



City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
1088 College Avenue, St. Helena, CA 94574
Wednesday, May 1, 2024 @ 5:00 PM

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

Page

1. CALL TO ORDER
2. ROLL CALL
Chair: Leslie Stanton
Vice Chair: Jeff Farmer
Members: Glenn Smith, Madelyn Chandler, John Zimmerman
Alternate Members: Anthony Micheli
City Council Member Liaison: Paul Dohring, Mayor
Staff Liaison: Rebecca White, Administrative Assistant
3. PUBLIC FORUM:
An opportunity for the public to directly address the Committee on items of interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to four minutes. **Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.**
4. REPORTS BY STAFF AND COMMITTEE:
Reports by staff and/or committee on items of general interest. ***Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.***
5. CONSENT CALENDAR:
Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.
 - 5.1. Active Transportation and Sustainability Committee Meeting Minutes of April 3, 2024. 3 - 4
[Active Transportation and Sustainability Committee - 03 Apr 2024 - Minutes](#)
6. SCHEDULED MATTERS:
 - 6.1. Update on 5 Year Pavement Plan 5 - 19
Prepared By: Mario Traverso, Project Manager

[Presentation](#)

- 6.2. Madrona/Kearney Quick Build Pilot Program 21 - 34
Prepared By: Eric Janzen, Assistant Public Works Director

[Presentation](#)

[1. Public Comment Napa County Bicycle Coalition](#)

- 6.3. Review and Make Potential Recommendation for Modifications to City Ordinance 15.36.050, Section 503.4.1: Traffic Calming Measures 35 - 45
Prepared By: Eric Janzen, Assistant Public Works Director

[Presentation](#)

7. FUTURE AGENDA ITEMS:
1. Downtown Specific Plan Process: TBD
2. Potential Reusable Food Ware and Waste Reduction Ordinance: TBD
3. Review open trails and open spaces programs/engagement with Vine Trail: TBD
4. Spring Street Corridor Safety Enhancements: Tentatively June
5. Safe Yield and Water Neutrality Updates: Tentatively June
8. ADJOURNMENT
The next regular Active Transportation and Sustainability Committee meeting is scheduled for June 5, 2024, at 5:00 pm, City Hall, 1088 College Avenue, St. Helena.

This agenda was posted at City Hall, 1088 College Avenue, St. Helena on April 26, 2024.

Rebecca White, Administrative Assistant

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

MINUTES
City of St. Helena
Active Transportation and Sustainability
Committee Meeting
Wednesday, April 3, 2024 @ 5:00 PM
City Hall, 1088 College Avenue, St. Helena

1 CALL TO ORDER

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

2 ROLL CALL

Present: Chair Leslie Stanton, Vice Chair Jeff Farmer, Member Glenn Smith (departed 5:59 p.m.), Member John Zimmerman, Alternate Member Anthony Micheli
Staff Liaisons: Rebecca White and Public Works Director Joe Leach

Absent: Member Madelyn Chandler, Council Liaison Mayor Paul Dohring

3 PUBLIC FORUM:

Chair Stanton opened public comment.

No comments were received.

Chair Stanton closed public comment.

4 REPORTS BY STAFF AND COMMITTEE:

Public Works Director Joe Leach provided a brief update on current and upcoming projects.

5 CONSENT CALENDAR:

- a) Active Transportation and Sustainability Committee Meeting Minutes of March 6, 2024.

Vice Chair Farmer made a motion to adopt the consent minutes and the motion was seconded by Member Smith. All voted in favor of adopting of the minutes.

6 SCHEDULED MATTERS:

- a) Vine Trail Update and Seeking Direction and Recommendation of Trail Realignment
Prepared By: Chuck McMinn, Napa Valley Vine Trail

Member Zimmerman made a motion to approve the proposed Class 3 Bike Boulevard from Adams Street to Fulton Lane to the railroad tracks, with the

Active Transportation and Sustainability Committee
April 3, 2024

condition to explore a separated bike facility option through the Downtown Specific Plan process in the future. Member Smith seconded the motion and it was unanimously approved.

7 FUTURE AGENDA ITEMS:

- a) 1. Review and make potential recommendation for modifications to City Ordinance 15.36.050 section 503.4.1 - traffic calming measures: Scheduled May 2024
- 3. Madrona/Kearney Quick Build Pilot Program: Scheduled May 2024
- 4. Downtown Specific Plan process: TBD
- 5. Potential Reusable Foodware and Waste Reduction Ordinance: TBD
- 6. Review open trails and open spaces programs/engagement with Vine Trail: TBD

8 ADJOURNMENT

Chair Stanton adjourned the meeting at 6:07 p.m.

