



City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
1088 College Avenue, St. Helena, CA 94574
Wednesday, March 4, 2026 @ 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@cityofsthenena.gov. All public comments must be received three hours prior to the meeting. Public comments received after the deadline will be attached to the item the next business day or soon thereafter. Public comments will not be read out loud but will be publicly available and attached to the online agenda.

Page

1. CALL TO ORDER
2. ROLL CALL
Chair: Jeff Farmer
Vice Chair: John Zimmerman
Members: Shannon Nolan, Richard Sieferheld and Glenn Smith
Alternate Members: Emma Leggat and Tony Rabin
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.***
 - 4.1. Community Academy Signup Deadline March 31, 2026: [St. Helena Community Academy | St Helena, CA](#)
 - 4.2. Downtown Sidewalk Project Street Furnishings Update
[Presentation](#)
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.

3 - 9

- 5.1. Active Transportation and Sustainability Committee Meeting Minutes of February 4, 2026. 11 - 12
[Active Transportation and Sustainability Committee - 04 Feb 2026 - Minutes](#)
6. SCHEDULED MATTERS:
- 6.1. Final Review of the Streets Master Plan, Including Review of Public Comments Received on the Draft Plan; and Recommendation to the City Council Regarding Prioritization of Selected Projects Identified in the Plan 13 - 116
[SMP Presentation](#)
[Draft Streets Master Plan with Comments](#)
[Public Comments Matrix](#)
[Public Comment_Kenealy](#)
7. FUTURE AGENDA ITEMS:
1. Review open trails/open spaces programs/engagement with Vine Trail: TBD
 2. Revisit Pedestrian Safety Improvements: TBD
 3. Discussion of Potential Bike Path to Avoid Valley View Traffic: Tentatively May
 4. Follow-Up Discussion of PFAS Testing: Tentatively May
 5. Review of NVT A Napa Countywide Active Transportation Plan: Scheduled April
8. ADJOURNMENT
- The next regular Active Transportation and Sustainability Committee meeting is scheduled for April 1, 2026, at 5:00 p.m., City Hall, 1088 College Avenue, St. Helena.

This agenda was posted at City Hall, 1088 College Avenue, St. Helena on February 27, 2026.

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.



Downtown Sidewalk Project

Street Furnishings Update

March 4, 2026





DOWNTOWN SIDEWALK PROJECT

- **Sidewalk Rehabilitation from Pine to Adams**
- **Construction Began February 2026**
- **Preparations have Started to Proceed with Southern Portion**
- **Revisiting the Street Furnishings Selections**



Benches

Option 1



Option 2



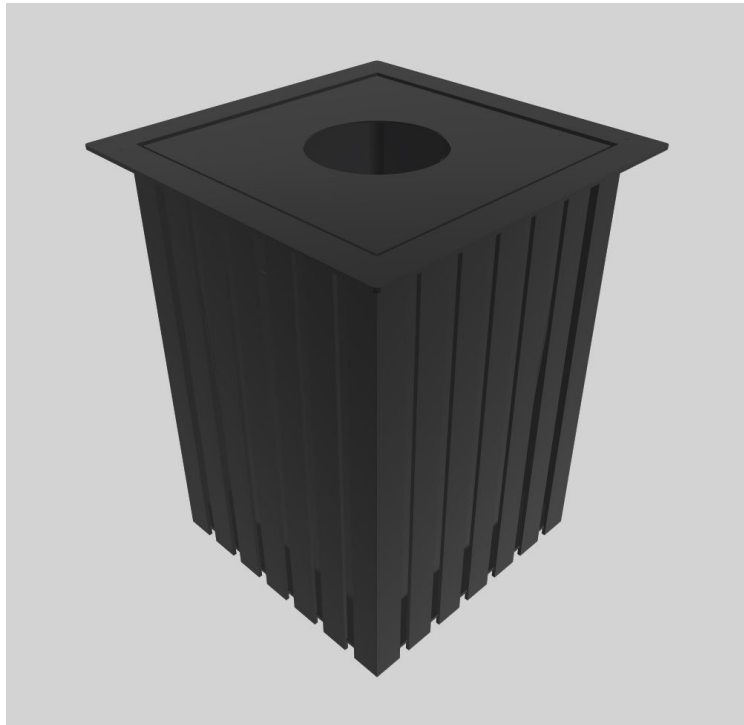
Option 3





Trash Receptacles

Option 1



Option 2



Option 3





Bike Racks

Option 1



BESTSELLER!

Option 2



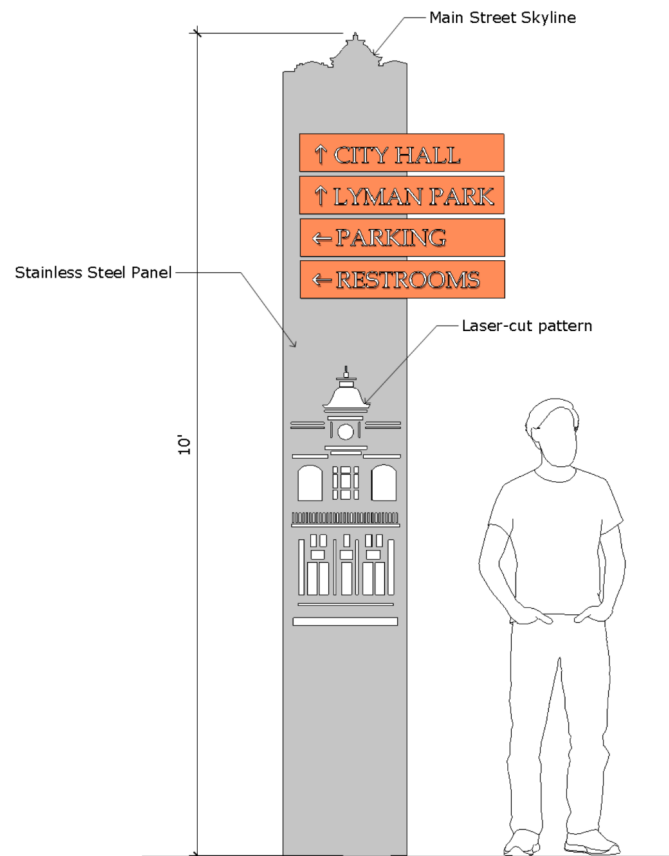
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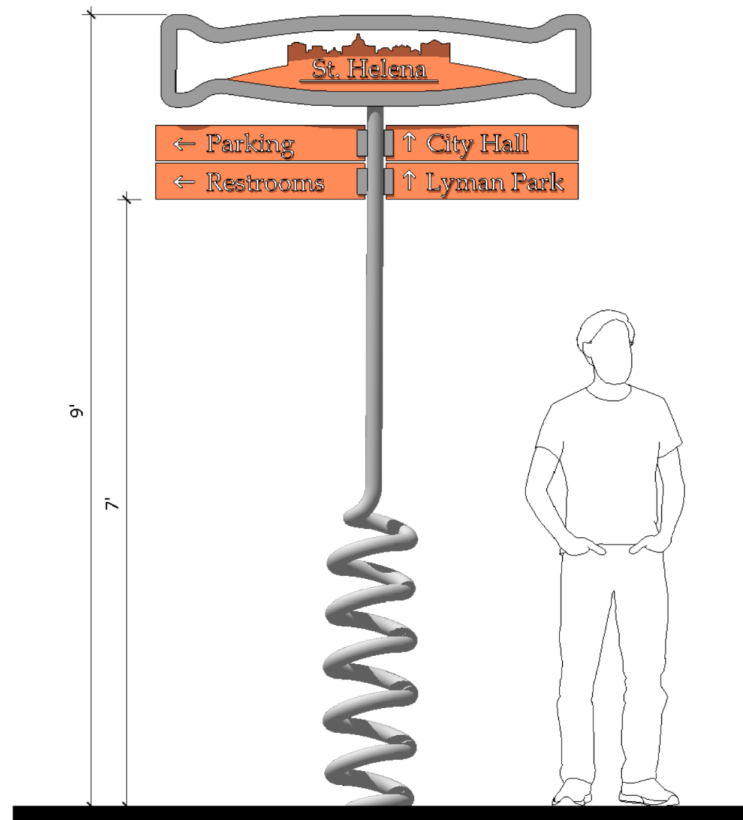


Wayfinding

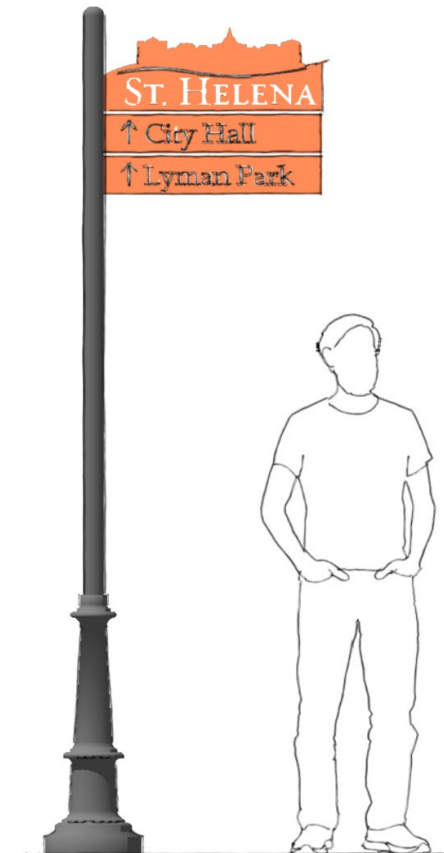
Option 1



Option 2



Option 3





City of St. Helena
Public Works Department

RE: Downtown Sidewalk Project Street Furnishings Survey

Date: 3/4/2026

Benches:

Option 1 Option 2 Option 3

Trash Receptacles:

Option 1 Option 2 Option 3

Bike Racks:

Option 1 Option 2 Option 3

Wayfinding:

Option 1 Option 2 Option 3

MINUTES
City of St. Helena
Active Transportation and Sustainability
Committee Meeting
Wednesday, February 4, 2026 @ 5:00 PM
City Hall, 1088 College Avenue, St. Helena

1 CALL TO ORDER

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

2 ROLL CALL

Present: Chair Jeff Farmer, Vice Chair John Zimmerman, Member Richard Seiferheld, Member Glenn Smith, Member Tony Rabin.

Absent: Member Shannon Nolan, Member Emma Leggat

3 PUBLIC FORUM:

Public comment was opened and no comments were received. Public comment was closed.

4 REPORTS BY STAFF AND COMMITTEE:

Public Works Director Joe Leach provided an update on the Oak Avenue Utilities Rehab project and the Oak Avenue Parking Lot project.

Asst. Public Works Director Eric Janzen provided an update on the Downtown Sidewalks project.

Chair Farmer provided an update on his progress looking into creating a new bike path and exploring the possibility of using the public cemetery.

5 CONSENT CALENDAR:

- a) Active Transportation and Sustainability Committee Meeting Minutes of December 3, 2025.

Member Smith made a motion to approve the December 3, 2025, minutes.

Member Seiferheld seconded the motion.

All voted in favor of the motion.

- b) Active Transportation and Sustainability Committee Meeting Minutes of January 7, 2026.

Vice Chair Zimmerman made a motion to approve the January 7, 2026, minutes.

Member Seiferheld seconded the motion.

All voted in favor of the motion.

6 SCHEDULED MATTERS:

Active Transportation and Sustainability Committee
February 4, 2026

- a) Preliminary Review of the Draft Streets Master Plan and Development of Committee Comments

The Committee discussed the Draft Streets Master Plan with Public Works Director Joe Leach.

Public comment was opened and no comments were received.

Public comment was closed.

7 FUTURE AGENDA ITEMS:

1. Review of open trails/open spaces programs/engagement with Vine Trail: TBD
2. Revisit Pedestrian Safety Improvements: TBD
3. Spring Street Striping West of Valley View: Tentatively March 2026
4. Discussion of Potential Bike Path Through Public Cemetery: TBD
5. Final Review of the Streets Master Plan: March 2026
6. Follow-Up Discussion of PFAS Testing: Tentatively March 2026

8 ADJOURNMENT

Chair Farmer adjourned the meeting at 5:50p.m.

APPROVED:

ATTEST:

Jeff Farmer, Chair

Rebecca White, Staff Liaison

St Helena Streets Master Plan

Active Transportation +
Sustainability Committee
March 4, 2026



TOOLE
DESIGN



AGENDA

- Project Process
- Plan Structure
- Public Comments on Draft Plan
- Next steps



TOOLE
DESIGN



PROCESS

TOOLE
DESIGN



Spring – Summer 2024

**Technical/
Existing Conditions
Studies**



Fall – Winter 2024

**Selection of
Priority Projects +
Network-Wide
Recommendations**



Winter - Spring 2025

**Priority Projects
Conceptual Designs**

**Toolkit
Development**



Summer - Fall 2025

Draft Plan



Fall - Spring 2026

Final Plan

CITY OF ST. HELENA STREETS MASTER PLAN

PROCESS

TOOLE
DESIGN



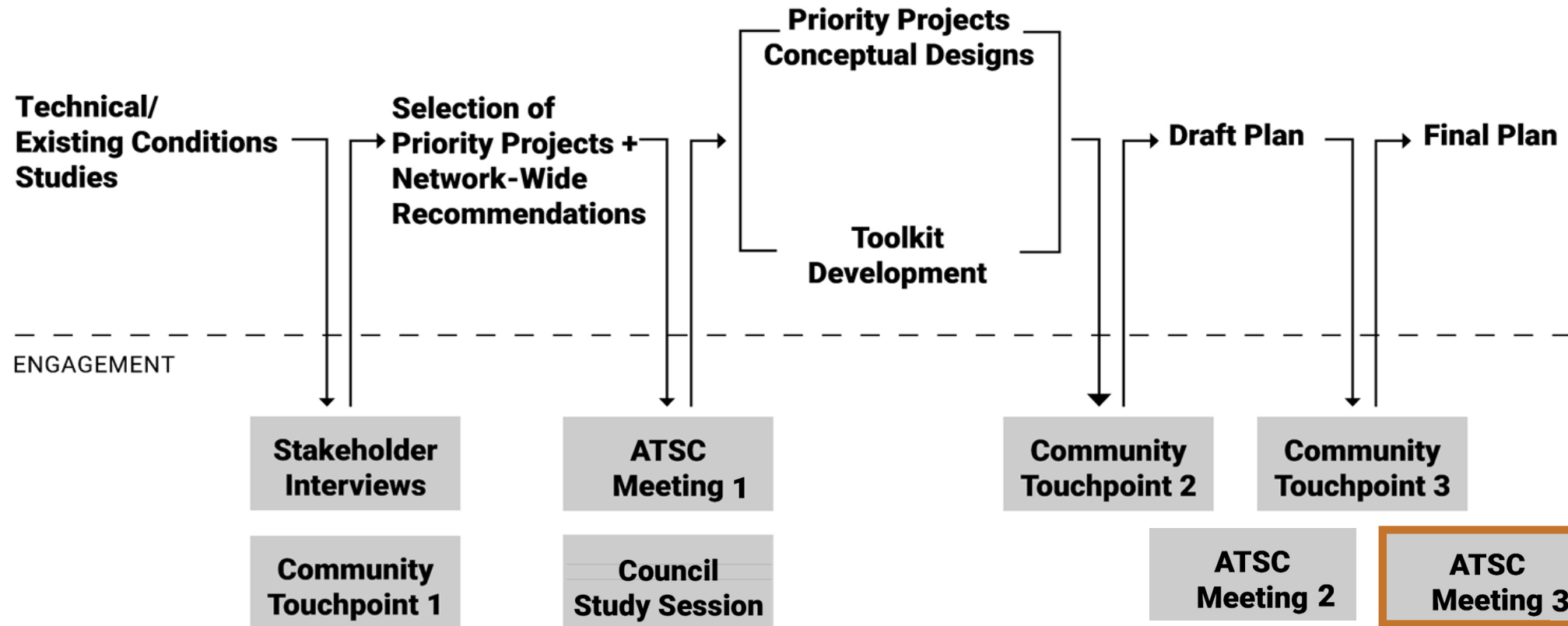
Spring – Summer 2024

Fall – Winter 2024

Winter - Spring 2025

Summer - Fall 2025

Fall - Spring 2026



CITY OF ST. HELENA STREETS MASTER PLAN

-
- 64 | NETWORK-WIDE RECOMMENDATIONS
- | | | |
|-----|-----------------------------------|---|
| 101 | St. Helena Master Plan
of 2010 | Use consistent street design
for all streets in the community
to improve safety and
appearance of the street |
| 102 | St. Helena Master Plan
of 2010 | Use consistent street design
for all streets in the community
to improve safety and
appearance of the street |
| 103 | St. Helena Master Plan
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| 110 | St. Helena Master Plan
of 2010 | Use consistent street design
for all streets in the community
to improve safety and
appearance of the street |

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FINAL PLAN STRUCTURE

TOOLE
DESIGN



- **Project Overview**
- **Existing Conditions**
- **Engagement Summary**
- **Network-Wide Recommendations**
 - Bicycle Facilities
 - Intersection Improvements
 - Roadway Extension and Bridge Projects
- **Implementation Plan**
 - Project Prioritization
 - Financing Strategies
 - CEQA Pathways
 - Stormwater and Utilities Considerations
- **Key Projects**
 - Spring Street
 - Adams Street Extension
 - Oak Street Extension

Appendices

- **Cost Opinions**
- **Streetscape Toolkits**
- **Prioritization Methodology Memo and Full Scoring**
- **Community Engagement Summary Memo**
- **Synchro Analysis Memo**
- **Stormwater and Utilities Technical Study**

CITY OF ST. HELENA STREETS MASTER PLAN

PUBLIC DRAFT COMMENTS

TOOLE
DESIGN



- Open January 22nd – February 16th
- Advertised through
 - City Newsletter
 - City homepage
 - Public Works homepage
 - Streets Master Plan page
 - City social media channels
- **68 Comments total**
 - 46 comments (~68%) were submitted by one individual
 - All others submitted between 1–6 comments

COMMUNITYBUSINESSSERVICESEXPERIENCE ST. HELENAI WANT TO...

Home › City Hall › Public Works › Construction & Projects › Streets Master Plan

Streets Master Plan

The Streets Master Plan aims to revolutionize our City's transportation network, boosting connectivity and synergy to enhance circulation, public safety, and mobility for everyone. It's a game-changing approach to creating vibrant, sustainable streets that will shape the future of our community.

UPDATE: Streets Master Plan Ready for Public Review – January 22, 2026

The City of St. Helena is pleased to announce the release of the [Draft Streets Master Plan \(PDF\)](#) for public review and comment. Building on previously adopted plans, studies, and community input, the Draft Plan provides vetted, implementable recommendations to improve St. Helena's streets for safety, mobility, and accessibility for all users, including people walking, biking, driving, and using mobility devices.

The Draft Streets Master Plan synthesizes past planning efforts with updated technical analysis to create a coordinated framework for future street improvements that enhance connectivity, support local travel needs, and reflect the city's unique character.

Community members are invited to review the Draft Plan and share feedback through an interactive PDF document, which allows readers to explore the plan and submit comments directly online.

[Review the Draft Streets Master Plan and leave a comment \(PDF\).](#)

Public input will help refine the plan before it is finalized and presented for City Council adoption.
Comments can be made now through February 16.

St. Helena Streets Master Plan
January 2026

Presentation and Materials from April 30th Meeting

Presentation

- [April 30, 2025 Community Meeting Presentation \(PDF\)](#)
- [Priority Projects \(PDF\)](#)
- [Adams Street Draft Design Concept \(PDF\)](#)
- [Spring Street Draft Design Concept \(PDF\)](#)

CITY OF ST. HELENA STREETS MASTER PLAN

| PUBLIC DRAFT COMMENTS

TOOLE
DESIGN



Themes + Key Comments:

- Bike Network and facility selection (Class I / II / III)
- Interest in daylighting enforcement
- Requests for bulb-outs and curb extensions at key intersections
- Sidewalk condition and ADA surfaces
- Class I and II project costs
- Concern about parking loss along Spring Street

CITY OF ST. HELENA STREETS MASTER PLAN

PUBLIC DRAFT COMMENTS

TOOLE
DESIGN



- **Bike Network and facility selection (Class I / II / III)**
Evaluated in detail, proposed facility types will be retained based on roadway context, speed, functional classification, and NVTa coordination.
- **Interest in daylighting enforcement**
Plan will be updated to reference AB 413 and include a systemwide recommendation for red curb daylighting at intersections.
- **Requests for bulb-outs and curb extensions at key intersections**
Specific locations deferred to City for policy direction.
- **Sidewalk condition and ADA surfaces**
Plan will add language acknowledging sidewalk maintenance needs; tactile surface design remains governed by ADA standards.
- **Class I and II low end project costs**
Low-end cost estimates will be updated to address inconsistencies.
- **Concern about parking loss along Spring Street**
No changes to proposed; curb extensions reflect compliance with AB 413 where parking is already restricted.

CITY OF ST. HELENA STREETS MASTER PLAN

| NEXT STEPS

TOOLE
DESIGN



- Confirm how ATSC and public comments will be addressed
 - Complete Final Plan and Appendix Updates
 - City Council Adoption (Tentative, March 24th, 2026)
-

- ATSC Meeting on Napa Countywide AT Plan (April 2026)
- Napa Countywide AT Plan Adoption (June 2026)

CITY OF ST. HELENA STREETS MASTER PLAN

Thank you!



St. Helena Streets Master Plan

Draft - January 2026



Executive Summary

Overview

The St. Helena Streets Master Plan provides a coordinated framework for improving how people move around St. Helena, whether walking, biking, or driving. The Plan responds to long-standing challenges such as limited east–west connectivity, constrained bridges, gaps in the bicycle and pedestrian network, and heavy reliance on Main Street/Highway 29 for both local and regional travel.

Building on the City's General Plan and previously adopted plans and studies, the Streets Master Plan consolidates prior recommendations, new technical analysis, and community input into a single, comprehensive document. It is intended to guide decision-making, funding, and interdepartmental coordination over time.

The Plan documents existing conditions and identifies a comprehensive set of bicycle, pedestrian, roadway extension, and bridge projects to improve connectivity, accessibility, and safety. Projects are evaluated using multiple performance metrics, alongside community input, through a prioritization process, with select projects advanced to conceptual design. The Plan also includes planning-level cost opinions, funding and implementation guidance, and toolkits to support placemaking and green infrastructure.

Together, these components provide a roadmap for City staff, elected officials, and partners to support capital programming, pursue grants, coordinate with development and infrastructure projects, and adapt to evolving conditions, funding, and priorities.

Key Plan Elements

Network Vision and Proposed Projects

At the core of the Plan is a comprehensive set of proposed bicycle, pedestrian, roadway extension, and bridge projects that define the City's active transportation and street network. Developed from prior plans, technical analysis, and community input, these projects represent a citywide vision for improving connectivity, safety, and access and include:

- + **Bicycle facilities: 46 proposed projects**, including Class I shared-use paths, Class II bike lanes, and Class III bike boulevards (Class III rural bike routes are noted but not included in the mapped or prioritized facility list)
- + **Crossing Improvements: 39 intersections** recommended for safety and accessibility upgrades
- + **Roadway extensions and bridge projects: 9 projects**, including 7 extensions and 2 bridge projects intended to improve connectivity and emergency access

Together, these projects address long-standing challenges such as reliance on Main Street, limited east–west connections, constrained bridges, and gaps in the street network.

Project Prioritization

Recognizing that not all projects can be implemented at once, the Plan includes a prioritization process that uses multiple metrics, including community input, to identify projects likely to provide the greatest benefit within each project type. Projects are prioritized within their respective categories, such as bicycle facilities, intersection improvements, and roadway extensions or bridges, and are not ranked against one another across categories.



Project cost was not included as a prioritization metric, allowing projects to be evaluated based on need, benefit, and alignment with community and network objectives rather than implementation complexity.

Prioritization results are intended to support decision-making, not dictate construction sequencing, and to identify projects that may warrant early coordination, further study, or strategic investment.

Transportation Operations Synchro Analysis

To build on the prioritization process, the Plan includes a Synchro-based transportation operations analysis of three major network concepts: the Adams Street Extension, Oak Avenue Extension, and Pope Street Bridge. This analysis provides additional context on how new connections could improve congestion, traffic flow, and intersection performance, particularly along Main Street. Key findings indicate that all three concepts would provide congestion relief by creating alternative routes. Among them, the Oak Avenue Extension offers the greatest overall operational improvement. While this analysis did not determine project rankings, it helps illustrate the relative impact of these major investments.

Cost Opinions and Implementation Considerations

Planning-level cost opinions are included for all proposed bicycle and pedestrian crossing improvement projects to help the City understand relative costs across facility types and the tradeoffs between incremental improvements and more capital-intensive investments. More detailed cost opinions were prepared for the Adams Street Extension and Spring Street Class III bike boulevard, which were advanced to conceptual design.

In addition, planning-level cost estimates for the Oak Avenue Extension were developed by updating the 2001

Highway 29 Specific Plan estimates to reflect current phasing considerations and costs in today's dollars.

Beyond project identification and prioritization, the Plan provides tools to support implementation over time, including funding strategy guidance, CEQA pathway considerations, and placemaking and green infrastructure toolkits. Together, these elements enable the City to advance projects incrementally and strategically while maintaining alignment with the Plan's long-term vision.

Conceptual Design

The Adams Street Extension and Spring Street Class III bike boulevard projects were advanced to conceptual design to demonstrate how Plan recommendations can transition toward implementation. These projects were selected because they ranked highly within their respective prioritization categories, play critical roles in the citywide network, and reflect strong community interest or long-standing planning objectives. Conceptual designs include example cross sections, intersection treatments, and planning-level cost opinions to support future funding applications and coordination with partner agencies.



Prioritization Results Summary

This summary presents the **top-ranking projects by category and project type based on the Streets Master Plan prioritization analysis**. These results highlight projects that performed most strongly across the evaluation criteria.

Bicycle Facilities

Proposed bicycle projects were prioritized based on access to key destinations (particularly schools and parks), safety, network connectivity and comfort, existing activity, and community support. Class I shared-use paths consistently ranked highest due to their ability to provide low-stress, all-ages-and-abilities connections and close major gaps in the citywide active transportation network; priority corridors such as Sulphur Creek and the Napa River offer the potential for city-shaping, continuous off-street routes. Class III bike boulevards and Class II bike lanes are generally lower cost and less complex to implement and play an important role in improving neighborhood connectivity and access to schools and downtown destinations. Of the eight top-ranked bicycle projects, three are on-street facilities, two Class III bike boulevards and one Class II bike lane. Several additional medium-high-ranking projects (score of 4), including Spring Street, also feature Class III and Class II improvements, but are not included in the list below.

Score	Street/Trail Name	Begins	Ends	Proposed Facility	Low Cost*	High Cost*
7	Sulphur Creek Trail	Sulphur Springs Ave	Napa River	Class I Shared-Use Path	\$19.6M	
6	S Crane Ave	Grayson Ave	Sulphur Springs Ave	Class II Bike Lanes	\$675K	\$1.6M
6	Adams St	Railroad Ave	Allyn Ave	Class III Bike Boulevard	\$366K	\$846K
6	Napa River Trail	St Helena city limit near wastewater treatment plant	St Helena city limit (Deer Park Rd / Lower Reservoir Trail)	Class I Shared-Use Path	\$27.2M	
6	Adams St (pending future extension)	Railroad Ave	Silverado Trail	Class I Shared-Use Path	 \$37.1M	
5	Crane Park Path (to La Quinta Way)	Grayson Ave	Kennedy Ct	Class I Shared-Use Path	\$4.5M	
5	Library Lane Path	Adams St	Vine Trail (along RR corridor)	Class I Shared-Use Path	\$1.2M	
5	College Ave	Pope St	Proposed class I facility at SE end of College Ave	Class III Bike Boulevard	\$140K	\$324K

*The low and high cost range for Class II bike lanes and Class III bike boulevards reflects uncertainty in the extent of roadway modifications required. For bike lanes, improvements may range from striping and signage to more substantial changes such as curb relocation or drainage adjustments; for bike boulevards, costs may vary from minor traffic calming measures, such as speed humps, to more substantial treatments like curb extensions.

