently determine how and how much City water is used, and by what users, and to verify customers' compliance with water use agreements or project conditions/representations concerning water neutrality and/or water use; and
- I. Where Council members inspect such otherwise confidential documents, they have the obligation to maintain the confidentiality of those documents and the confidential information they contain, except as authorized by the PRA;
- J. Having read and considered the staff reports, as well as input from the community, the City Council directed the staff to prepare an ordinance and resolution authorizing the City Council to designate a subcommittee of its members, as part of their duties under the St. Helena Municipal Code, to review water customers' otherwise confidential usage data for the purposes of independently determining the amount of water used by the City's water customers, and verifying customers' compliance with water use agreements or project conditions/representations concerning water neutrality and/or water use;
- K. On December 11, 2018, January 9, 2019 and February 12, 2019, the City Council considered this Ordinance at public meetings, and all interested parties were given full opportunity to be heard and to present evidence and arguments about the Ordinance;
- L. On February 12, 2019, the City Council referred the Ordinance proposing the amendment of the City's Zoning Ordinance, SHMC section 17.08.060, to the City's Planning Commission for its review and recommendation as required by law;
- M. The City's Planning Commission reviewed the amendments proposed by this Ordinance at a duly noticed public hearing on _____. After all interested parties were given full opportunity to be heard, and to present evidence, the Planning Commission voted to recommend to the City Council that the Council adopt the amendments to Section 17.08.060 proposed by this Ordinance;
- N. On _____, the City Council conducted a duly noticed public hearing to consider this ordinance, and all interested parties were given full opportunity to be heard and to present evidence;
- O. The proposed amendments would further the public necessity, convenience, general welfare and good zoning practice by providing the city with enhanced ability to verify whether project applicants comply with representations and assurances they make during

the project application review and approval process and with conditions of project approval, consistent with state and federal law.

SECTION 2. Compliance with CEQA.

The City Council hereby finds that the action to adopt this Ordinance to amend the St. Helena Municipal Code is exempt from the requirements of CEQA, under Section 15061(b)(3), in that it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, and therefore, the activity is not subject to CEQA.

SECTION 3. Amending Section 17.08.060.

Section 17.08.060 of the St. Helena Municipal Code is hereby amended to read as set forth in the attached Exhibit A.

SECTION 4. Severability.

The City Council hereby declares every section, paragraph, sentence, cause and phrase is severable. If any section, paragraph, sentence, clause or phrase of this ordinance is for any reason found to be invalid or unconstitutional, such invalidity, or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, sentences, clauses or phrases.

SECTION 5. Effective Date.

This ordinance shall take effect and be in force 30 days after its adoption, and a summary of this Ordinance shall be published once with the names of the members of the Council voting for and against the Ordinance in the St. Helena Star, a newspaper of general circulation published in the City of St. Helena.

SECTION 6. General Plan Consistency.

The proposed amendments are consistent with the General Plan.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the day of _____, _____ and was adopted at a regular meeting of the St. Helena City Council on the day of _____, _____ by the following vote:

Mayor Ellsworth:	_____
Vice Mayor	_____
Councilmember Chouteau:	_____
Councilmember Dohring:	_____
Councilmember Koberstein:	_____

APPROVED:

Geoff Ellsworth, Mayor

ATTEST:

CITY OF ST. HELENA

Cindy Tzafopoulos, City Clerk

I, CINDY TZAFPOULOS, CITY CLERK of the City of St. Helena, California, do hereby certify that the foregoing Ordinance was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the _____ day of _____, _____. That thereafter said Ordinance was duly adopted and passed at a regular meeting of the City Council on the _____ day of _____, _____ by the following vote:

Mayor Ellsworth:	_____
Vice Mayor	_____
Councilmember Chouteau:	_____
Councilmember Dohring:	_____
Councilmember Koberstein:	_____

Exhibit A

17.08.060 Authority of final decision-making body and verification of compliance with project representations and conditions.

- A. In considering an application for a permit or other discretionary approval authorized by this title, the final decision-making body may approve, deny or modify the application consistent with the evidence presented to it and the appropriate findings required by this title. Final decision-making bodies may require changes to applications and/or impose conditions of approval in order to effect the policies of the general plan and the purpose of this title. Such conditions include but are not limited to: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; conservation of water, limitations on use and/or hours of operation, and verification of representations made by and conditions imposed on project applicants. Such conditions shall be reasonably related to the use of the property for which the permit or other discretionary approval is requested.
- B. The City Council shall have the authority and discretion take those actions it deems necessary and appropriate to verify and ensure compliance with conditions imposed on and representations made by project applicants, including without limitation the authority, consistent with requirements of state and federal law, to designate a City Council subcommittee to review customer water use and other documents. Council subcommittee members shall report their findings to the full City Council, and, except as set forth in Subsection C, shall maintain the confidentiality of the water customers' usage data and information.
- C. Notwithstanding the foregoing, upon the referral from the City Council subcommittee that there has been a violation of or noncompliance with a representation made by and/or condition imposed on a project applicant relating to water usage and/or water neutrality, the City Council may determine that a water customer has used services in a manner inconsistent with applicable local usage policies, and on that basis order disclosure of any water customer's water usage data and information.

17.08.060 Authority of final decision-making body and verification of compliance with project representations and conditions.

A. In considering an application for a conditional use permit or other discretionary approval authorized by this title, the final decision-making body may approve, deny or modify the application consistent with the evidence presented to it and the appropriate findings required by this title. Final decision-making bodies may require changes to applications and/or impose conditions of approval in order to effect the policies of the general plan and the purpose of this title. Such conditions include but are not limited to: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; conservation of water, limitations on use and/or hours of operation, and verification of information provided in the application and water neutrality study, as well as any related representations made by the applicant, and the applicant's history of compliance with conditions previously imposed on project applicants. Such conditions shall be reasonably related to the use of the property for which the permit or other discretionary approval is requested.

B. The City Council shall have the authority and discretion to take those actions it deems necessary and appropriate to verify (a) past compliance with existing conditions of approval, (b) and to ensure future compliance with existing and new conditions of approval, imposed on and (c) information provided in the application materials, including any water neutrality study, as well as any related representations made by project applicants, including without limitation the authority, consistent with requirements of state and federal law, to designate a City Council subcommittee to review customer water use and other documents. Council subcommittee members shall report their findings to the full City Council, and, except as set forth in Subsection C, shall maintain the confidentiality of the water customers' usage data and information.

C. Notwithstanding the foregoing, upon the determination by the referral from City Council subcommittee and referral to the City Council of that determination, that there has been a violation of a or noncompliance with a representation made by and/or condition of approval imposed on a project applicant relating to water usage and/or water neutrality, or a misstatement of material fact or false representation in the application materials, including any water neutrality study, as well as any related representations, -the City Council may, after its own review of the subcommittee's report, determine that a water customer has used services in a manner inconsistent with applicable local usage policies, and on that basis order disclosure of any water customer's water usage data and information.



PLANNING COMMISSION REPORT

Planning Commission Meeting of March 5, 2019

AGENDA SECTION: New Business

SUBJECT: Napa Valley Transportation Authority (NVTa) presentation of the Countywide Bicycle Plan

PREPARED BY: Noah Housh, Planning & Community Improvement Director

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:

LOCATION OF PROPERTY: Countywide

APN: Countywide

GENERAL PLAN/ZONING: Multiple Jurisdictions

APPLICANT: NVTa

PHONE: 707-259-8327

BACKGROUND

The Napa Countywide Bicycle Plan presents a 25 year vision for building a complete bicycling system for the Napa County community. It also presents a carefully chosen set of specific goals, objectives and policies to guide the ongoing evolution of that system. NVTa has adopted a long range strategic goal of having 10 percent of all trips made by bicycle in Napa County. The Countywide Bicycle Plan is one way NVTa looks to accomplish this goal, in close partnership with the governments, non-profit organizations and citizens of the community. The current plan was adopted in 2012 with an update currently in progress.

On August 25th, 2017 Diana Meehan from NVTa presented the Bike Plan Update process to the Active Transportation/Sustainability Committee (ATSC). Diana also promoted the Wiki Map, which is a web based GIS mapping tool that NVTa utilized to

collect specific comments from the public regarding current and future bike infrastructure. The tool allowed the public to mark on a map any areas of St. Helena and other locations Napa County to identify issues or concerns, or to simply provide a general comment regarding their experience bicycling. Diana specifically requested members of the ATSC visit the Wiki Map to provide comments, and to request comments from their neighbors.

On September, 2017, Tobias Barr from the Public Works Department released an email blast to the City of St. Helena's Email Subscription List informing the public about the Bike Plan Update and requested comments be provided through NVTA's Wiki Map site.

On May 2, 2018, Diana Meehan (from NVTA) presented the proposed updated bike map for the Bike Plan Update to the ATSC. The committee reviewed and discussed the map, providing comments directly to Diana.

On December 18, 2018, City staff provided general comments on the draft 2019 Bicycle Plan Update (attached). The primary comments identified some of the Class I routes proposed in the 2012 Plan were not practical or achievable. Particularly the Class I route identified along Sulphur Creek, a sensitive riparian habitat area, and behind St. Helena Lower Reservoir in step in rugged terrain which provided little connectivity to adjacent neighborhoods. Additionally much of the proposed Class I along Sulphur Creek would require obtaining significant private property and potentially removing or moving some housing.

On January 9, 2019, the ATSC was provided with the update on a recent development in the School-to-School route proposed as part of the Vine Trail on Oak Street.

PROJECT DESCRIPTION

The project before the Planning Commission is a review and comment on the draft 2019 Countywide Bicycle Plan Update. The Plan is made up of two major elements:

1. A specific set of existing and proposed [Class I, II, and III bike ways](#), presented on a set of maps and linked set of data tables that describe the routes, including their beginning and end points.
2. A set of supportive policies and programs designed to make maximum safe use of existing routes, and to promote turning "proposed" routes into reality.

The draft Bicycle Plan Update is open for public comment from (approximately) February 13, 2019, until March 15, 2019, at which time NVTA will finalize the facility recommendations and move forward with an Initial Study and (anticipated) Mitigated Negative Declaration to analyze and address the environmental impacts of the proposed update.

The St. Helena element of the Plan is being presented to the Planning Commission for review and comment prior to finalization of the administrative draft.

ANALYSIS

City staff has attached the St. Helena specific elements of the draft 2019 Countywide Bicycle Plan Update for review and comment by the Planning Commission. A link to the entire Plan is also provided below. NVTa anticipates using any comments from the Planning Commission and public to finalize and update the administrative draft prior to moving forward with the environmental review process for the Update.

The CEQA analysis and resulting document will also be available for public review and comment and the anticipated schedule for the remaining steps in the update process is summarized below.

http://www.nvta.ca.gov/sites/default/files/2019-02-04_Napa%20Countywide%20Bicycle%20Plan_Public%20Review%20DRAFT_dm.pdf

Anticipated Next Steps

- **March**-Open House Event: Calistoga Community Forum on Bicycling, Thursday March 14, 6:00pm -8:00pm, Calistoga Community Center, 1307 Washington St.
- **March 15-June 15**: Environmental review
- **June/July**: Plan Adoption NVTa Board

CORRESPONDENCE

NVTa staff has provided a number of comments on the 2040 St. Helena General Plan (attached) with the general request of the comments being to update the 2040 General Plan to incorporate the 2019 Countywide Bike Plan Update. The timing of the NVTa update process may require a future General Plan amendment to incorporate the Bicycle Plan Update after adoption.

STAFF RECOMMENDATION

It is recommended that the Planning Commission review and comment on the 2019 Countywide Bicycle Plan Update.

ATTACHMENTS

[draft NVTa Countywide Bike Plan-St Helena](#)
[2018-11-21 NCTA Bicycle Plan Update Admin Draft Review City Staff Comment Matrix](#)
[NVTa comments on St. Helena GP](#)

Chapter 7: City of St. Helena Bicycle Plan

SECTION 1: INTRODUCTION

Plan Introduction

The St. Helena Bicycle Plan is intended to guide development of infrastructure, programs, and policies that improve the bicycling environment for all residents and visitors in this Napa Valley community. St. Helena's Plan will help the City work towards the adopted goals for bicycling in Napa County: connectivity, equity, safety, and education and encouragement. Planning and design for bicycling has evolved since adoption of the St. Helena Bicycle Plan in 2012, and this Plan update brings the latest best practices to bear on recommendations for implementation by City staff.

Area Overview

The City of St. Helena is located in the heart of the upper Napa Valley, approximately 65 miles north of San Francisco. St. Helena is located on the western side of the valley along State Route (SR) 128/29 between Calistoga to the north and Yountville to the south. SR 128/29 also serves as the main street through downtown.

St. Helena has a population of approximately 6,000 residents, and from its inception, St. Helena has served as a rural agricultural center. Over the years, with the growth and development of the wine industry, the city has become an important business center for the viticulture industry. St. Helena also serves as a commercial and business center for surrounding towns and unincorporated areas, including Angwin, Deer Park, Rutherford and the unincorporated area south of the city. St. Helena is predominantly residential, except for the commercial areas immediately adjacent to SR 128/29, including a small industrial/office park at the southeast end of the city. Agriculture uses are also a predominant land use in St. Helena.