APPROVED:

ATTEST:

Leslie Stanton, Chair

Rebecca White, Staff Liaison



Public Works CIP Update

ATSC

May 1, 2024



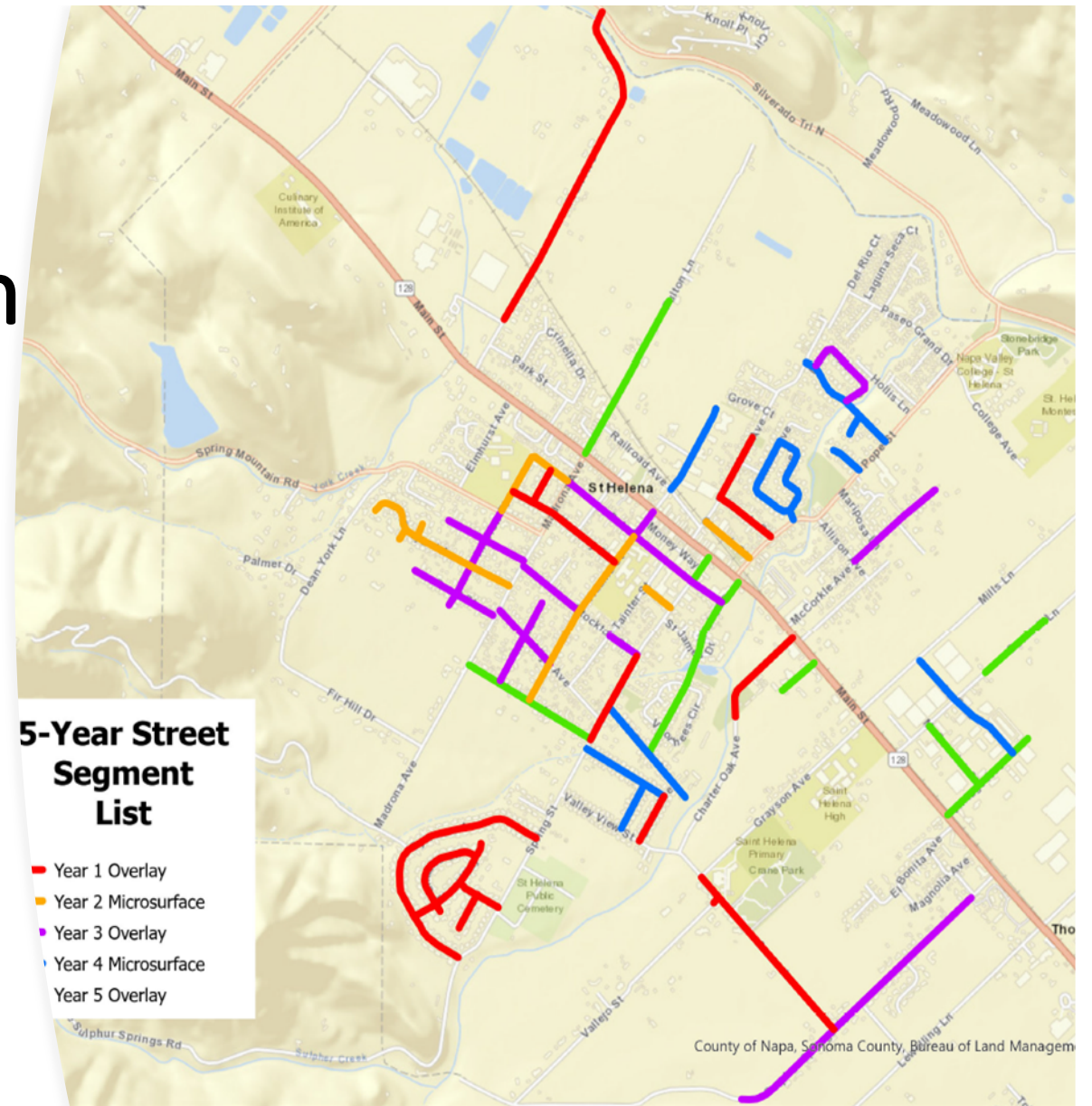
Agenda

- Completed Projects
- Projects In Construction
- Future Projects



Pavement Management Program

- Biennial Update
- Approved in December 2023
- Significant Increase in Projected PCI
- Accelerated Delivery Schedule



Completed Projects

- **Pavement Restoration 22/23**
 - Completed July 2023
 - 1.44 Mile of Reconstructed Roadway
 - 20 New ADA Compliant Curb Ramps Installed
 - \$150,000 For Path of Travel & Sidewalk Improvements
 - \$1,200,000



Completed Projects

- ***Pedestrian Crossing Improvements at College Avenue and Pope Street***
 - Completed July 2023
 - Reconfigured Pedestrian Crossing
 - 3 New ADA Compliant Curb Ramps Installed
 - Pending RRFB Installation
 - \$25,000



Completed Projects

- ***Pavement Restoration 23/24***
 - Silverado Trail
 - Dowdell Lane
 - Allyn Avenue
 - Mills & La Fata
 - White Sulphur Springs
 - Pope Street Bridge
 - 7 New ADA Compliant Curb Ramps Installed
 - \$800,000



Completed Projects

- ***Pedestrian Crossing Improvements at Pratt Avenue and Elmhurst Avenue***
 - 5 New ADA Compliant Curb Ramps Installed
 - Curb Extensions
 - Pending RRFB Installations
 - \$58,000 Grant



Completed Projects

- ***Grayson Avenue Rehabilitation Project***
 - Roadway Rehabilitation
 - Drainage Improvements
 - New Bike Lanes
 - ADA & Path of Travel Repairs
 - \$816,000



In Progress....