Crossing Improvements

Pedestrian crossing projects were prioritized based on safety history, pedestrian activity, access to schools and parks, network connectivity, and consistency with prior planning efforts. Top-ranked crossings are concentrated along Main Street, reflecting its role as the city's primary commercial and civic corridor and its high pedestrian activity and injury history; several intersections, including Main Street at Grayson Avenue, Madrona Avenue, Spring Street, and Elmhurst Avenue, have been repeatedly identified in prior plans. Other prioritized crossings are located near schools and neighborhood connectors, where targeted improvements can significantly enhance safety and accessibility for students and everyday users. Proposed improvements at Spring Street at Hudson also received a score of 4 but are not listed above, as they are part of the broader Spring Street bike boulevard concept detailed elsewhere in the Plan.

Score	Intersection	Improvement	Cost
6	Main St at Grayson Ave	Update crosswalk to high visibility	\$4K
5	Pope St at Allison Ave	Install speed reduction treatments on both approaches of Pope St at Allison Ave. Consider vegetation management to improve visibility.	\$19K



Score	Intersection	Improvement	Cost
5	Hillview Pl and Spring Mountain Rd	Install stop-control on all approaches and curb extensions on all corners, upgrade all crosswalks to high visibility, and upgrade all curb ramps to be ADA-compliant.	\$67K
4	Main St at Crinella Ct	Install RRFB with advanced warning signs on either north or south approach	\$23K
4	Main St at Madrona Ave	Upgrade all crosswalks to high-visibility; upgrade curb ramps to be ADA-compliant; install curb extensions	
4	Main St at Adams St	Upgrade all crosswalks to high-visibility; upgrade curb ramps to be ADA-compliant; install curb extensions on both sides of Main St crossings	\$63K
4	Main St at Spring St	Install curb extensions and RRFB on southeast approach; upgrade all curb ramps to be ADA compliant	\$104K
4	Pope St at Starr Ave	Upgrade all crosswalks to high-visibility; upgrade curb ramps to be ADA-compliant	\$17K
4	Hillview Pl at Middle School	Upgrade to high-visibility crosswalk and upgrade ramp to be ADA-compliant; install RRFB	\$29K

Roadway Extension and Bridge Projects

Roadway extension and bridge projects were prioritized based on feasibility, community support, and their functional role in the overall street network. The Adams Street Extension emerged as the top-ranking project due to its ability to improve east–west connectivity, support planned development, enhance emergency access, and relieve pressure on Main Street, with the Oak Avenue Extension also ranking highly. A separate Synchro-based transportation operations analysis demonstrated that the Adams Street Extension, Oak Avenue Extension, and Pope Street Bridge concepts would all help reduce congestion on Main Street by providing alternative routes. While this analysis did not determine project rankings, it provides important context supporting the long-term transportation value of these investments. Given the complexity of estimating costs for major roadway and bridge projects, planning-level cost opinions were developed only for the Adams Street and Oak Avenue extensions as part of this effort.

Score	Roadway Extension or Bridge Project	Cost
5	Adams St Extension to Silverado Trail	\$59.1M
4	Oak Ave Extension to Grayson Ave*	Mitchell Dr to Charter Oak Ave: \$37.2M Charter Oak Ave to Grayson Ave: \$15.4M
4	Pope Street Bridge Realignment	n/a
3	Starr Ave extension north to Adams St	n/a
3	Mills Ln extension to Silverado Trail	n/a
3	Pratt Ave Bridge Realignment	n/a

* Inclusive of both phases of the Oak Avenue extension (Mitchell Drive to Charter Oak Avenue and Charter Oak Avenue to Grayson Avenue)

Implementation and Funding Strategies

The Streets Master Plan outlines a mix of funding tools to support implementation, recognizing that no single source will fund all projects. Implementation will rely on local revenues (such as General Fund allocations, transportation and parks impact fees, and developer-required improvements), regional sources including Measure U sales tax revenues administered by the Napa Valley Transportation Authority, and state and federal grants. Projects will advance in phases based on funding availability, grant cycles, development activity, and inclusion in the City's 5-Year Capital Improvement Plan. Recommended strategies include layering funding sources, aligning project readiness with funding opportunities, and bundling projects, such as corridor, school access, or safety packages, to improve grant competitiveness and delivery efficiency. Near- and mid-term efforts will prioritize bicycle and pedestrian intersection projects, while larger roadway and bridge projects will advance more gradually, beginning with feasibility, environmental review, and right-of-way coordination before construction as longer-term funding becomes available.

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- A: Streetscape Placemaking and Green Infrastructure Toolkits
- B: Community Engagement Summary Memo
- C: Project Prioritization Methodology and Detailed Results
- D: Network-wide Cost Opinions
- E: Project Cost Opinions
- F: Synchro Analysis for Key Extension and Bridge Projects
- G: Stormwater and Utilities Technical Memo
- H: Funding Strategies Memo

Information contained in this document is for planning purposes and should not be used for final design of any project.

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Project Overview

Project Overview

The St. Helena Streets Master Plan was led by the City of St. Helena to establish a clear path forward for creating a street network that supports safe, connected, and vibrant mobility for all users, whether walking, biking, driving, or taking transit.

The plan builds on previous planning efforts and unifies multiple studies, reports, and initiatives into a cohesive vision for the future of St. Helena's streets and circulation system. Importantly, it also integrates the City Council-approved alignment of the Vine Trail through St. Helena. Selection of the Vine Trail route marked a major milestone for the community and informed the the reprioritization of projects identified in past transportation plans.

This report presents the key outcomes of the Streets Master Plan, including:

- + Network-wide recommendations grounded in previous planning reports and refined through new technical analysis and community feedback.
- + Network-wide implementation and financing strategy.
- + Targeted recommendations for key priority projects, including conceptual designs and planning-level cost opinions.

Plan Goals

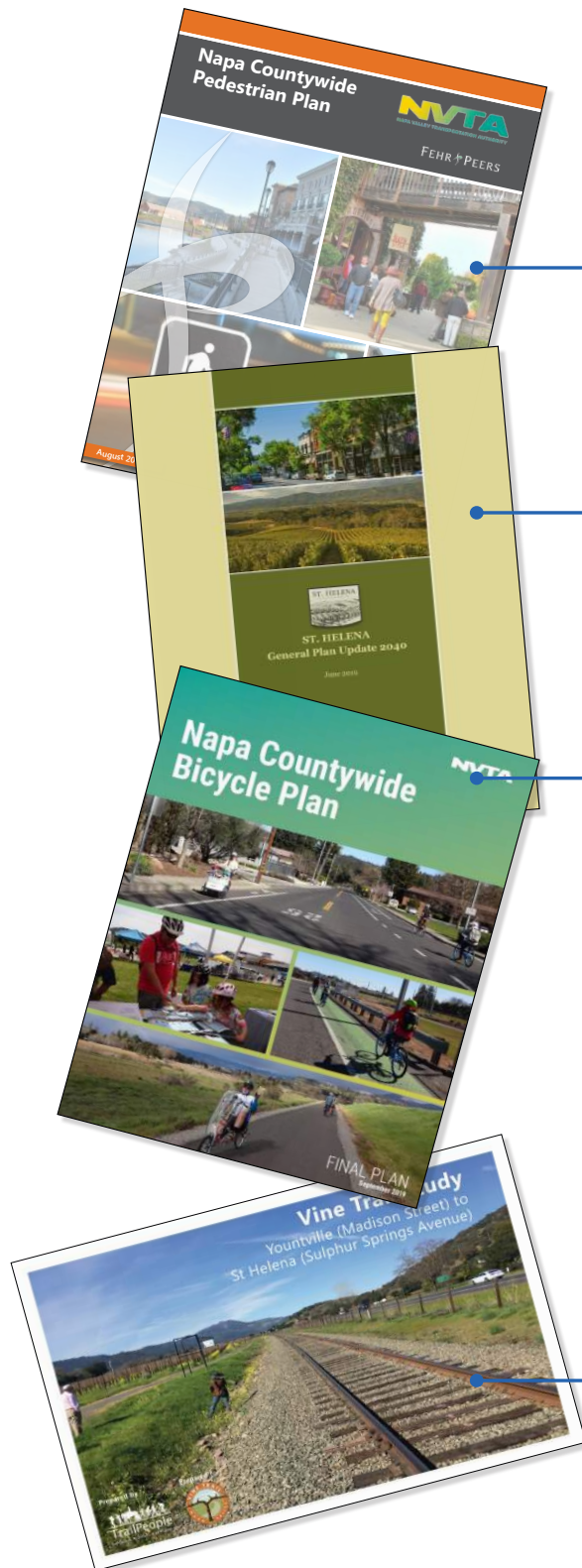
- + Enhance multimodal options for all users, prioritizing connectivity, accessibility and safety as key guiding principles.
- + Plan for future growth, accounting for citywide projections in the General Plan and planned subdivision projects.
- + Develop preliminary implementation strategies to guide investment and delivery of improvements over time.
- + Strengthen local and regional partnerships to support collaboration and leverage funding opportunities.

Guiding Principles

- + **Connectivity:** Ensure that all modes of transportation, motor vehicles, public transit, bicycles, and walking/rolling, are well-integrated and facilitate connected and convenient travel throughout the city.
- + **Accessibility:** Help ensure that essential locations, such as schools, parks, and downtown, are easily and comfortably accessible to everyone, regardless of ability or mode of transportation.
- + **Safety:** Ground active transportation recommendations in current safety data and prioritize low-stress, comfortable facilities for people biking and walking/rolling, especially vulnerable users like school-aged children.

Foundational Plans and Studies

The following page provides a high-level summary of the key plans, studies, and reports that informed the development of the St. Helena Streets Master Plan.



Napa Countywide Pedestrian Plan - NVTA (2016)

This Plan was created to address pedestrian needs and opportunities and to establish a policy framework and implementation plan to enhance pedestrian mobility and safety throughout all Napa County communities, including a dedicated chapter for St. Helena (Chapter 7).

St. Helena General Plan Update 2040 (2019)

Section 5 of the General Plan, the Circulation Element, sets the framework for focusing on decreasing automobile use and vehicle miles traveled while strengthening pedestrian and bicycle connections. Proposed bicycle network recommendations were developed in coordination with the Napa Countywide Bike Plan (2019).

Napa Countywide Bike Plan - NVTA (2019)

The Countywide Bike Plan evaluates Napa County's bicycling conditions, covering both incorporated and unincorporated areas. It summarizes current facilities, policies, and standards, identifies deficiencies, and suggests improvements. Chapter 7 focuses on St. Helena. An update to this plan (the 2026 Napa County Active Transportation Plan) is currently underway.

Active Transportation and SRTS Plan (2021)

This plan reviews citywide conditions and provides short-term recommendations for Spring Street and Madrona Avenue in St. Helena to enhance safety for the 2021-2022 school year.

Napa County Walk Audit Reports (2022)

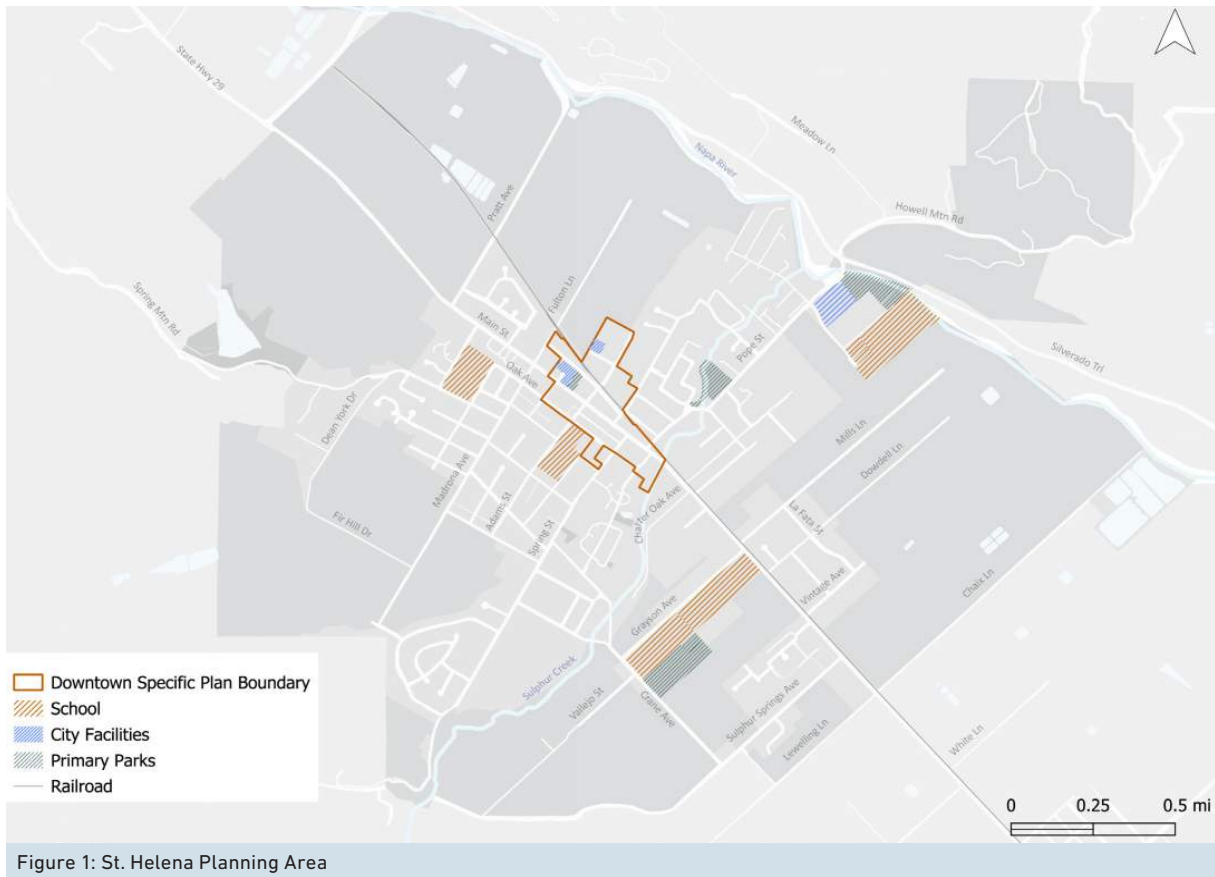
The goal of the Walk Audit Report is to identify, evaluate, prioritize, and offer solutions to infrastructure and non-infrastructure barriers to students safely walking and biking to school in Napa County and St. Helena.

Vine Trail Alignment Study: Yountville to St. Helena (2022)

The alignment study updates and expands two previous studies on a Class I trail from Yountville to St. Helena, incorporating the current Vine Trail alignment study by BKF Engineers, approved by the St. Helena City Council. A council action on May 14, 2024 slightly revised the alignment presented in this plan.

NVTA Vision Zero Plan (2023)

The Vision Zero Plan establishes a Safe System, data-driven framework to eliminate traffic deaths and serious injuries by 2030, with emphasis on equity and prioritizing improvements on the countywide High-Injury Network for projects like safer crossings, bikeways, and speed management.



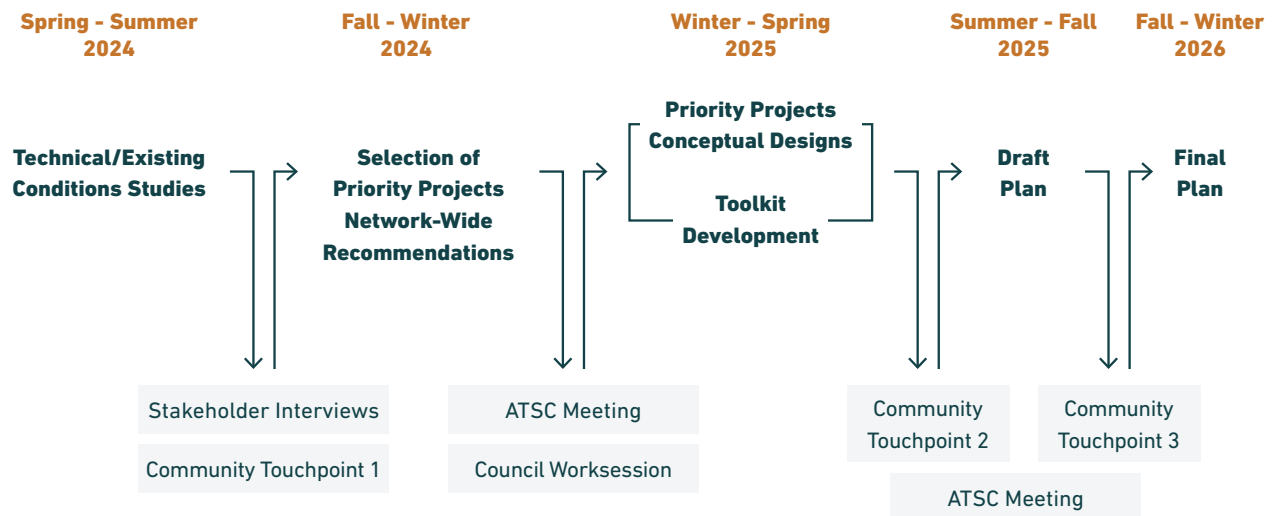
Project Area

The St. Helena Streets Master Plan covers the entire city, excluding the Downtown Specific Plan area (outlined in red on the project map). The Downtown planning effort was put on pause during this process. Future downtown planning efforts and recommendations for this area should be coordinated with Streets Master Plan to ensure consistency and alignment across the city's street and transportation network.

Process

The St. Helena Streets Master Plan was developed over the course of approximately eighteen months. The process began with comprehensive data collection and analysis, incorporating both newly gathered information and a review of existing plans. This analysis informed the development of network-wide recommendations and the creation of a prioritization methodology to evaluate the relative impact and importance of proposed projects. From this framework, a selection of priority projects was advanced to conceptual design.

Implementation strategies were then developed, including cost opinions, funding approaches, and a green infrastructure and placemaking toolkit. In parallel, a project website was launched early in the process to support ongoing communication, and a community engagement plan guided outreach throughout the planning effort. A draft plan was prepared to gather feedback from stakeholders and the public, followed by a final plan that incorporated this input and established a roadmap for implementation.



2

Engagement Summary

ST. HELENA STREETS MASTERPLAN | 9

This chapter provides a high-level overview of the community engagement conducted for the Streets Master Plan. Engagement aimed to reach a broad cross-section of St. Helena residents, stakeholders, and agency partners through multiple formats. Detailed findings are not included in this chapter but are incorporated throughout the document, where relevant.

Activities included public workshops, online surveys, interactive mapping tools, stakeholder interviews, small-group discussions, and pop-up events across the city. These efforts gave participants opportunities to share travel experiences, identify areas of concern, respond to early concepts, and offer input on potential improvements.

Community input played a critical role in shaping the plan, informing the identification of needs, refinement of project concepts, and prioritization of improvements. Engagement also helped validate findings from the Existing Conditions analysis and prior planning efforts. For a more detailed outline of project engagement see Appendix B.

Engagement Overview

Introduction

This section describes the outreach and engagement efforts for the St. Helena Streets Master Plan, which are two distinct, but related activities:

Outreach is the act of distributing information and materials about the project to the public. Outreach is uni-directional: during outreach, information will flow from the City of St. Helena to the community. The purpose of outreach is to let target populations know when, where, and how to participate in engagement opportunities.

Engagement is interactive. During engagement, information flows between City staff, partner organizations and agencies, and community members. During engagement, stakeholders and community members are active participants.

Goals

The goals of the outreach and engagement process were to:

- + Gather public feedback to inform plan recommendations.
- + Energize and engage stakeholders and residents familiar with St. Helena’s planning efforts, so they can become active partners and advocates throughout and beyond the project.

Phasing

Outreach and engagement for the St. Helena Streets Master Plan took place over the course of eighteen months. The process was divided into three phases, each with distinct goals, strategies, and materials.



Phase 1

August-November 2024

Goals

- + Get input on challenges related to the existing road network, including bike and pedestrian infrastructure.
- + Determine which of the proposed network-wide projects are the most critical and should be prioritized for further analysis and design.
- + Share findings from the technical studies, particularly the proposed transportation infrastructure projects (sourced from previous planning efforts and recommended by the project team).



A booth was set up at the 2024 Harvest Festival to solicit feedback on proposed projects

Overview

Outreach

- + Emails distributed to promote the project and encourage participation in Stakeholder Interviews.
- + Project landing page launched on City website.

Engagement Touchpoints

- + 2 x Pop-up events (at the St. Helena Farmer's Market and the Harvest Festival), during which the project team spoke to approximately 80 people who live, work, and/or have a child who goes to school in St. Helena.
- + 3 x Focus groups with stakeholders and agency partners (12 participants in total).
- + One-on-one interviews with planning commissioners and councilpersons.



Community members vote on their priority projects at the 2024 Harvest Festival

- + What transportation and streetscape projects or improvements do you think should be prioritized for the city?
- + Are there any challenges you face while navigating the city, and what changes would you like to see to address them?
- + Which aspects of the city's current transportation and mobility infrastructure do you value and believe should be maintained?

Phase 2

November 2024-April 2025

Overview

Outreach

- + Flyer distributed to advertise the in-person Public Workshop.
- + Emails distributed to promote the project and encourage attendance at the Public Workshop.

Engagement Touchpoints

- + 1 x Active Transportation Steering Committee Meeting.
- + 1 x City Council Meeting.
- + 1 x In-person Public Workshop.

Goals

- + Provide a high-level refresher of the project purpose, scope, and timeline.
- + Present the full list of network-wide prioritized projects.
- + Present and collect feedback on initial conceptual designs for Adams Street Extension and Spring Street.

Key Questions

- + Do you agree with the list of priority projects by type, including bikeways, crossings, and roadway extension/bridge projects?
- + What feedback on draft design concepts do you have? What's working and what could be improved?



2025 Public Workshop

St. Helena Streets Master Plan

Public Meeting

Wednesday, April 30th 2025
5.30 to 7pm
Carnegie Building
1360 Oak Ave, St Helena, CA 94574



The City wants your input! Join us to explore citywide streetscape recommendations and draft concept designs for key streets. **Your feedback is crucial in creating safer, more connected, and accessible streets for all.**

Recommendations and designs (to be shared for feedback at the public meeting) were shaped by invaluable community input gathered in October 2024 by the project team.

During this meeting, the City and community members will review and discuss:



Prioritized, City-wide Projects to Improve Biking and Walking



Conceptual Design Ideas for Key Streets

Questions? Contact Rebecca White at rwhite@cityofsthenana.gov

Flyer Advertising the Public Workshop

Phase 3

TO COME

3

Existing Conditions

ST. HELENA STREETS MASTERPLAN | 15

This chapter assesses St. Helena's street network with a focus on connectivity, accessibility, and safety for all users. These existing conditions inform the recommendations presented later in the plan.

St. Helena's transportation system is shaped by physical, operational, and multimodal constraints that affect connectivity, accessibility, and safety. Natural features such as the Napa River, Sulphur Creek, and surrounding hills create dead ends, network gaps, and limited alternatives to Main Street, concentrating traffic on the primary corridor and reducing redundancy for daily travel and emergency response.

Structural limitations, including narrow bridges at Pope Street and Pratt Avenue, constrained right-of-way, and gaps in the walking and bicycling network, further limit safe and accessible mobility. Many bridges lack space for dedicated active transportation facilities, and local streets often lack continuous sidewalks or low-stress bicycle routes, creating challenges for residents, visitors, and emergency responders.

At the same time, St. Helena's outdoor opportunities, compact size, and walkable downtown support a strong culture of walking and biking. The city also sits within a growing recreational trail network, including the Napa Valley Vine Trail, offering residents and visitors increasing opportunities to travel by bike and enjoy the region's scenic setting.

Understanding these conditions is essential to the development of the Streets Master Plan. The concepts in later chapters respond directly to these challenges by expanding east-west connections, improving safe walking and bicycling options, addressing traffic congestion, and strengthening emergency access. This includes several ambitious roadway extension and bridge projects that aim to overcome long-standing physical barriers and create a more resilient, connected network for all users.

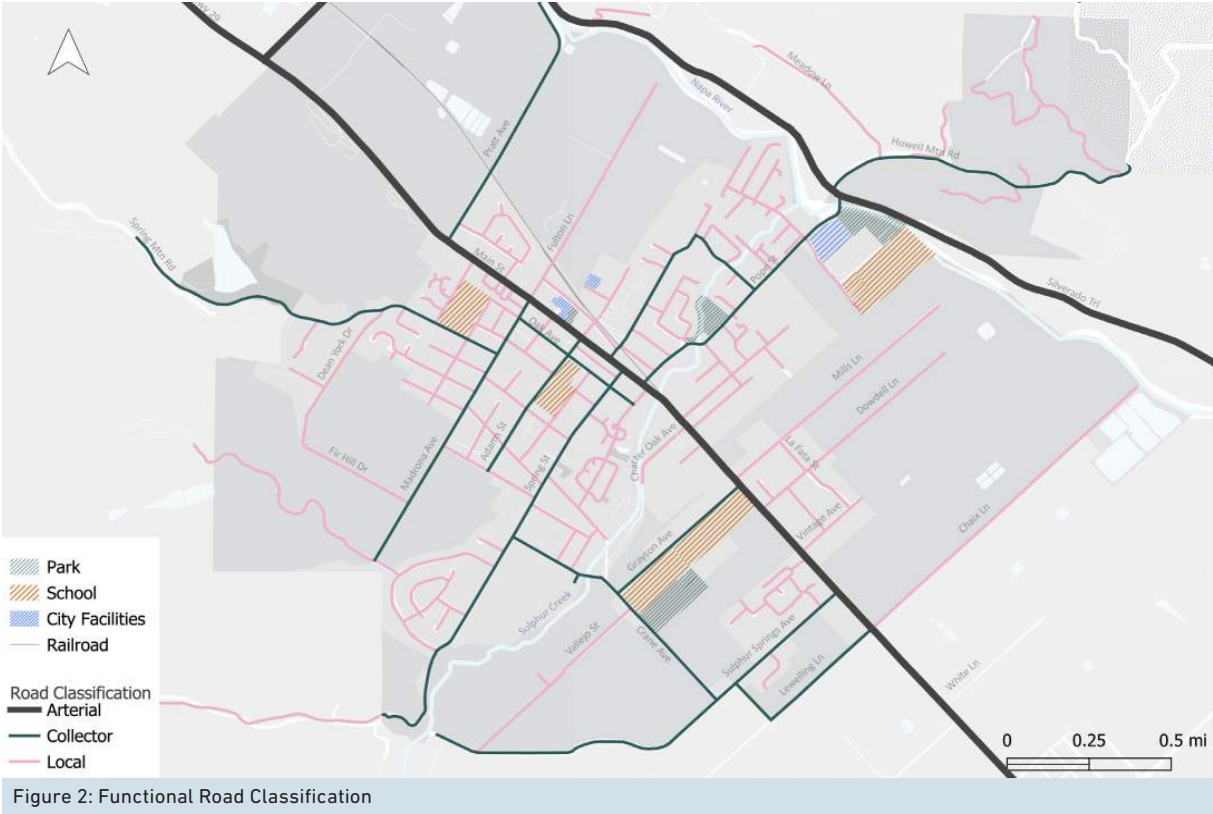


Figure 2: Functional Road Classification

Street Network

Located in the heart of Napa Valley, St. Helena is known for its scenic vineyards, charming downtown area, and vibrant wine culture. St. Helena is composed of a small network of streets that surround its compact downtown (Figure 2). Railroad tracks that serve the privately owned Napa Valley Wine Train bisect the city. Figure 2 shows the functional road classification in St. Helena. Highway 29/Main Street is the primary access route through the city and serves as a regional connector, along with the Silverado Trail. These two arterials connect St. Helena to the rest of Napa Valley and the San Francisco Bay Area. A dense network of collectors and local streets provide connectivity between residential and commercial areas.

Figure 3 shows the City’s road classification, per the City’s General Plan.¹ The Plan identifies typical cross sections

¹ Chaix Lane is shown in the General Plan as an Open Space Rural Street. However, 2023 research into access rights serving the City’s Wastewater Treatment & Reclamation Facility (WWTRF) determined that it is a private roadway for which the WWTRF holds access rights. Accordingly, Chaix Lane has been removed from Figure 3.

for each street typology (Figure 5). These typologies were adopted as part of the Plan Update to underscore the importance of accommodating a diverse range of travel modes and integrating Complete Streets principles into the City’s overall network development strategy.

An assessment of the road network identified several barriers that impede efficient circulation and mobility within the city:

- + Dead-end streets, while beneficial for limiting through traffic and enhancing neighborhood privacy, reduce overall connectivity and circulation, increasing travel distances and potentially delaying emergency response. This is especially true for “open space rural streets” like Fulton Lane, Mills Lane, and Dowdell Lane, which could otherwise link Highway 29 and Silverado Trail.