St. Helena is a popular tourist destination, hosting visitors from all over the world who visit the area's wineries, dine at acclaimed culinary destinations, shop on Main Street, and enjoy the area's scenic qualities. St. Helena is also home to the Culinary Institute of America at Greystone, a nationally renowned culinary college, which is located on SR 128/29, and the Upper Valley Campus of Napa Valley College which is located near Silverado Trail.

The St. Helena Unified School District is comprised of four schools – a primary, elementary, middle, and high school. The St. Helena Primary School, which serves kindergarten through second graders, is located southwest of Main Street (SR 128/29) on Grayson Avenue. Green painted bicycle lanes are



Figure SH.1. Bicyclists in St. Helena

located on the nearby Valley View Street, which connects to Grayson Ave; see Figure SH.2 below for more information. St. Helena Elementary School serves first through fifth graders and is located at the corner of Adams and Oak Streets. Serving sixth through eighth graders, Robert Louis Stevenson Middle School is located on the residential Hillview Place. St. Helena High School is located on Grayson Avenue and serves ninth through twelfth graders. The elementary, middle, and high schools are not currently served by bicycle facilities. St. Helena also has several private schools, such as the St. Helena Montessori School and the St. Helena Catholic School.

St. Helena's compact land use pattern, grid network of streets with relatively low traffic volumes, and developed sidewalk network, coupled with its relatively small land area and mostly flat geography, create many opportunities for residents and visitors to bicycle throughout the community (see Figure SH.1 above).

Relationship to Existing Plans

This 2019 Bicycle Plan is an update to the 2012 St. Helena Bicycle Plan and builds upon the recommendations on bikeways, policies, programs, and design standards detailed in the 2012 Plan. This 2019 Plan also dovetails with the 2040 General Plan Update and the 2016 Napa Countywide Pedestrian Plan.

- The St. Helena General Plan currently being updated, focuses on integrating new planning topics, specifically sustainability, heritage tourism as economic development, and strengthening pedestrian and bicycle connections.
- Plan.
- The 2016 Pedestrian Plan establishes an implementation plan to encourage more walking trips throughout Napa County and improve safety for all users.

For more information about these plans, see Appendix D of the 2019 Napa Countywide Bicycle Plan.

SECTION 2: GOALS AND POLICIES

Countywide Vision and Goals

The Countywide vision statement, goals, and policies were developed to guide recommendations in both the Countywide Plan and the jurisdiction plans, including the St. Helena Bicycle Plan. The vision statement, goals, and policies will be used to evaluate progress of Plan implementation.

Vision Statement

Napa County's vision is to be a bicycle-friendly community with a world-class bicycling system for all ages and abilities. The comprehensive, connected bicycle system will provide people with safe, convenient and enjoyable access to destinations throughout all Napa County jurisdictions and beyond. Residents and visitors will enjoy bicycling for everyday commuting, non-work trips and recreation. Bicycling contributes to a high quality of life, promotes health and will help achieve a 10 percent mode shift in Napa County by 2035.

Goals and Policies

The goals and policies developed for the 2019 Plan will guide St. Helena and other Napa County communities in improving the bicycling environment for residents and visitors.

Table SH.1. Goals and Policies of the Plan

Goals		Policies
Connectivity	Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle network	• Build and maintain a local and countywide bicycle transportation and recreation network that connects Napa County's incorporated cities/town and unincorporated communities and provides access to public transportation and community destinations. • Develop and maintain continuous low Level of Traffic Stress (LTS) bicycle facilities of all types to provide accessible intra-city connections that serve as the framework of the Countywide Bikeway System. • Prioritize coordination and completion of regionally significant primary bikeways including the Napa Valley Vine Trail, the Bay Trail and the Ridge Trail, and local connections to those facilities. • Provide secure bicycle parking at public and private destinations throughout Napa County. • Integrate the bicycle network and bicycle facility amenities into land use decisions and developments.
Equity	Improve bicycle access for disadvantaged and/or underserved communities	• Implement projects that improve access for disadvantaged and/or underserved communities, particularly those reliant on walking, biking and transit for transportation.
Safety	Improve safety for all ages and abilities	• Work to reduce the number and severity of bicycle collisions. • Work to reduce bicycle fatalities to zero by 2035. • Improve locations that have high incidences of bicycle collisions, and/or impediments or conflicts to bicyclists.

Goals		Policies
		• Implement Complete Streets policies that ensure accommodation and enable safe access for users of all ages and abilities. • Implement appropriate, well-designed bicycle facilities using accepted design standards, including intersection and other crossing improvements.
Education & Encouragement	Increase mode share of bicycling	• Encourage education programs for all users of the roadway in all jurisdictions and school districts. • Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Serving All Types of Bicyclists

Many factors contribute to people choosing to ride a bicycle, with a major factor being the rider's perception of safety. A rider's perception of an unsafe route can be related to numerous things but is most often related to riding adjacent to high-traffic and high-speed roadways or crossing busy intersections with little or no separation from vehicles. Research has found that a large percentage of the American population is interested in bicycling for transportation but does not currently do so because they believe the routes they would need to travel are unsafe or feel uncomfortable. Many people feel safer and more comfortable riding on low-traffic, low-speed streets or on facilities that provide protection or physical separation from fast-moving traffic.²⁵ Most people in the U.S. – between 50 and 60 percent – have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low (see Figure SH.2).²⁶ This group of riders is referred to as “Interested but Concerned,” reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic.

This framework of rider types was used to assess the existing bicycle network and to select recommended facility types for the 2019 Plan. This rider type has the highest potential for increasing bicycle mode share if facility types that support and encourage biking are available.

²⁵ Source: Dill, J. McNeil, N. “Revisiting the Four Types of Cyclists: Findings from a National Survey” Transportation Research Board 95th Annual Meeting, 2016.

²⁶ Studies, such as the one referenced above, show that approximately one third of the adult population is not currently interested in bicycling or able to bicycle.

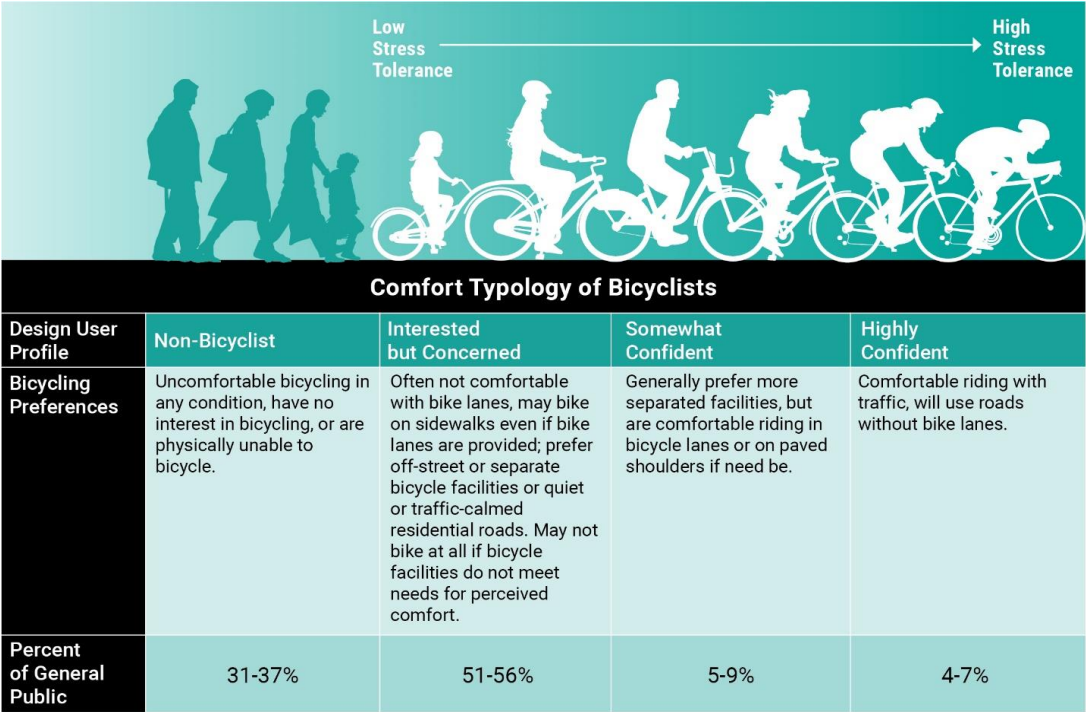


Figure SH.2. Level of Traffic Stress and Bicycle Riders

SECTION 3: EXISTING BICYCLE NETWORK

Overview: Issues and Opportunities

St. Helena has limited bike facilities; however, due to the generally low traffic volumes and speeds, many local streets are comfortable for bicycling. Connections to destinations, such as local schools and on Main Street, could be improved to provide more connectivity.

The city has bike lanes along Silverado Trail, Pope Street, and a short segment of Valley View Street. In addition, the city also has some short trail segments that connect neighborhoods and bike route connections (see Figure SH.4).



Figure SH.3. Green painted bike lanes on Valley View Street

The county's first green painted bike lanes are in St. Helena on Valley View Street (see Figure SH.3). The green bike lanes pass near St. Helena Primary School and were installed because of the limited sight line where the road curves on Valley View Street.

Table SH.2 provides an overview of the existing bikeway mileage in St. Helena.

Table SH.2. Existing Bicycle Network Mileage

Facility Type	Existing Mileage
Shared-Use Path (Class I)	0.9
Bike Lane (Class II)	1.3
Bike Route (Class III)	0.2
TOTAL	2.4

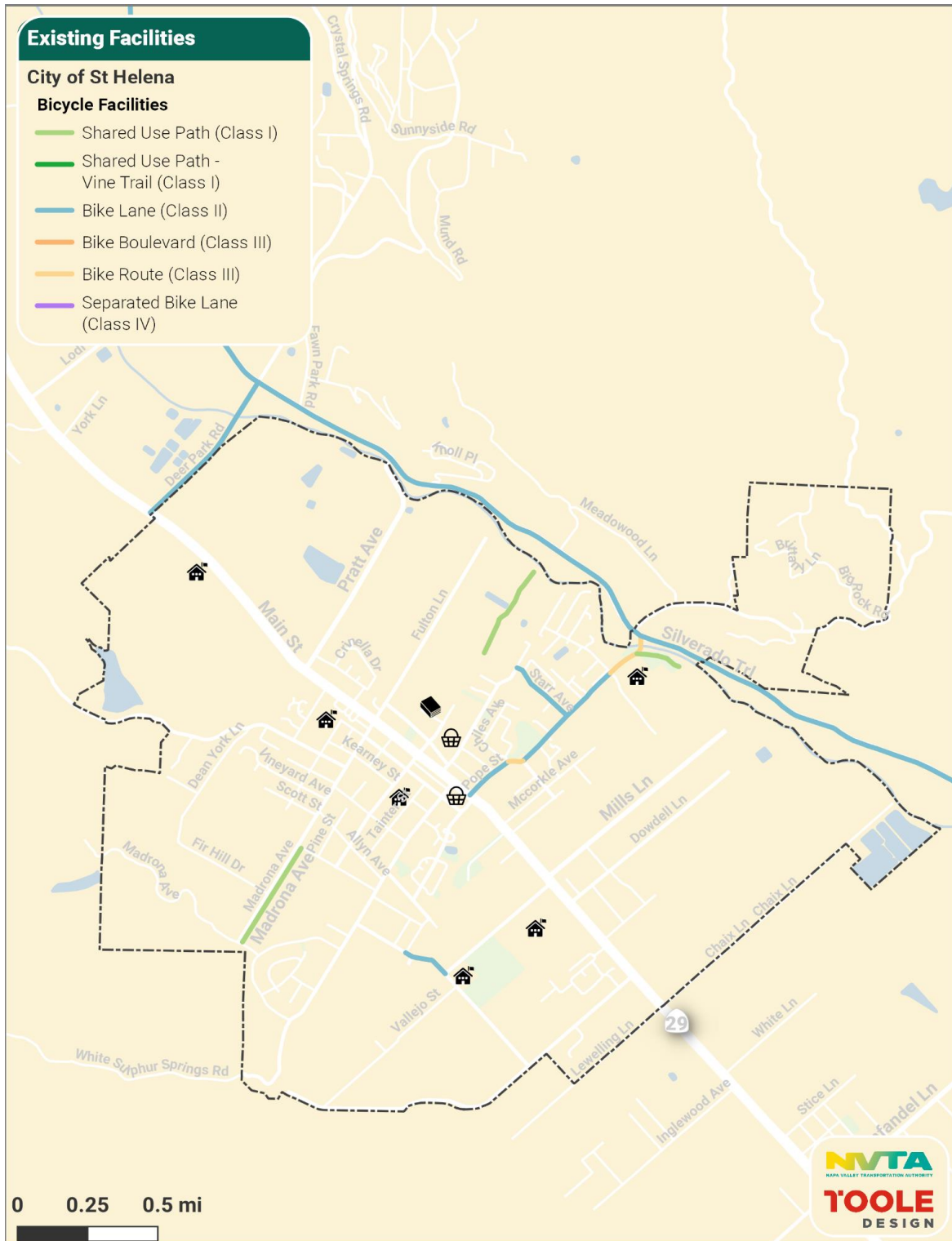


Figure SH.4. Existing Bicycle Facilities in St. Helena

Components of the Bicycle Network

Multiple bicycle facility types comprise a complete bicycle network, and each facility type has a different classification to distinguish the facilities. The classifications are based on the degree of physical separation from vehicle traffic. The following facility types reflect the existing bikeways as well as new ones identified in this Plan.