- ***Oak Avenue Rehabilitation***
 - Currently in Design
 - Full Surface Rehabilitation Following Utility Installation
 - \$1,100,000
- ***Streets Master Plan***
 - Began Spring 2024
 - Safe Routes to Schools & Active Transportation Implementation
 - \$200,000



In Progress....

- ***Kearney & Andrea Watermain Replacement Project***
 - Installation of Watermain
 - New Pavement Following Utility Installation
 - 8 New ADA Curb Ramps



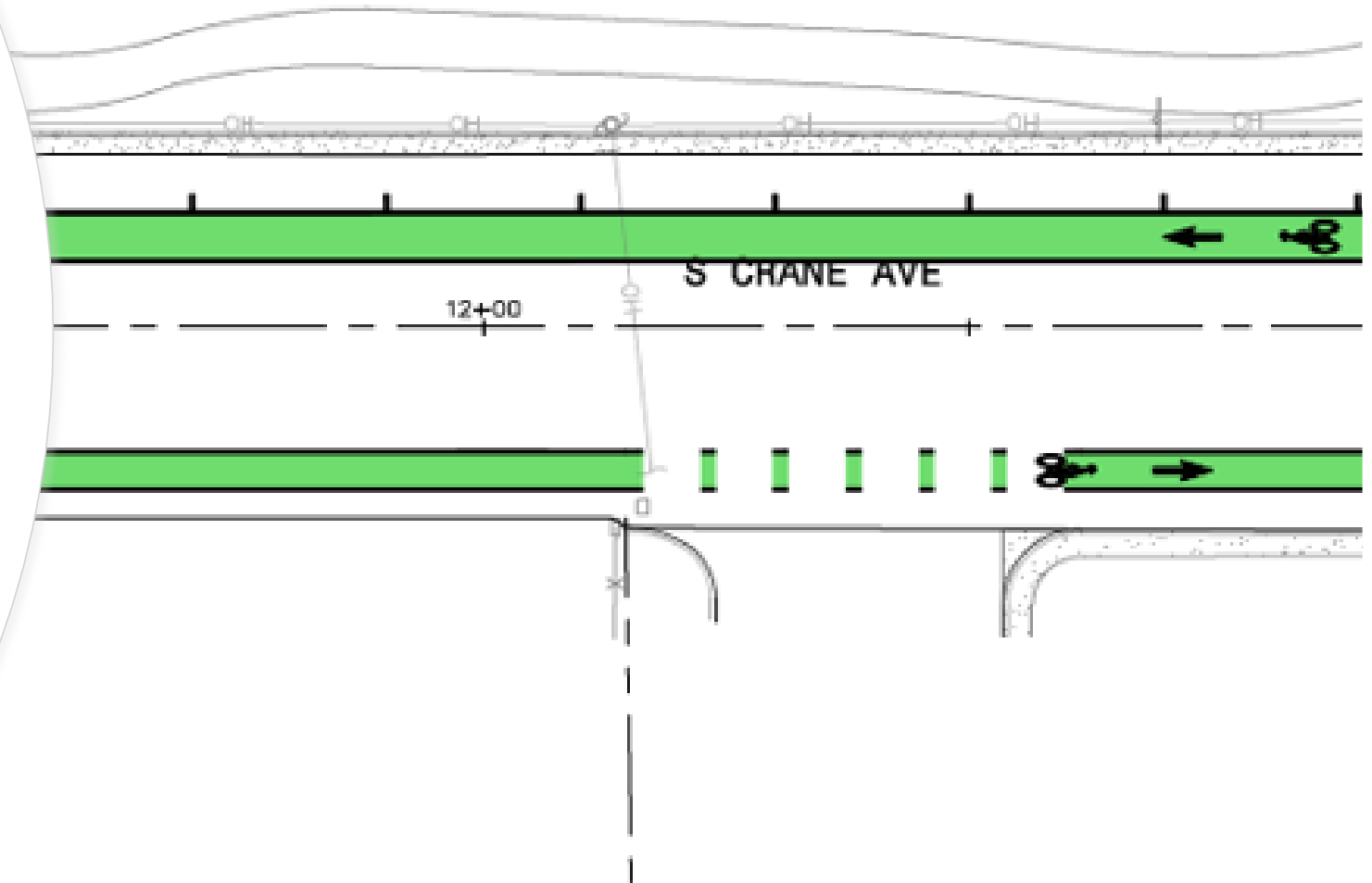
In Progress....

- ***Pavement Restoration 24/25***
 - Construction to Begin July 2024
 - Hunt Avenue
 - Spring Street – Exploring Bike Lanes
 - Sylvaner Neighborhood
 - Pratt Avenue – Traffic Calming
 - Birch Street
 - Vidovich Lane
 - 14 New ADA Curb Ramps
 - \$2,100,000



Future Projects

- ***Crane Avenue Rehabilitation Project***
 - Current Installation of Watermain and Recycled Water Pipeline
 - Drainage at Vallejo Street
 - Lane Widening
 - Summer 2024 Construction