Figure 3: City Road Classification

- + Bridges on Pope Street and Pratt Avenue are narrow two-lane crossings that create bottlenecks during peak periods and cannot safely accommodate bicycle or pedestrian facilities within the existing right-of-way. Highway 29/Main Street’s dual role as both a regional connector and a downtown Main Street can lead to conflicting traffic flows, congestion, and inefficiencies in managing local and through traffic.

Roadway Extensions and Bridge Projects

Several long-standing street extension and bridge concepts, such as the Adams Street extension over the Napa River and the Oak Street extension over Sulphur Creek, have been identified in previous planning efforts as potential additions to the network. While unbuilt, their intended purpose helps frame existing conditions. Some would cross major waterways that limit circulation and concentrate traffic on a few streets, while others would extend streets without new water crossings; together, they could reduce pinch points, improve network redundancy, and expand options for access and emergency response.

- 1 Starr Avenue extension north to Adams Street
- 2A College Avenue, Starr Avenue or Allison Avenue extension to Mills Lane
- 2B
- 2C
- 3 Adams Street from its current eastern terminus to Starr Avenue
- 4A Extension to Silverado Trail, by extending Adams Street or Mills Lane.
- 4B

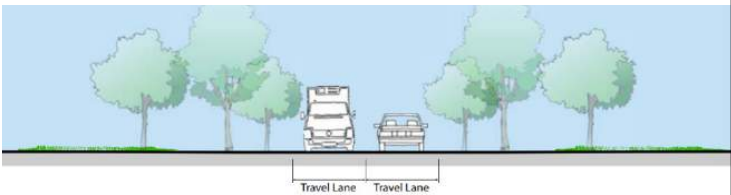


Figure 4: Roadway Extension Projects.
Source: St. Helena General Plan Update 2040.

Figure 5: St Helena Street Types. Source: St. Helena General Plan Update 2040.

Open Space/ Rural

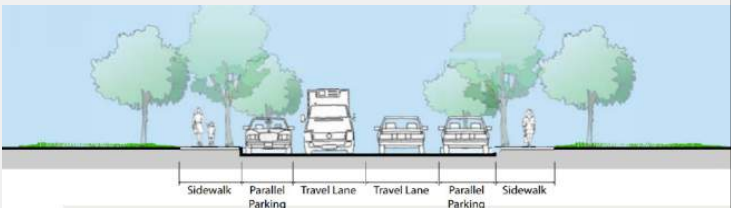
Provides access to open space, vineyards, agricultural areas, and rural residences. Typically lacks sidewalks and curbs, though some may include bicycle boulevards and low-speed limits.



Fulton Lane

Industrial Collector

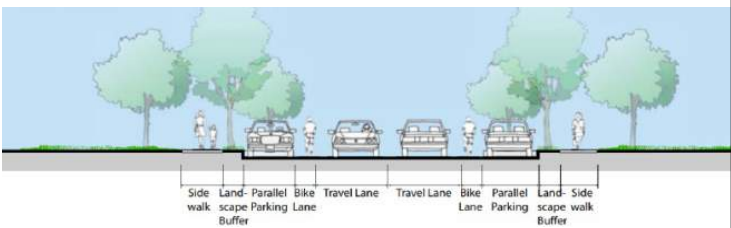
Designed for truck access to industrial and manufacturing areas. Sidewalks are present, but bicycle and transit facilities are typically not included.



Charter Oak Avenue

Residential

Serves neighborhoods, emphasizing pedestrian and bicycle amenities with slow driving speeds to support local trips.

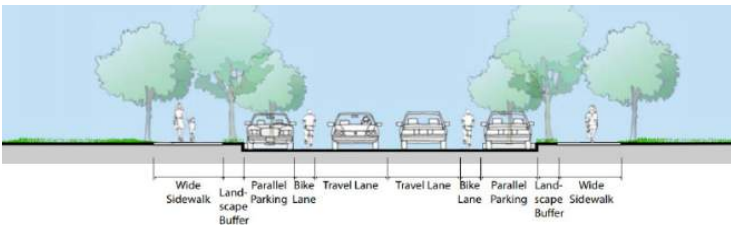


Allyn Avenue

Figure 5 (cont): St Helena Street Types. Source: St. Helena General Plan Update 2040.

Downtown/ Mixed Use

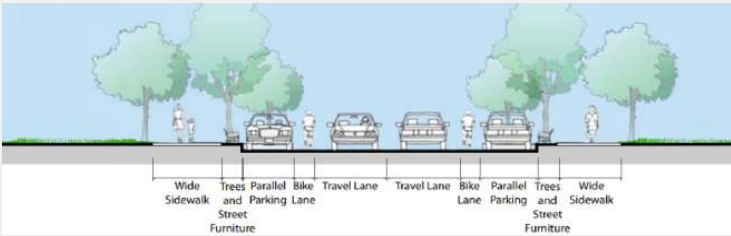
Accommodates all travel modes with features promoting livability, including wide sidewalks, traffic calming, and bicycle boulevards.



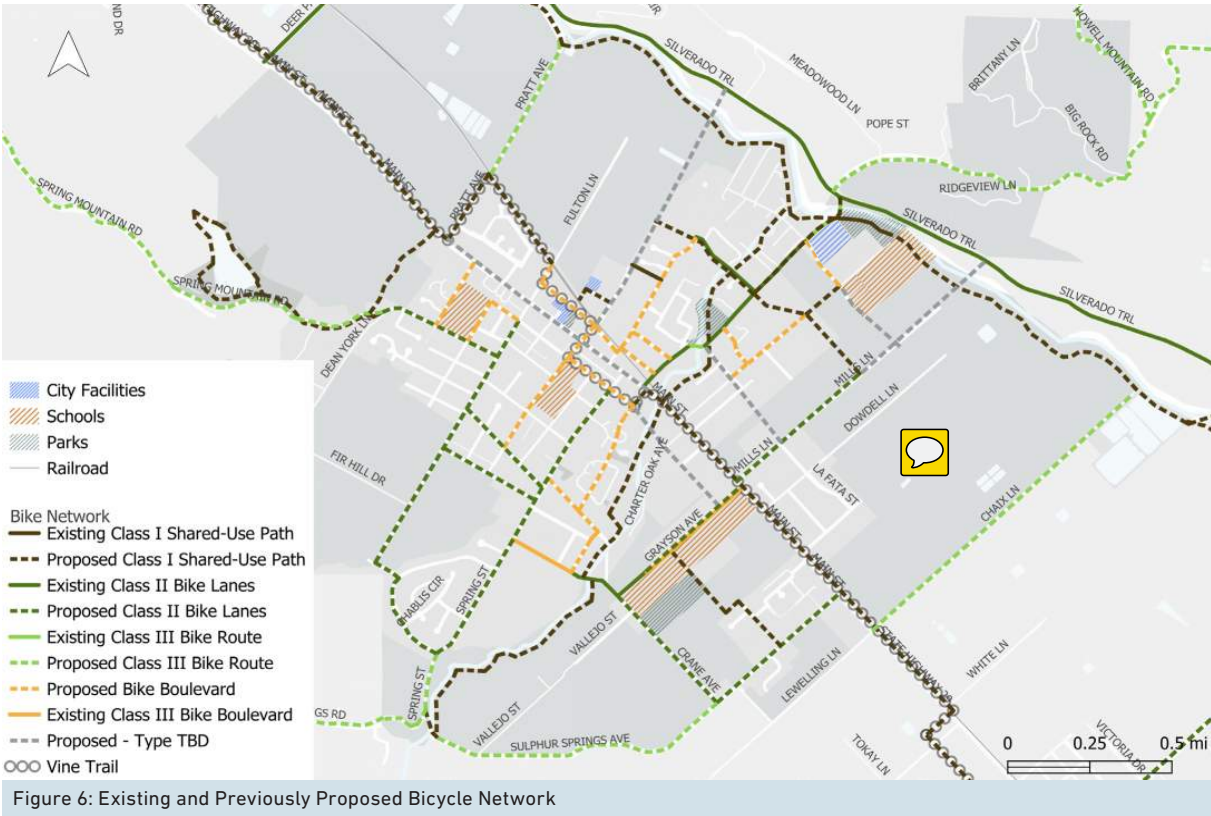
Oak Street

Regional Collector

Primarily designed for citywide and regional access, this street supports cars, transit, and truck traffic.



Main Street



Bicycle Network

As shown in Figure 6, St. Helena’s existing bicycle network consists of Class II bike lanes, small segments of Class I shared-use path segments, and Class III bike boulevards. The map also highlights the Vine Trail (ie: the final leg between Yountville and St. Helena currently under design and environmental permitting), which will form a 47-mile dual use corridor from the Vallejo Ferry Terminal to Calistoga. The segment north of Pratt Avenue opened in August 2024. Once complete, the Vine Trail will serve as both a regional connector and a major walking and bicycling spine within St. Helena. Community feedback included broad enthusiasm for the Vine Trail, and a strong desire to build a complete citywide bike network that connects to this regional facility.

The proposed bicycle network in Figure 6 reflects recommendations in the 2019 NVT Countywide Bicycle Plan, with a few key exceptions. The Sulphur Creek Trail

reflects the longer alignment from the St. Helena General Plan and proposed facilities along Main Street and along potential roadway extensions are shown as “Type TBD” pending further coordination.

Several existing routes are recommended for upgrades to lower-stress facilities, such as converting the Pope Street Class II and III facilities into a Class I shared-use path. New Class I paths along Sulphur Creek and the Napa River would further expand off-street connectivity, supported by a grid of Class II bike lanes and Class III routes on local and collector streets. The proposed network (Chapter 4) builds on the 2019 NVT Plan and has been refined through community feedback and technical analysis to reflect current conditions and priorities.

Bike Facility Classifications

St. Helena uses the Caltrans classification system for bikeways, summarized below:

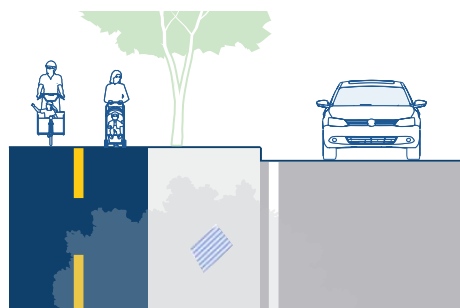
Class I: A shared-use path (see image, right) is completely separated from motor vehicle facilities by space or a physical barrier, and typically is grade-separated (at sidewalk level). It is identified with guide signing and may have pavement markings. An example of a shared-use path is the existing Vine Trail north of Pratt Avenue.

Class II: A bike lane (see image, right) is a striped lane for one-way bike travel within the paved area of the street. A bike lane is identified by a painted (usually white) lane line, and sometimes other pavement markings, such as a bicycle or bicyclist icon. There are a few bike lanes in St. Helena, including on Pope Street and Silverado Trail.

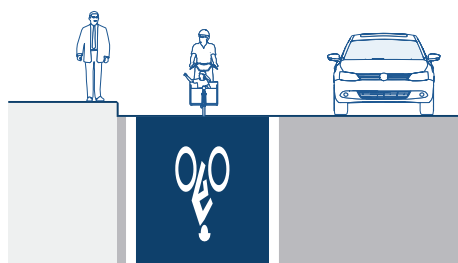
Class II - Buffered Bike Lane: A variation of a bike lane is a buffered bike lane, which has an additional painted buffer space to provide increased separation between bicyclists and motorists. There are currently no buffered bike lanes in St. Helena.

Class III: A bike route is a route recommended for bicycle travel along an existing right-of-way which is typically signed but not striped.

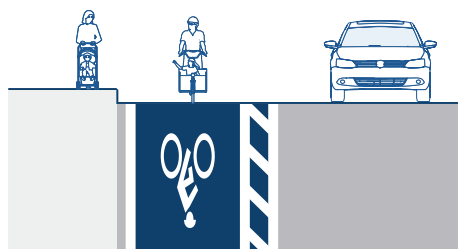
Class III - Bike Boulevard: A variation of the bike route is the bike boulevard. This alternative facility is typically striped and includes additional traffic calming measures, such as traffic circles, speed cushions, and/or raised crosswalks, and is typically recommended for streets with lower speeds and lower vehicle volumes. Valley View Street is an example of a bike boulevard.



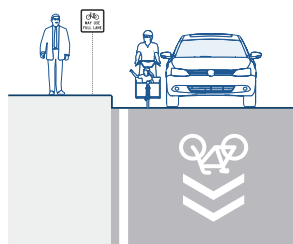
Class I: Shared Use Path



Class II: Bike Lane



Class II: Buffered Bike Lane



Class III: Bike Boulevard

Figure 7: Bikeway Classification Typical Cross sections



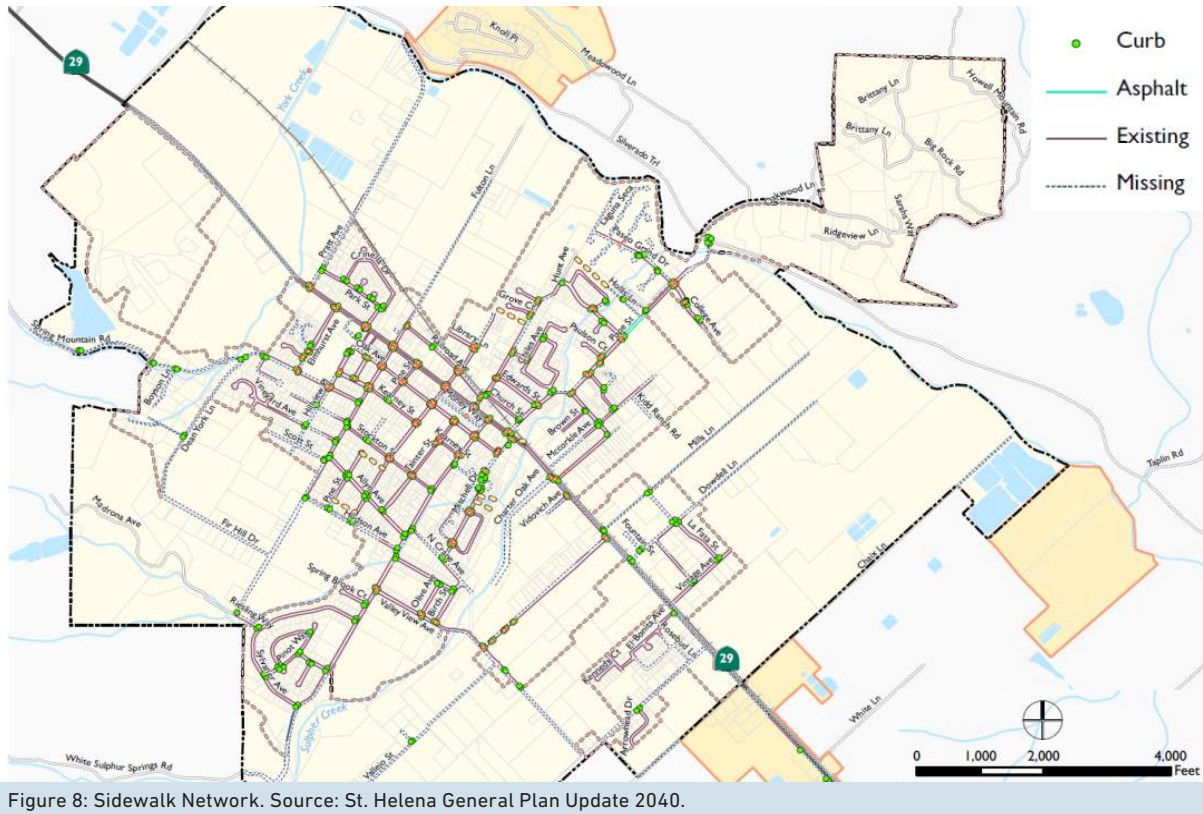
Planned Class I trail facilities, like the Vine Trail, could anchor an expanded bicycle and pedestrian network (2024)



Bicycle Lanes (Class II) on Pope Street (2024)



Bicycle Boulevard (Class III) on Valley View Street (2024)



Sidewalk Network

St. Helena's sidewalk network was mapped as part of the General Plan Update 2040 (Figure 8). The network is generally well-connected within the downtown area and its immediate surroundings, where a robust system of sidewalks supports pedestrian movement and access to local amenities and services. However, in some areas near schools, sidewalks exist on only one side of the street, and the network diminishes significantly in the more rural and peripheral parts of the city. In these areas, sidewalks are sparse or absent, which can hinder pedestrian access, safety, and connectivity.

St. Helena has a strong tradition of recreational walking, with many residents using informal trails and paths through agricultural land and greenfield areas. While these routes are valued by the community, they are not always accessible, legible, or comfortable for all users. Over time, there may be opportunities to formalize select informal paths, where appropriate and feasible,

to improve access, enhance comfort, and better connect neighborhoods and destinations.

This combination of gaps near schools, limited facilities in rural areas, and reliance on informal paths underscores the need for targeted sidewalk and trail investments that expand safe, walkable access throughout the city and encourage walking as a viable option for more residents.

Public Transit Service

Public transit options in St. Helena are limited and primarily focused on regional rather than local travel. The city is served by The Vine's Route 10, operated by the Napa Valley Transportation Authority (NVTA), which runs along Highway 29 between Napa Valley College and Calistoga with multiple daily trips. Route 10 provides connections to destinations throughout Napa Valley, including transfers at the Soscol Gateway Transit Center and the Redwood Park and Ride, where riders can access Amtrak and BART services.

Within the city, the St. Helena Shuttle offers door-to-door, on-demand service operated by Vine Transit/NVTA, running daily except Sunday.

Given these limited local options, community members emphasized the importance of expanding transit service throughout the valley to reduce reliance on personal vehicles, particularly for students, parents, and the workforce. Enhanced transit would complement the City's bicycle and pedestrian initiatives by offering additional non-drive alternatives for everyday trips. The Vine Shuttle was frequently cited as a successful model, especially for helping students travel to St. Helena from surrounding areas, demonstrating how improved and expanded transit could further support mobility and reduce vehicle dependence citywide.



Continuous sidewalks on both sides of Adams Street near the downtown area



Sidewalk on only one side of street on Elmhurst Ave outside of Robert Louis Stevenson Middle School



Informal trails and walking paths between the terminus of Adams St and Napa River (left) and along Madrona Ave west of Main St (right)



Key Destinations

Ensuring that people of all ages and abilities can travel to key destinations by walking and biking is essential for building a high-quality, accessible transportation network. Identifying where these destinations are helps determine where safe, comfortable routes are most needed and where improvements will have the greatest impact. Key destinations were identified through desktop review, analysis of prior plans and upcoming development projects, and pedestrian and bicycle count data. Figure 9 shows their locations, including:

- + Downtown St. Helena (Main Street/Highway 29, from Madrona Avenue to Mitchell Drive) commercial area with shops and restaurants
- + Schools
 - + St. Helena Preschool for All and St. Helena High School (shared campus on Grayson Avenue)
 - + St. Helena Primary School (Grayson Avenue)
- + St. Helena Elementary School (Adams Street)
- + Robert Louis Stevenson Middle School (Hillview Place)
- + St. Helena Montessori School (College Avenue)
- + Napa Valley College (College Avenue)
- + Parks (Only primary parks, listed in bold below, are shown on the map)
 - + **Crane Park**
 - + **Jacob Meily Park**
 - + **Lyman Park**
 - + Mary Fryer Park
 - + Mennen Park
 - + Starr Baldwin Park
 - + Stone Bridge Park
 - + **Wappo Park and Dog Park**
- + Robert Louis Stevenson Museum and the St. Helena Library (Library Lane)

Future and planned destinations are also critical to establishing accessibility network-wide:

- + Potential new park sites (as identified in the 2040 General Plan Figure 12.1):
 - + Sulphur Creek Park
 - + Adams Street Park
 - + Flood Control Project Open Space
 - + Pratt Avenue Park
 - + Lower Reservoir Park
- + Proposed building sites (expected to be significant trip generators):
 - + Hunter Subdivision
 - + 1001 Adams Street
 - + Spring Grove
 - + Spring Street Site 10

The future Hunter Subdivision project, located at the east end of Adams Street near the Museum and Library, is poised to significantly impact local travel patterns. This new development will introduce 51 single-family units, 25 multi-family units, and 11 accessory dwelling units. The increased density in this area makes it a critical origin point for users of all travel modes. The hotel proposed at 1001 Adams Street, which includes 75 guest rooms and 13 for-sale residential units, will generate even more trips, especially vehicle and pedestrian trips, which start and end on Adams Street. In addition, recent development applications for Spring Grove and Spring Street Site 10 underscore the scale of anticipated growth and the importance of coordinated transportation planning in this area of St. Helena.



St. Helena Elementary School



Robert Louis Stevenson Middle School



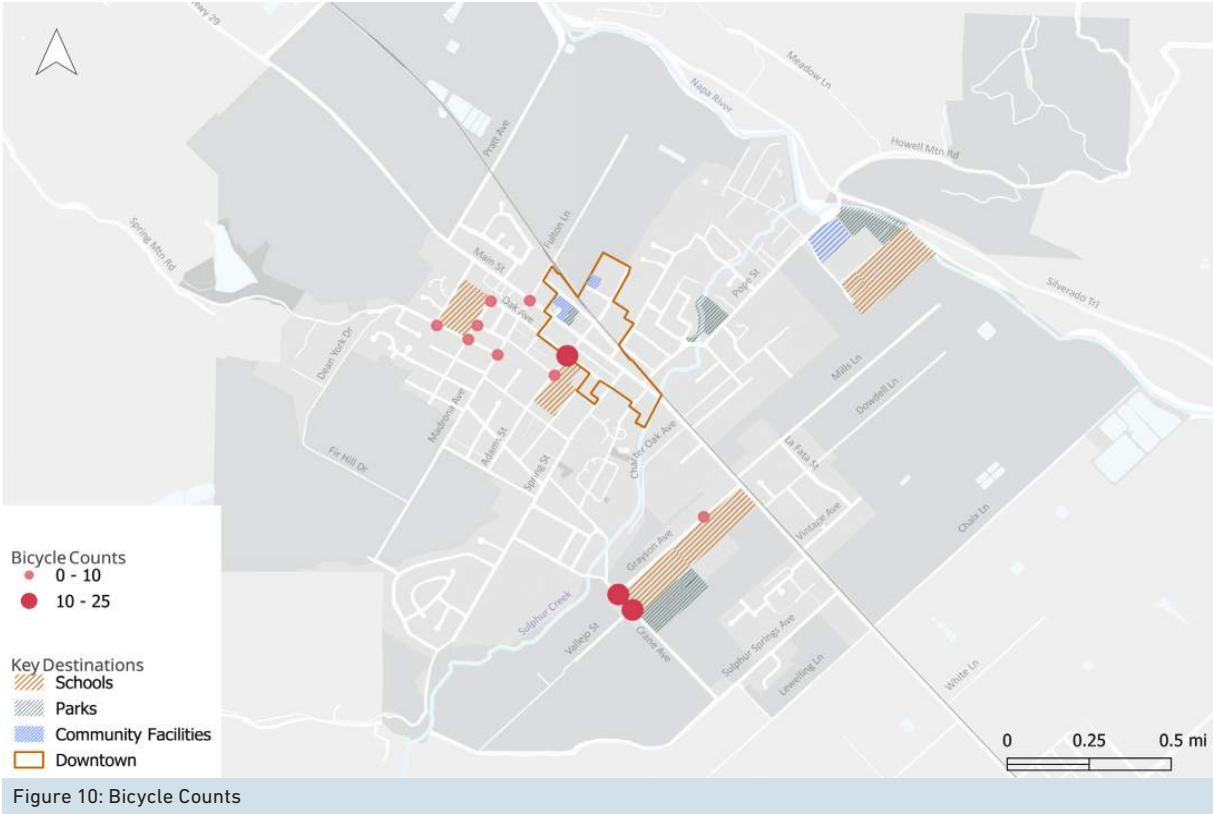
Crane Park



Wappo Dog Park



Downtown St. Helena



Bicycle and Pedestrian Counts

Bicycle and pedestrian counts help identify where biking and walking activity is concentrated—and where safety and connectivity improvements will have the greatest impact. These observations reveal how students and residents are currently traveling and highlight locations where supportive infrastructure is most needed. As part of this planning effort in 2024, counts were collected at selected locations across the City, primarily near schools, during the 7–9 a.m. and 2–4 p.m. weekday peak periods. Table 1 reflects totals across both time windows. “Other active mode” includes mobility devices, skateboards, and scooters.

Figures 10 and 11 show the total number of bicyclists and pedestrians were observed at each location (“other active modes” are grouped with pedestrians). Because counts were limited to specific locations, they allow for relative comparison but do not represent citywide activity.

Findings from these counts suggest:

- + High pedestrian activity near the centrally located middle and elementary schools may indicate strong demand for safe walking routes in this area, suggesting that improved crossings and sidewalk connections around Adams Street and Oak Avenue could be especially impactful.
- + Low bicycle volumes citywide may reflect limited all-ages-and-abilities infrastructure, pointing to the potential need for more protected and low-stress facilities. The relatively higher bicycle activity at Adams Street and Oak Avenue could suggest existing latent demand that improved infrastructure might better support.
- + The higher bicycle counts on Crane Avenue near the primary school, paired with lower pedestrian volumes, may indicate that students are more likely to bike than walk due to the school’s distance from most neighborhoods, suggesting an opportunity to enhance safe bike access along this corridor.

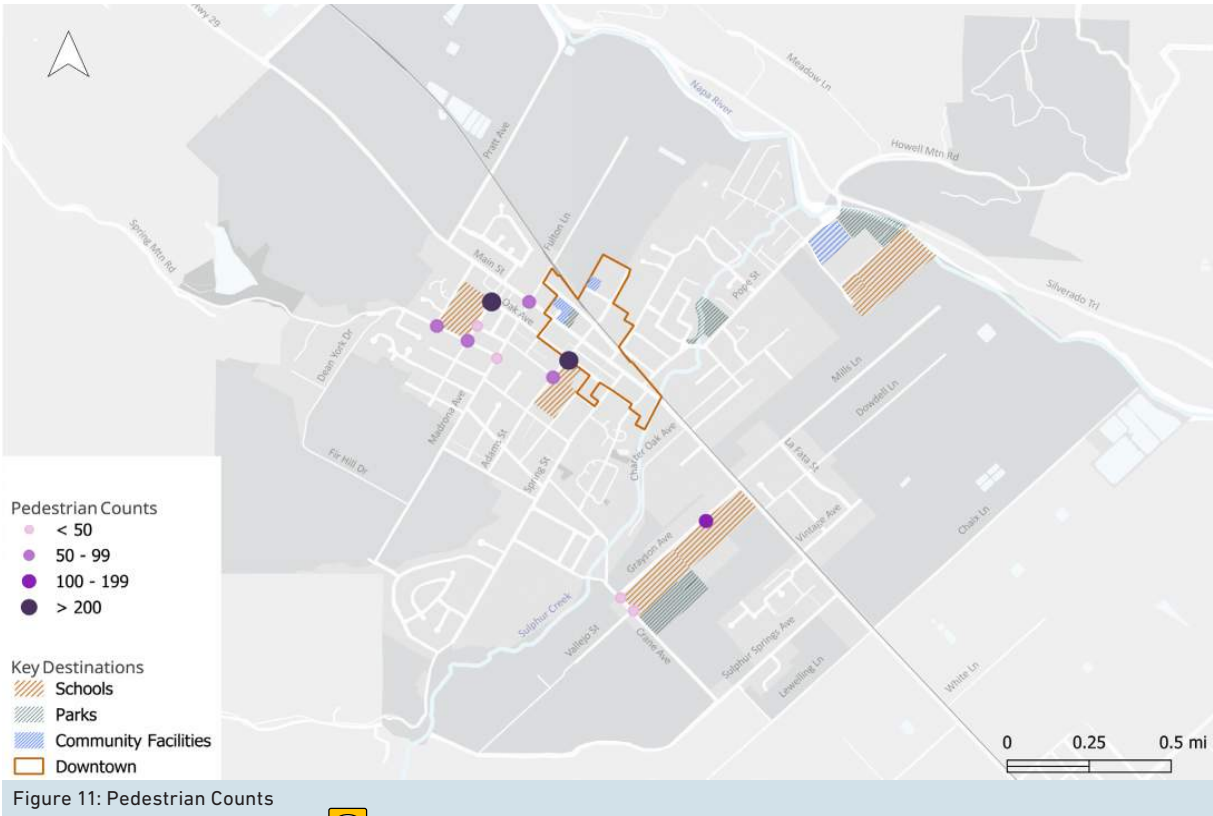


Table 1: Active Modes Count Data			
Location	Bicyclists	Pedestrians	Other Active Mode
Adams St / Kearney St	5	64	0
Adams St / Oak Ave	21	272	2
Crane St / Grayson Ave	15	26	0
Grayson Ave Crosswalk	10	108	3
Kearney St / Hillview Pl	3	26	0
Madrona Ave / Main St	7	81	0
Oak Ave / Hillview Pl	9	217	1
Spring Mt Rd / Elmhurst Ave	9	51	2
Spring Mtn Rd / Hillview Pl	3	53	0
Spring Mtn Rd / Madrona Ave	10	31	0
Vallejo St / Crane Ave	13	39	0



This crossing outside of St. Helena High School includes a high-visibility crosswalk, ADA-compliant curb ramps, and an RRFB

Crossing Assessment

A key component of pedestrian access is the presence of safe and comfortable crossings and curb ramps that are compliant with the Americans with Disabilities Act (ADA). A desktop review of key crossings was conducted using Google Streetview images from April-May 2024; major corridors (arterials, collectors, and select other streets around schools) were reviewed for presence of traffic control, crosswalks, and ADA-compliant curb ramps. Proposed improvements based on this review and inventory can be found in the Chapter 4.