Shared Use Paths

Shared Use Path (Class I) are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared use paths are often located in an independent alignment, such as a greenway, though sometimes they are located adjacent to roadway. Shared use paths provide low-stress facilities for bicyclists; an example of a shared use path in Napa County is the Vine Trail, a 47-mile shared-use path that is under development and will connect the Vallejo Ferry Terminal in southern Solano County to Calistoga in northern Napa County (see Figure SH.5). The Vine Trail is becoming the backbone of Napa County's low-stress bicycle network, and The Napa Valley Vine Trail Coalition and NVTa are actively working on planning, design, and construction of trail segments throughout the county. Currently, St. Helena has no shared use paths.

Some paths and trails in St. Helena, although technically not standard shared use paths, provide connections within neighborhoods or as cut-throughs to destinations and are identified in this Plan (see Figure SH.6). Although some of these shared use paths are substandard in width compared to best practices for



Figure SH.5. Bicyclists on the Napa Valley Vine Trail in nearby City of Napa

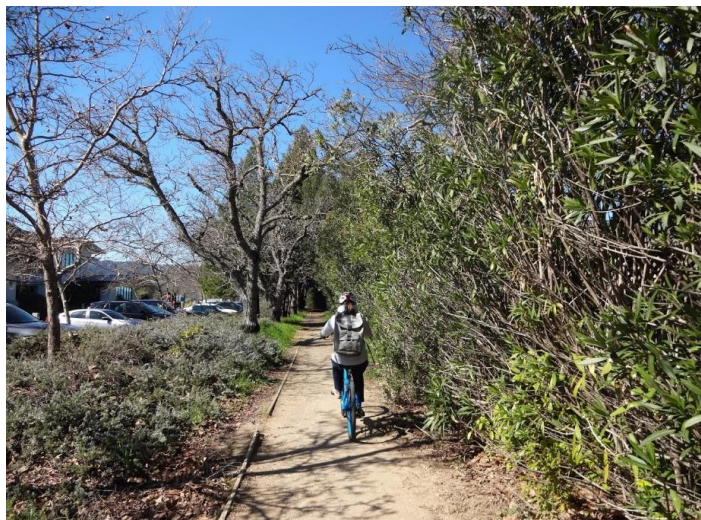


Figure SH.6. Connector path in St. Helena

Class I design, they are separated from automobile traffic and provide important desired connections within the bicycle network.²⁷ These paths may be considered for upgrades in the future.

Bike Lanes

Bike Lane (Class II) provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bike lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street (see Figure SH.7). Bike lanes create a lower-stress riding environment on streets with a maximum posted speed limit of 30 miles per hour and traffic volumes between 3,000 and 8,000 vehicles per day. Examples of bike lanes in St. Helena include Silverado Trail, Pope Street, and a segment along Valley View Street.



Figure SH.7. Bike lanes in St. Helena

Buffered Bike Lanes (Class II) are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane (see Figure SH.8). While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes to reduce conflicts with opening car doors. When located on streets with moderate traffic volumes and speeds, buffered bike lanes provide a lower-stress riding environment for bicyclists. No buffered bike lanes exist today in St. Helena or elsewhere in Napa County.



Figure SH.8. Buffered bike lane in Seattle, WA

²⁷ Eight feet is the typical recommended minimum for any shared use path. Some small connector paths in the county are as narrow as four feet. Generally, this plan does not consider unpaved paths, but some connector paths used regularly by bicyclists in St. Helena today are not paved. They may be considered for upgrade in the future.

Bike Routes and Bicycle Boulevards

Bike Routes and Bicycle Boulevards are two types of Class III facilities in Napa County.

Bike routes are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers (see Figure SH.9,). The north end of Pope Street after the bike lane ends is an example of a bike route in St. Helena today.

While signage and markings support wayfinding and indicate bicyclist positioning on shared streets, bicycle routes do not provide any protection or separation between people driving and people bicycling. When located on streets that have high traffic speeds and/or volumes, bike routes are uncomfortable and most people will choose not to ride on them.



Figure SH.9. Pope Street bike route in St. Helena

Bicycle boulevards are also indicated with pavement markings and signage, but are specifically located on low-speed, low-volume streets, often in residential neighborhoods. Bicycle boulevards are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds. When paired with intersection treatments that help bicyclists cross major intersections, bicycle boulevards are an attractive, low-stress facility. Currently, there are no bicycle boulevards in St. Helena.

Separated Bike Lanes

Separated Bike Lanes (Class IV) are an exclusive bikeway facility type that combines the user experience of a shared use path with the on-street elements of a conventional bike lane (see Figure SH.10). They are recommended for roadways with speeds higher than 30 miles per hour and motor vehicle volumes over approximately 6,500 vehicles per day. Separated bike lanes are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk. They can be located at street level within the curbs, at an intermediate level, or at sidewalk level, see Figure SH.11

below. Numerous options are available for creating separation between modes, ranging from low-cost paint and plastic flexpost installations, to more robust curb-separated lanes. Separated bike lanes



Figure SH.10. Separated bike lane in Berkeley, CA

provide a low-stress riding environment to all bicyclists. No separated bike lanes currently exist in St. Helena or elsewhere in Napa County.



Figure SH.11 Sidewalk level, intermediate level, and street level separated bike lanes, left to right.

How many people bike today?

Some residents within the cities and Napa County choose to bicycle to work, and data is readily available regarding residents' commuting mode choice from the U.S. Census' American Community Survey (ACS). In St. Helena, approximately 0.3 percent of residents commute by bicycle which is lower than the county's mode share of 0.8 percent. However, work-related trips only comprise 10 to 15 percent of all household trips; the remaining 85 to 90 percent of trips are made to visit friends and family or for errands, entertainment, outings, and recreation.²⁸

The assumption can be made that Napa County residents are generally more likely to bike for non-work trips. This is because non-work destinations, such as an errand or a friend's house, are likely to be located closer to home.

Collision Analysis

Improving safety for bicyclists is an expressed goal of the Countywide Bicycle Plan and preventing and mitigating bicycle collisions is a key consideration behind the network recommendations for St. Helena. Not only is safety and the reduction of bicycle collisions a public health issue, addressing safety concerns is also an important way to encourage more people to ride a bicycle. Understanding collision factors and trends will allow the City to identify and prioritize investments that can have the greatest impact on improving safety for bicyclists and other users of the roadway.

²⁸ Range references the National Household Travel Survey (15 percent) and California Household Travel Survey (9.9 percent).

To better understand collision history in St. Helena, injury crash data from 2006-2013 were reviewed.²⁹ Over the seven-year period, 20 bike collisions occurred, resulting in one severe injury and no deaths; most of the city's crashes produced complaints of pain. See Figure SH.12 for a map of bicycle collisions. It should be noted that the crashes mapped and analyzed only include those reported to police. There may be additional unreported crashes, and near misses, that have occurred during this time that influence people's decision to ride a bike.

While crashes occurred in many parts of the city, most occurred along two streets – Main Street (eight collisions) and Spring Street (four collisions). Both streets are proximate to services and play a major role in the generally limited road network of St. Helena.

²⁹ Collision data was gathered from the University of California-Berkeley's Safe Transportation Research and Education Center's Transportation Injury Mapping System (TIMS). The most recent data available is from 2006 to 2013.

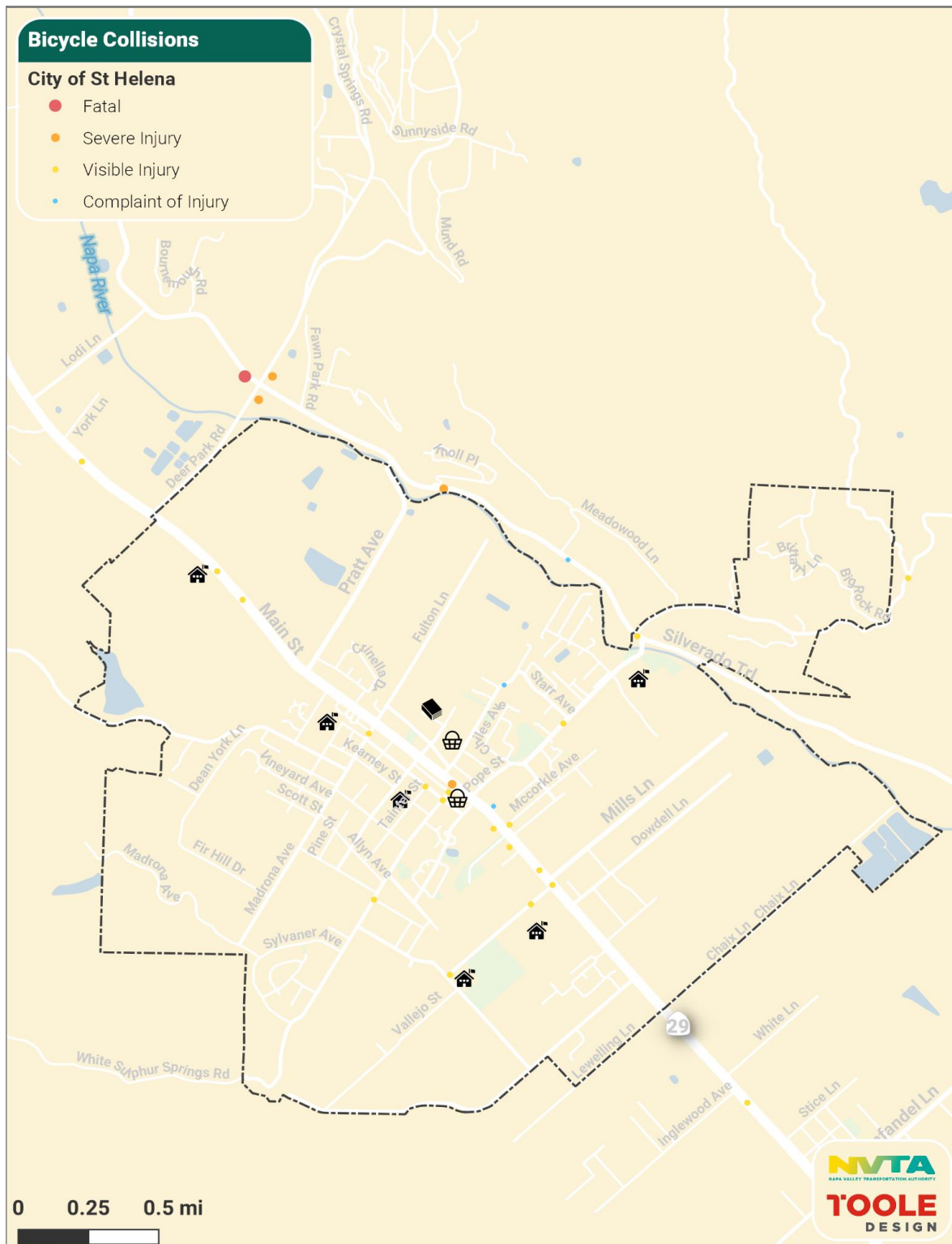


Figure SH.12. Bicycle Crash Distribution (2006-2013)

The types of collisions vary, with “Other” being reported the most and “Vehicle/Pedestrian,” “Broadside,” and “Overturned,” combining for a half of all reported bicycle crashes. “Improper Turning” and “Auto Right of Way” accounted for 60 percent of the Primary Collision Factors for bicycle crashes in St. Helena (see Figure SH.7). Since the number of crashes is low, it is not possible to derive any trends from these data which could directly inform particular engineering treatments in the bicycle network.