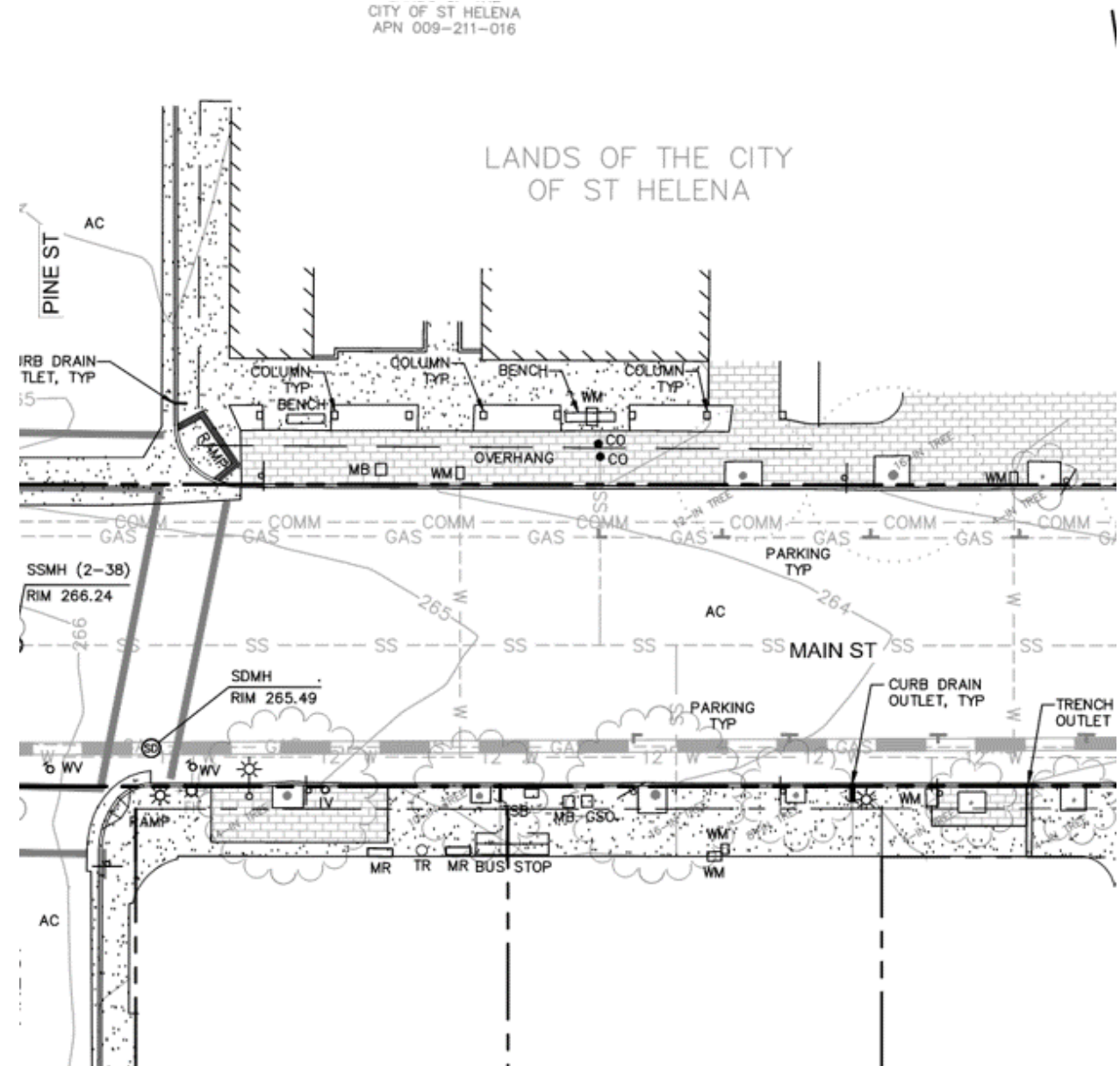


Future Projects

- ***Transportation Development Act Cycle 3 Grant Opportunity***
 - \$50,000
 - Quick Build Pedestrian Crossings at Spring St/N Crane and Crane Park Entrance

Future Projects

- ***Downtown Sidewalk Rehabilitation Project - Phase 1A***
 - Pine Street to Adams
 - Summer 2024 Construction
- ***Downtown Sidewalk Rehabilitation Project Phase 1B***
 - Adams Street to Mitchell Drive
 - Summer 2024 Construction
 - Paver Repair
 - Tree Replacement



Thank You

- *Questions & Answers*
- *Contact Information:*

Joe Leach P.E.
Public Works Director / City Engineer
707-968-2629
jleach@cityofsthelena.org