In summary, most intersections in St. Helena could benefit from some improvements. Key findings include:

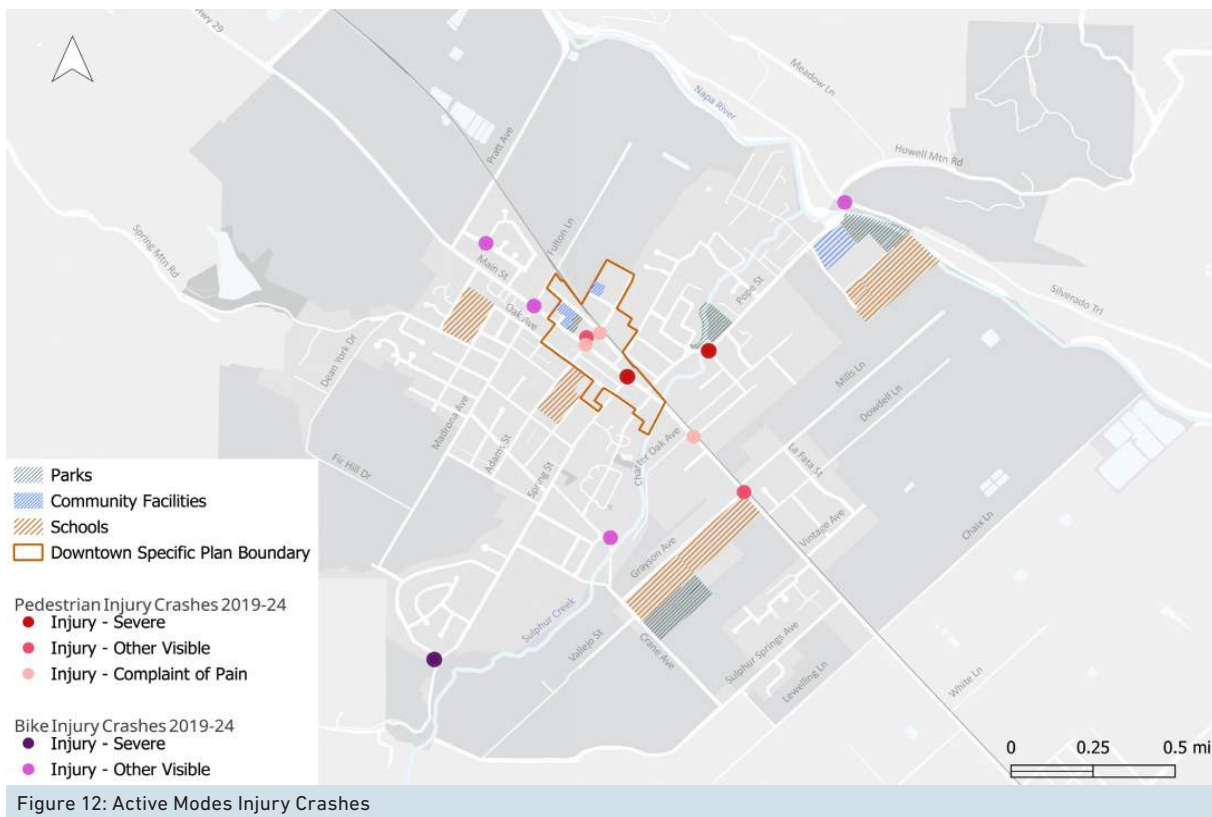
- + Most existing curb ramps are not current ADA-compliant, and some crossings are missing curb ramps altogether.
- + Many crosswalks should be upgraded from standard, parallel lines to high-visibility, ladder-style lines. (See example photo above.)
- + Some uncontrolled crossings (i.e., where no stop sign nor signal is present) could benefit from rectangular rapid flashing beacons (RRFBs) which feature flashing white or yellow lights activated by pedestrians using

a button. There are some locations in St. Helena that use RRFBs, including at the entrance to St. Helena High School on Grayson Avenue, pictured above.

- + The City has been implementing high-visibility crosswalks and ADA-compliant curb ramps with detectable warning surfaces in its recent improvement projects.



Most curb ramps are not current ADA-compliant



Active Modes Injury Crashes

All active mode injury crashes were sourced from the UC Berkeley SafeTREC Transportation Injury Mapping System (which relies on data from the California Highway Patrol's Statewide Integrated Traffic Records System) for March 2019-March 2024, and are shown in Figure 12. Overall, there are very few crashes in St. Helena, which is consistent with the size of the city. There were, however, three severe or fatal injury crashes among those.

Pedestrian injury crashes

- + Most occurred on Highway 29/Main Street
- + Two severe crash occurred at Pope Street and Allison Avenue, and Main Street and Spring Street

Bicyclist injury crashes

- + Located at various intersections, primarily where bicycle facilities are lacking
- + One severe crash occurred at Spring Street and Sylvanna Avenue
- + No fatalities

The concentration of pedestrian injury crashes along Main Street may suggest traffic safety issues on that street but may also reflect a higher level of pedestrian activity there. Regardless, Main Street in downtown St. Helena is a prime location for mixing of active modes with vehicle traffic. The lack of pedestrian crashes outside of the central parts of the city, and especially in the more rural areas, might indicate that people feel unsafe walking in areas with limited sidewalks and lighting and therefore avoid walking in these areas.



Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) is a tool for quantifying the comfort level experienced by most people bicycling along a street on a scale from 1 (least stress) to 4 (highest stress). The following inputs and street characteristics determine LTS scores for a street segment:

- + Bicycle facility presence, type, and width
- + Posted speed limit
- + Number of travel lanes per direction
- + Average daily traffic (ADT) volume
- + Presence and width of on-street parking lanes
- + Presence of a centerline

An LTS analysis was conducted for St. Helena as part of the Napa Countywide Bike Plan effort in 2019, revealing that many of St. Helena's streets are considered low stress (Figure 13), these are mostly local streets with lower traffic volume and speeds, which typically do not connect to destinations outside of an immediate neighborhood. One exception would be Pope Street, which is a connector street with bicycle facilities. In contrast, most of the city's major streets are high stress, which serve as barriers and potentially limit mobility for those traveling by bike.

Community Feedback on Safety

In addition to the safety analysis conducted for this plan, community members provided substantial feedback on safety concerns throughout the city. Their input highlighted several recurring themes and locations where conditions feel uncomfortable or unsafe for people walking and biking. Common concerns included the need for more consistent roadway maintenance, particularly pothole repair on corridors like Sulphur Springs Avenue, which many felt discouraged bicycling. Participants also pointed to challenging conditions on key streets, such as limited visibility on Valley View Street and just west of the Pope Street at Allison Avenue intersection, narrow and inconsistent bicycle facilities along Pope Street, and constrained widths on Adams Street, where some suggested removing on-street parking to improve comfort for bicyclists.

Several major crossings, including many along the Highway 29/Main Street corridor, for example the Hunt Avenue intersection, were described as difficult and potentially dangerous for pedestrians and bicyclists, with particular emphasis on the need for improved crossings south of Downtown. Safety around St. Helena High School was another prominent concern, where pick-up and drop-off activity creates conflicts and students frequently cross outside designated areas. Finally, participants stressed the importance of improving multimodal safety along key evacuation routes to ensure reliable access during emergencies.



Sulphur Springs Avenue Roadway Condition (2024)



Visibility at Pope Street at Alison Avenue (2024)

Needs Assessment

A needs assessment is a summary of the key gaps, challenges, and opportunities identified through the existing conditions analysis and previous planning studies. To provide a consistent framework for evaluating conditions and shaping project recommendations, the needs assessment is organized around the plan's three guiding principles: connectivity, accessibility, and safety. Drawing on findings from current network performance, community input, and past studies, the assessment highlights where improvements are most needed and where investments can have the greatest benefit.

Connectivity

Definition: The degree to which different parts of the transportation network are linked together, allowing for seamless travel.

Guiding Principle: Ensure that all modes of transportation, motor vehicles, public transit, bicycles, and walking/rolling, are well-integrated and facilitate connected and convenient travel throughout the city.

Key Challenges

- + Several streets terminate as dead ends or cul-de-sacs, hindering connectivity and emergency response time, and creating longer journeys for all modes.
- + Narrow bridges and congestion along the Highway 29/Main Street regional connector create vehicular bottlenecks.
- + Missing and narrow sidewalks are common, especially on the rural edges of the city. However, even sidewalks around schools are often insufficient, such as along Grayson and Oak Avenues, where they only exist on one side of the road and lack adequate width.

- + Outside of downtown, collectors including Pope Street and Madrona Avenue create barriers for bicyclists and pedestrians due to traffic volumes and limited crossing opportunities.
- + Several bridges with narrow roadways lack dedicated space for people walking and biking alongside people driving.
- + Roadway improvements in more rural areas will need to balance environmental sensitivity with mobility needs.
- + Regional transit is only available along Highway 29.

Key Opportunities and Preliminary Recommendations

- + St. Helena's compact size, with daily destinations located close together, support a strong culture of walking and biking, offering a foundation for expanding safe, comfortable routes for all ages and abilities.
- + Bridge realignment and road extension projects could help address some of the current barriers and bottlenecks in the network for all modes.
- + Planned cross-city Class I bike facilities, including the Vine Trail, can serve as the foundation for an expanded bike network.
- + An opportunity exists to strengthen bicycle access downtown by shifting from shared-road conditions to a system of dedicated lanes and paths that support safer, more inviting trips.
- + As the city expands, sidewalks can be installed with new, proposed development where none exist today. These new segments should either connect directly to existing sidewalks or be delivered through a broader phasing plan, with clear timing criteria and funded connection projects, so they close missing links and tie into the pedestrian network rather than creating "sidewalks to nowhere."

Accessibility

Definition: The potential for individuals of all ages and abilities to easily and comfortably travel between key origins and destinations regardless of transportation mode.

Guiding Principle: Help ensure that essential St. Helena destinations, such as schools, parks, and downtown, are easily and comfortably accessible to everyone, regardless of ability or mode of transportation.

Key Challenges

- + Most curb ramps in St. Helena are not current ADA-compliant and lack detectable warning surfaces. At some crossings, curb ramps are missing entirely. Current ADA-compliant curb ramps in the city are typically only found at recently installed ramps co-located with newer crosswalks.
- + Most parks are not located adjacent to schools, which might make it challenging for students to easily and comfortably access green spaces and after school activities on foot or by bike.
- + Outside of downtown, St. Helena lacks pedestrian-scale lighting, which makes traveling by active modes at night or during the winter uncomfortable (and potentially unsafe).
- + Bike racks in St. Helena are limited to a handful downtown, one at each park, and a few at each school. Limited end-of-trip facilities, such as bike racks, discourages people from biking to their destinations.

Key Opportunities and Preliminary Recommendations

- + The city has a compact, walkable downtown with a good density of destinations within it.
- + Providing low-stress routes to major destinations, including schools, parks, and community centers, could strengthen everyday accessibility and encourage more short trips by active modes.
- + Schools present a significant opportunity to transition routine local trips from vehicular to active transportation modes, particularly for short distances
- + Expanding and enhancing street tree coverage offers an opportunity to create more comfortable walking and biking connections to key destinations, using the shade provided along Main Street and in residential areas as a model for improving comfort along more rural roads where tree cover is often limited.
- + Implementing green infrastructure, landscape, and streetscape standards to enhance the comfort and legibility of the network can help to create inviting and cohesive experiences around key destinations.
- + There is potential to tap into the tourism economy to support local destinations and businesses by providing shared micromobility opportunities, such as bike/scooter share or local bike rental.

Safety

Definition: Safety involves creating a transportation environment that minimizes risks and enhances protection for all users.

Guiding Principle: Ground active transportation recommendations in current safety data and prioritize low-stress, comfortable facilities for people biking and walking/rolling, especially vulnerable users like school-aged children.

Key Challenges

- + Most bicyclist-involved crashes occurred where infrastructure is lacking, but narrow streets in St. Helena (such as Spring Street) will make accommodating low-stress facilities difficult. Reallocating space to pedestrians and bicyclists may require significant changes to the existing roadways, such as removing street parking.
- + Most of the city's major streets are high-stress, which divides the bicycle network and potentially limits mobility for those traveling by bike.
- + Drawing conclusions from crash data is limited because it only reflects where people are walking and biking today and doesn't capture locations that may be perceived as unsafe. Rural roads with limited lighting and no sidewalks and narrow bridges with poor visibility and no dedicated space for active modes all likely deter bicyclists and pedestrians.

Key Opportunities and Preliminary Recommendations

- + Improving intersection safety offers a key opportunity to address active modes injury crashes, which most often occur at intersections.
- + Daylighting strategies at intersections could improve sight lines, increase driver yielding, and free up space for streetscape enhancements.
- + Reducing vehicle speeds in areas with high pedestrian activity could create safer, more comfortable conditions for people walking and biking.
- + Installing higher-protection bicycle facilities (Class I shared-use paths) along high-stress corridors presents an opportunity to support "all ages and abilities" riders, meaning children, older adults, and anyone who may be less experienced or less comfortable biking in traffic.
- + Applying traffic-calming measures on collector roads could help manage speeds and enhance safety for all users.
- + Integrating green infrastructure into new streetscapes creates opportunities for natural traffic calming, improved safety, and more attractive, pedestrian-friendly environments.

4

Network-wide Recommendations

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This chapter presents the network-wide recommendations that support a safer, more connected, and more accessible transportation system throughout St. Helena. These recommendations build on previous planning efforts, including the St. Helena General Plan, the NVTB Countywide Bicycle Plan, and other adopted local and regional transportation studies, and have been vetted through the Existing Conditions analysis and community engagement process.

Together, the network-wide recommendations establish a foundation for a cohesive multimodal system, enabling St. Helena to implement improvements in a coordinated, scalable, and cost-effective manner while advancing the community's long-term transportation vision.

At the time this Streets Master Plan was written, the Napa Countywide Active Transportation Plan (ATP) was also being developed and included citywide bicycle facility recommendations. For the proposed bike facilities listed on the following pages, a caret (^) indicates where alternative recommendations and/or discrepancies exist between this Streets Master Plan and the Napa Countywide ATP. For projects with differing recommendations, both plans should be referenced at the time of implementation to support an informed approach

All recommendations are planning level only and will require further design and engineering review.



Proposed Bicycle Facilities

The proposed bicycle network projects presented here draw primarily from the 2019 NVT Countywide Bicycle Plan. Exceptions include the extents of the Sulphur Creek Class I Trail, which is presented in the General Plan Update 2040 Bike Network exhibit. Facilities previously proposed for Main Street/Highway 29 prior to the implementation of the Vine Trail (including Class II and Class III facilities) have been excluded from the list of proposed bicycle facility projects. Spring Street has also been changed from Class II bike lanes to a Class III bike boulevard with a side path as detailed on page 62-65. The proposed bicycle network will better connect existing facilities to each other and to key destinations (such as parks and schools) that currently are disconnected from the network.

The proposed bicycle network includes a range of facility types that vary in infrastructure and user comfort, from

Class III rural bike routes and bike boulevards that rely on signage, traffic calming, and shared-street treatments, to Class II bike lanes that provide dedicated on-street space, and Class I shared-use paths, which are dedicated off-street paths separated from vehicle traffic. Some existing facilities will be upgraded to lower-stress treatments, such as converting the Class II bike lane and Class III rural bike route on Pope Street to a Class I shared-use path. In addition, proposed Class I shared-use paths along Sulphur Creek and the Napa River could create connected off-street greenways offering safe, scenic, and low-stress east-west and north-south connections, supported by a network of Class II bike lanes and Class III bike routes and boulevards on local and collector streets.

Prioritization of the proposed bicycle facilities is presented in Chapter 5, providing a basis for identifying high-impact projects for implementation and funding.

Table 2: Proposed Bicycle Facilities

Map #	Street/Trail Name	Begins	Ends	Length (Mi.)
Class II Bike Lane				
1	Allyn Ave	Spring St	Madrona Ave	0.34
2	S Crane Ave	Grayson Ave	Sulphur Springs Ave	0.45
3	Grayson Ave	Primary School driveway	Highway 29 (Main St)	0.50
4	Hudson Ave	Madrona Ave	Spring St	0.32
5	Madrona Ave- Riesling Way	Main St	Sylvaner Ave	1.03
6	Mills Ln	Main St/SR 29	Proposed class I facility annex from Starr Ave	0.50
7	Pratt Ave	Vine Trail	Main St/SR 29	0.26
8	Spring Mtn Rd^	Dean York Ln	Madrona Ave	0.39
9	Sulphur Springs Rd	S Crane Ave	Main St/SR 29	0.50
10	Sylvaner Ave	Riesling Way	Spring St	0.30
Class III Bike Boulevard				
11	Adams St	Railroad Ave	Allyn Ave	0.47
12	Birch Ave	Crane Ave	Valley View St	0.15
13	Church St^	Hunt Ave	Pope St	0.13
14	College Ave	Pope St	Proposed class I facility at SE end of College Ave	0.18
15	Elmhurst Ave	Spring Mountain Rd	Main St	0.23
16	Edwards St	Hunt Ave	Pope St	0.15
17	Hillview Pl	Spring Mountain Rd	Oak St	0.14
18	Hunt Ave^	Railroad Ave	Church St	0.02
19	Hunt Ave	Church St	Starr Ave	0.42

Map #	Street/Trail Name	Begins	Ends	Length (Mi.)
20	Mariposa Ln^	Pope St	McCorkle Ave	0.14
21	McCorkle Ave	Alison Ave	Proposed class I facility 675' west of College Ave	0.29
22	Mitchell Dr	Main St	Crane Ave	0.44
23	N Crane Ave	Spring St	Birch St	0.23
24	Oak Ave	Hillview Pl	Mitchell Dr	0.10
25	Railroad Ave	Adams St	Hunt Ave	0.11
26	Railroad Ave	Fulton Ln	Hunt Ave	0.21
27	Spring St	Sylvaner Ave	White Sulphur Spring Rd	0.18
28	Valley View St	Spring St	Birch St	0.20
29	Spring St	Sylvaner Ave	Oak Ave	0.98
30	Vine Trail	Fulton Ln	Oak Ave/Mitchell Dr	0.66
Class I Shared-Use Path				
31	Crane Park Path (to La Quinta Way)	Grayson Ave	Kennedy Ct	0.50
32	Library Lane Path	Adams St	Vine Trail (along RR corridor)	0.13
33	Lower Reservoir Loop Trail	NW city limit	Loop around Lower Reservoir to connect to Spring Mountain Rd	1.25
34	McCorkle Ave Path	McCorkle Ave cul-de-sac	College Ave	0.14
35	Napa River Trail	St Helena city limit near wastewater treatment plant	St Helena city limit (Deer Park Rd / Lower Reservoir Trail)	3.04
36	Pope St	Starr Ave	Silverado Trail	0.41
37	Starr Ave Path	Adams Ave (pending future extension)	Mills Ln	0.84
38	Sulphur Creek Trail	Sulphur Springs Ave	Napa River	2.19
39	Vine Trail (excluding Class III segment, above)	St Helena City Limits (South)	St Helena City Limits (North)	2.44
40	York Creek Path	Spring Mountain Rd	Vine Trail	0.33
41	Adams St (pending future extension)	Railroad Ave	Silverado Trail	0.84
Facility Type to Be Determined				
42	Allison Avenue (pending future extension)	Charter Oak Ave	Mills Ln	0.21
43	College Ave (pending future extension)	McCorkle Ave Path	Mills Ln	0.24
44	Main St	Pratt Ave	Mitchell Dr	0.76
45	Mills Ln (pending future extension)	Starr Ave	Silverado Trail	0.51
46	Oak Ave (pending future extension)	Mitchell Dr	Grayson Ave	0.42
Class III Rural Bike Route*				
	Chaix Ln	Main St/SR 29	Napa River Trail (proposed)	1.07
	Pratt Ave	RR track/Vine Trail at Pratt Ave	Napa River Trail (proposed)	0.48
	Spring Mountain Rd	St Helena city limit (West)	Dean York Ln	0.69
	Sulphur Springs Ave	St Helena city limit	Spring St	0.16
	Sulphur Springs Ave	Sulphur Creek	Crane Ave	0.93

* Class III rural bike routes are not shown in Figure 14 as they typically involve signage only and do not require roadway striping or construction. Class III rural bike routes differ from Class I bikeways, for example, which include dedicated off-street paths and require more extensive planning and coordination.

^Alternate recommendations were proposed in the Napa County Active Transportation Plan (ATP) during the writing of this Plan:

#8: Change recommendation from Class II Bike Lanes to Class III Bike Boulevard

#13: Shift recommendation from Church St to Edwards St

#18 Extend recommendation to Main St.

#20: Shift recommendation from Mariposa Ln to Allison Ave

Two Additional facilities include a Class I facility over Sulphur Creek from Sulphur Springs Ave to White Sulphur Spring Rd and a TBD facility on Crinella Dr to connect to the Vine Trail if the Vine Trail alignment is west of the train tracks (otherwise this facility will be removed).

Each facility should be evaluated on a case-by-case basis.

40 | NETWORK-WIDE RECOMMENDATIONS



Figure 14: Proposed Bicycle Facilities

Crossing Assessment and Proposed Improvements

The recommendations below were developed as a part of the Streets Master Plan intersection review, and include locations flagged for improvement by City staff and the public. Recommendations that were also made in previous plans and studies are noted as follows:

- + 2021 St. Helena Safe Routes to School Plan (denoted with *)
- + 2019 Safe Routes Napa County Walk Audits (denoted with ^)
- + 2023 NVTa Vision Zero Plan (denoted with +)
- + All locations flagged for improvements below were identified in the 2017 ADA Transition Plan for curb ramp improvements.

Crosswalks have only been recommended where sidewalks exist on both sides and assume inclusion of ADA-compliant curb ramps. This assessment is non-exhaustive and covers major streets only (except where additional intersections were flagged). Recommendations in the Downtown Specific Plan are subject to change.

Prioritization of the proposed crossing improvements is presented in Chapter 5, providing a basis for identifying high-impact projects for implementation and funding.

The 2016 Napa County Pedestrian Master Plan included sidewalk recommendations for St. Helena which were reviewed by City staff in July 2024. The following projects are still outstanding and are being carried forward in this plan as recommendations:

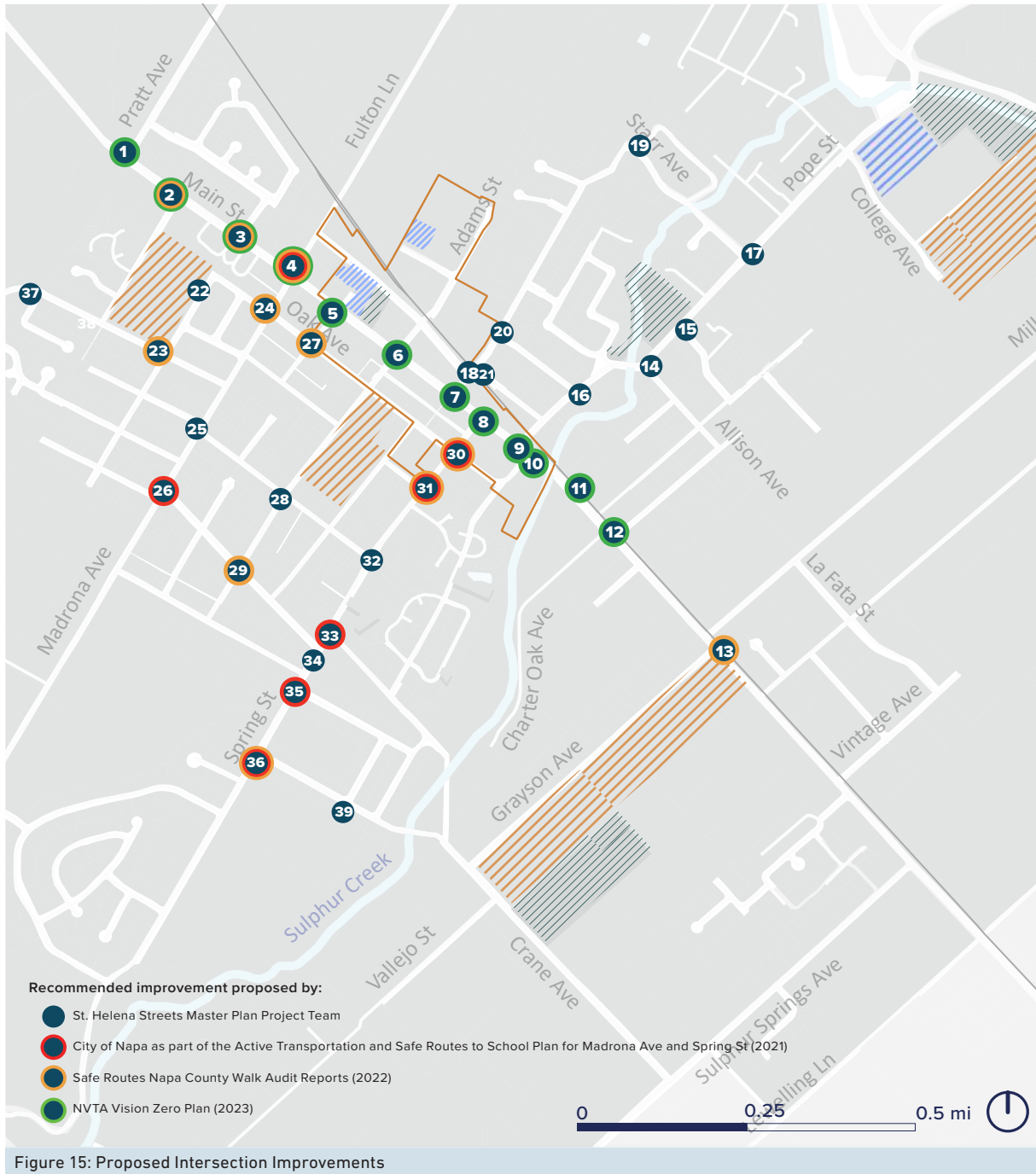
- + Sidewalk installation around Robert Louis Stevenson Middle School at Hillview Place, Spring Mountain Road, and Elmhurst Avenue.
- + ADA-compliant retrofit of business driveways along Main Street, from Spring Street to Pope Street (partially complete beginning at Pope Street end).
- + Conversion of decomposed gravel pathway along Main Street, from Dowdell Lane to El Bonita Avenue, to ADA-compliant sidewalk.
- + Sidewalk repair on Main Street at El Bonita Avenue.