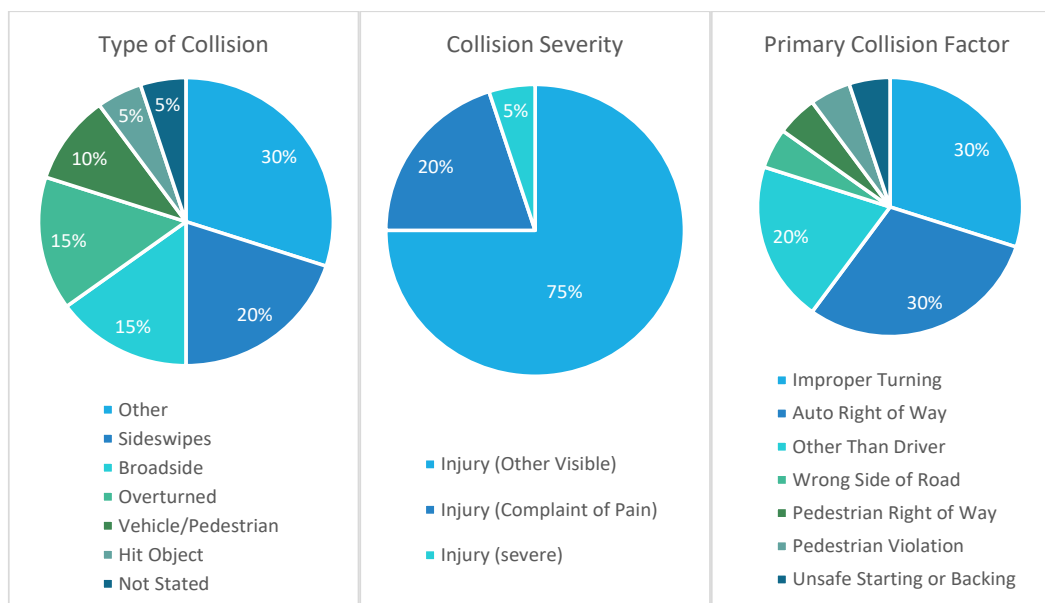


Figure SH.13. Bicycle Collision Summary (2006-2013)

Community Input

Residents of St. Helena were invited to be an active part of the planning process through in-person and online outreach activities hosted by the Napa Valley Transportation Authority (NVTa). The community feedback directly informs the Plan’s network and programmatic recommendations. For more information about outreach, see Chapter 2 of the Countywide Bicycle Plan.

From July to October 2017, residents were invited to share their site-specific comments on the existing network and potential improvements through an online, interactive WikiMap. Respondents were asked to provide feedback on:

- Barriers to biking
- Places/routes where I currently ride a bike
- Places/routes where I would like to ride

Two respondents contributed a total of nine comments within St. Helena. Highlights include:

- Most barriers to biking are on Main Street, or SR 128/29.
- Human behaviors such as motorists not yielding or looking for bicyclists are the main barriers to bicycling

- Traffic signals do not sense the presence of bicyclists, particularly bicyclists making left turns
- Drainage grates can be hazardous to bicyclists

The location of WikiMap comments in St. Helena can be found in Appendix B.

In addition to the initial WikiMap, NVTa also hosted an online map from June to July 2018, for residents to review the recommended bicycle network facilities. This map showed draft recommended bike facilities throughout the county and allowed users to agree or disagree that the recommendation was appropriate in that location. Over 50 respondents provided approximately 330 comments which were reviewed by staff in each jurisdiction for possible changes to the recommended network.

St. Helena was also represented through involvement in several committees and through direct outreach to City staff by NVTa throughout the development of this plan. St. Helena's Active Transportation and Sustainability Committee was consulted regarding network recommendations and worked with City staff to bring local knowledge to bear in selection of streets for the bicycle network and recommended facility types.

SECTION 4: PROPOSED BICYCLE NETWORK

The main purpose of this plan is to identify a future bicycle network for St. Helena that is safe and connected. The proposed bicycle network map (see Figure SH.8) was developed based on fieldwork, an analysis of existing conditions, input from the community and City staff, and in consideration of best practices in bicycle network planning, including facility guidance from Appendix A: Bicycle Facilities Toolkit.

The resulting network includes high-quality infrastructure in the form of multi-use paths, including the Vine Trail, bike lanes, bike boulevards, and bike routes. These facilities connect to key community destinations and neighborhoods and close network gaps. The network also provides connections beyond the St. Helena city boundary into the unincorporated areas.

The two higher-crash streets noted above, Main Street and Spring Street, both are on the recommended bicycle network. While Spring Street has adequate space to accommodate bike lanes (Class II) which will provide dedicated space for bicyclists on the street, Main Street does not. The many competing demands on this street (parking, business access, deliveries, through traffic by multiple modes) do not allow space for a dedicated facility. Pavement markings and signage that alert drivers to bicyclists' presence here will be important. The education strategies mentioned below can also help mitigate crash risks on a shared facility such as this.

St. Helena's proposed bicycle network is a 26.5-mile network, as detailed in Table SH.3. When implemented, the entire existing and proposed network will total 28.9 miles.

Table SH.3. Proposed Bicycle Network

Facility	Proposed Length (approximate, in miles)	Existing Length (approximate, in miles)
Vine Trail (Class I)	2.9	-
Shared-Use Paths (Class I)	7.7	0.9
Bike Lanes (Class II)	6.4	1.3
Bike Boulevard (Class III)	4.2	-
Rural Bike Routes (Class III)	5.3	0.2
Corridor Study (not included in total) ³⁰	2.9	-
Total Network	26.5	2.4

³⁰ The Vine Trail alignment is not yet final through the City of St. Helena. It is represented here in the alignment current as of February 2019, but this alignment is currently under discussion and may change.

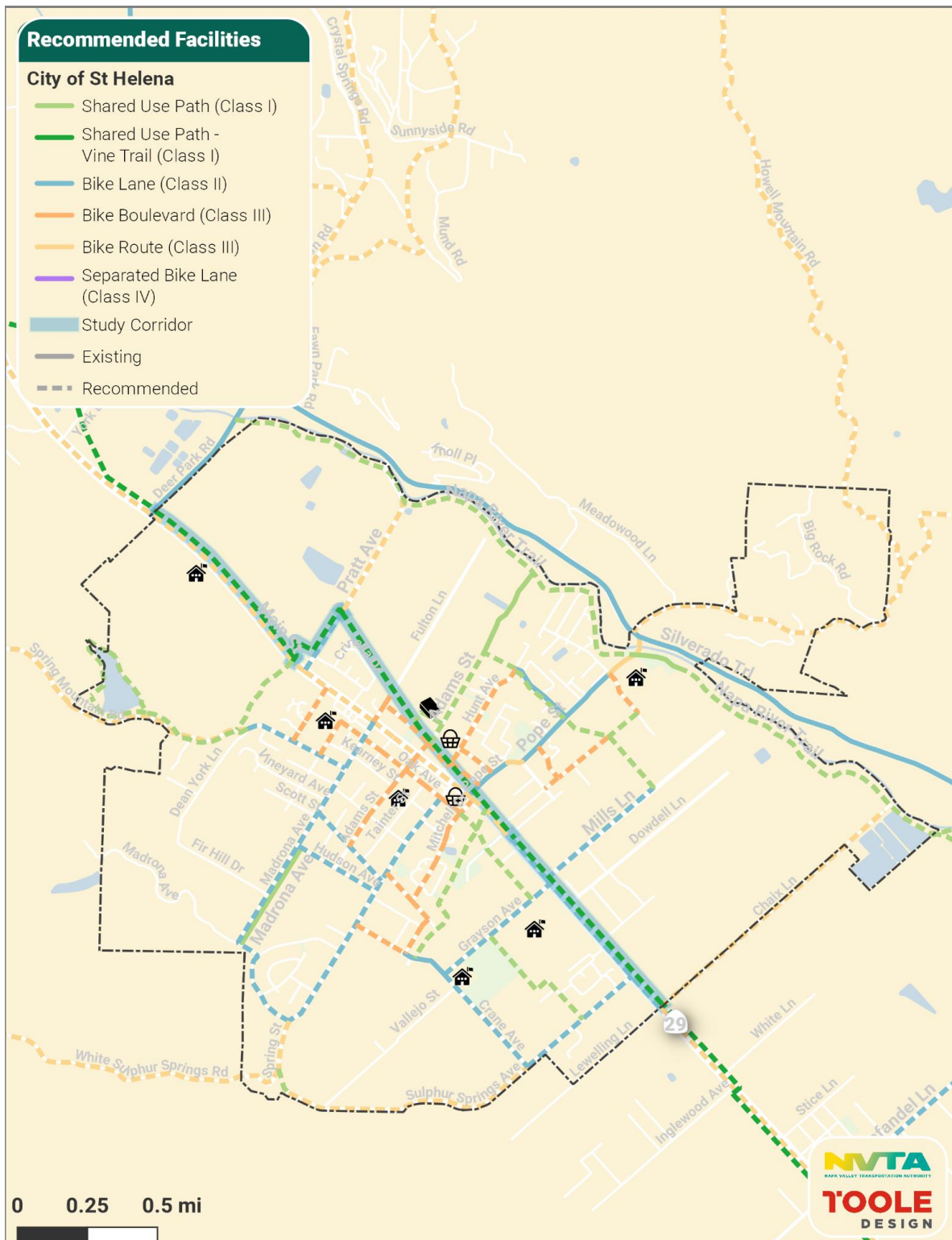


Figure SH.14. Proposed Bicycle Network

SECTION 5: SUPPORT PROGRAMS AND POLICIES

City policies and support programs are key components of a welcoming, bicycle-friendly community. Generally, policies are set by the City government, while programs are led by or executed in partnership with external organizations or agencies such as advocacy organizations or school districts. Along with bike network investments, programs and policies will help St. Helena realize the Plan's goals of connectivity, equity, safety, and education and encouragement.

St. Helena already has several programs related to bicycling which are described in Table SH.4. The existing and recommend programs create a full suite of efforts to promote and support bicycling throughout St. Helena.

Table SH.4. Support Programs and Policies

Support Program/Policy	Description	Source
Existing		
Bicycle Rentals	Napa County is home to many bike shops, such as St. Helena Cyclery, and bike tour companies that provide bicycle rentals. Many hotels and bed and breakfasts also provide their guests with bicycles.	Existing
Complete Streets Policy	The City of St. Helena has a Complete Streets Policy resolution which follows the template provided by MTC. The next update to the General Plan will incorporate Complete Streets policies and principles; however, as of the writing of this 2019 Plan, it has yet to be adopted. For implementation of the Complete Streets policy, designs of projects affecting the transportation system must be reviewed by the Active Transportation Committee for consistency with the Vine Trail plans and the 2016 Countywide Pedestrian Plan.	Existing
Safe Routes to School Program	Since 2010, this collaborative program, provided by the Napa County Office of Education in conjunction with the Napa Valley Bicycle Coalition, encourages students to walk and bike to school through education events, prizes, and safety projects.	Existing
Safety Education	The Napa County Bicycle Coalition organizes educational and promotional events to encourage safe bicycle riding in Napa County, such as bicycle safety rodeos and the annual BikeFest event in May. This can include education programs for both children and adults.	Existing
Speed Limits and Speed Surveys	Engineering speed studies are prepared every 5 years in St. Helena, in accordance with state law. The city does use reduced speed limits of 15 mph in school zones as needed. De facto speed limits are 25 miles per hour.	Existing
Recommended		
Bicycle Parking, Shower, and Locker Facilities	Provide short- and long-term bicycle parking at key destinations, such as downtown St. Helena, parks, schools, community facilities, transit stops, and shopping areas. Encourage employers to install showers and locker facilities for bicycle commuters.	2012 St. Helena Bicycle Plan
Capital Improvement Projects /	Create checklist for capital projects on and adjacent to streets (repaving, restriping, reconstruction) that ensures City staff review the infrastructure recommendations of this Plan at the time of project development	2019 Bicycle Plan

Support Program/Policy	Description	Source
Complete Streets Checklist		
Dedicated Bicycle Staff	Identify a staff member who is responsible for bicycle planning and the implementation of bicycle facilities and dedicate a percentage of their time to these efforts.	2019 Bicycle Plan
Downtown Parking Plan	Determine shared parking opportunities downtown to consider parklet in front of bakery on west side of Main Street and identify opportunities for bike parking to include bike corrals.	2016 Napa Countywide Pedestrian Plan
Existing Bikeways Policy	Develop a policy which specifies that existing bikeways should not be removed, unless an improved bikeway is being installed.	2019 Bicycle Plan
Maintain Overgrown Vegetation	Continue to trim and maintain trees on Main Street, especially those at intersections to improve street light visibility. For specific locations where tree obstructions were observed, see the 2016 Napa Countywide Pedestrian Plan (Appendix SH-C, Improvement SH-2). Citywide, ensure that landscapes at maturity do not interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic; do not conflict with overhead lights, traffic controls, traffic signage, utility lines or poles, or walkway lights; and, do not block bicycle or pedestrian ways. Require adjacent property owners to maintain landscaped areas with live and healthy plant materials, replacing plant materials when necessary to maintain full function and aesthetics; to water, weed, prune, fertilize and keep sidewalks and planting strips litter free.	2016 Napa Countywide Pedestrian Plan
Law Enforcement Activities	Coordinate with law enforcement agencies and improve officers' understanding of bicycling issues, which will lead to better enforcement, heightened awareness of safety issues, and recognition of "teachable moments" for both bicyclists and motorists.	2012 St. Helena Bicycle Plan
	Provide bicycle-specific training for law enforcement personnel and establish a community policing agreement which engages members of the community, including agency engineering and planning staff, local elected officials, non-profit community advocates, schools, and others, to ensure the coordination of enforcement goals and strategies, and to develop a balanced approach to address traffic safety issues that includes education, engineering, and enforcement.	2019 Bicycle Plan
	Establish a bicycle diversion program for bicycle traffic offenders.	
	Provide focused law enforcement operations at high collision locations.	
Site Plan Review Checklist	Create checklist for development review to ensure site plans include considerations for bicycle access and safety. Include items from MTC's Routine Accommodation Checklist for projects in the public right-of-way to ensure routine application of the Complete Streets policy. MTC's checklist can be found here: http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist.pdf	2016 Napa Countywide Pedestrian Plan
Vision Zero Policy	Adopt a countywide Vision Zero policy and develop an action plan for implementing Vision Zero. Identify opportunities for funding for Vision Zero efforts, such as developing a Countywide database to inventory collision data and environmental factors, undertaking a comprehensive analysis to understand collision patterns, and	2019 Bicycle Plan

Support Program/Policy	Description	Source
	facilitating an outreach process to identify community safety priorities and determine where to focus safety investments and improvements.	
Wayfinding Program	Develop a regional wayfinding system that has a similar brand throughout Napa Valley and helps bicyclists navigate the transportation network with confidence and provide direction to their destinations; create a community identity; and build a sense of place. The City of St. Helena could adjust the brand to reflect local character while still maintaining signage elements for consistency including placement, frequency of signs, and content.	2019 Bicycle Plan

SECTION 6: IMPLEMENTATION PLAN

Because all communities, including St. Helena, have limited financial resources, it is not possible to implement all the recommended projects immediately. To focus St. Helena's resources, several characteristics of projects should be considered. These characteristics are discussed in relation to implementation phases below.