Mario Traverso
Project Manager
707-204-9084
mtraverso@cityofsthelena.org



Madrona and Kearney Demonstration Project

May 1, 2024
ATSC Meeting

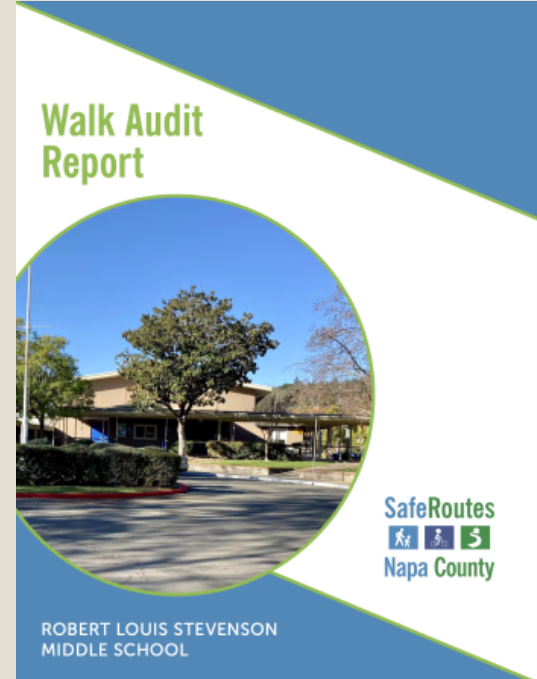


Project Site Background

The intersection of Kearney and Madrona was identified as a high priority location for traffic calming in the 2020 Safe Routes Napa County Walk Audit.

Barriers to pedestrians included long crossing distance, lack of traffic controls and low pedestrian visibility.

"Bulb Outs" (aka Curb Extensions) were recommended as a Traffic Calming Method



Project Site

- Intersection of Madrona and Kearney
- Between RLS Middle School and St. Helena Elementary School campuses
- Madrona Ave. is uncontrolled; Kearney is stop-controlled
- Red curb on northeast curb only; three yellow school zone crosswalks (two across Kearney, one across Madrona)
- Madrona - recommended Class II bike lanes in Bike Plan



Bulb-outs



What are bulb-outs?

Bulb-outs (also called curb extensions) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space and visibility at key locations. They can be placed at corners or midblock. ([SFMTA](#))

Demonstration Project

The City, in partnership with Blue Zones and the Napa County Bicycle Coalition, constructed temporary bulb-outs to test feasibility and solicit public opinion.

The demonstration project was constructed on September 9th, 2023. Blue Zones launched an online survey with the project.



Demonstration Project

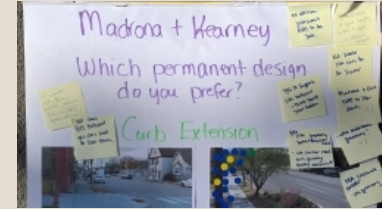
Standard temporary traffic control delineators were used to define the bulb-outs.

Temporary paint, in the school colors, was applied to the ground.

Survey and Outreach

The trial period for the project was three (3) months ending in December.

- The online survey was open for this same period.
- An informal In-person opinion poll was conducted by Blue Zones during the St. Helena Hometown Harvest Festival on October 21st, 2023.
- An informal NextDoor opinion poll was conducted by City staff between October 2nd – October 6th, 2023.
- Speed studies were conducted by City Staff before, during and after the Project.





The Results

- Number of “enforceable violations” (drivers who could have gotten a speeding ticket) was reduced by about 2/3
- Average and top speeds remained the same through all surveys
- Negative opinions about the bulb-outs exceeded positive opinions about 2 to 1 across all three opinion surveys
 - Top reason for negative opinions – aesthetics of the delineators.
 - Top reason for positive opinions - safety
- A significant number of respondents wanted more speed enforcement instead of bulb-outs.

The Takeaways

- Reducing “enforceable violations” (drivers who could have gotten a speeding ticket) by about 2/3 is a big benefit
- Drivers most affected by the project are traveling at 5-10 mph above the speed limit (our “casual” speeders)
- The project had little effect on the top speeders
- Installation of permanent bulb-outs would remove the source of the most common complaint “delineators are ugly”
- A significant number of respondents wanted more speed enforcement and/or a STOP sign instead of bulb-outs



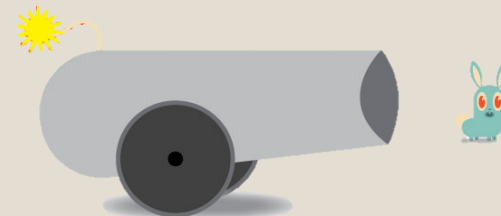
Staff Opinion

- Bulb-outs and speed enforcement are the most viable options for traffic calming at the intersection of Kearney and Madrona
- Installing permanent bulb-outs would resolve the top public objection to the project by eliminating the delineators
- Bulb-outs are far more effective curtailing “casual” speeders but have little impact on the top speeders

Staff Opinion

- Bulb-outs and speed enforcement are the most viable options for traffic calming at the intersection of Kearney and Madrona
- Installing permanent bulb-outs would resolve the top public objection to the project by eliminating the delineators
- Bulb-outs are far more effective curtailing “casual” speeders but have little impact on the top speeders
- **The addition of STOP signs on Madrona Avenue would exceed the need**

“Don’t hunt bunnies with cannons”



WHAT
DOES THE
ATSC
SUPPORT?

A recommendation
supporting bulb-outs?

More study?

A recommendation
supporting enhanced
enforcement of
speed limit on
Madrona Avenue?

STOP signs?



May 1, 2024

Re: Agenda Item 6.2) Kearney and Madrona Bulb-Outs

Dear Active Transportation and Sustainability Committee Members,

The Napa County Bicycle Coalition (NCBC) represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 15 years, NCBC has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

NCBC has been a partner on the Madrona/Kearney bulb-out pilot project since the project's inception, and we would like to thank the City of St. Helena, Blue Zones Project – Upper Napa Valley, and Innovative Health Solutions for their partnership in this project. As the results of the pilot are brought forth to this committee, we strongly urge the ATSC to make a recommendation to Council to implement permanent bulb-outs at the Kearney and Madrona intersection.