Table 3: Proposed Crossing Improvements			
Map #	Location	Existing Condition	Proposed Improvement
1	Main St at Pratt Ave+	High-visibility crosswalk on south approach; high-visibility crosswalk and stop sign on minor approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk on north approach
2	Main St at Elmhurst Ave^+	Standard crosswalk on south approach; standard crosswalk and stop-sign on minor approach; "slight" curb extensions; curb ramps have detectable warning surfaces; RRFB.	Ensure high-visibility crosswalks on all approaches and advanced warning sign for RRFB
3	Main St at Crinella Ct^+	High-visibility crosswalk on all approaches; stop sign on minor approach; curb ramps have detectable warning surfaces	Install RRFB with advanced warning signs on either north or south approach
4	Main St at Madrona Ave*^+	Signalized intersection; standard crosswalks; curb ramps not ADA-compliant	Upgrade all crosswalks to high-visibility; upgrade curb ramps to be ADA-compliant; install curb extensions
5	Main St at Pine St+	Standard crosswalks on all approaches except north; stop signs on minor approaches; curb ramps not ADA-compliant	Ensure high-visibility crosswalks on all approaches; upgrade curb ramps to be ADA-compliant; install RRFB on either north or south approach
6	Main St at Adams St+	Signalized intersection; standard crosswalks; curb ramps not ADA-compliant	Upgrade all crosswalks to high-visibility; upgrade curb ramps to be ADA-compliant; install curb extensions on both sides of Main St crossings
7	Main St at Hunt Ave^+	High-visibility crosswalk and stop sign on minor approach; high-visibility crosswalk on south approach; curb ramps not ADA-compliant	Install high-visibility crosswalk on north approach; upgrade curb ramps to be ADA-compliant; install curb extensions on all approaches



Map #	Location	Existing Condition	Proposed Improvement
8	Main St at Spring St ⁺	High-visibility crosswalk and stop sign on minor approach; high-visibility crosswalk on southeast approach; curb ramps not ADA-compliant	Install curb extensions and RRFB on southeast approach; upgrade all curb ramps to be ADA-compliant
9	Main St at Pope St ⁺	Signalized intersection; standard crosswalks on all approaches except south; curb ramps not ADA-compliant	Ensure high-visibility crosswalks on all approaches; upgrade curb ramps to be ADA-compliant; install curb extensions on both sides of Main St crossings
10	Main St at Mitchell Dr ⁺	Signalized intersection; standard crosswalk on minor approach only; curb ramps not ADA-compliant	Ensure high-visibility crosswalks on all approaches (note that north approach of this intersection is south approach of SR29/Pope St intersection); install curb extensions on both sides of Main St crossings; upgrade curb ramps to be ADA-compliant
11	Main St at 1000 Main ⁺	Currently no crossing here	Consider installing a crossing to improve pedestrian connectivity, reduce block lengths, and slow speeds.
12	Main St at Charter Oak Ave ⁺	High-visibility crossing with RRFB on north approach; stop control on minor approaches with standard crosswalk on west approach and no crosswalk on east approach; most curb ramps not ADA-compliant	Ensure high-visibility crosswalks on all approaches and upgrade curb ramps to be ADA-compliant. Modernize RRFB and/or install PHB (PHB already in City's CIP and dependent on private development funding)
13	Main St at Grayson Ave	Signalized intersection; standard crosswalk on minor approach (no sidewalk/train tracks only on east side of street); curb ramps have detectable warning surfaces	Upgrade crosswalk to high visibility
14	Pope St at Allison Ave	Stop-controlled crossing on minor approach (across Allison Ave) with high-visibility crosswalk with ADA-compliant ramps; no crossing across Pope St because there no sidewalk on north side and limited visibility at curve makes crossing dangerous.	Crossing cannot be installed here due to limited visibility and ROW constraints. Install speed reduction treatments on both approaches of Pope St at Allison Ave. Consider vegetation management to improve visibility.
15	Pope St at Mariposa Ln	Stop control and standard crosswalk on minor approach; high-visibility crosswalk on southwest approach	Install RRFB (Jacob Meily Park access)
16	Pope St at Edwards St	High-visibility crosswalk on north approach across Edwards; stop-controlled crossing on minor approach (no crosswalk); ramps not ADA-compliant	Install high-visibility crosswalk on minor approach and upgrade ramps to be ADA-compliant. If crossing is not installed at Allison Ave, consider installing RRFB at this location instead.
17	Pope St at Starr Ave	High-visibility crosswalks on major approaches; standard crosswalk on minor approach; RRFB on west approach; one curb ramp not ADA-compliant	Ensure all crosswalks are high-visibility and that all curb ramps are ADA-compliant
18	Hunt Ave and Railroad Crossing	Not ADA-compliant; poor visibility	Upgrade to be ADA-compliant. Add vertical delineation or other formalized separation on west side of railroad tracks between tracks and Railroad Avenue to shorten crosswalk across the parking spaces. Remove the two parking stalls immediately adjacent to the crosswalk to improve pedestrian visibility.
19	Hunt Ave and Starr Ave	Stop-controlled on all legs; no crosswalks; curb ramps missing and existing one is non compliant	Install high-visibility crosswalks at both stop signs and ensure ADA-compliant curb ramps are present at all crossings
20	Hunt Ave at Edwards St	High-visibility crosswalk on west and south approaches; stop sign on south (minor) approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk on east approach
21	Hunt Ave at Church St	High-visibility crosswalk and stop sign on Railroad Ave approach; stop sign with no crosswalk at Church St approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk at Church St, just east of the railroad tracks; upgrade Church crosswalk to high-visibility
22	Hillview Pl at Middle School	Standard crosswalk; one ramp not ADA-compliant	Upgrade to high-visibility crosswalk and upgrade ramp to be ADA-compliant; install RRFB
23	Hillview Pl and Spring Mountain Rd [^]	Stop control on minor approaches; standard crosswalks; curb ramps not ADA-compliant	Install stop-control on all approaches and curb extensions on all corners, upgrade all crosswalks to high visibility, and upgrade all curb ramps to be ADA-compliant
24	Madrona Ave and Oak Ave [*]	All-way stop control with standard crosswalks; non compliant curb ramps	Upgrade crosswalks to be high-visibility and upgrade curb ramps to ADA-compliant; extend red curb to daylight the intersection; install curb extensions on all corners

Map #	Location	Existing Condition	Proposed Improvement
25	Madrona Ave at Stockton St	No crosswalks; stop control on minor approach; one curb ramp not ADA-compliant	Install high-visibility crosswalk on minor approach and across the NE approach on Madrona Ave; ensure all curb ramps are ADA-compliant
26	Madrona Ave at Allyn Ave*	No crosswalks; stop control on minor approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk on minor approach and across the SW approach on Madrona Ave
27	Pine St and Oak Ave	All-way stop control with standard crosswalks; non compliant curb ramps	Upgrade crosswalks to be high-visibility and upgrade curb ramps to ADA-compliant
28	Adams St at Stockton St	All-way stop control with standard crosswalks; curb ramps either non-compliant or missing	Upgrade crosswalks to be high-visibility and upgrade crosswalks to be ADA-compliant
29	Adams St at Allyn Ave	All-way stop control with no crosswalks; curb ramps have detectable warning surfaces	Upgrade crosswalks to be high visibility
30	Spring St at Oak Ave*	All-way stop control with standard crosswalks on three of four approaches; curb ramps not ADA-compliant	Ensure high-visibility crosswalks exist on all approaches; upgrade curb ramps to be ADA-compliant
31	Spring St at Kearney St*	Stop control and high-visibility crosswalk on minor approach; high-visibility crosswalk on NE approach; two ramps are not ADA-compliant and one does not exist	Install ADA-compliant ramps at all crossings
32	Spring St at Stockton St	Stop control and high-visibility crosswalk on minor approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk on NE approach
33	Spring St at Crane Ave*	Stop control and no crosswalk on minor approach; non-compliant ramp	Upgrade curb ramp to be ADA-compliant. Install high-visibility crosswalks across Spring St.
34	Spring St at Allyn Ave	Stop control and high-visibility crosswalk on minor approach; curb ramps have detectable warning surfaces	Install high-visibility crosswalk on NE approach
35	Spring St at Hudson Ave	Stop control on minor approach; missing curb ramps; no crosswalks	Install high-visibility crosswalks on minor approach and NE approach (feasibility challenge anticipated with utility pole; may need to angle crosswalk); ensure ADA-compliant curb ramps exist at all crossings
36	Spring St and Valley View Ave	Stop control and standard crosswalk on minor approach; high-visibility crosswalk on NE approach and non-compliant ramp on Spring St	Install RRFB on NE approach and upgrade curb ramp to be ADA-compliant; upgrade standard crosswalk to high-visibility
37	Spring Mountain Rd at Spring Mountain Ct	Three-legged intersection with stop control on two of the approaches; no crosswalks nor curb ramps present	Install high-visibility crosswalk and ADA-compliant curb ramps on east approach.
38	Spring Mountain Rd at Elmhurst Ave^	Stop control and standard crosswalk on minor approach and high-visibility crosswalk on southeast approach; all curb ramps either missing or non-compliant	Install high-visibility crosswalk on minor approach, ADA-compliant curb ramps, and curb extensions
40	Valley View Ave at Olive Ave	Stop control on minor approach; standard crosswalks on minor approach and across SE approach of Valley View Ave; curb ramps have detectable warning surfaces	Upgrade crosswalks to high visibility
Crossings that were reviewed and that do not need improvements			
	Grayson Ave at Crane Ave	All-way stop control; high-visibility crosswalk across Grayson Ave; curb ramps have detectable warning surfaces	None
	Pope St at Paseo Grand Drive	High-visibility crosswalks on all approaches except vineyard entrance (standard crosswalk); RRFB on north approach; stop control on minor approaches; curb ramps have detectable warning surfaces	None
	Adams St at Oak Ave	All-way stop control with high-visibility crosswalks and curb ramps with detectable warning surfaces	None
	Madrona Ave and Kearney St	Stop control on minor approaches, high visibility crosswalks, curb extensions; curb ramps have detectable warning surfaces	None
	Adams St at Kearney St	All-way stop control with high-visibility crosswalks; ADA-compliant curb ramps	None
	Hillview Pl at Kearney St	High-visibility crosswalks; stop control on minor approach; curb ramps have detectable warning surfaces	None
	Grayson Ave at High School Entrance	High-visibility crosswalk and RRFB; curb ramps have detectable warning surfaces	None



Proposed Roadway Extensions and Bridge Projects

Roadway Extensions

The roadway extension projects included in the Streets Master Plan aim to improve connectivity, stitch together gaps in the local street grid, and provide new east–west travel choices that reduce reliance on Main Street. These extensions would offer more direct neighborhood connections, enhance everyday mobility, and create additional routes for emergency access and egress.

Many of the concepts originate from the City’s General Plan, reflecting long-standing objectives to strengthen the roadway network and distribute traffic more evenly across the city. Key extension concepts include the Adams Street extension to Silverado Trail, the two phased Oak Avenue extension (from Mitchell Drive to Charter Oak Avenue and Charter Oak Avenue to Grayson Avenue), and additional connections along Starr Avenue, Mills Lane, Allison Avenue, and College Avenue.

While the Adams Street extension is the only project with a defined bicycle and pedestrian facility at this stage, all future extensions will require further multimodal design exploration. These corridors should be planned to accommodate high-quality bicycle and pedestrian infrastructure, maintain continuity with the facilities they connect to, and leverage the opportunity inherent in building new roadways to embed low-stress, comfortable facilities and streetscape amenities that enhance the walking and biking experience.

Bridge Projects

Two major bridge projects, the Pope Street Bridge over the Napa River and the Pratt Avenue Bridge, are intended to address long-standing safety, visibility, and accessibility concerns at existing constrained crossings. Both structures are characterized by narrow widths, limited shoulders, and geometries that restrict sight lines, creating challenges for everyday users and emergency responders. Their constrained cross-sections do not provide sufficient space

for dedicated pedestrian and bicycle facilities, resulting in gaps within the active transportation network as well as limited evacuation and emergency access capacity. To improve multimodal safety and route redundancy, a likely implementation scenario for both bridges would involve retaining the existing structures for bicycle and pedestrian use while constructing new, vehicular-only bridges adjacent to them. This approach would maintain the historic character and utility of the current bridges while significantly enhancing roadway capacity, emergency response reliability, and multimodal connectivity.

In addition to improvements to these existing bridges, the Adams Street extension across the Napa River and the Oak Avenue extension over Sulphur Creek would each require the construction of new bridge structures.

A Synchro-based transportation operations analysis was conducted for the Adams Street, Oak Avenue, and Pope Street Bridge alternatives to evaluate how new connections could relieve congestion on Main Street and improve citywide traffic flow. The results of this analysis, along with the prioritization of roadway extensions and proposed bridge projects, are presented in Chapter 5 (page 56). Additional technical details from the Synchro analysis are provided in Appendix F.

Table 4: Proposed Roadway Extension and Bridge Projects	
Map #	Roadway Extension or Bridge Project
1	Adams St extension to Silverado Trail
2	Starr Ave extension north to Adams St
3	Allison Ave extension to Mills Ln
4	Starr Ave extension to Mills Ln
5	College Ave extension to Mills Ln
6	Mills Ln extension to Silverado Trail
7a	Oak Ave extension from Mitchell Dr to Charter Oak Ave
7b	Oak Ave extension from Charter Oak Ave to Grayson Ave
8	Pratt Ave Bridge Project
9	Pope Street Bridge Project



5

Implementation Considerations

This chapter outlines key considerations for advancing future network-wide projects identified through this Plan. It provides a framework for evaluating and sequencing improvements based on a combination of community priorities, technical prioritization, funding strategies, and planning-level cost opinions.

This chapter provides guidance to support decision-making as opportunities, resources, and conditions change. These considerations help the City evaluate project readiness, identify phasing and bundling opportunities, and determine where partnerships or external funding may be most effective.

Full project prioritization results are presented in this chapter and detailed further in Appendix C. Network-wide cost opinions are provided in Appendix D, and a Synchro-based transportation operations analysis for key roadway extension and bridge projects is documented in Appendix F. This chapter summarizes key findings from these appendices; readers are encouraged to refer to the appendices for additional detail.

Project Prioritization

All recommendations in the Streets Master Plan will take time and resources to implement. Recognizing funding and staff capacity constraints, as well as potential feasibility challenges, infrastructure projects were evaluated using a data-driven prioritization process informed by public input. Bicycle facility, pedestrian crossing, bridge realignment, and road extension projects were scored based on the criteria summarized in the table below and explained on the following pages. Each project received points for each criterion, and total points determined its relative ranking. Bicycle and pedestrian projects relied on different criteria than road and bridge projects. Appendix C provides more information on the prioritization process and detailed scoring.

This prioritization was used to identify which projects this planning effort carried forward into conceptual design, focusing on those with the greatest potential to improve safety, access, and community outcomes. Just as importantly, the scoring provides a tool to inform future planning, helping the City understand which types of projects may offer the most meaningful impact.

As an example, many of the Class I trail projects, including the Napa River Trail and the Sulphur Creek Trail, ranked as high priority, especially when accounting for

strong community support and their potential to offer transformational, community-wide benefits. However, these trail corridors are also highly conceptual and visionary at this stage. They would require significant resources to advance and are expected to involve substantial environmental, design, and right-of-way complexities, especially when compared to lighter-touch facilities such as Class III rural bike routes or bike boulevards, which typically rely on signage, pavement markings, and targeted traffic calming rather than major new construction.

It is important to note that this prioritization is not a phasing plan and does not dictate the order in which projects will be constructed. It also does not account for fundability, detailed feasibility, right-of-way constraints, or future partnership opportunities, all of which will influence actual implementation. Instead, it serves as a high-level guide to help the City and its partners recognize where strategic investment, planning, and early coordination may yield the greatest long-term benefit.

Below is a table summarizing the prioritization criteria used, **For more information on the prioritization process, and detailed scoring see Appendix C. Network-wide cost opinions are provided in Appendix D.**

Table 5: Proposed Project Prioritization Criteria	
Prioritization Criterion	Description
Bicycle and Intersection Improvement Projects	
Access	Prioritizing access to community-identified destinations with specific emphasis on schools and parks
Safety	Prioritizing safety needs based on where crashes have occurred in the past
Connectivity and Comfort	Prioritizing projects that fill gaps in the bicycle and pedestrian networks
Community Support*	Prioritizing locations with strong public/stakeholder support
Bonus: Activity	Prioritizing locations that currently have high levels of bicycle and pedestrian activity
Road Extension and Bridge Realignment Projects	
Feasibility	Prioritizing projects that do not have significant feasibility challenges
Community Support*	Prioritizing locations with strong public/stakeholder support
Functional Classification	Prioritizing projects that will function as essential arterial or collector routes in the overall network.

*Community support was quantified based on feedback received on the engagement boards presented to the St. Helena community during October 2024 engagement events.

Prioritized Bicycle Facilities

The prioritization results for proposed bicycle facilities show a clear trend: Class I shared-use paths consistently rose to the top because they performed well across all, if not most, criteria. Class I trail projects also ranked highly with the public, reflecting a community desire for recreational opportunities and comfortable, fully separated facilities. Corridors such as the Sulphur Creek Trail, the Napa River Trail segments, and the pending Class I extensions of Adams Street scored highest because they provide highly comfortable, all-ages-and-abilities connections across the city.

Although these trail projects scored well, and are strongly supported, they also carry some of the greatest feasibility challenges, including constrained right of way, environmental permitting considerations, and higher construction costs. Many of these corridors would require entirely new pathway construction, grading, and potential cut and fill work, making them more complex to advance despite their high public value.

While many mid tier projects consisted of neighborhood bike boulevards that improve local circulation and fill important gaps, several Class III projects also emerged as top priorities due to their strategic roles in the network. Adams Street in particular ranked highly because of its

potential to cross Main Street and create a key low stress connection into western neighborhoods, and College Avenue performed well given its proximity to major destinations including academic institutions and City Hall. Community members also expressed that a trail along the Napa River would be a desirable alternative to Silverado Trail, where narrow lanes and high vehicle speeds currently discourage bicycling.

Class III rural bike routes, while important to regional mobility, were not included in the community-facing prioritization exercise. These routes represent the lightest-touch bikeways and typically rely on signage, rather than substantial roadway changes. More robust facilities, such as Class III bike boulevards with traffic calming, Class II bike lanes with dedicated on-street space, and Class I shared-use paths that are fully separated from vehicle traffic, require progressively greater levels of investment and coordination and therefore benefit more from comparative project ranking.

Projects along Main Street and those within the Vine Trail corridor were removed from the prioritization list because they fall under separate planning processes and jurisdictions that extend beyond the scope of this master planning effort.

Detailed prioritization scores for proposed bike facilities are provided in Appendix C.

Table 6: Prioritized Bicycle Facilities

Score	Street/Trail Name	Begins	Ends	Proposed Facility
7	Sulphur Creek Trail	Sulphur Springs Ave	Napa River	Class I Shared-Use Path
6	S Crane Ave	Grayson Ave	Sulphur Springs Ave	Class II Bike Lanes
6	Adams St	Railroad Ave	Allyn Ave	Class III Bike Boulevard
6	Napa River Trail	St Helena city limit near wastewater treatment plant	St Helena city limit (Deer Park Rd / Lower Reservoir Trail)	Class I Shared-Use Path
6	Adams St (pending future extension)	Railroad Ave	Silverado Trail	Class I Shared-Use Path
5	Crane Park Path (to La Quinta Way)	Grayson Ave	Kennedy Ct	Class I Shared-Use Path
5	Library Lane Path	Adams St	Vine Trail (along RR corridor)	Class I Shared-Use Path
5	College Ave	Pope St	Proposed class I facility at SE end of College Ave	Class III Bike Boulevard
4	Grayson Ave	Primary School driveway	Highway 29 (Main St)	Class II Bike Lanes
4	Madrona Ave- Riesling Way	Main St	Sylvaner Ave	Class II Bike Lanes
4	Elmhurst Ave	Spring Mountain Rd	Main St	Class III Bike Boulevard
4	Edwards St	Hunt Ave	Pope St	Class III Bike Boulevard
4	Hillview Pl	Spring Mountain Rd	Oak St	Class III Bike Boulevard
4	Spring St	Sylvaner Ave	White Sulphur Spring Rd	Class III Bike Boulevard

Score	Street/Trail Name	Begins	Ends	Proposed Facility
4	Spring Mtn Rd	Dean York Ln	Madrona Ave	Class II Bike Lanes
4	Hunt Ave	Church St	Starr Ave	Class III Bike Boulevard
4	Mitchell Dr	Main St	Crane Ave	Class III Bike Boulevard
4	McCorkle Ave Path	McCorkle Ave cul-de-sac	College Ave	Class I Shared-Use Path
4	Pope St	Starr Ave	Silverado Trail	Class I Shared-Use Path
4	Starr Ave Path (pending future extension)	Adams Ave (pending future extension)	Mills Ln	Class I Shared-Use Path
4	York Creek Path	Spring Mountain Rd	Vine Trail	Class I Shared-Use Path
4	Valley View St	Spring St	Birch St	Class III Bike Boulevard
4	Spring St	Sylvaner Ave	Oak Ave	Class III Bike Boulevard
4	Oak Ave (pending future extension)	Mitchell Dr	Grayson Ave	TBD
3	Allyn Ave	Spring St	Madrona Ave	Class II Bike Lanes
3	Hudson Ave	Madrona Ave	Spring St	Class II Bike Lanes
3	Mills Ln	Main St/SR 29	Proposed class I facility annex from Starr Ave	Class II Bike Lanes
3	Birch Ave	Crane Ave	Valley View St	Class III Bike Boulevard
3	Church St	Hunt Ave	Pope St	Class III Bike Boulevard
3	Hunt Ave	Railroad Ave	Church St	Class III Bike Boulevard
3	Mariposa Ln	Pope St	McCorkle Ave	Class III Bike Boulevard
3	McCorkle Ave	Alison Ave	Proposed class I facility 675' west of College Ave	Class III Bike Boulevard
3	N Crane Ave	Spring St	Birch St	Class III Bike Boulevard
3	Oak Ave	Hillview Pl	Mitchell Dr	Class III Bike Boulevard
3	Railroad Ave	Adams St	Hunt Ave	Class III Bike Boulevard
3	Railroad Ave	Fulton Ln	Hunt Ave	Class III Bike Boulevard
3	College Ave (pending future extension)	McCorkle Ave Path	Mills Ln	TBD
3	Mills Ln (pending future extension)	Starr Ave	Silverado Trail	TBD
3	Lower Reservoir Loop Trail	NW city limit	Loop around Lower Reservoir to connect to Spring Mountain Rd	Class I Shared-Use Path
2	Chaix Ln	Main St/SR 29	Napa River Trail (proposed)	Class III Rural Bike Route
2	Pratt Ave	RR track/Vine Trail at Pratt Ave	Napa River Trail (proposed)	Class III Rural Bike Route
2	Spring Mountain Rd	St Helena city limit (West)	Dean York Ln	Class III Rural Bike Route
2	Sulphur Springs Ave	St Helena city limit	Spring St	Class III Rural Bike Route
2	Sulphur Springs Ave	Sulphur Creek	Crane Ave	Class III Rural Bike Route
2	Pratt Ave	Vine Trail	Main St/SR 29	Class II Bike Lanes
2	Sulphur Springs Rd	S Crane Ave	Main St/SR 29	Class II Bike Lanes
2	Sylvaner Ave	Riesling Way	Spring St	Class II Bike Lanes
2	Allison Avenue (pending future extension)	Charter Oak Ave	Mills Ln	TBD

Prioritized Crossing Improvements

The crossing prioritization analysis highlighted a strong concentration of high-scoring locations along Main Street, reflecting its central role in the community's mobility network and its consistently high levels of pedestrian activity. Intersections such as Main Street at Grayson Avenue, Madrona Avenue, Spring Street, Crinella Court, Elmhurst Avenue, and Hunt Avenue rose to the top in part because Main Street serves as the city's primary commercial and civic corridor where multimodal conflicts and safety concerns are most acute. Several of these intersections, including those at Crinella Court, Madrona Avenue, Spring Street, and Elmhurst Avenue, have also been identified for improvement in multiple previous planning efforts, underscoring a long-recognized need for enhanced crossings and traffic calming in these locations. Other high-ranking intersections, such as those along Pope Street, Spring Street, and Hillview Place near the middle school, reflect similar conditions where pedestrian demand, school access, transit activity, or network significance elevate the urgency of improvements.

Together, the prioritization results point to a focused set of locations where targeted intersection upgrades would provide substantial safety and connectivity benefits for people walking and biking.

Recommendations that were also made in previous plans and studies are noted as follows: 2021 St. Helena Safe Routes to School Plan (denoted with *), 2019 Safe Routes Napa County Walk Audits (denoted with ^), and 2023 NVTa Vision Zero Plan (denoted with +). All locations were identified in the 2017 ADA Transition Plan for curb ramp improvements.

Detailed prioritization scores for proposed crossing improvements are provided in Appendix C.

Table 7: Prioritized Crossing Improvements

Score	Intersection
6	Main St at Grayson Ave
5	Pope St at Allison Ave
5	Hillview Pl and Spring Mountain Rd^
4	Main St at Crinella Ct^+
4	Main St at Madrona Ave^++
4	Main St at Adams St+
4	Main St at Spring St^+
4	Pope St at Starr Ave
4	Hillview Pl at Middle School
4	Spring St at Hudson Ave
3	Main St at Elmhurst Ave^++
3	Main St at Pine St+
3	Main St at Charter Oak Ave+
3	Pope St at Mariposa Ln
3	Hunt Ave and Railroad Crossing
3	Hunt Ave at Edwards St
3	Madrona Ave and Oak Ave*
3	Madrona Ave at Stockton St
3	Madrona Ave at Allyn Ave*
3	Spring St at Oak Ave*
3	Spring St at Crane Ave*
3	Spring St and Valley View Ave
3	Spring Mountain Rd at Spring Mountain Ct
3	Spring Mountain Rd at Elmhurst Ave^
3	Valley View Ave at Olive Ave
2	Pope St at Edwards St
2	Hunt Ave at Church St
2	Main St at Pratt Ave+
2	Main St at Hunt Ave^++
2	Main St at Pope St+
2	Main St at Mitchell Dr+
2	Pine St and Oak Ave
2	Adams St at Stockton St
2	Adams St at Allyn Ave
2	Spring St at Kearney St*
2	Spring St at Stockton St
2	Main St at 1000 Main+
1	Hunt Ave and Starr Ave
1	Spring St at Allyn Ave

Prioritized Roadway Extension and Bridge Projects

As documented in Existing Conditions, dead-end streets and narrow bridges limit emergency access, circulation, and multimodal mobility. The following set of roadway extension and bridge realignment projects directly addresses these constraints through targeted new links and critical capacity upgrades.

The prioritization process evaluated both roadway extensions and bridge projects based on feasibility, community support, and their functional role within the broader street network. While several projects rose to the top, all roadway and bridge concepts face relatively low feasibility and high complexity, including right of way constraints, environmental permitting requirements, grading challenges, and substantial construction costs.

To better understand how these new connections could affect traffic conditions, a Synchro-based transportation operations analysis was conducted (see Appendix F) for three key alternatives: the Adams Street extension (including a new bridge over the Napa River), the Oak Avenue extension (including a new bridge over Sulphur Creek), and the Pope Street Bridge project (including construction of a new vehicular bridge and realignment of Pope Street at Silverado Trail and Howell Mountain Road). Synchro is a commonly used traffic modeling tool that estimates intersection delay and Level of Service (LOS), a standard measure of traffic conditions ranging from LOS A (minimal delay) to LOS F (severe congestion). The analysis evaluated weekday morning, weekday evening, and weekend midday peak travel periods.

At a high level, the analysis found that all three alternatives would improve traffic operations by providing new routes and reducing dependence on Main Street. By allowing traffic to reroute, each alternative reduced delays at several of the city's most congested Main Street intersections, including locations that currently operate over capacity during peak periods. The analysis showed that both the Oak Avenue and Adams Street extensions shifted enough traffic to measurably improve conditions at key intersections, while maintaining acceptable operations on the new or expanded routes.

Among the alternatives, the Oak Avenue extension provided the greatest overall operational benefit, largely because it creates a parallel route to the most congested segment of Main Street and attracts a significant share of north-south traffic. The Adams Street extension also performed strongly, offering a high-quality east-west bypass that improves circulation, enhances emergency access, and reduces pressure on Main Street. The Pope Street Bridge project produced more moderate benefits, improving safety, comfort, and reliability along the Silverado Trail-Pope Street corridor, but with more limited ability to divert traffic away from the most congested sections of Main Street due to downstream constraints.