Immediate-Term

Overlap with Measure T Repaving Projects

While the connectedness of a bicycle network is highly important, recommended projects should be implemented as opportunities arise for integration into existing projects. St. Helena's five-year paving plan funded by Measure T offers a great opportunity for quickly implementing several recommended bicycle facilities. St. Helena's Measure T plans have been compared to the proposed bicycle network, and those projects are listed in Table SH.5.

Short- and Medium-Term

Facility Characteristics

All other planned street resurfacing and reconstruction projects should be reviewed against the recommended bike network. Another early step in the implementation of the bicycle plan should be to answer the following questions about each project:

- Does a facility consist only of striping and signage that can be added at any time?
- Does a facility necessitate further community dialog regarding reallocation of street space?
- Does a project need significant funding that must be obtained through a competitive process (i.e., grant)?
- Does a project necessitate acquiring additional right-of-way?
- Are there any environmental concerns about a project location?

These questions can help direct staff to understand which projects are more readily implementable.

Proximity to Destinations

Public input received over the course of this Plan process indicates greater interest in connecting to certain destinations including: schools, parks, trailheads, and community centers. The locations of these destinations, as well as other known bicycle traffic generators such as hotels with bike rental schemes should be considered when selecting projects for earlier implementation.

Public Concerns

Residents gave input through the WikiMap about areas of greater concern for bicyclists. These are documented in the summary above, and staff may wish to refer to these comments when considering which projects to implement first. Staff should also continue to collect and document resident concerns and priorities about bicycling and general traffic safety in St. Helena and bring those comments into discussions regarding implementation priorities.

Network Connectivity

Staff should consider the benefits provided by a connected bicycle network. Research has shown that a connected low-stress network has the greatest impact on encouraging people to choose to bicycle. Projects that connect to existing facilities, especially ones that are known to be popular, may be prioritized. This should be balanced against the desire to provide bicycle facilities in and connecting to underserved communities in keeping with the equity goal of this Plan. Often, these areas have been historically underserved by infrastructure, and building new bike network projects here may not connect to existing facilities.

Long-Term

Some projects, such as many shared-use paths (Class I), will necessarily require a more sustained effort to come to fruition. While it may take a longer time to implement these projects, St. Helena should begin to consider the steps toward construction of these projects so they are prepared for grant applications or inserting funding into capital improvement plans.

Connectivity Improvements from Phased Implementation

As stated, the planned bicycle facilities for St. Helena are intended to create the most low-stress network that conditions allow. Implementation of on-street facilities such as bike boulevards (Class III) and bike lanes (Class II) will significantly improve the connectivity of the bicycle network for riders of all ages and abilities. Focusing first on intersection treatments at locations where these facilities cross high-speed, high-volume streets without a traffic signal will most quickly improve connectivity. St. Helena has great opportunity for improvement in connectivity with on-street facilities, because its underlying street network is a well-connected grid that accesses many city destinations.

While shared use paths (Class I facilities) certainly provide a low-stress riding environment, their implementation requires more investment and often more planning than on-street facilities. Implementation of the Napa River Trail and the Vine Trail will provide connectivity improvements especially in the northwestern part of St. Helena. These are understood to be a large, long-term capital investments, however, so implementation of on-street facilities in the meantime will provide great benefits to the city.

FUNDING

Funding for the bicycle network projects can come from different sources. For example, the City of St. Helena could fund the improvements through dedicated funds from the City, by leveraging development-driven projects, or through grant opportunities. More information about available grant funds can be found in Chapter 4 of the 2019 Countywide Bicycle Plan.

Table SH.5. Project List

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
<i>Bike Lane (Class II) Projects</i>					
821	S Crane Ave	Grayson Ave	Sulphur Springs Ave	Bike Lane (Class II)	0.45
860	Grayson Ave	Crane Ave	SR 29 (Main St)	Bike Lane (Class II)	0.50
101*	Madrona Ave-Reisling Way	Main St	Sylvaner Ave	Bike Lane (Class II)	1.03
106*	Spring St	White Sulphur Springs Rd at city limit	Oak Ave	Bike Lane (Class II)	0.98
<i>Bike Boulevard (Class III) Projects</i>					
108*	Adams St	Railroad Ave	Allyn Ave	Bike Boulevard (Class III)	0.47
131	Birch Ave	Crane Ave	Valley View St	Bike Boulevard (Class III)	0.15
125	Church St	Hunt Ave	Pope St	Bike Boulevard (Class III)	0.13
127	Edwards St	Hunt Ave	Pope St	Bike Boulevard (Class III)	0.15
126*	Hunt Ave	Church St	Starr Ave	Bike Boulevard (Class III)	0.42
810	McKorkle Ave	Alison Ave	Proposed class I facility 675' west of College Ave	Bike Boulevard (Class III)	0.29
133*	Mitchell Dr	Main St	Crane Ave	Bike Boulevard (Class III)	0.44
116*	Oak Ave	Hillview Pl	Mitchell Dr	Bike Boulevard (Class III)	0.54
<i>Bike Route (Class III) Projects</i>					
856	Spring St	Sylvaner Ave	Sulphur Springs Ave	Bike Route (Class III)	0.18
All Other Projects					
<i>Shared Use Path (Class I) Projects</i>					
147	Crane Park Path (to La Quinta Wy)	Grayson Ave	Kennedy Ct	Shared Use Path (Class I)	0.50
747	Library Lane Path	Adams St	Vine Trail (along RR cooridor)	Shared Use Path (Class I)	0.13
818	Lower Reservoir Loop Trail	NW city limit	Loop around Lower Reservoir and connect to Spring Mountain Rd	Shared Use Path (Class I)	1.25
809	McCorkle Ave Path	Proposed class I facility 675' west of College Ave	College Ave	Shared Use Path (Class I)	0.14

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
93	Napa River Trail	Pope St (Napa River Trail-Wappo Park)	St Helena city limit (Deer Park Rd / Lower Reservoir Trail)	Shared Use Path (Class I)	1.90
151	Napa River Trail	St Helena city limit near wastewater treatment plant	SE edge Wappo Park	Shared Use Path (Class I)	1.14
143	Oak Ave Path	Mitchell Dr	Grayson Ave	Shared Use Path (Class I)	0.41
146	Starr Ave Path	Hunt Ave	Mills Ln	Shared Use Path (Class I)	0.68
749	Starr Ave-Adams St-Railroad Ave-Fulton Ln	Hunt Ave	Railroad Ave	Shared Use Path (Class I)	0.51
105	Sulphur Creek Path	Spring St	Sulphur Springs Ave	Shared Use Path (Class I)	0.10
140	Sulphur Creek Path	Sulphur Springs Ave	Napa River Trail	Shared Use Path (Class I)	0.65
744	Vine Trail	Chaix Ln	Deer Park Rd	Shared Use Path - Vine Trail (Class I)/Corridor Study	2.93
96	York Creek Path	Spring Mountain Rd	Vine Trail (SR 29-Main St)	Shared Use Path (Class I)	0.33
<i>Bike Lane (Class II) Projects</i>					
107	Allyn Ave	Spring St	Madrona Ave	Bike Lane (Class II)	0.34
819	Hudson Ave	Madrona Ave	Spring St	Bike Lane (Class II)	0.32
144	Mills Ln	SR 29 (Main St)	Proposed class I facility annex from Starr Ave	Bike Lane (Class II)	0.50
97	Pratt Ave	Vine Trail	SR 29-Main St	Bike Lane (Class II)	0.26
816	Spring Mtn Rd	Dean York Ln	Madrona Ave	Bike Lane (Class II)	0.39
813	SR 29-Main St	Chaix Ln	Charter Oak Rd	Bike Lane (Class II)	0.83
833	Sulphur Springs Rd	S Crane Ave	SR 29 (Main St)	Bike Lane (Class II)	0.50
102	Sylvaner Ave	Riesling Way	Spring St	Bike Lane (Class II)	0.30
<i>Bike Boulevard (Class III) Projects</i>					
808	College Ave	Pope St	Proposed class I facility at SE end of College Ave	Bike Boulevard (Class III)	0.18
98	Elmhurst Ave	Spring Mountain Rd	Main St	Bike Boulevard (Class III)	0.23
858	Fulton Ln	Vine Trail	Main St	Bike Boulevard (Class III)	0.14
114	Hillview Pl	Spring Mountain Rd	Oak St	Bike Boulevard (Class III)	0.14
124	Hunt Ave	Railroad Ave	Church St	Bike Boulevard (Class III)	0.02
244	Mariposa Ln	Pope St	Mccorkle Ave	Bike Boulevard (Class III)	0.14

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
129	N Crane Ave	Spring St	Birch St	Bike Boulevard (Class III)	0.23
857	Railroad Ave	Adams St	Hunt Ave	Bike Boulevard (Class III)	0.11
859	Railroad Ave	Fulton Ln	Hunt Ave	Bike Boulevard (Class III)	0.21
820	Valley View St	Spring St	Birch St	Bike Boulevard (Class III)	0.20
<i>Bike Route (Class III) Projects</i>					
150	Chaix Ln	SR 29 (Main St)	Napa River Trail (propopsed)	Bike Route (Class III)	1.07
806	Main St	Fulton Ln	St Helena city limit, Deer Park Rd	Bike Route (Class III)	1.11
812	Main St	Madrona Ave	Charter Oak Ave	Bike Route (Class III)	0.64
807	Pratt Ave	RR track/Vine Trail at Pratt Ave	Napa River Trail (propopsed)	Bike Route (Class III)	0.48
815	Spring Mountain Rd	W St Helena city limit	Dean York Ln	Bike Route (Class III)	0.69
103	Sulphur Springs Ave	St Helena city limit	Spring St	Bike Route (Class III)	0.16
149	Sulphur Springs Ave	Sulphur Creek	SR 29 (Main St)	Bike Route (Class III)	0.93

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.



Figure 4.5. Map of Proposed Regional Trails in Napa County – Central East

City of St. Helena

page in plan **paragraph or figure #**

Page 14 Figure SH.9.

comment

Vine Trail location is still undecided and should be indentified as conceptual.

Main Street North of Fulton Lane/ Madrona should be a Class III not a Class II due to right-of-way constraints.

Hunt Ave. should be a Class III Bike Blvd. not a Class II.

The section of Grayson Ave. from the end of the park to Hwy. 29 should be a Class II not a Class I.

Railroad Ave. should be a Class III or a Bike Blvd. not a Class II



MEMO

Date: December 26, 2018

To: Noah Housh, Planning Director
City of St. Helena

From: Napa Valley Transportation Authority

Re: St. Helena General Plan Update 2040

Upon the review of the St. Helena General Plan Update 2040, the Napa Valley Transportation Authority would like to submit the following comments:

General Comment – Please replace all “NCTPA” references to “NVRTA” and use the updated logo and Vine brand and color scheme. Also, “VINE” is now “Vine”.

P. 5-3

- Should mention the Countywide Bike Plan update now in progress

P. 5-4

- ACS reference, but no reference to the Napa Countywide Pedestrian Plan or Napa County Travel Behavior Study. The St. Helena Pedestrian Plan was adopted by the City Council on May 9, 2017 www.nvta.ca.gov/countywide-pedestrian-master-plan.

P. 5-7

- 2016 Pedestrian Plan should be included along with 2010 ADA Transition Plan.

P. 5-9

- Old Vine Go photo-need to update photos for Vine Transit in plan. NVRTA will provide new Vine photos.

P. 5-10

- First bullet - revise sentence regarding Vine Trail-“will” connect St. Helena, not “connects”

P. 5-11

- Please reference the current Countywide Transportation Plan – Vision 2040 – Moving Napa Forward www.nvta.ca.gov/countywide-plan-vision-2040.
- No reference to other plans such as the Countywide Bike Plan, Ped Plan, Travel Behavior Study or Plan Bay Area etc.