This project has had a long history: the Kearney and Madrona intersection was identified for needed pedestrian improvements by the RLS Middle School Safe Routes to School Walk Audit report, the GHD Safe Routes to School/Active Transportation Plan Phase I project, and by community members, including a young student who provided comment to City Council about feeling unable to walk to school due to crossing the street at this intersection. The Madrona/Kearney intersection was among a handful that the ATSC identified as priority locations for pilot project at a 2021 meeting. At this location, high-visibility crosswalks were identified as a solution in both the Walk Audit and GHD reports, and bulb-outs were identified in the Walk Audit report. This location was selected for the bulb-out curb extension project largely due to community concerns around speeding on Madrona and its potential to benefit both RLS Middle School and St. Helena Elementary School.

Bulb-outs, also called curb extensions, extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space and visibility at key locations ([SFMTA](#)). Bulb-outs visually and physically narrow the roadway, slowing both through-put and turning vehicle traffic, create shorter crossings for pedestrians, increase overall visibility of pedestrians, prevent illegal vehicle parking next to intersections, and improve yielding behavior of motorists

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

([NACTO](#)). This treatment will benefit pedestrians travelling to RLS Middle School, St. Helena Elementary School, and between nearby neighborhoods and downtown by helping to reduce speeding along Madrona in this area, reducing crossing distances, and improving motorist yielding to pedestrians at this intersection, particularly for those motorists travelling along Madrona who do not have a stop sign at the intersection.

In addition to promoting active transportation, bulb-outs also provide an additional sustainability opportunity through the installation of [green infrastructure for stormwater management](#) in the expanded curb area. This green infrastructure captures stormwater, reduces impermeable surfaces and flooding potential, and provides a natural, green, beautifying component to the project. Including this component in the project will be dependent upon budgeting; however, the most time- and cost-effective opportunity to implement such green infrastructure is now, while the curb extension project is already being constructed, and we recommend including this biophilic element to bolster the project. This will also address concerns around aesthetics, which was the primary concern that the project team heard from the community.

We support the implementation of permanent curb extensions at Madrona and Kearney following the pilot project for the many benefits listed above and ask that the ATSC recommend installing permanent curb extensions at this location and considering inclusion of green infrastructure. Should Committee members or City staff have any questions about our comments, please do not hesitate to reach out to me at (707) 258-6317 or csainato@napabike.org. Thank you for your time and consideration,



Carlotta Sainato
Program Manager, Napa County Bicycle Coalition

Presentation to ATSC

Traffic Calming Devices Prohibited in St. Helena



Certain Types of Traffic Calming Devices are Prohibited in St. Helena



SOME TRAFFIC CALMING DEVICES ARE NOT FRIENDLY TO FIRE APPARATUS

❖ **Measures with Vertical Deflection:**

- They cause all drivers to slow in order to pass over the measure comfortably.
- Fire Department vehicles are affected resulting in longer response time.
- The following vertical deflection measures have the potential to negatively affect fire vehicles

From the Federal
Highway Administration



Figure 3.14.2. Typical Raised Crosswalk Application



Figure 3.15.3. Raised Intersection in Residential Setting without Raised Crosswalks



Figure 3.12.1. Typical Speed Table Application
(Source: www.pedbikeimages.org / Austin Brown)



Figure 3.10.2. Speed Hump on Residential Neighborhood Street
(Source: Lucy Gibson)

- Raised Intersections
- Raised Crosswalks
- Speed Hump
- Speed Table

**These measures
are prohibited by
SHMC 15.36.050**

Speed Cushions with Wheel Cut Outs do not impede Fire Department vehicles but are currently prohibited in St. Helena



Speed Cushion:

- A speed cushion (also known as speed lump or speed pillow) has cushions placed longitudinally in the roadway specifically to match the wheel tracks of fire vehicles
- Field tests have shown speed cushions to reduce general vehicle speeds while providing little to no delay to fire vehicles.^{vi}
- Speed cushions are being used in place of speed humps in many jurisdictions due to their positive reception from fire departments.



Figure 5.1. Fire Engine Straddling Speed Cushion during a Trial Demonstration

(Source: Jeff Gulden)

Fire Department and Public Works support adding Speed Cushions with Wheel Cut-Outs to the list of permissible traffic calming devices

- **Curb Extensions and Chokers**
- **Medians**
- **Pavement Texture**
- **(NEW) Speed Cushions**