Within the prioritization scoring, the Adams Street extension emerged as the top-ranked project, reflecting strong community support and its intended role as a future essential collector street, with the added benefit of accommodating a bicycle facility over time. The Pope Street Bridge realignment also ranked highly, supported by the community and reinforcing Pope Street's current function as a key collector corridor in the city. The Oak Avenue extension scored strongly as well, with clear public backing and its role in strengthening Oak Avenue's existing collector function, improving grid connectivity, and providing a more direct route to schools.

Mid-tier and lower-ranking projects, such as the Starr Avenue, Mills Lane, Allison Avenue, and College Avenue extensions, contribute valuable connections but offer more localized benefits and face varying feasibility constraints.

Detailed prioritization scoring for roadway extension and bridge projects is provided in Appendix C, and the full Synchro-based transportation operations analysis is documented in Appendix F.

Table 8: Prioritized Roadway Extension and Bridge Projects

Score	Roadway Extension or Bridge Project
5	Adams St Extension to Silverado Trail
4	Pope Street Bridge Realignment
4	Oak Ave Extension to Grayson Ave*
3	Starr Ave extension north to Adams St
3	Mills Ln extension to Silverado Trail
3	Pratt Ave Bridge Realignment
2	Starr Ave extension to Mills Ln
1	Allison Ave extension to Mills Ln
1	College Ave extension to Mills Ln

* Inclusive of both phases of the Oak Avenue extension (Mitchell Drive to Charter Oak Avenue and Charter Oak Avenue to Grayson Avenue)

Funding Strategies

Project Costs

Project costs can be highly variable, as such the cost opinions developed for this Plan are provided as planning-level guidance rather than precise costs. Bicycle facility costs were developed using a cost-per-mile approach based on facility type, and the table below summarizes the associated low and high ranges.

Crossing improvement costs also vary widely, from approximately \$4,000 for high-visibility crosswalks to more than \$100,000 for treatments that include features such as Rectangular Rapid Flashing Beacons (RRFBs). **Network-wide cost estimates for bicycle and intersection improvements are included in Appendix D.**

Roadway extension and bridge projects are more complex and do not fall within standard unit-cost ranges. Planning-level estimates are therefore provided separately for the Adams Street extension and the Oak Avenue extension (based on costs from the 2001 Specific Plan).

Funding

Implementation of the Streets Master Plan is expected to rely on a combination of funding sources, recognizing that no single source will fully fund the recommended program. Key funding tools include local revenues (such as

General Fund allocations, transportation and parks impact fees, and developer-required improvements), regional funding sources, including Measure U sales tax revenues administered by the Napa Valley Transportation Authority, and state and federal grant funding.

Projects are expected to advance in phases, with timing and sequencing guided by funding availability, grant cycles, development activity, and inclusion in the City's 5-Year Capital Improvement Plan (CIP). Recommendations include layering multiple funding sources, aligning project readiness with funding opportunities, and strategically bundling projects, such as corridor-based, school access, or safety-focused packages, to improve grant competitiveness and delivery efficiency. Near- and mid-term implementation is anticipated to focus on bicycle and pedestrian intersection projects, which are generally eligible for a broader range of funding sources. Larger roadway extension and bridge projects are expected to advance more gradually, with early phases focused on feasibility, environmental review, and right-of-way coordination, followed by construction as long-term funding becomes available.

Additional detail on funding tools and implementation strategies is provided in Appendix H.



Table 9: Probable cost ranges for proposed bikeways by facility type				
Facility Type	Low Cost (per mile)	High Cost (per mile)	Lower Cost Description	Higher Cost Description
Class I Bike Paths	\$8,960,000	\$8,960,000*	Replace existing 5' sidewalk to 12' shared use path + 5' physical barrier along curb line	Trail-like facility next to river or creek (requires full new construction)
Class II Bike Lanes	\$1,500,000	\$3,630,000	Eradicate existing markings and stripe bike lanes	Resurface street and stripe bike lanes
Class III Bike Boulevard	\$780,000	\$1,800,000	Shared lane pavement markings and signage. Only speed humps, signing and striping	Shared lane pavement markings and signage. Speed humps, signing, striping, and traffic circles every third intersection
Class III Rural Bike Route	\$300,000		Shared lane pavement markings and signage	

*Right-of-way (ROW), property acquisition, and earthwork-related costs are not included because they are highly variable by location. It is assumed that these additional costs would substantially increase the total cost of Class I projects identified as "high cost."

CEQA Pathways

The California Environmental Quality Act (CEQA) is a state law requiring public agencies to evaluate and disclose potential environmental impacts before approving a project. It supports responsible planning, informed decision making, and public input.

Planning for CEQA early helps agencies choose the most efficient review pathway, avoid delays, and anticipate needed studies. It also allows teams to reduce risk and take advantage of exemptions where available. Senate Bill 71 (SB 71) reinforces this approach by making permanent a statutory CEQA exemption for certain low impact active transportation plan implementations, including restriping, bicycle parking and storage, signal timing, and related signage within the existing right of way.

Lower impact projects that improve safety and add bicycle or pedestrian facilities in the existing public right of way often qualify for simpler CEQA pathways or exemptions. Higher impact projects such as new roadway extensions,

vehicular bridge projects, or new Class I trails in corridors without existing paths are more likely to require an Initial Study-Mitigated Negative Declaration (IS-MND) or some form of an Environmental Impact Report (EIR). An IS-MND uses an Initial Study to identify impacts and mitigation; an EIR is required when significant impacts cannot be clearly mitigated.

The table below is intended for city staff, project managers, consultants, and anyone involved in planning, designing, or delivering street, bicycle, and pedestrian projects. It provides a high-level overview of potential CEQA pathways for various project types to support early coordination and informed decision-making.

Facility Type	Lower Cost Description	Higher Cost Description	Potential CEQA Pathway
Class I Bike Paths	Replace existing 5' sidewalk to 12' shared use path + 5' physical barrier along curb line	Trail-like facility next to river or creek (requires full new construction)	Depending on location, whether in public right-of-way, and existing conditions, these may be 1) exempt from CEQA pursuant to CEQA Statute Section 21080.25* or CEQA Guidelines Section 15301, or 2) an IS-MND or EIR would be required.
Class II Bike Lanes	Eradicate existing markings and stripe bike lanes	Resurface street and stripe bike lanes	If within the public right-of-way, these may be exempt from CEQA pursuant to CEQA Statute Section 21080.25* or CEQA Guidelines Section 15301. If not eligible for one of these exemptions, an IS-MND or EIR may be required.
Class III Bike Boulevard	Shared lane pavement markings and signage. Only speed humps, signing and striping	Shared lane pavement markings and signage. Speed humps, signing, striping, and traffic circles every third intersection	If within the public right-of-way, these may be exempt from CEQA pursuant to CEQA Statute Section 21080.25* or CEQA Guidelines Section 15301. If not eligible for one of these exemptions, an IS-MND or EIR may be required.
Class III Rural Bike Route	Shared lane pavement markings and signage		If within the public right-of-way, these may be exempt from CEQA pursuant to CEQA Statute Section 21080.25* or CEQA Guidelines Section 15301. If not eligible for one of these exemptions, an IS-MND or EIR may be required.
Intersection Improvements	—	—	If within the public right-of-way, these would likely be exempt from CEQA pursuant to CEQA Statute Section 21080.25* or CEQA Guidelines Section 15301. If not eligible for one of these exemptions, an IS-MND or EIR may be required.
Roadway Extension and Bridge Projects	—	—	Likely, an IS-MND or EIR would be required.

Stormwater and Utilities Coordination

Street, bicycle, pedestrian, roadway extension, and bridge projects are closely linked to the City's stormwater and utility systems. Any change within the right of way, whether building a new road, extending an existing street, adding or upgrading sidewalks and bikeways, reconfiguring intersections, or constructing new bridges and trails, can alter how stormwater is collected, conveyed, and treated. For both active transportation and roadway capital projects, this connection is especially important because grading, curb work, and drainage design directly influence infrastructure performance, user comfort, and long-term maintenance.

As a result, all street and multimodal projects, particularly new roadway extensions and bridge crossings, should evaluate existing storm drain capacity, flood zones, soil conditions, and utility conflicts early in design. Doing so helps ensure new facilities remain functional during storms, avoid ponding in travel lanes, bikeways, or crosswalks, and support long term system performance

Additional detail on the City's stormwater and utility systems is available in the Stormwater Technical Study Appendix G.

Storm Drain and Watershed Conditions

The Integrated Utility Master Plan (2021) evaluated St. Helena's water, storm drain, and sanitary sewer systems. This Streets Master Plan builds on those findings, and figures referenced in this chapter come from that study

St. Helena lies within three major watersheds, Sulphur Creek, Napa River, and York Creek, all of which ultimately drain to the Napa River and San Pablo Bay. The storm drain network conveys runoff to outfalls distributed across these waterways. These watershed corridors are also where some of the City's most important walking and biking routes exist or are planned, and where proposed roadway extensions and bridge concepts occur, making stormwater performance a key consideration for both multimodal access and new roadway connectivity.

The 2021 plan identified areas where storm drain pipes have capacity deficiencies and recommended capital improvement projects to address them (Figures 6.8 and 6.11). Many projects involve replacing older pipes with larger ones to better convey stormwater. Coordinating these upgrades with planned bikeway, sidewalk, and roadway projects can reduce costs and construction disruption while ensuring new facilities are built on streets with reliable drainage.

Portions of the city, especially areas near the Napa River and Sulphur Creek, lie within the FEMA 1 percent annual chance (Figure 18) flood zones (Zones X and AE). These areas often overlap with active transportation corridors and planned crossings, so projects in or near flood zones should prioritize resilient designs that maintain access for all modes during storms. In 2024, Caltrans completed storm drainage upgrades along State Route 29 between Adams Street and Madrona Avenue, adding new pipes, inlets, and manholes.

Bridges and Street Extensions

Proposed street extensions, such as the Adams Street extension over the Napa River and the Oak Street extension over Sulphur Creek, introduce added complexity due to their locations within river and creek corridors. These projects must account for flood conveyance, stormwater management, and environmental sensitivity. Bridges over waterways in FEMA flood zones require detailed engineering to ensure adequate flow during major storm events and to prevent increasing flood risks upstream or downstream. These crossings also involve more complex permitting and coordination with resource agencies. While they provide major opportunities to strengthen connectivity, their locations in sensitive corridors require careful, resilient design.

Green Infrastructure

Improving streets and stormwater systems together presents multiple opportunities for green infrastructure. Additional guidance on green infrastructure interventions and design strategies suitable for St. Helena is provided in the Green Infrastructure Toolkit; see Appendix A for more detail. At a high-level green infrastructure opportunities include:

- + Leveraging existing storm drains: Streets with storm drain mains offer cost effective opportunities to add bike lanes, sidewalk upgrades, or roadway enhancements alongside bioretention because conveyance systems already exist.
- + Addressing storm drain deficiencies: Streets with undersized storm drain pipes present opportunities to slow and treat runoff using green infrastructure, helping reduce stress on older parts of the system.
- + Coordinating with planned CIPs: Where storm drain upgrades are scheduled, the same construction window can incorporate roadway, bikeway, sidewalk, or streetscape improvements for coordinated delivery.
- + Using streetscape amenities: Landscaped areas, medians, and parking lanes can accommodate rain gardens, bioswales, and pervious pavement, helping reduce runoff and improve water quality.

- + Taking advantage of favorable soils: Much of St. Helena contains soil types suitable for infiltration, making bioretention and pervious pavement highly effective and a strong first consideration for capital projects.

Additional Considerations

- + Reliance on infiltration in rural areas: Streets without storm drain infrastructure, often outside central St. Helena and the downtown area, must use fully infiltration-based green infrastructure. These systems may require additional engineering where drainage cannot connect to a storm drain main.
- + Site and soil constraints: Infiltration measures must be located carefully to avoid impacts on building foundations, road base materials, or other improvements. Where soils are favorable, systems can still be installed without perforated pipes or storm drain connections.
- + Utility conflicts: Existing underground utilities may limit where green infrastructure can be placed. If conflicts prevent installation within the street, nearby City owned parcels may serve as alternative sites while still supporting roadway and active transportation projects by reducing surface runoff and improving corridor resilience.

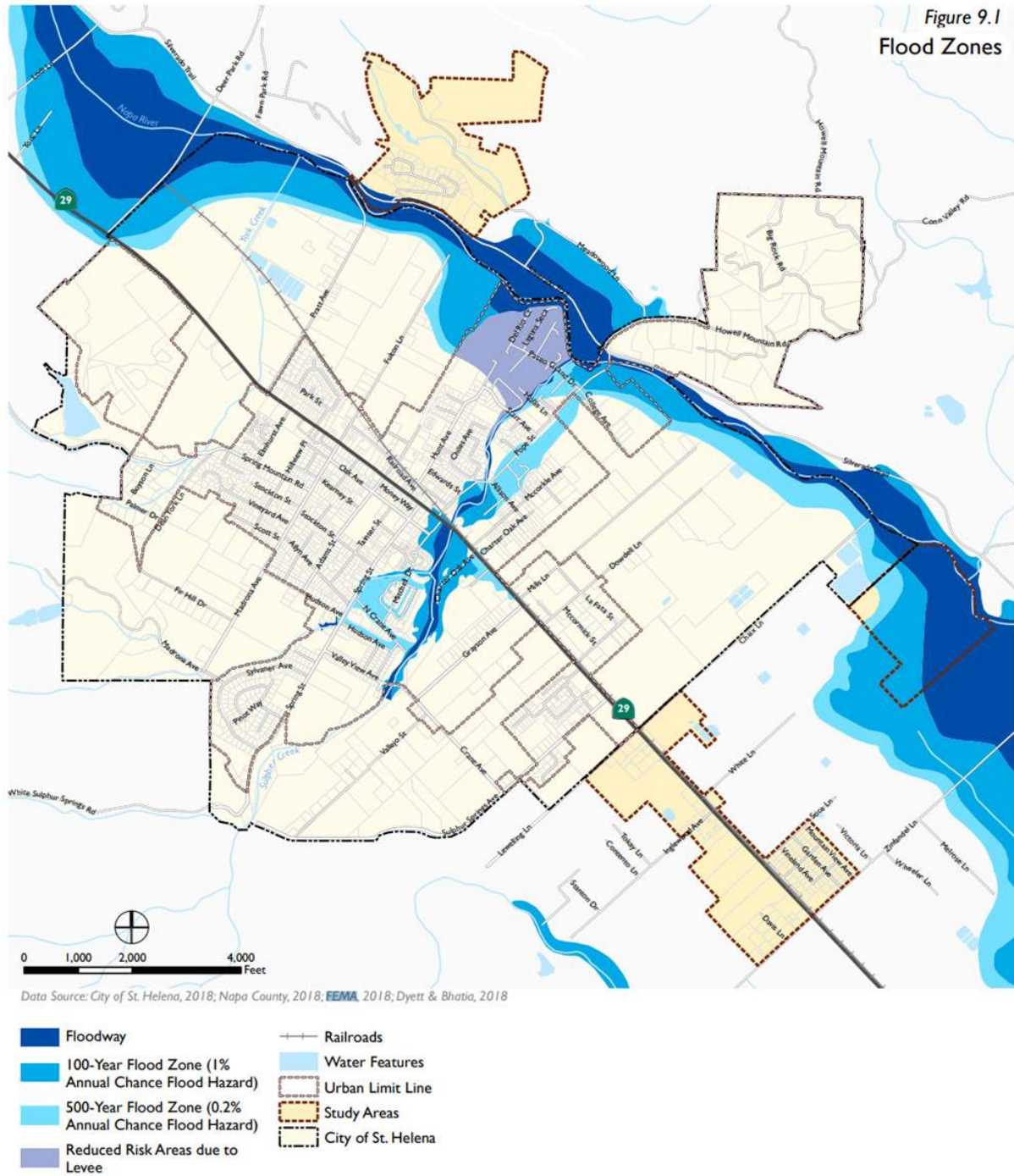


Figure 17: St. Helena Flood Zones. Source: St. Helena General Plan Update 2040.

6

Key Projects

This section presents three key street projects: the Adams Street Extension, the Oak Street Extension, and the Spring Street corridor. These projects were selected for further exploration because they scored highly in prioritization process, play important roles in the citywide network, and were identified through discussions with City staff as opportunities for meaningful multimodal and operational improvements.

Together, these projects represent key opportunities to improve connectivity, accessibility, and safety. The Adams Street Extension offers the potential to create a new east-west link across the Napa River, reducing reliance on Pope Street and Pratt Avenue while relieving congestion on Main Street and enhancing emergency access and egress. The Oak Street Extension, which would cross Sulphur Creek, could provide another important local connection, relieving pressure on nearby corridors and improving access to schools, neighborhoods, and community destinations. Spring Street, a key neighborhood corridor, presents opportunities to enhance walking and biking comfort, calm traffic, and strengthen access to nearby schools, parks, and residential areas.

This section includes preliminary design ideas and high-level cost opinions (Appendix E) for each project illustrating potential design approaches and offering an initial foundation for future refinement, funding efforts, and coordination with partner agencies.

Spring Street

Overview

Spring Street is a critical east–west corridor in St. Helena, linking established residential areas to Main Street, Oak Avenue, and key community destinations, including St. Helena Primary School and downtown. Because the corridor serves many school-age children, community members emphasized the importance of creating safe, comfortable bikeways that encourage students to bike to school and build lifelong active transportation habits. With the City preparing to restripe the corridor as part of its pavement rehabilitation program, there is a timely opportunity to build on that momentum and explore a more robust, long-term multimodal design. This Plan advances concept development for Spring Street between Valley View Street and Oak Avenue, the portion where conditions are most constrained and where improvements would offer the greatest community benefit.

Existing Conditions

Although Spring Street is classified as a residential street with a 25-mph speed limit, it functions as a primary neighborhood connector and a vital link in the community’s school access network. Community feedback also noted that drivers often travel faster than the posted speed, creating uncomfortable and unsafe conditions for people walking and biking.

The character of the corridor shifts noticeably along its length: the western end transitions from a more rural, agricultural edge, moves through established residential blocks, and reaches the edge of downtown near Oak Avenue, where activity levels increase and street uses intensify. These transitions influence how people walk, bike, and drive along the corridor and highlight opportunities to tailor design strategies in different segments.

There are no dedicated bicycle facilities, and on-street parking is permitted on both sides of the street. Given Spring Street’s direct connection to Oak Avenue, one of St. Helena’s primary school-access corridors, the lack of continuous sidewalks and bike facilities creates notable

safety challenges, especially during school peak hours. Community input also highlighted Spring Street as a corridor where pedestrian visibility and crossing comfort could be improved south of downtown.

These functional issues, combined with the corridor’s changing context and the scheduled pavement work, make Spring Street a strong candidate for reconfiguration to better support walking, biking, and safe neighborhood circulation.

Spring Street has an approximately 50-foot right-of-way with a varying curb-to-curb width of between 38’-40’. Sidewalks are inconsistent:

- + The north side has a 5-foot sidewalk, but its usability is significantly compromised by large utility poles and vegetation encroachments, often forcing people into the roadway.
- + The south side lacks continuous sidewalk, and residents, including school-age children, frequently walk within the parking lane, creating uncomfortable and unsafe conditions.

Design Concept

The design approach for Spring Street focuses on creating a continuous, all-ages bicycle and pedestrian facility that improves safety and comfort while responding to the corridor’s mix of residential, park, and school-area uses. The primary design strategy is the introduction of a shared sidepath on the south side of the street, where sidewalk coverage is inconsistent today. The sidepath is intended to be wide enough for school-aged children and other less-confident riders to travel without entering the roadway, offering a safer alternative to mixed-traffic conditions. Sharrows in the roadway would serve more confident riders who prefer or need to travel in-lane.

Valley View Street to Hudson Avenue

Between Valley View and Hudson, the design proposes removing on-street parking on the south side to accommodate an 8-foot sidepath. The proposed sidepath would be constructed alongside the existing landscaping and sidewalk at the south edge of the street.

Hudson Avenue to Starr Baldwin Park

Between Hudson and Starr Baldwin Park, the design proposes removing on-street parking on the south side to continue the 8-foot sidepath. Areas of existing sidewalk on the south side would be retained, and the new sidepath would connect directly to it.

Starr Baldwin Park to Oak Avenue

Between Starr Baldwin Park and Oak, parking demand is higher due to proximity to downtown and Main Street. In this segment, parking would be maintained on both sides of the street. To improve pedestrian comfort, sidewalks on both sides should be widened from 5 feet to 6 feet, allowing for more space for pedestrians and children on bicycles traveling at very slow speeds.

Intersection Improvements

Improvements at Crane Avenue and Spring Street are included in the City’s FY 2024–25 Pavement Restoration Project. Proposed upgrades include new curb and gutter, an upgraded ADA curb ramp, a high-visibility crosswalk, removal of a tree at the southwest corner to improve sight lines, and installation of a pedestrian-yield sign.

As part of this Plan, improvements are also proposed at Spring Street and Kearney Street. These include restriping the existing crosswalks and adding a high-visibility yellow school crossing on the west leg of the intersection. Curb extensions with ADA-compliant curb ramps and new landscaping are proposed on the south side of the intersection to receive and shorten the crossing. Driveway access would be maintained on both sides of the curb extension.

Placemaking and Traffic-Calming Elements

To reinforce safety, comfort, and corridor identity, the project incorporates greening and traffic-calming features throughout the alignment. These include landscaped curb extensions, speed humps, and other features that shorten crossing distances and help reduce vehicle speeds. Additional lighting and wayfinding signage are recommended to improve nighttime visibility and overall bicycle and pedestrian experience. During the April 2025 public workshop, community members expressed strong interest in traffic-slowing strategies, and the proposed speed humps were positively received as a response to concerns about vehicle speeds along Spring Street.



Spring Street functions as a primary neighborhood connector and is used by both pedestrians and bicyclists (2024)



Group walks in roadway on Spring Street where there are no sidewalks on south side (2024)