P. 5-23

- Where did the reference regarding bike lane and shared parking come from? CVC does not allow parking in bike lanes.
- Class III-“vehicle barriers”-Class III facilities do not include barriers-Class IV includes separation.
- Add Class IV – separated bike lanes with description

P. 5-25

- When was this map completed? There are differences from some recommendations in the current Bike Plan Update that were reviewed by City Staff.
- Should reference Bike Plan Update currently underway.

P. 5-30

- c - These are identified in the countywide Bike and Ped Plans
- e - ACS is mentioned-should include Countywide Transportation Plan, Bike Plan and Ped Plan
- h – should state, “...in accordance with NVTa’s Countywide Transportation Plan”

P. 5-32 through P. 5-43

CR1. A

- Include transit facilities

CR1.K

- Include transit improvements
- TDM strategies should coordinate with NVTa

CR2.1

- Figure 5.4 reference – These exist – there is no reference to the Pedestrian Plan or proposed facilities in Bike Plan update which have created these networks. Change to, “Update comprehensive bicycle and pedestrian networks identified in the Countywide Bike and Pedestrian plans that enhance neighborhood connectivity.”

CR2.6

- No reference to the Safe Routes to School (SRTS) program which serves St. Helena schools.

P. 5-38 through P. 5-42

CR2.D

- Caltrans Bicycle Transportation Account has been replaced by the Active Transportation Program-there are new requirements under this program-see requirements in adopted 2016 Pedestrian Plan-update reference.

CR3.1

- TDM-no discussion of SB 1339 compliance/requirements or of NVTa’s TDM programs.

CR3.4

- TDM Programs-include coordination with NVTa

CR 3.5

- Should mention SRTS program

CR4.5

- “a” SRTS program – should be “the” SRTS program

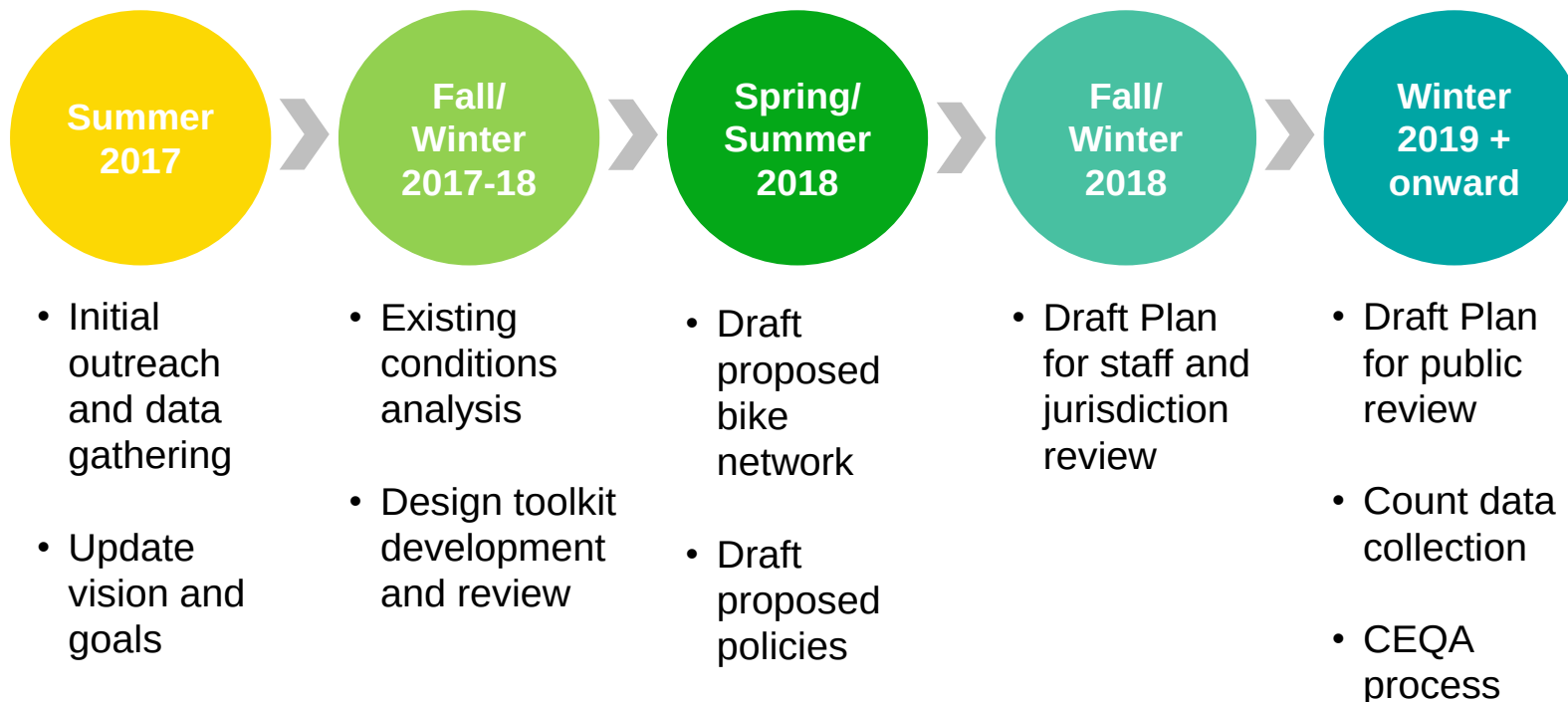


Napa Countywide Bicycle Plan Update

*NVTA Board Meeting
February 20, 2019*



Project Schedule



← **Jurisdiction Coordination** →

Napa Countywide Bicycle Plan

TOOLE
DESIGN

Work Completed



- Revision of vision and goals
- Plans and policies review
- Collision analysis
- Existing conditions data gathering and update
- Field work visits
- Design toolkit
- Study network development
- Bicycle facilities recommendations

Public/Stakeholder Outreach



- Porchfest
- Online Input Map
- Bikefest
- Online Draft Bike Network Feedback Map
- Bike Network Open Houses
- City BTACs
- NVRTA ATAC

Plan Contents



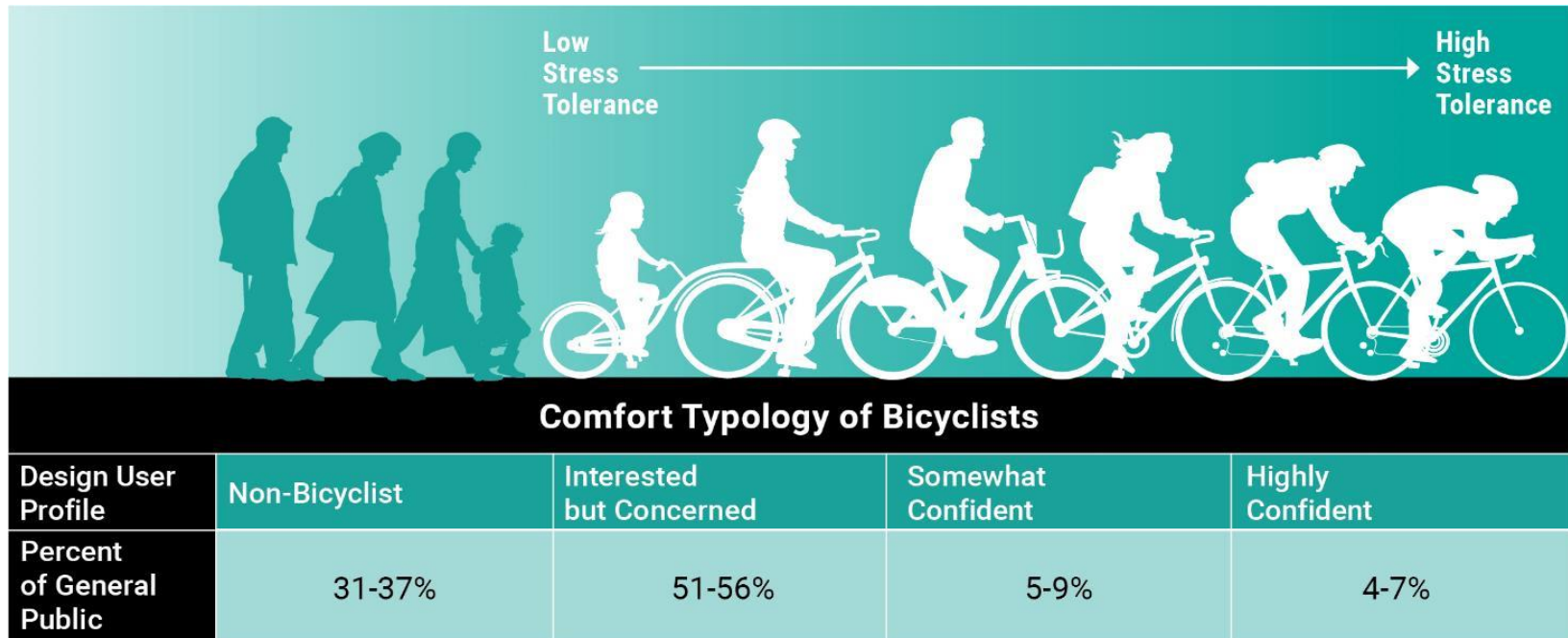
- Goals and policies
 - Existing conditions
 - Proposed bike network
 - Proposed programs
 - Implementation strategies
-
- Countywide Plan + individual jurisdiction plans

Plan Vision



Napa County's vision is to be a bicycle-friendly community with a **world class bicycling system for all ages and abilities**. The comprehensive, **connected** bicycle system will provide people with **safe, convenient and enjoyable** access to destinations throughout all Napa County jurisdictions and beyond. Residents and visitors will enjoy bicycling for **everyday commuting, non-work trips and recreation**. Bicycling contributes to a high quality of life, promotes health and will help achieve a **10% mode split** in Napa County by 2035.

Vision-Serving Network

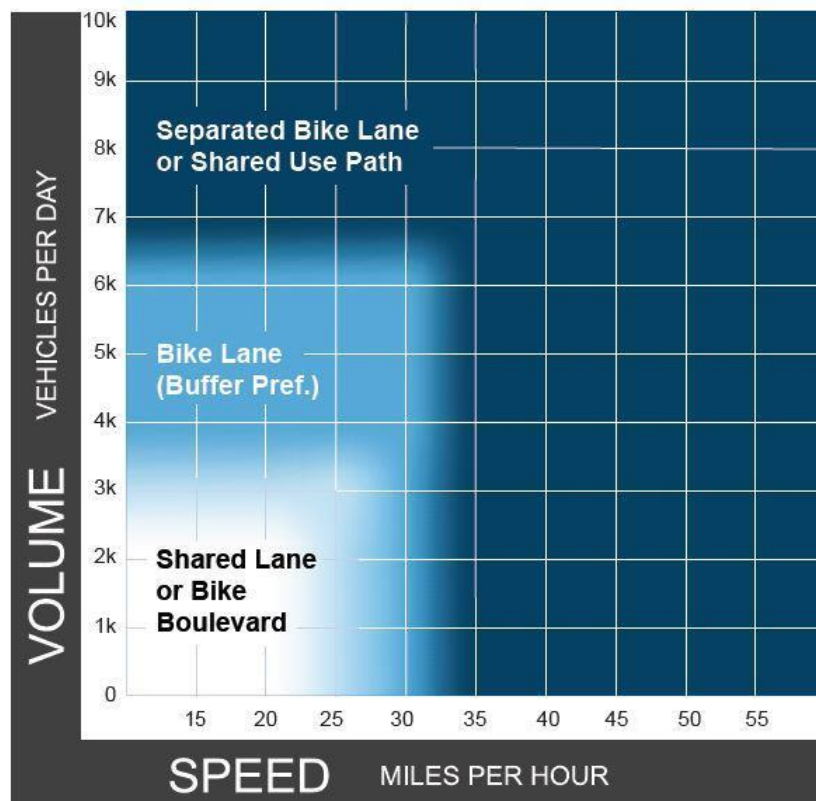


Bicycle Network Development



- Is the existing facility appropriate for *Interested but Concerned* riders?
- Does the network connect to desired destinations?
- Are there planned projects on the books?