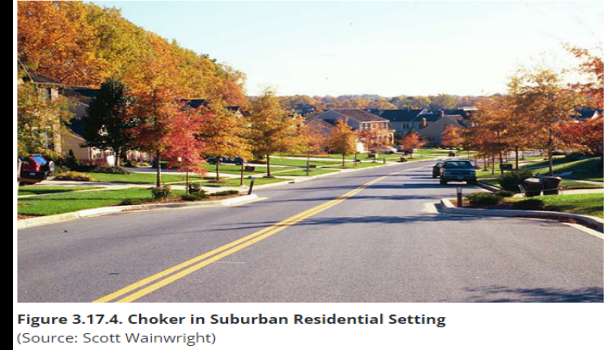
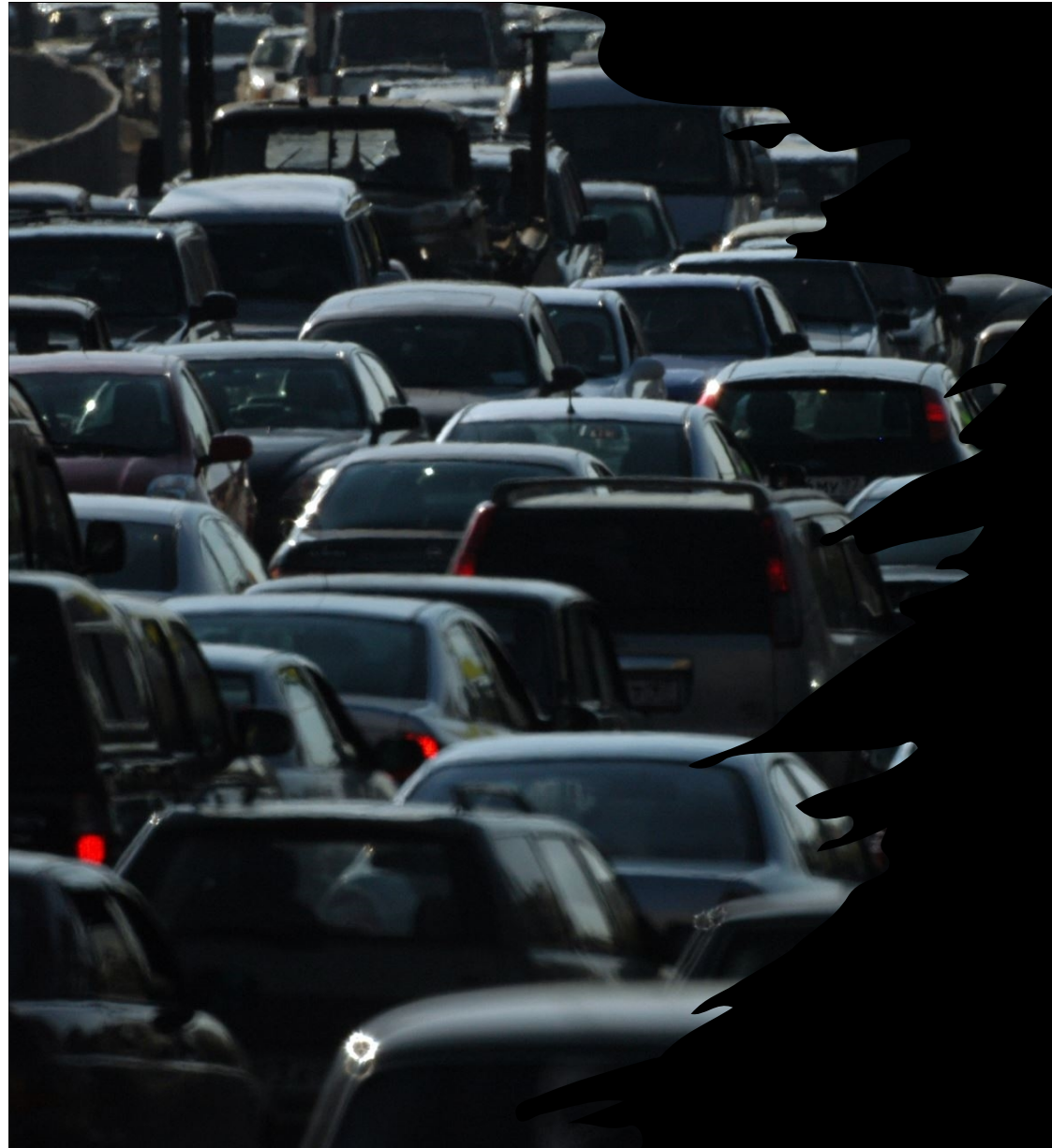


Figure 3.17.4. Choker in Suburban Residential Setting
(Source: Scott Wainwright)



Figure 3.18.7. Small Median Islands at Intersection





WHAT WOULD CHANGE?