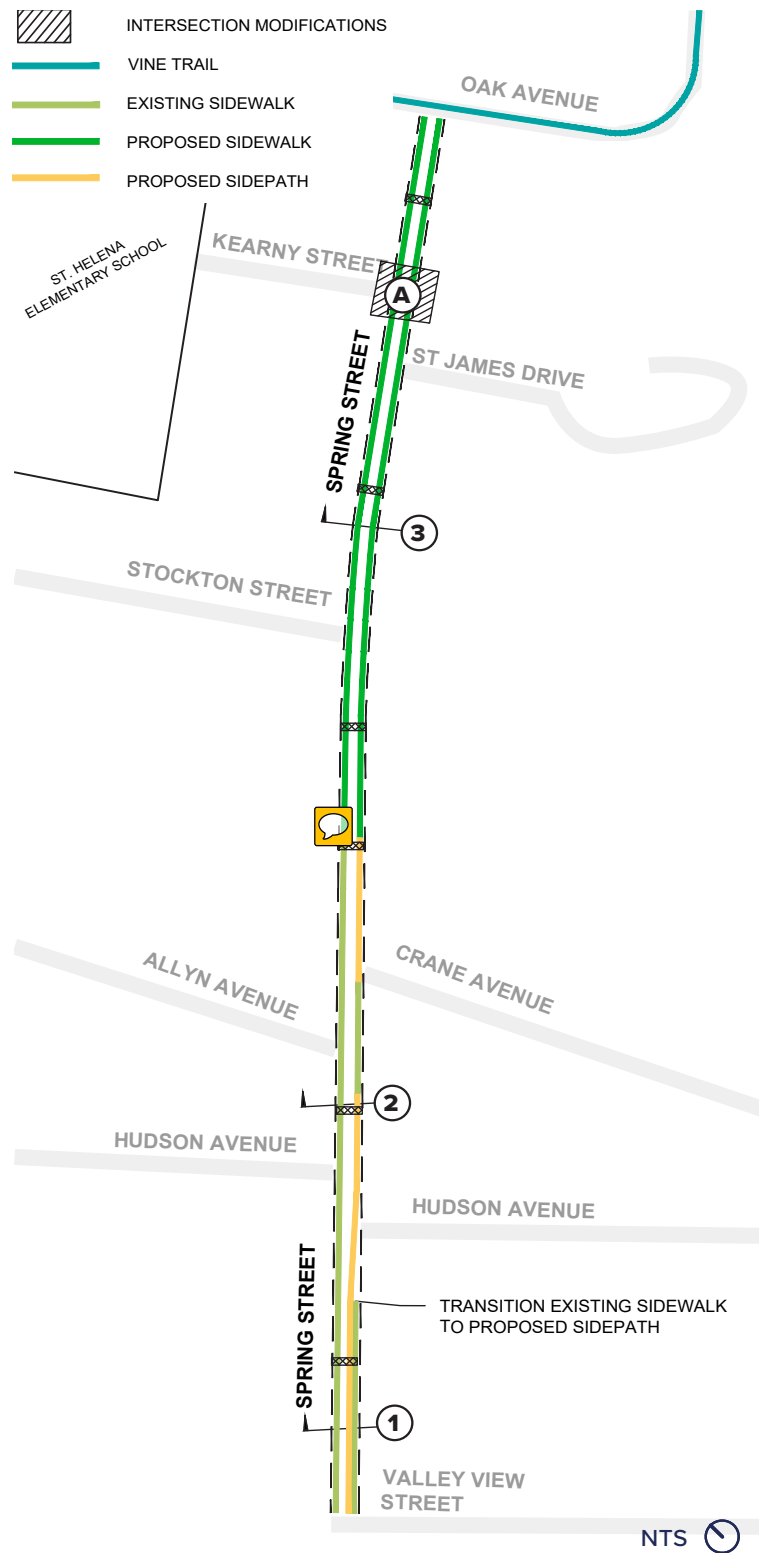


Figure 18: Proposed Spring Street Key Plan

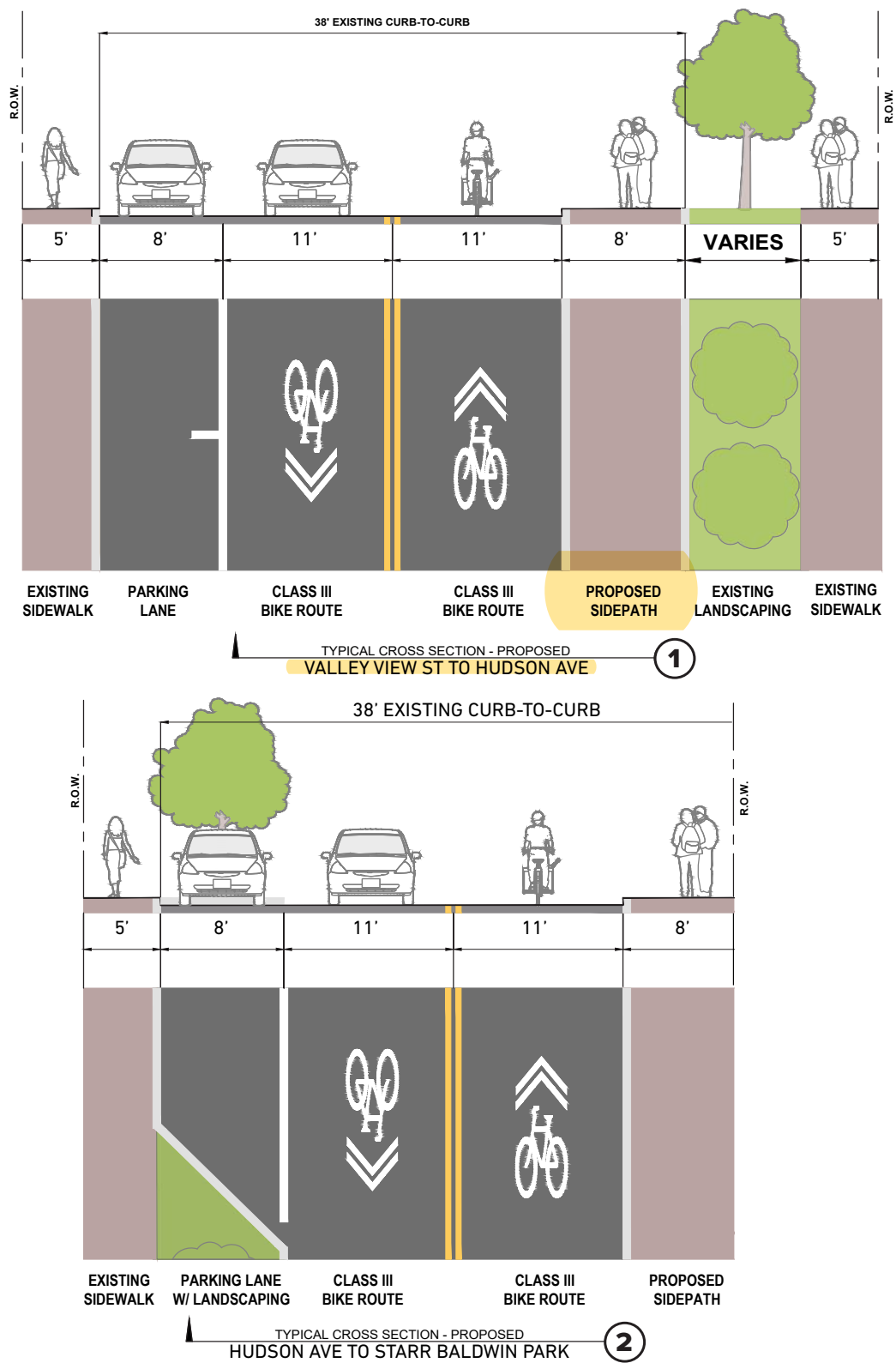


Figure 19: Proposed Spring Street Typical Cross Sections

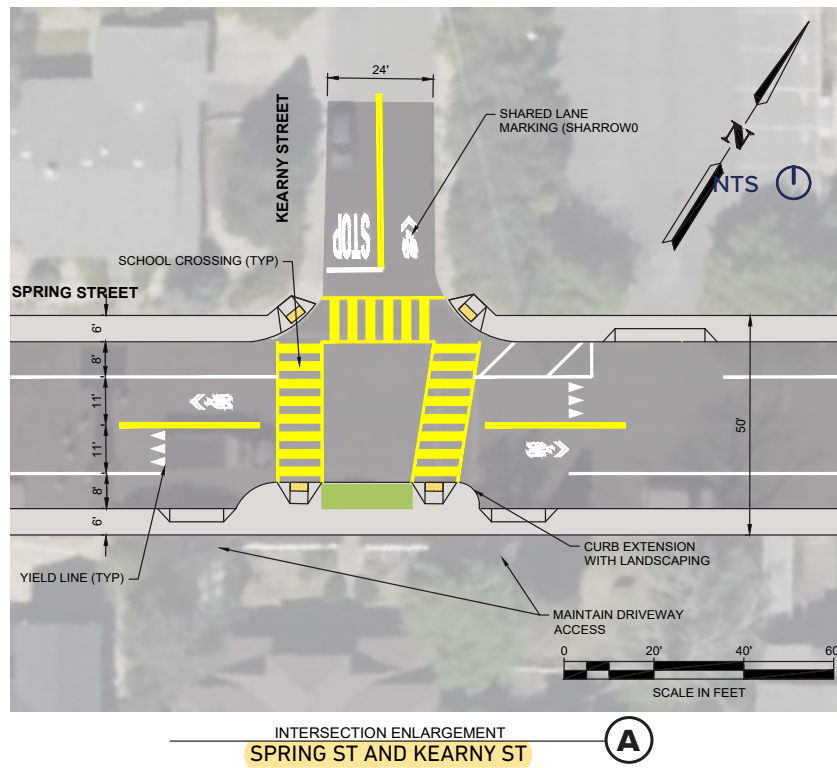
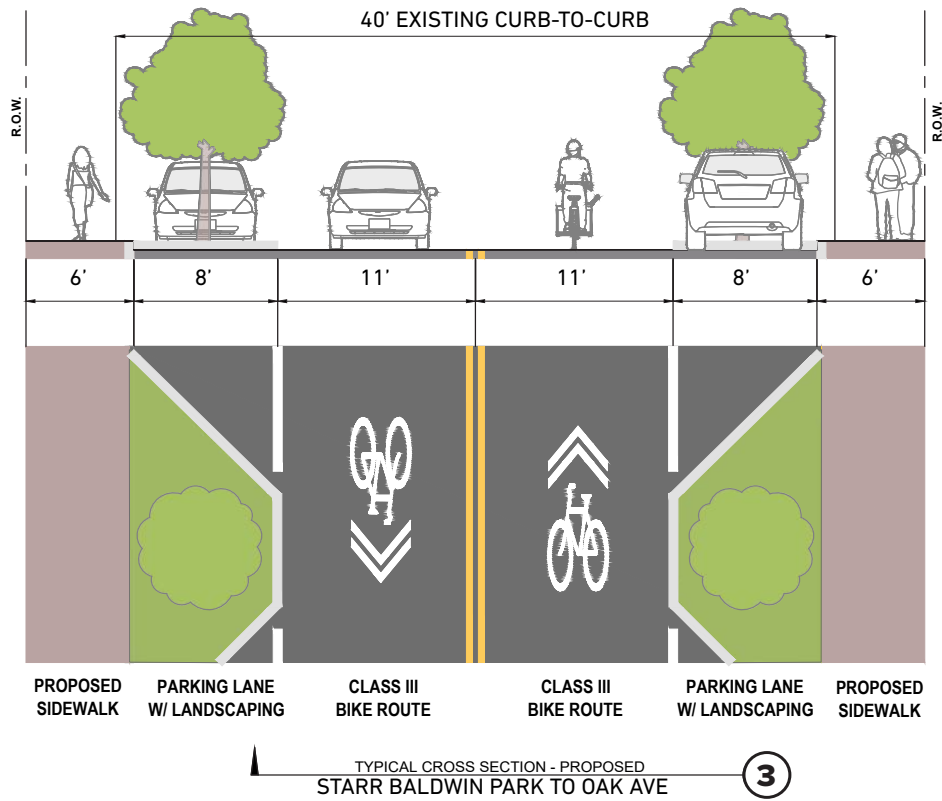


Figure 20: Proposed Spring Street Typical Cross Sections and Intersection Improvements



Adams Street Extension

Overview

Adams Street, which currently ends at a field and walking path, is planned for extension east to Silverado Trail. The need for this extension is established in the St. Helena General Plan 2040 Update, and Adams Street scored highly, both as a future bikeway and as a roadway extension, through this Plan's public engagement and prioritization process (outlined in previous chapters). Operations analysis conducted for this Plan using Synchro further underscores its importance, showing that the Adams Street extension would meaningfully reduce congestion on Main Street by creating a new east–west alternative (see Appendix F for Synchro findings). The extension improves performance at several of the city's most constrained intersections, including Main Street/Pope Street–Mitchell Drive, Main Street/Adams Street, and Main Street/Hunt Avenue. A new intersection at Silverado Trail is also supported and is expected to operate acceptably with appropriate traffic control.

The first phase of the extension is already advancing as part of planned development, including the Hunter Subdivision (87 units) and the 1001 Adams Street Hotel (75 guestrooms and 13 residences). As part of design development for the Hunter Subdivision, there are design plans developed for the extents between the existing terminus of Adams Street to Starr Avenue, establishing the initial segment of the future corridor.

This Streets Master Plan carries the vision forward by planning the next segment of the extension, from just north of Starr Avenue to Silverado Trail. Completing this link will create a continuous multimodal connection across the Napa River and into the city's eastern roadway network, essential for establishing a coherent street structure for planned development, expanding access to the Vine Trail, and strengthening the overall circulation system.

The extension also brings important engineering considerations. For roughly 1,000 feet, the corridor would run atop an existing levee, where the proposed 46-foot multimodal cross section (Figures 21 and 22) can be accommodated but requires careful design to maintain FEMA accreditation. Stormwater must be managed through sheet flow off the levee, and geotechnical review is needed to address potential settlement from added pavement weight and vehicular loading. North of the levee, the corridor crosses a FEMA-designated floodplain and floodway, where a viaduct structure is anticipated to avoid placing fill that could adversely affect flood storage or conveyance. The alignment also intersects a permanently protected habitat restoration area, requiring early coordination with environmental permitting specialists. Utility upgrades, including the replacement of an existing 4-inch water line with an 8-inch line, must also be integrated into the project.

Together, these considerations underscore both the value and the complexity of the Adams Street extension. The project would support planned growth, enhance multimodal travel, relieve pressure on Main Street, and improve emergency access and egress, while requiring thoughtful engineering and environmental coordination to ensure long-term performance and resilience.

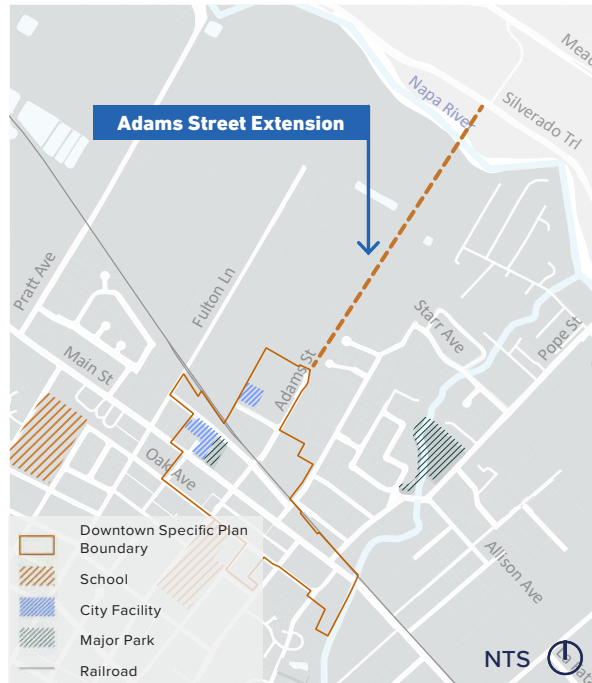
Planning and Policy Context

The Adams Street extension concept is supported by and builds on several prior and concurrent efforts, including:

- + St. Helena 2040 General Plan, Figure 5.3 – Future Roadway Extensions.
- + Hunter Subdivision Plan Set (January 23, 2023), which advances the corridor from Hudson Avenue to Starr Avenue.
- + Streets Master Plan Roadway Project Alternatives Analysis (Fehr & Peers, 2025), which evaluates the operational benefits of an Adams Street extension from 899 Adams Street to Silverado Trail (Appendix F).

Existing Conditions

Today, Adams Street extends from Hudson Avenue to approximately 200 feet southwest of Grove Court. It functions as a collector street with an approximate 60-foot right-of-way, two travel lanes, unmarked parallel parking on both sides, and 6-foot sidewalks (with sidewalk present only on the south side northeast of Library Lane). East of its current terminus, the corridor transitions to a levee and open space, with no existing vehicular crossing of the Napa River or connection to Silverado Trail.



Key map of Adams Street Extension (top right), aerial image of Adams Street Extension (bottom)

Design Concept

The Adams Street extension proposed in this Plan would extend the corridor from just north of Starr Avenue to Silverado Trail near the Meadwood Lane intersection.

The alignment would follow the crest of an existing levee for approximately 1,000 feet before transitioning to a viaduct over the FEMA regulatory floodway and a Habitat Restoration Area. The existing levee crown is

approximately 48 feet wide, sufficient to accommodate the planned 46-foot roadway cross section (accounting for buffer area on each side) (Figure 22). A bridge crossing the Napa River is also proposed. It should be noted that the portion of Adams Street Extension located outside of city limits (including the proposed bridge) would require inter-jurisdictional coordination and ROW acquisition.

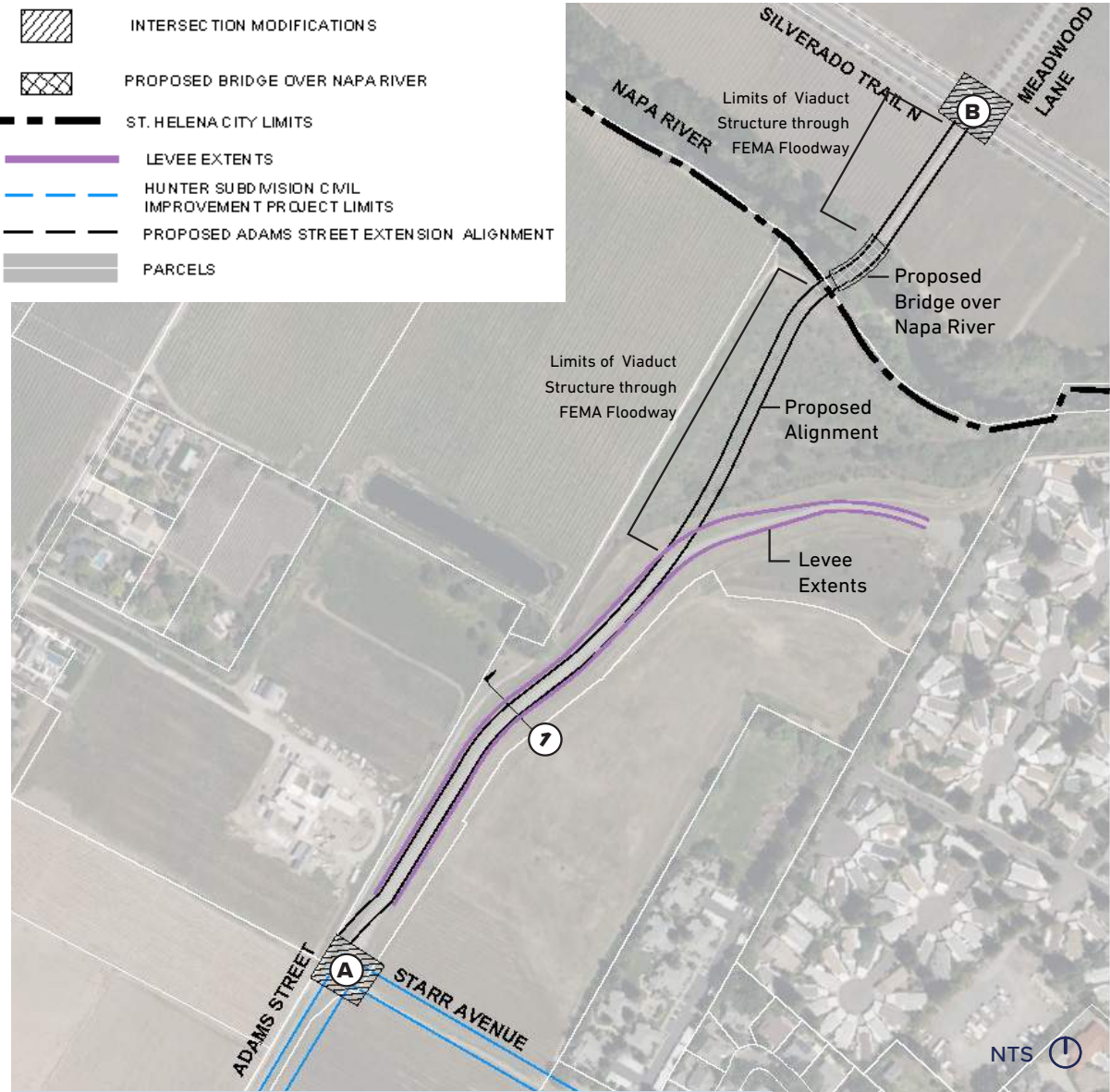


Figure 21: Proposed Adam Street Extension Alignment and Key Plan

In addition to supporting future vehicular travel and helping relieve congestion along parallel corridors, the design would also include a shared-use path along the eastern edge of the levee. Bicyclists and runners currently use informal loops along the levee and within subdivisions east of Starr Avenue and south of Adams Street; participants expressed strong interest in formalizing these routes and improving connections to them. The Adams Street extension provides an opportunity to do so in a coordinated way, creating a safer, continuous facility that could serve as part of a larger active transportation network.

Proposed Cross Section

- + Two 11-foot travel lanes
- + Guardrails on either side of the travel lane
- + 10-foot shared-use path (on the south side)
- + 6-foot shoulders

Viaduct / Bridge Structure Cross Section

The proposed viaduct/bridge cross section is similar to the levee segment and consists of two 12-foot travel lanes, one 12-foot shared-use path on the south side, and two 3-foot shoulders with bridge sidewalls/guardrails, for a total structure width of 42 feet. The section provides a continuous physical separation between travel lanes and the shared-use path and accommodates a more substantial sidewalk/railing elements required (compared to typical roadside guardrail on the levee).

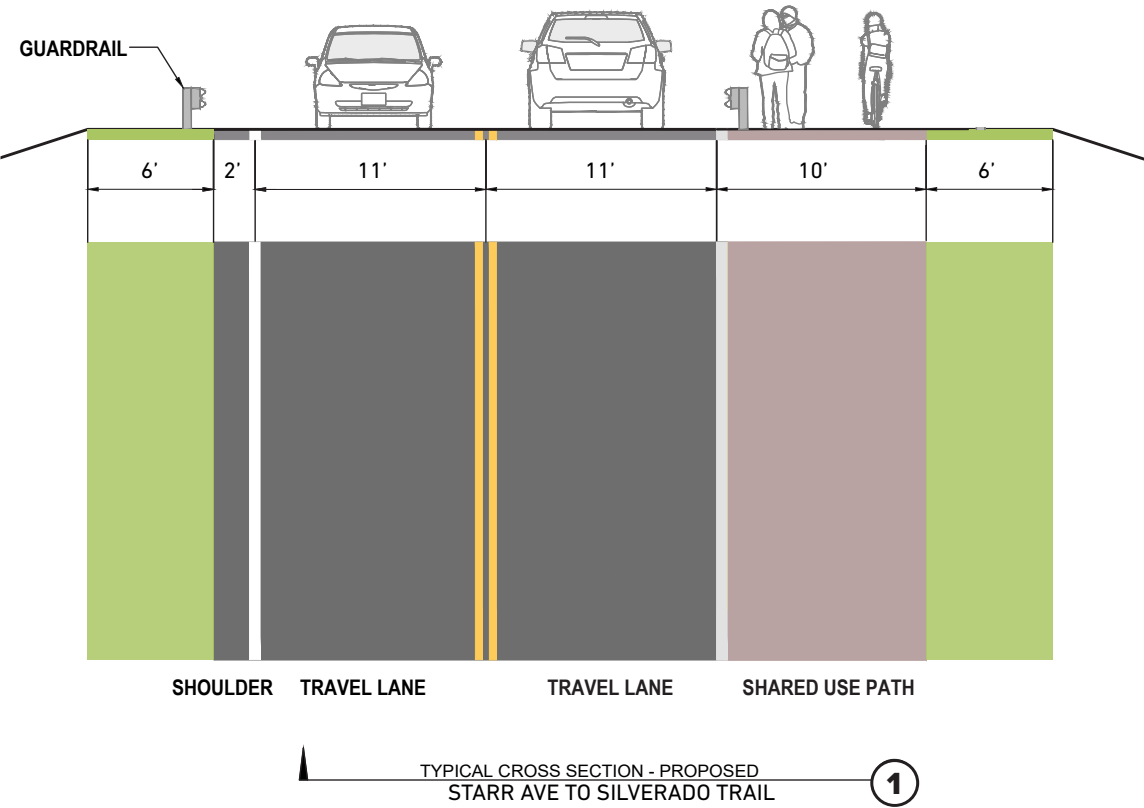


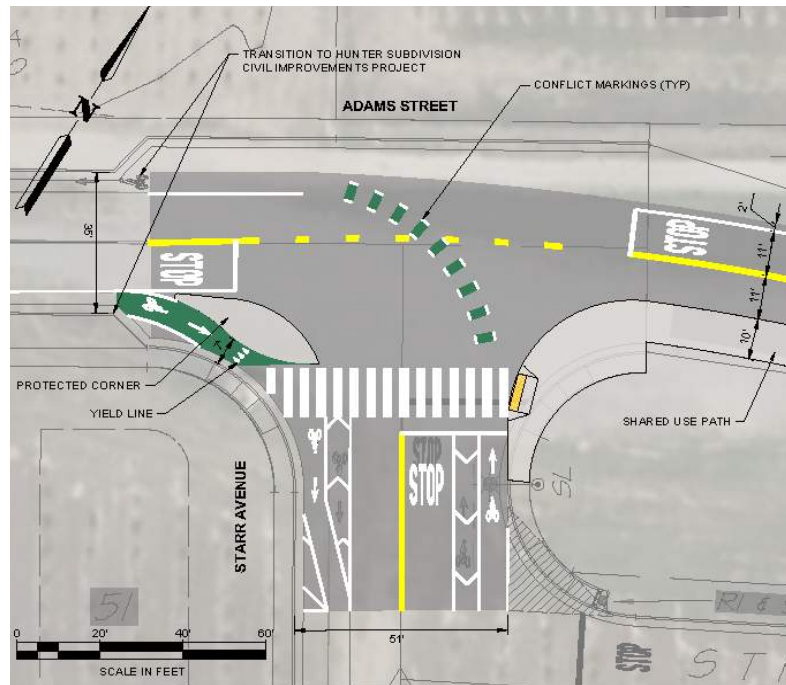
Figure 22: Proposed Adam Street Extension Alignment Typical Cross Section

Key Intersections

Adams Street and Starr Avenue

At the intersection of Starr Avenue and the Adams Street extension, the corridor will transition from the Hunter Subdivision's planned on-street bike lanes on both sides of Adams Street to a shared-use path located on the south side. This intersection serves as the formal transition point and will include appropriate bicycle conflict markings to guide riders through the shift in facility type. A protected corner will be provided for people biking east on Adams Street who wish to turn right, improving comfort and reducing turning conflicts.

A high-visibility crosswalk on the south side of the intersection will allow pedestrians to transition safely between the sidewalk on the south side of Starr Avenue and the shared-use path continuing north of Starr Avenue.

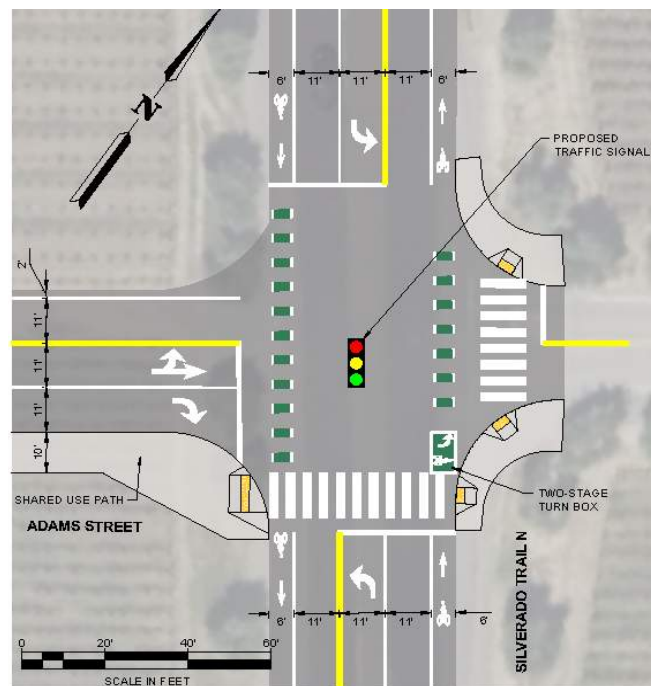


INTERSECTION ENLARGEMENT
ADAMS ST AND STARR AVE

A

Adams Street and Silverado Trail

A new intersection at Adams Street and Silverado Trail is proposed to include a traffic signal and high-visibility crosswalks on the south and east legs, each equipped with ADA-compliant curb ramps to ensure accessible crossings for all users. Bicycle conflict markings are planned across Silverado Trail to connect the existing bike lanes through the intersection, improving continuity and visibility for riders. A two-stage turn box is also proposed to support bicyclists turning left from Adams Street onto Silverado Trail.



INTERSECTION ENLARGEMENT
ADAMS ST AND SILVERADO TRAIL

B

Figure 23: Adam Street Extension Proposed Designs for Key Intersections

Additional Levee Design Considerations

To reduce erosion risk and comply with California's Municipal Regional Stormwater Permit (Provision C.3), the roadway and shared-use path atop the levee would be constructed at grade and without curb and gutter, allowing stormwater to sheet flow evenly off both sides into adjacent vegetated areas. This avoids concentrating runoff, which can accelerate erosion on steep levee slopes, and supports the required low-impact development (LID) approach.

The levee surroundings can function as self-retaining LID areas if grading maintains an acceptable ratio between impervious and pervious surfaces (generally up to 2:1). C.3 requires that 100 percent of required runoff treatment be met through LID measures such as infiltration, evapotranspiration, and biotreatment. Additional hydrologic analysis is needed to verify that the existing detention basin and pump station on the inboard side of the levee can accommodate runoff generated by new impervious pavement.

Geotechnical review will also be required to assess settlement potential from placing new pavement atop the levee, as asphalt concrete is heavier than existing soils. Maintaining current levee crest elevations is essential for preserving FEMA accreditation, and localized grade adjustments or pre-loading strategies may be needed to address short- and long-term settlement.

During public engagement, participants also raised questions about how the elevated portion of the corridor on the levee would relate to adjacent land uses. There was interest in exploring opportunities to improve connectivity between the levee-top alignment and nearby properties, trails, and open spaces, ensuring that this segment is integrated with the surrounding neighborhood fabric and supports accessibility where feasible.

Additional Viaduct / Bridge Design Considerations

As the corridor leaves the top of the levee to cross the Napa River and adjacent floodplain, the project would retain the same multimodal cross section using a viaduct structure. A viaduct is anticipated because it avoids placing fill within FEMA-designated flood zones and floodways, an action that could reduce flood storage capacity or adversely impact flood conveyance conditions in the surrounding area.

The eastern portion of the alignment also passes through a habitat restoration area permanently preserved under a conservation agreement with the Land Trust of Napa County. Early coordination with environmental permitting specialists will be required to determine feasible structure placement, construction methods, and mitigation measures within this protected area.



Habitat restoration area looking towards levee from Napa River



View from top of existing levee looking towards the Napa River

Oak Avenue Extension

Overview

Oak Avenue runs from Hillview Place to Mitchell Drive, ending just west of Sulphur Creek, and has long been recognized as an important corridor within St. Helena's transportation network. Its importance is reinforced by the planned alignment of the Vine Trail along Oak Avenue, which establishes the street as a key multimodal spine and elevates the value of extending it to strengthen citywide connectivity for people walking and bicycling.

The idea of extending the corridor has been part of St. Helena's planning framework for more than two decades. First introduced in the Highway 29 Specific Plan (2001/2005) and carried forward in the 2040 General Plan, Oak Avenue is identified as a potential future east-west connection capable of reducing pressure on Main Street/ Highway 29 and improving access to schools and downtown.

As part of this Streets Master Plan, the Oak Avenue extension concept was re-evaluated using current operational data, environmental constraints, and right-of-way conditions. Updated Synchro traffic operations analysis (see Appendix F) shows that extending Oak Avenue would provide the most significant congestion relief of the three roadway alternatives studied (Adams Street Extension, Oak Street Extension, Pope Street Bridge), reducing volumes on Main Street and improving operations near school access points. These findings reaffirm the corridor's longstanding value and demonstrate how the extension could enhance multimodal connectivity while improving citywide traffic performance.

Feasibility considerations dating back to the early 2000s acknowledged that the extension may need to advance in two phases. This Plan formalizes that understanding:

- + Phase 1: Mitchell Drive to Charter Oak Avenue, including a new bridge over Sulphur Creek, is the most feasible and highest-value segment.
- + Phase 2: Charter Oak Avenue to Grayson Avenue faces significant right-of-way and access challenges and it will be difficult to construct under current conditions.

This Plan does not advance a new conceptual design for Oak Avenue. Instead, it compiles key findings from previous planning documents and provides updated insights on environmental, access-related, and multimodal considerations that should be evaluated in future design phases. Updated planning-level cost estimates (Appendix E) based on the 2001 Highway 29 Specific Plan, the only document containing cost assumptions for the full extension, are also provided.