Facility Selection



Note

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

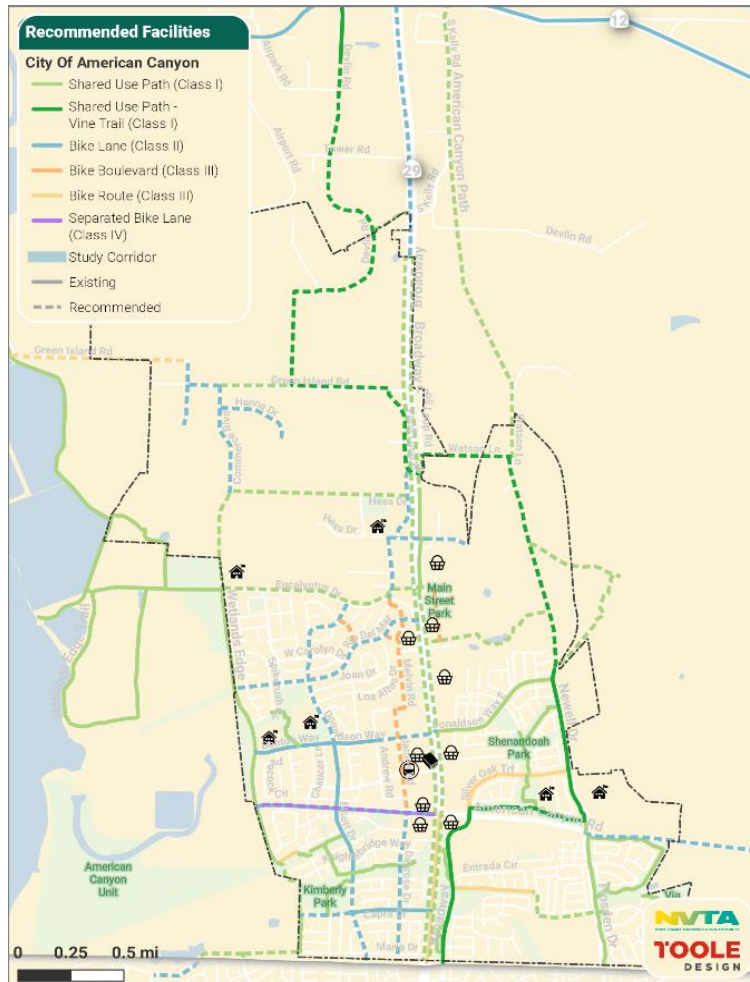
- Directed at *Interested but Concerned* rider
- Based on street characteristics of speed and volume
- Also used to assess existing facilities

Proposed Bike Network



Facility Type	Proposed Mileage	Existing Mileage	Total Mileage
Vine Trail (Class I)	26.2	16.1	42.3
Shared Use Paths (Class I, excluding Vine Trail)	42.5	26.5	79.0
Bike Lanes (Class II)	85.1	87.0	172.1
Bike Boulevards (Class III)	38.3	-	38.3
Rural Bike Routes (Class III)	245.9	13.1	259.0
Separated Bike Lanes (Class IV)	0.9	-	0.9
Corridor Study (not included in mileage total)	14.1	-	14.1
Total Network	453.0	142.7	595.7

Recommended Facilities



Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
Bike Lane (Class II) Projects					
740	Danrose Dr	Marla Dr	W American Canyon Rd	Bike Lane (Class II)	0.68
212	Donaldson Wy	Elliot Dr/Donaldson Wy	Eucalyptus Dr	Bike Lane (Class II)	0.81
803*	Elliot Dr	City Limit	Knightsbridge Wy	Bike Lane (Class II)	0.47
227	Kimberly Dr	Elliot Dr	Meadow Bay Dr	Bike Lane (Class II)	0.24
207	Theresa Ave	Napa Junction Rd	Eucalyptus Dr	Bike Lane (Class II)	0.30
Bike Boulevard (Class III) Projects					
831	Gisela Dr	Donaldson Wy	Rio Del Mar	Bike Boulevard (Class III)	0.15
221*	James Rd	Wilson Wy	American Canyon Rd	Bike Boulevard (Class III)	0.51
Bike Route (Class III) Projects					
732*	Green Island Rd	Bay Trail	Commerce Rd	Bike Route (Class III)	0.84
All Other Projects					
Shared Use Path (Class I) Projects					
210	Bay Area Ridge Trail (Eucalyptus Dr)	Wetlands Edge Rd	Main St	Shared Use Path (Class I)	1.04
845	Bay Area Ridge Trail (S Napa Junction Rd)	Main St	Vine Trail (Newell Dr extension)	Shared Use Path (Class I)	0.62
228	Bay Trail (Kimberly Area Segment)	Kimberly Dr	Kensington Wy	Shared Use Path (Class I)	0.32
225	Cartagena-Via Bellagio Connector Path	150' E of Entrada Circle	Flosden Rd	Shared Use Path (Class I)	0.40

Project Costs



- Plan provides planning-level cost estimates by facility type
- Costs vary by implementation method
- Costs do not include ROW acquisition (for Class I trails, or roadway widening)

Policy + Program Recommendation

Highlights



- Bikeway data sharing
- Existing bikeways preservation
- Vision Zero policy
- Wayfinding
- Safe Routes to School funding

Next Steps

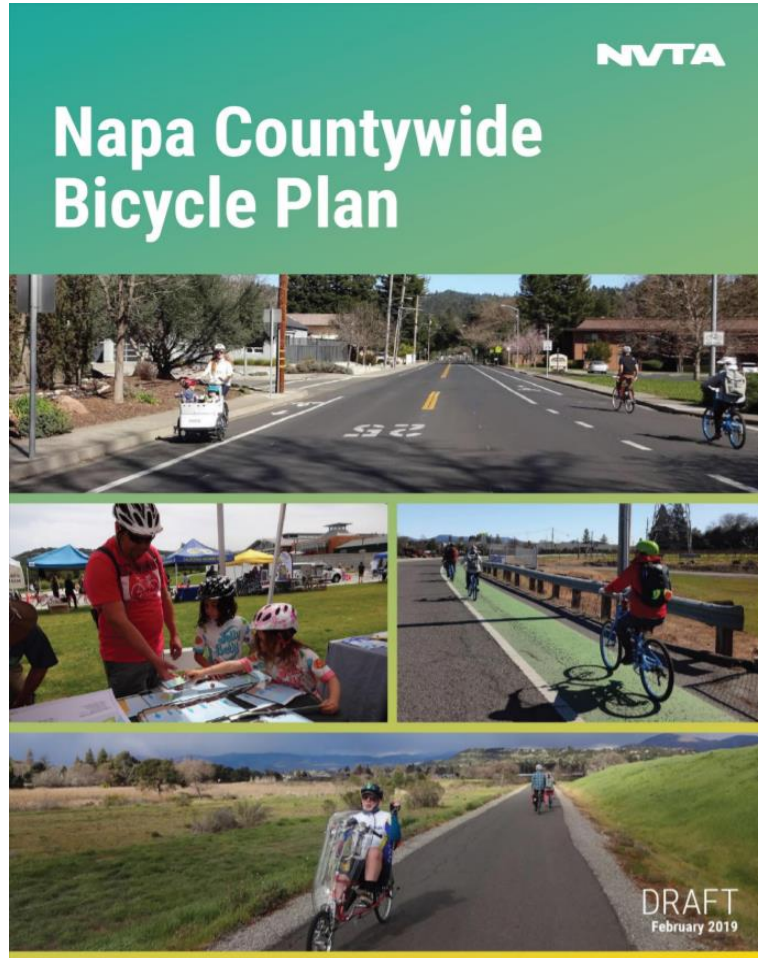


- Draft plan up for public review through March 15
- NVTA ATAC: February 25
- Draft Plan Open House: Napa, February 27, NVTA Board Room, 5:30-7:30pm
- Draft Plan Open House: Calistoga, March 14, Calistoga Community Center, 7:00-8:00pm
- Return to Board for July meeting with final plan and IS-MND for adoption

Napa Countywide Bicycle Plan



Questions?



NVTA Project Manager:
Diana Meehan

dmeehan@nvta.ca.gov
707-259-8327

Visit the Bike Plan website:
<http://www.nvta.ca.gov/napa-countywide-bicycle-plan-update>



February 20, 2019
Board Agenda Item 11.3
Continued From: New

Action Requested: **INFORMATION / ACTION**

NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Draft Napa Countywide Bicycle Plan

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board release the 2019 Draft Countywide Bicycle Plan (Attachment 1) to the public for comments.

RECOMMENDATION

None

EXECUTIVE SUMMARY

The overarching goal of the Draft Napa Countywide Bicycle Plan (Bike Plan) is to create a connected network of facilities that are comfortable for all types of riders, so that people have the choice to ride a bike for many of their transportation and recreation trips.

The 2019 update of the Countywide Bicycle Plan will bring the current plan into compliance with Active Transportation Program (ATP) requirements and will align with state, regional and local goals for increasing bicycle mode share through improvements to the bicycle network. The Bike Plan, when coupled with the 2016 Countywide Pedestrian Plan, will create a complete Active Transportation Plan that will be recognized by the state and regional funding agencies as meeting necessary planning requirements for all jurisdictions in Napa Valley.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Countywide Bicycle Plan was last updated in 2011. Bike Plans are updated every 4-5 years to remain consistent with local, regional and state goals for improving and increasing bicycling for transportation and recreation. In May 2017, NVTA contracted with Toole Design Group, LLC (TDG), a nationally recognized for their expertise in active transportation planning, to assist in the Countywide Bicycle Plan update. TDG has worked closely with NVTA staff, committees, jurisdiction staff, and local stakeholders throughout the process of the update for the past 20 months.

TDG and NVTA staff solicited public comment on the plan through online mapping and comment tools and pop-up and open house events.

The countywide bicycle network was updated based on previously proposed facilities from the 2012 plan, field review observations, analysis and feedback received from staff and stakeholder groups. The Draft Countywide Bicycle Plan is proposing several additional miles of all types of bicycle facilities throughout Napa County.

One significant addition to the Draft Countywide Bicycle Plan is the inclusion of facility network design and recommendations using the Level of Traffic Stress (LTS) methodology. "Traffic stress" is the perceived sense of danger associated with riding in or adjacent to vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. Bicycle facilities are more likely to attract a large portion of the population when they are designed to reduce stress associated with potential motor vehicle conflicts.

LTS ratings are given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. For this type of bicycle network planning, bicyclists are placed into the four typology groups shown in Attachment 1. Levels of traffic stress criteria for road segments range from LTS-1 to LTS-4. LTS -1 and LTS- 2 road ratings are typically most comfortable for all types of riders. The visual example in Attachment 2 depicts facility types and comfort level. The facility recommendations in this plan seek to provide types of bicycle facilities that create the lowest stress network possible to encourage and facilitate bicycle mode share increases in Napa County.

The Draft Countywide Bicycle Plan is organized into 11 chapters and 10 appendices as described in Table 1. The draft plan will be available for review on the NVTA website through March 15, 2019 (Attachment 1 link below). The environmental review for the plan will begin in March and is expected to be complete no later than June. Staff anticipates bringing the draft plan and environmental document back to the NVTA Board in July for final adoption.

Table 1 Countywide Bike Plan Organization

Chapter	Focus
Chapter 1	Introduction to the Plan
Chapter 2	Plan goals and policies and relationship to existing plans
Chapter 3	Existing bicycle environment in Napa County
Chapter 4	Countywide recommendations for bikeways and programs
Chapter 5	Implementation and funding strategy
Chapter 6	City of Calistoga Bicycle Plan
Chapter 7	City of St. Helena Bicycle Plan
Chapter 8	Town of Yountville Bicycle Plan
Chapter 9	City of Napa Bicycle Plan
Chapter 10	City of American Canyon Bicycle Plan
Chapter 11	Unincorporated Napa County Bicycle Plan
Appendix	Focus
Appendix A	Bicycle Facilities Toolkit, a guide for implementing bicycle facilities and improvements
Appendix B	Summary of public and stakeholder engagement that guided the Plan recommendations
Appendix C	Overview of relevant plans and policies related to bicycling in Napa County
Appendix D	Strategies for developing a bicycle count program
Appendix E	Full list of Proposed Bicycle Network projects
Appendix F	Summary of the Plan's fulfilment of Caltrans Active Transportation Program (ATP) grant requirements (to be included in final plan)
Appendix G	Facility cost estimate details
Appendix H	Level of Traffic Stress and Bicycle Network Analysis Methodology
Appendix I	Glossary and Acronym List
Appendix J	Resolution of Adoption of this plan (to be included in the Final Plan)

SUPPORTING DOCUMENTS

Attachments: (1)http://www.nvta.ca.gov/sites/default/files/2019-02-04_Napa%20Countywide%20Bicycle%20Plan_Public%20Review%20DRAFT_dm.pdf
 (2) Comfort Level Rider Typology
 (3) Level of Traffic Stress Example

From: Schmitz, Danielle [<mailto:dschmitz@nvta.ca.gov>]
Sent: Monday, March 04, 2019 9:52 AM
To: Noah Housh; Pamela
Cc: Erica Ahmann Smithies
Subject: RE: Bike plan/measure T

Hi All –

The bike plan identifies bike projects that could be completed with Measure T funds by using an asterisk (*). This indicates a future bike facility that also overlaps with a Measure T project on the city's 5 year project list that could potentially be completed using Measure T funds, since Measure T's intent is to bring the street up to current standards including complete streets standards and could include paving the shoulder and stripping and marking for a bike lane.