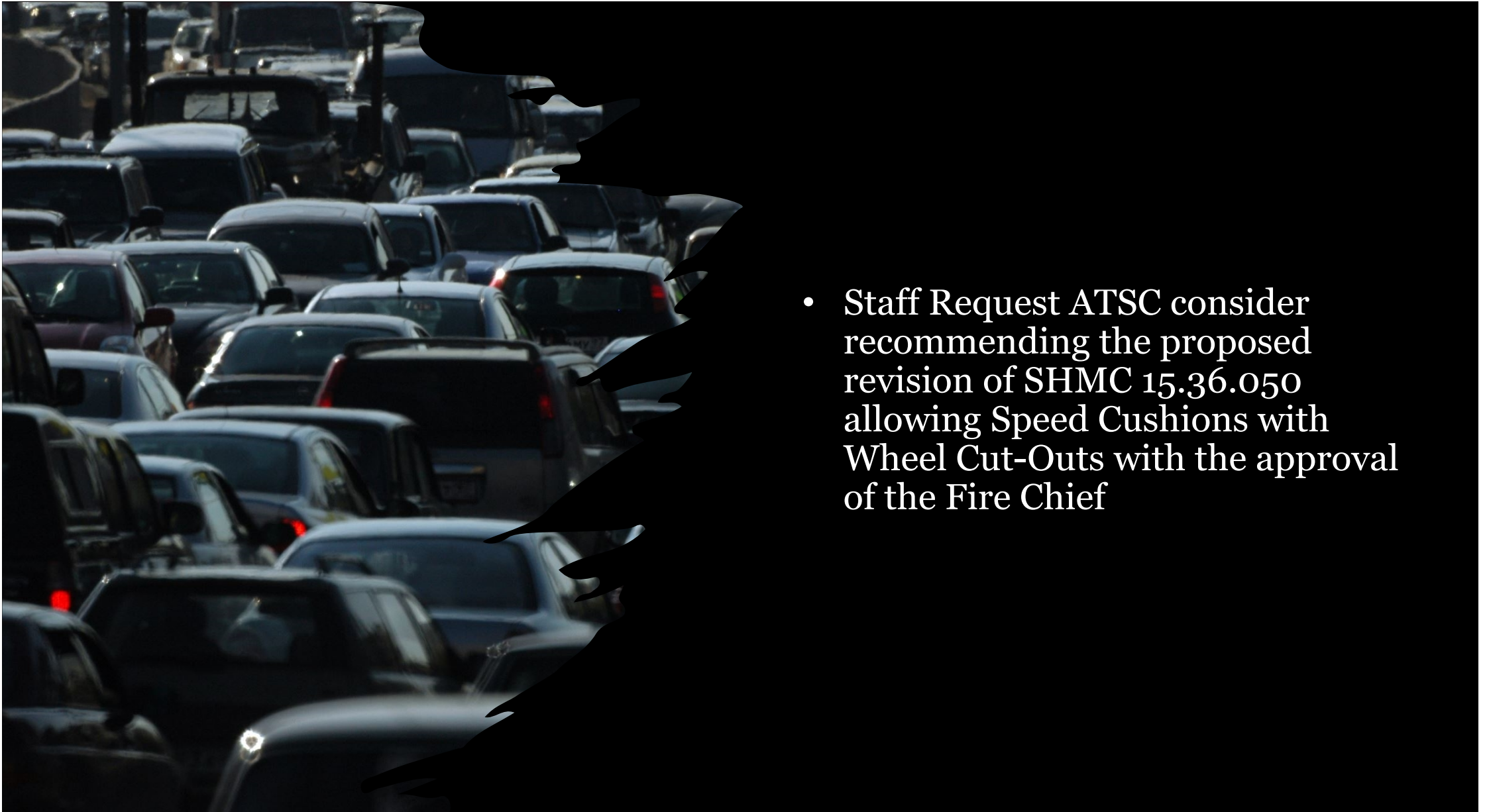
SHMC 15.36.030 would be amended to read:

California Fire Code 2022, Chapter 5, is amended to read as follows:

“Traffic calming measures that cause vertical deflection across the full width of the vehicle travel lanes shall not be allowed in public or private roadways, driveways or fire apparatus access routes.

Traffic calming devices such as speed cushions and speed bumps, when installed discontinuous across the travel lane or when wheel channels are provided, are permissible within the public right of way with the approval of the Fire Chief for the City of St. Helena.

Traffic calming measures which narrow travel lanes such as curb extensions, raised medians and “bulb-outs” are permissible. Traffic calming measures that provide an audible signal to the driver such as pavement texture are also permissible.”



- Staff Request ATSC consider recommending the proposed revision of SHMC 15.36.050 allowing Speed Cushions with Wheel Cut-Outs with the approval of the Fire Chief



QUESTIONS?

RESOURCES

CITY OF STOCKTON

[*Traffic_Calming_Guidelines_20210611 FINAL.pdf \(revize.com\)](#)

CITY OF BERKELEY

[Request Traffic Calming | City of Berkeley \(berkeleyca.gov\)](#)

CITY OF MONTEREY

[City of Monterey, CA](#)

CITY OF NAPA

[Neighborhood Traffic Calming Program | Napa, CA \(cityofnapa.org\)](#)

REDWOOD CITY

[Traffic Calming Projects | City of Redwood City](#)

YOUTUBE ON TRAFIC CALMING

[Traffic Calming Circles and Roundabouts \(youtube.com\)](#)

YOUTUBE FOR EMERGENCY VEHICLES /

[Traffic Calming Devices \(youtube.com\)](#)

FEDERAL HIGHWAY ADMINISTRATION

[Traffic Calming ePrimer - Safety | Federal Highway Administration \(dot.gov\)](#)

CITY OF MONTEREY

[Microsoft Word - Oak Grove Plan.DOC \(monterey.org\)](#)

[Microsoft Word - Casanova - Oak Knoll Final Traffic Calming Plan.DOC \(monterey.org\)](#)

CITY OF DAVIS

[Speed Hump Program | City of Davis, CA](#)

[638344433144930000 \(cityofdavis.org\)](#)