Danielle Schmitz
Director – Programs, Projects & Planning
dschmitz@nvta.ca.gov
707-259-5968

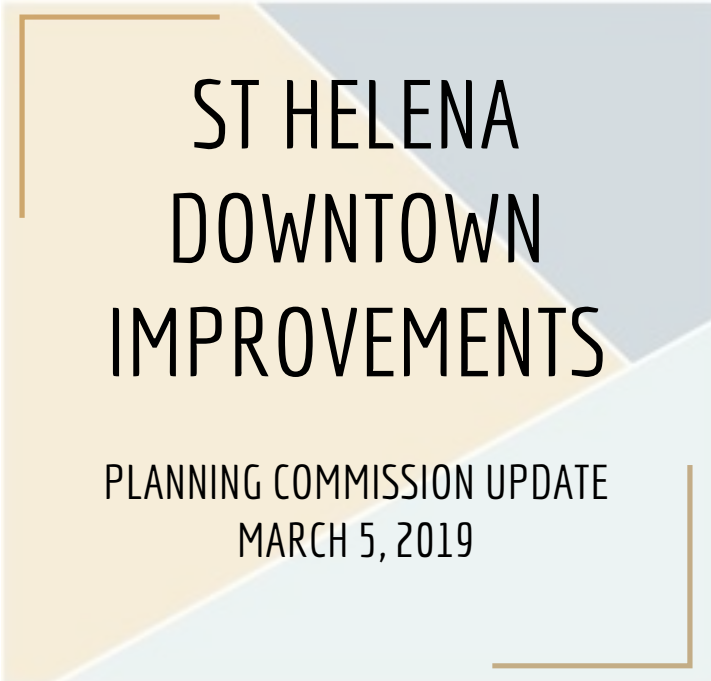
From: Pamela [<mailto:psmithrs@comcast.net>]
Sent: Monday, March 04, 2019 8:55 AM
To: Noah Housh
Subject: Bike plan/measure T

Good morning Noah!

I gave the bike plan a quick look, and have what I think is an easy question for you.

In the table at the end of the St Helena section, some projects are marked with an * indicating they will be completed in conjunction with measure t funds. (Actually, I'm not completely sure what that * means.) If you would explain that * more fully, it might answer my question which is, why aren't S Crane and Grayson road improvements marked with an *?

Thanks a lot,
Pam



ST HELENA DOWNTOWN IMPROVEMENTS

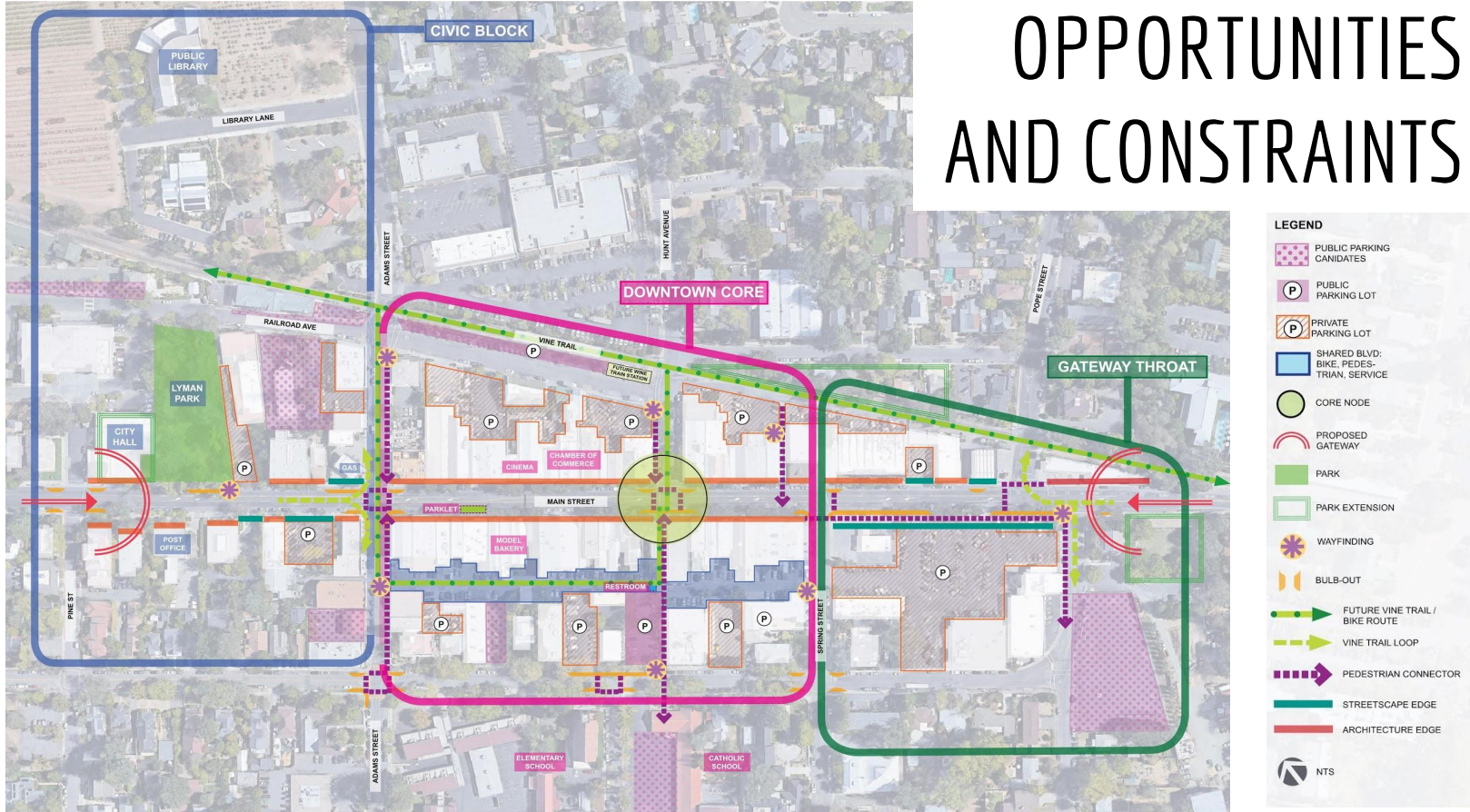
PLANNING COMMISSION UPDATE
MARCH 5, 2019

INTRODUCTION/PROJECT OVERVIEW

Team:

- BKF - Civil Engineers
- Gates - Landscape Architects, Urban Design & Outreach
- M Group - CEQA

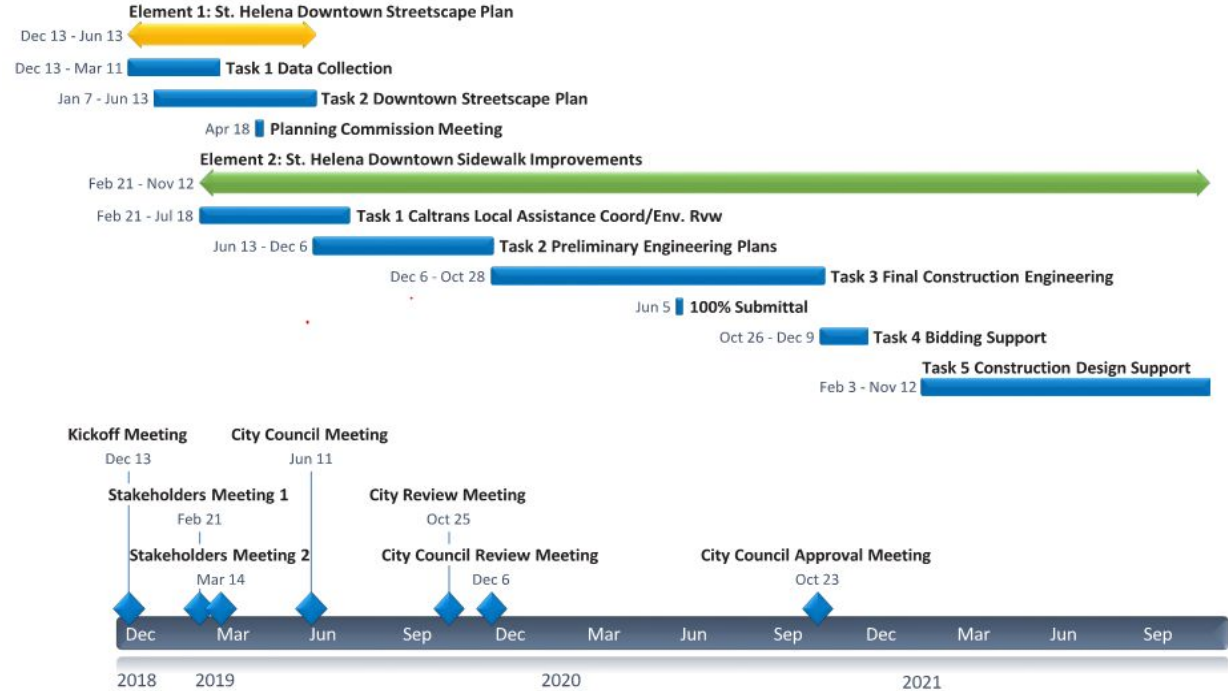
OPPORTUNITIES AND CONSTRAINTS



SCOPE - Component 2 - Downtown Sidewalk Improvements

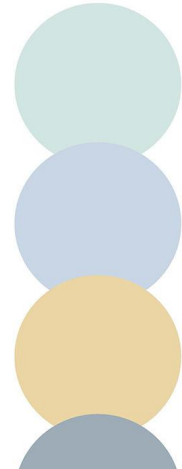


SCHEDULE



PROJECT GOALS

- Create incrementally implementable vision for Downtown
- Build community
- Satisfy grant requirements
- Support economic health of downtown
- Foster 'small town' ambiance
- Respect historic and agrarian heritage
- Promote bike and pedestrian use
- Increase pedestrian dwell time
- Define scope of improvements for Phase I
- Accommodate parking needs



OUTREACH ROUNDS

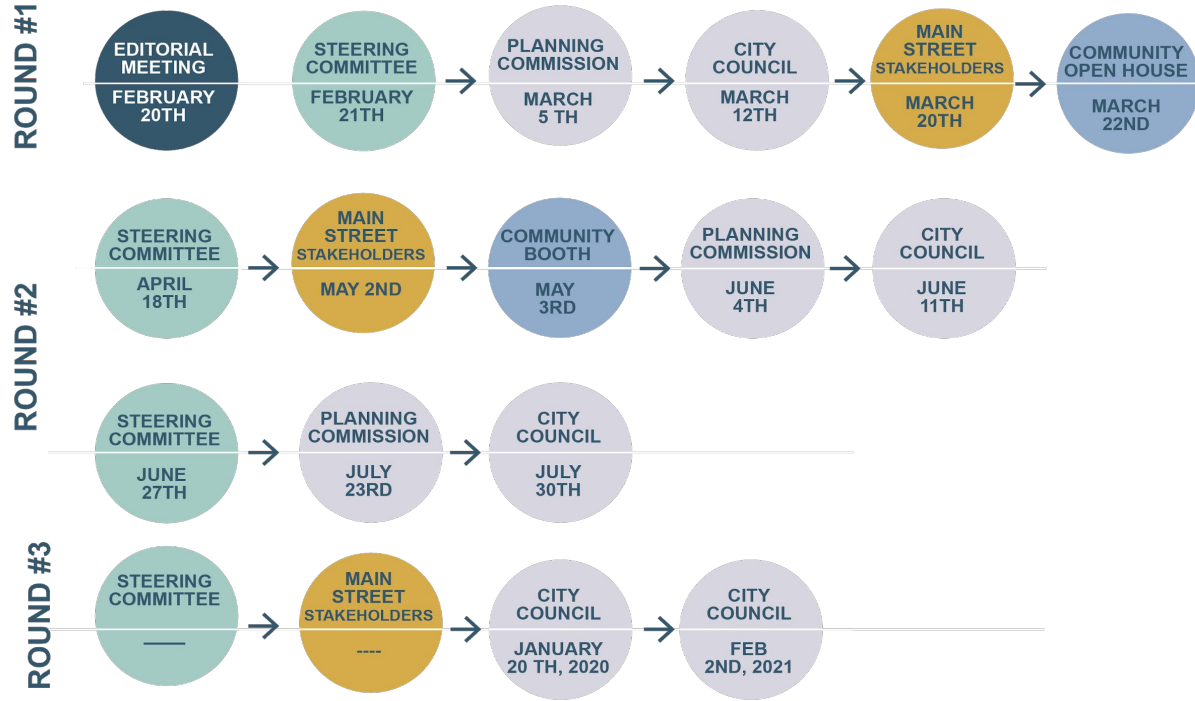
Round 1: Tell us about your Main Street!

What do we like? What could we improve? What do we want to add?"

Round 2: "Downtown Vision & Priorities"

Round 3: "Main Street Phase 1 Improvements"

ENGAGEMENT OPPORTUNITIES



COMMUNITY OPEN HOUSE

SHARE YOUR
IDEAS FOR
MAIN STREET
+ DOWNTOWN
ST. HELENA, CA

FRIDAY
MARCH 22, 2018
10:00 AM - 2:00 PM
1335 MAIN STREET

Downtown Streetscape Plan



REFRESHMENTS WILL BE PROVIDED
CHILDREN ARE WELCOME TO ATTEND

PROJECT WEBSITE: WWW.CULTIVATESTHELENA.COM