Planning and Policy Context

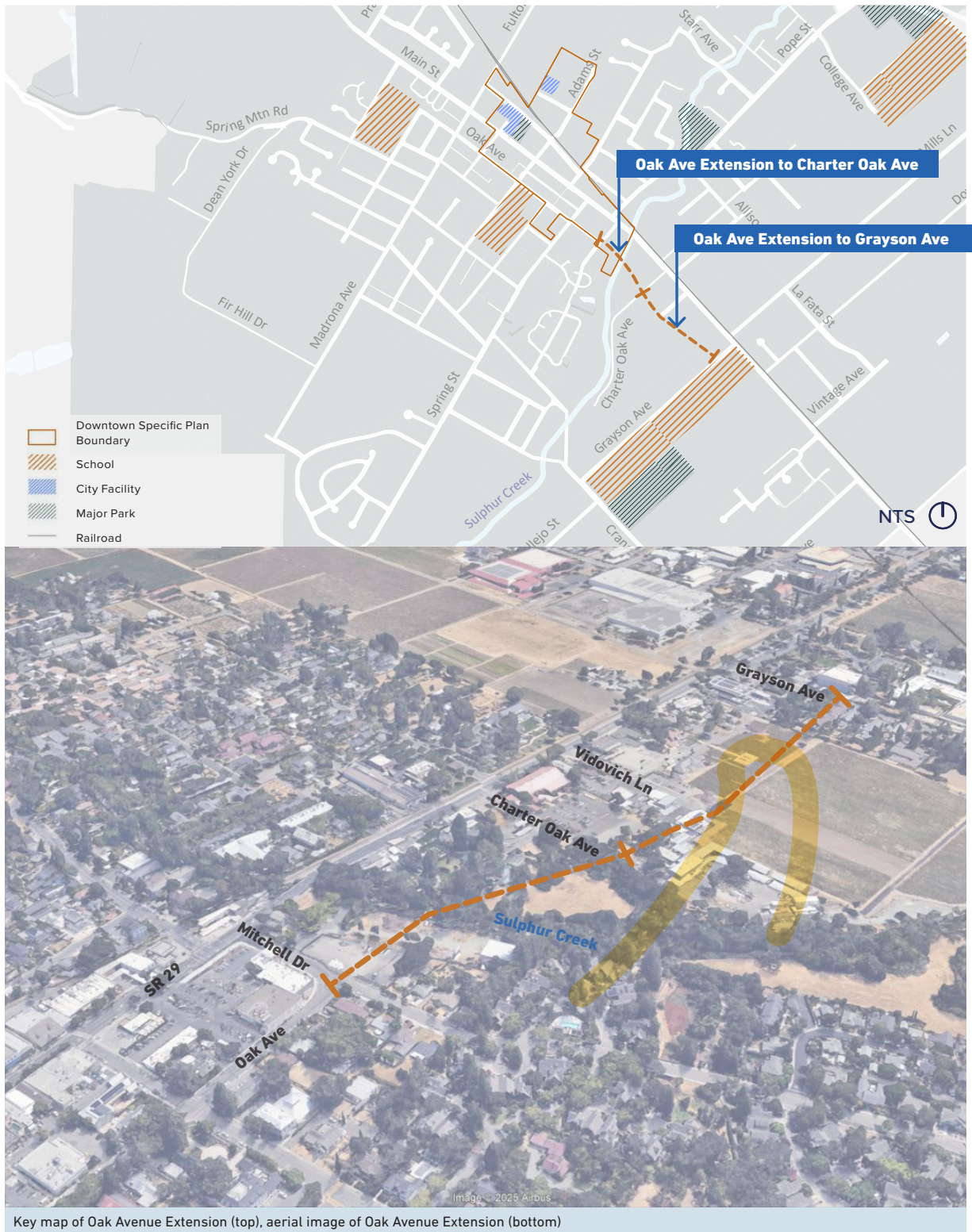
The Oak Avenue extension is grounded in several previous planning efforts:

- + Highway 29 Specific Plan (2001)
- + Highway 29 Specific Plan (2005)
- + 2040 General Plan Update, 5-Circulation: Figure 5.3 Future Roadway Extensions
- + 2040 General Plan Update, 5-Circulation: Figure 5.5 Bicycle Network

Existing Conditions

Oak Avenue currently runs from Hillview Place to Mitchell Drive, terminating just west of Sulphur Creek. Along this segment, Oak Avenue functions as a collector street with a 45–50-foot right-of-way and the following characteristics:

- + 6-foot sidewalks on both sides through most of the corridor with the exception of:
 - + Sidewalk only on the west side south of Spring Street
 - + Sidewalk only on the west side north of Madrona Avenue
- + Intermittent 2–3-foot landscape strip at the street edge
- + Two travel lanes
- + Unmarked parallel parking on both sides of the street



Key Opportunities

- + **Active Modes Connectivity:** Moves pedestrians and bicycles off Highway 29. Because the existing segment of Oak Avenue will already host the Vine Trail, the extension builds directly on this established multimodal spine, further strengthening Oak Avenue's role as a key corridor for people walking and biking.
- + **School Connectivity:** Improved connection between residential areas and downtown St. Helena including St. Helena High and Primary Schools.
- + **Reducing Traffic Congestion:** By promoting walking and biking among students, the need for vehicular drop-offs and pickups at schools can be reduced. This will help alleviate congestion around school entrances and improve traffic flow in the area. The extension also provides an alternative to Main Street, helping distribute demand across the network.
- + **Flood Mitigation:** Possibility to create overflow channels at Sulphur Creek crossing to help mitigate flooding issues.

Key Constraints

- + **Flood Risk:** Sulphur Creek is within both 100-year and 500-year flood plains. A street extension across the creek will need to account for both frequent flooding events and rare, severe flooding scenarios.
- + **Environmental Management:** Sulphur Creek supports valuable wetland and riparian habitats that must be preserved and protected, ensuring they are not compromised by any proposed extension or bridge.
- + **Congested Intersection:** Crossing design at intersections, especially at Grayson Ave, will need to be thoroughly studied to ensure safe connection to St. Helena High School.
- + **Access Management:** From the Highway 29 Specific Plan: "vehicular access [driveways] shall be directed to side streets so that drivers can take advantage of the new signalized intersection at Grayson/Mills/ Highway 29 and/or the signalized intersection at Highway 29/ Dowdell Lane." However, rerouting traffic

can introduce complexity in determining how drivers will adapt to these changes and how side streets will handle increased traffic volumes.

- + **ROW Acquisitions/Conflict:** An extension will require acquiring additional right-of-way, which is complicated and costly. Strategies to address these challenges will include engaging property owners early, using easements where possible, and seeking funding to offset acquisition costs.

Prior Design Concepts

Previous planning efforts have outlined different concepts for bicycle and roadway facilities along the Oak Avenue extension. The General Plan 2040 Proposed Bike Network envisions a Class I shared-use path from Mitchell Drive to Charter Oak Avenue and Class II bike lanes from Charter Oak to Grayson Avenue.

The 2001 Highway 29 Specific Plan proposed a cross section with 6-foot sidewalks, 4-foot landscape strips, and 8-foot shoulders/parking on both sides, along with a 12-foot travel lane (Figure 24), while the 2005 Specific Plan carried these elements forward and added 4-foot bike lanes (Figure 25).

Additional Considerations

Both Specific Plans identify the Oak Avenue extension as a 40 mph roadway with a 45 mph design speed, a higher speed scenario than today's Oak Avenue, where much of the corridor operates around 15 mph due to the school zone context. If a 40 mph posted and design speed is retained, the FHWA Bikeway Selection Guide recommends higher protection bicycle facility options. However, even with a Class I facility alongside the extension, people would still have to cross a high speed roadway at key points, raising comfort and safety concerns. As a result, retaining a 40 mph posted speed on the extension is unlikely and not recommended, since it would not align with or adequately serve bicycle and pedestrian travel in this area.

Several potential safety and multimodal enhancements should also be considered as part of any future Oak Avenue extension. Installing a Pedestrian Hybrid Beacon or a full signal at Oak Avenue and Grayson Avenue would improve pedestrian visibility and crossing safety, while additional traffic-calming measures could further enhance comfort for people walking or rolling along the corridor.

These ideas align closely with what the community has voiced throughout the planning process. Community members emphasized that high-quality bicycle and pedestrian facilities should be a top priority for this connection, with some even expressing interest in a pedestrian- and bicycle-only extension.

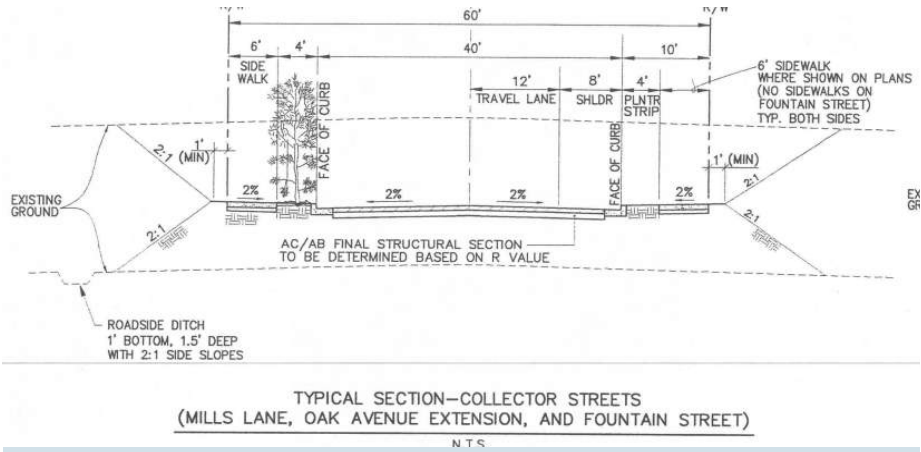
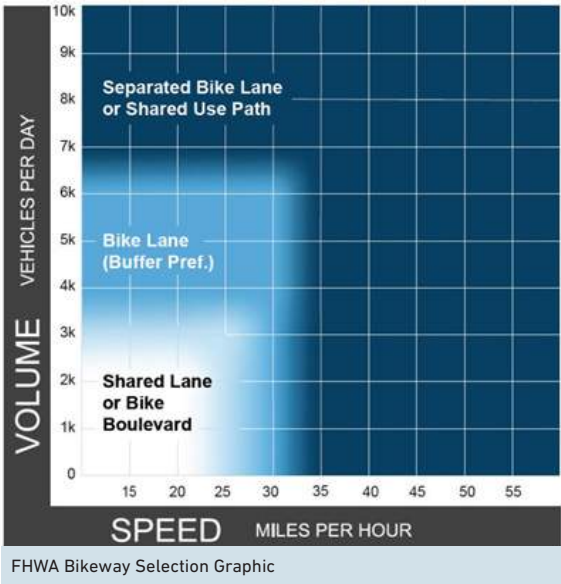


Figure 24: Proposed Oak Street Extension Typical Cross Section, Highway 29 Specific Plan, 2001

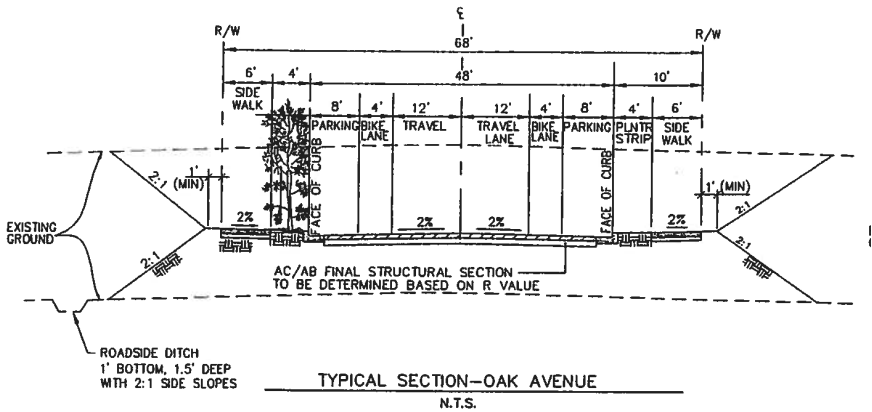


Figure 25: Proposed Oak Street Extension Typical Cross Section, Highway 29 Specific Plan, 2005

St Helena Streets Master Plan

St. Helena Streets Master Plan

January 2026 Draft Plan – Public Comment Summary

02.20.2026

	City Review / Direction Needed
	Proposed Action by Toole
	No Action Needed

PDF page #	Section	Commenter	Comment	Toole Response/Action	City to review
1	Cover	Mary Stephenson	I think this is an excellent plan for St Helena. 1. On page 26, should the entitled Farmstead hotel project be included?	JL-Defer to St. Helena staff re: inclusion of Farmstead hotel project. Toole to update legend of this map to say	x
1	Cover	P Scott	Please use the much needed extension of Adams Street to the Trail as an opportunity to design an aesthetically welcoming eastern entrance to St. Helena rather than simple street ingress/egress layout. Examples such as signage, decorative medium divider, and landscaping should be considered in the design development phase and budget. P. Scott	No action needed	
1	Cover	Sandra Lowry	I am commenting on the yellow raised bumps which are not only irritating , but dangerous for handicapped people. Have you noticed how people avoid them. They are slippery when wet; impossible to navigate with a walker, wheel chair, cane or grocery cart.	No action needed	
1	Cover	Mary Stephenson	2. The extension of Adams to the Trail is a definite priority and I hope the City's incremental cost to plan this project is included in the long-range planning work the Finance Committee is doing. And a multi-year time frame is added to any strategic planning process.	No action needed	
1	Cover	Mary Stephenson	3. It would be could to begin public awareness of any major changes now so people get use to the idea. Most won't read this document in detail so including segments of info early and often wherever possible could be beneficial.	No action needed	
1	Cover	Richard Corsetti	Approved	No action needed	
1	Cover	Anonymous	I realize these projects are intended to improve quality of life but what would really improve our lives is drinkable water. Our lives would be dramatically improved if we no longer had to drink and buy bottled water. Should we not prioritize a most basic human necessity like water over bike lanes and things of this nature?	No action needed - comment unrelated to project.	
3	Executive Summary	Jeff Farmer	Remove the class II bike lanes on Spring from Valley View west to Sylvaner and stripe them to be consistent with the rest of Spring. Because of the narrow geometry vehicles traveling west are in the bike lane most of the time even if there is no on coming traffic. That bike lane is not safe for bikes. The map shows that this section of Spring should be a class III, the same as the rest of Spring to Oak.	No action needed - comment supports Plan recommendation.	
4	Executive Summary	Jeff Farmer	Is the funding cost for Adams St. Class III paid for by the Vine trail folks and the city? Is Caltrans paying for the cross walk improvements on Main Street?	JL-Defer to St. Helena to follow-up directly with JF on this question	x
4	Executive Summary	Jeff Farmer	Are walking paths included in the Master Plan? An example is the path at the end of Paulson Ct connecting to Chiles Avenue and Miely Park. Another is the unpaved path from the middle of Hunt to the Adams dead end.	No action needed - Unpaved paths are not part of this plan; only paths intended to be ADA-accessible are included	
4	Executive Summary	Carlotta Sainato	Clarify that the cost listed for the Adams St Class I from Railroad to Silverado is the entire road extension project, not just the Class I. It makes it seem like the Class I alone costs \$59 million.	Toole to add footnote to clarify	

5	Executive Summary	Anonymous	The dollar figures for some of these projects are ridiculous and indicate to me that some of these 'dreamscapes' will never be built. The same group of protesters will stop things in their tracks and insist the CM be ousted and blamed for these expensive efforts when we have water issues and sidewalks to fix.	No action needed	
8	Project Overview	Nathan	I support the Draft Streets Master Plan, especially its emphasis on safer walking and biking. Highway 29 currently divides the community, and improved crossings — including highly visible crosswalks, pedestrian signals, and refuge islands — are essential so residents, seniors, children (locals and visitors) can safely navigate our city. I also encourage the City to prioritize basic street maintenance. Neighborhood streets such as Sulfur Springs Avenue have deteriorated pavement that creates hazards for cyclists and pedestrians. Finally I support the long-term extension and bridge projects to create a better network and reduce congestion of Main Street.	No action needed	
10	Project Overview	Richard Corsetti	The extra crosswalk proposed is only 30 feet from the existing crosswalk on the east side of Kerany at Spring Street. It is unnecessary. In addition, the curb extension to connect with the new crosswalk would eliminate a parking space. That parking space is heavily utilized daily, but especially during events from the churches and the Native Sons. Now that the Spring Grove project has been approved, parking on Spring Street will only increase, which is why the curb extension will exacerbate the problem. Richard Corsetti	No action needed - See above	
10	Project Overview	Anonymous	I live at the intersection of Spring Street and Kearny. The extra crosswalk is unnecessary as proposed. The curb extension on the south side of Spring removes a parking spot. As it is Spring Street at that intersection is highly used for the churches and the Native Sons events. It will only intensify further if the hated Spring Grove project is built.	No action needed - The curb extension would be located where it is currently illegal to park per AB413.	
24	Existing Conditions	Carlotta Sainato	Street diagram shows bike lanes, not bike boulevards, so the option of including bike lanes should be included in the description.	Toole to add bike lanes to description (this complies with General Plan)	
24	Existing Conditions	Carlotta Sainato	The description for Regional Collector is limiting by stating that this street “supports cars, transit, and truck traffic,” and excludes any active transportation, given that these are the most direct routes and sometimes unavoidable, as identified by the plan itself. These should have more separated, higher quality bike facilities if anything.	Toole to replace text with longer description of Regional Collector from the General Plan : "Supports all modes, but is primarily designed to provide citywide and regional access for cars, transit and trucks trips. As Main Street/State Route 29 is the key commercial center for St. Helena, specific design features that foster livable streets and multimodal access may be applied, including wide sidewalks with regular street crossings, high-quality pedestrian amenities, and enhanced bus transit facilities."	
25	Existing Conditions	Thomas Carpenter	Please delete the “proposed path” through my private property at the end of Fulton Ln. It is NOT proposed and encourages trespassing through my property. I went through a great deal of trouble the last time this was falsely published and passed around at bike shops.	No action needed - unclear what this comment is referring to - there is no proposed path at the end of Fulton Lane.	
26	Existing Conditions	Carlotta Sainato	Include Class IV separated bikeways in Bike Facility Classifications. Though they aren't proposed for any streets in this plan, important to keep the tool in your toolbox. Should be included so people know they are an option and they aren't kept off the table in future discussions/studies, especially for streets and road extensions that don't have a bike facility designation yet.	Toole to include Class IV Separated Bikeways	

28	Existing Conditions	Carlotta Sainato	Existing conditions on Sidewalk Network should include information about the poor quality and displacement of existing sidewalks throughout the City, as that is a commonly cited concern for pedestrians	Toole to insert text about sidewalk condition/need for maintenance	
30	Existing Conditions	Carlotta Sainato	Grocery stores should also be considered in key destinations	Toole to add DSP boundary to map (it's listed in key destinations) and note in text that grocery stores are another key destination of note.	
33	Existing Conditions	Richard Seiferheld	Spring Street going west beyond City limit on to White Sulphur Springs needs to be evaluated and included.	No action needed. This Plan only applies to streets within City limits.	
34	Existing Conditions	Carlotta Sainato	Crossing Assessment should include need for and recently passed state law regarding daylighting.	Toole to add text about AB413 and its implications.	
36	Existing Conditions	Carlotta Sainato	Key for Bicycle LTS labels roads as "arterial & collector" instead of Low or High LTS	Toole to update map legend from "Traffic stress" to "Roads with high traffic stress"	
38	Existing Conditions	Carlotta Sainato	When space gets constrained, the first solution tends to be to downgrade the bike facilities to shared-road facilities, even if that is not the lowest-stress or what is planned for the street – see Oak Avenue Vine Trail alignment, Spring Street discussions, and the Class III portions of South Crane and Grayson for examples. How can the City be better equipped to shift space away from vehicles and to appropriate bicycle facilities when the need calls for it?	No action needed - Shared road facilities in themselves are not a downgrade if appropriate traffic calming treatments are used. The facilities proposed were selected to match the varying road types.	
38	Existing Conditions	Carlotta Sainato	Connectivity Needs Assessment should include gaps in bicycle network in its key challenges	No revision needed. Yes, there are gaps in the network but that isn't really a planning challenge; we have proposed a connected network of bike facilities to theoretically address this. The challenging part is balancing limited ROW between bikes and vehicles, which is noted in the challenges.	
39	Existing Conditions	Carlotta Sainato	Shared micromobility services should be integrated with accompanying education to avoid increasing unsafe road user behavior. Should also follow infrastructure improvements so that there are safe and comfortable facilities for these users to use to avoid unintentionally increasing road user conflicts (for example, e-scooters on sidewalks because road does not feel safe)	Toole to append to this sentence to "Once the proposed bikeway network is substantially built out, there is potential to..."	
43	Network-wide Recommendations	Jeff Farmer	Madrona from Hudson to Riestling is narrow. Suggest class III instead of bike lanes (class II)	No action needed. Class III would not be appropriate for a 30 MPH connector. Installing a Class II is more appropriate given roadway type and assumes installation of additional pavement to expand roadway width.	
43	Network-wide Recommendations	Carlotta Sainato	Include application of bike lane buffers and rumble strips on Silverado Trail for any Silverado Trail segment that falls under City jurisdiction where this is feasible	No action needed. There are no proposed facility upgrades for Silverado Trail in this Plan.	
43	Network-wide Recommendations	Carlotta Sainato	Update College Ave to proposed Class I by widening existing sidewalk – the Montessori School has expressed interest in better, more separated bike facilities from Pope to the school and many kids & parents are not going to feel safe/comfortable bike on a Class III to the Montessori during drop-off period	No action needed. Toole to retain existing recommendation. This comment may be a misread of the recommendations table. The proposed facility for College Ave is Class III. "Proposed Class I" refers to the SE extent of the facility.	

43	Network-wide Recommendations	Carlotta Sainato	Are Class IIs realistic on Allyn & Hudson? With residences, unlikely that parking will be removable to make space. Might be better to make a Class III bike boulevard with traffic-calming. These are neighborhood streets that should be slowed down, especially as both motorists use them as cut-throughs and bicyclists use them to get to quieter side street routes.	No action needed. Toole to retain existing recommendations as these have been closely coordinated with concurrent NVTa Plan. When it comes time to design and install bike facilities on these streets, public engagement can help determine what facility is right for the residents/parking needs.	
43	Network-wide Recommendations	Carlotta Sainato	Elmhurst – Consider a Class II/Class III combo given steep incline, which could benefit from a separated space for bicyclists, especially given connection to Vine Trail	Toole to retain existing facility recommendation, which was closely coordinated with concurrent NVTa Plan. Whether to partially modify the facility would be determined when it comes time to design and implement the specific facility (beyond SMP scope).	
43	Network-wide Recommendations	Carlotta Sainato	Pratt Avenue along the Vine Trail alignment should be Class I, not Class II.	Toole to update map to match proposed facility type listed in table (Class I).	
44	Network-wide Recommendations	Carlotta Sainato	Show proposed Class I path on Spring Street on the map and in the list of projects. Do not remove existing Class II bike lanes on Spring Street. If there are verified issues coming up around those bike lanes, try to adjust and problem solve before just removing bike lanes.	No action needed. Toole to retain existing recommendations as these have been closely coordinated between St. Helena staff and concurrent NVTa Plan.	
44	Network-wide Recommendations	Carlotta Sainato	Entire Pope Street corridor needs improvement, but it is only listed for a Class I from Starr to Silverado Trail and no other upgrades. This plan mentions earlier that bike facilities would be upgraded to Class I for entire corridor, but it isn't shown in proposed bike facilities. Also, existing facilities map shows Class II bike lanes where there are Class IIIs.	Toole to update relevant parts of existing Pope St facility to be Class III. In terms of recommendations, Class I is not feasible SW of where it is proposed in this Plan.	
45	Network-wide Recommendations	Jeff Farmer	General comment on ADA requirements at crosswalks. The yellow raised bumps are very irritating to those in wheel chairs. There needs to be a smoother alternative to this while keeping it's purpose intact, presumably to help blind folks.	No action needed - comment is outside scope of project.	
45	Network-wide Recommendations	Carlotta Sainato	Fill Oak Ave Class III gap for continuous access to middle school	No action needed. Project is within Downtown Specific Plan project boundary.	
45	Network-wide Recommendations	Carlotta Sainato	Fill bicycle facilities gap between where Class IIs are shown to end on Madrona and Vine Trail access on Fulton	Toole to adjust linework on #5 so that it doesn't appear as if there's a gap.	
45	Network-wide Recommendations	Carlotta Sainato	There should also be a proposed Class I on Mills according to other plans.	Toole to update map to include TBD facility on Mills to match project list in table.	
45	Network-wide Recommendations	Carlotta Sainato	Existing Class IIs on Starr Ave are not shown	Toole to update map to include this.	
46	Network-wide Recommendations	Carlotta Sainato	No mention in plan of the realignment of Mills Lane with Grayson Ave to create a new four-way intersection, which has significant implications given the high school and proposed housing	JL-Defer to City staff on guidance.	x
46	Network-wide Recommendations	Carlotta Sainato	Main at Vintage Ave needs crossing improvements with future Vine Trail installation given walkability from high school and location of pediatrician and orthodontist	No action needed. Project is within Downtown Specific Plan project boundary.	
46	Network-wide Recommendations	Carlotta Sainato	Main at Pratt needs bulb-outs and/or traffic-calming/gateway treatment for southbound traffic coming in at higher speeds	No action needed. Project is within Downtown Specific Plan project boundary.	
47	Network-wide Recommendations	Carlotta Sainato	Hunt & Edwards – include bulb-outs to help improve crossing and traffic-calm Hunt	JL-Defer to St. Helena staff on whether to include this as a recommendation	x
47	Network-wide Recommendations	Carlotta Sainato	Add bulb-outs at Hillview at the middle school entrance – painted curb extensions show desire for this improvement	JL-Defer to St. Helena staff on whether to include this as a recommendation	x

47	Network-wide Recommendations	Carlotta Sainato	Pope & Starr needs vegetation management to improve RRFB visibility	JL-No update to plan. Elevating this to City staff as it is an immediate maintenance issue.	x
47	Network-wide Recommendations	Jeff Farmer	#11 crossing at main/1000 main. Why needed. Close to Charter oak crossing	No action needed. Intention is to reduce long block lengths without pedestrian crossings.	
47	Network-wide Recommendations	Carlotta Sainato	Crossing improvements needed at Main & Grayson with Mills realignment, given upcoming Farmstead hotel project and Our Town St Helena affordable housing project going in. Crosswalks needed on all four legs of intersection, as well as sidewalk connection to intersection on south side of realigned Mills (on north end of affordable housing project).	No action needed. Project is within Downtown Specific Plan project boundary.	
47	Network-wide Recommendations	Anonymous	I live on Chiles Ave. and the situation the potential for a severe crash is huge when trying to turn left from Chiles Avenue onto Pope Street if there cars parked on Pope Street anywhere near the intersection. I couldn't find any reference to extending the red curbs along this stretch of road adjacent to the intersection even with the 20 feet of it as per the new law. But, quite frankly, 20 feet is not enough given the situation and likelihood of being struck by a car when trying to inch one's way safely from Chiles Avenue onto Pope Street.	Toole to update text to reference AB413 and include systemic recommendation to paint curbs red for daylighting.	
48	Network-wide Recommendations	Carlotta Sainato	Supportive of bulb-outs at Spring & Kearney for traffic-calming and improved pedestrian visibility at uncontrolled crosswalk	JL-Defer to St. Helena staff on whether to include this as a recommendation	x
48	Network-wide Recommendations	Carlotta Sainato	Spring & Valley View – add curb extensions	JL-Defer to St. Helena staff on whether to include this as a recommendation	x
48	Network-wide Recommendations	Carlotta Sainato	Curb extensions at Madrona and Kearney need to be extended	JL-Defer to St. Helena staff on whether to include this as a recommendation	x
48	Network-wide Recommendations	Carlotta Sainato	Adams & Oak should not be listed as not needing any improvements. We hear a lot of concern about this intersection given how heavily travelled it is and its vicinity to elementary school & downtown. Will also be a key intersection in Vine Trail alignment. Frequently hear and see people not stopping at stop signs. Should receive treatment like curb extensions or a raised intersection.	JL-Defer to St. Helena staff on whether to include this as a recommendation. If not, should we remove list of intersections that were reviewed and do not need improvements? It's more that they don't have immediate need for improvements; don't want this intention to be misconstrued by those reading the plan.	x
49	Network-wide Recommendations	Carlotta Sainato	There is desire for Hillview and Kearney to have bulb-outs given the paint put down there. Should not be listed as no improvements needed.	JL-Defer to St. Helena staff on whether to include this as a recommendation	x
49	Network-wide Recommendations	Carlotta Sainato	Adams and Kearney – need to improve sightlines at crosswalks across Adams. Right now cars can park in loading zone or curbside too close to crosswalks especially in an elementary school zone. Need to add red curb or bulb-out.	Toole to update project list to include systemic recommendation to install red paint daylighting at all crossings and intersections re: AB 413.	
49	Network-wide Recommendations	Carlotta Sainato	Fill bicycle facilities gap between where Class IIs are shown to end on Madrona and Vine Trail access on Fulton	Toole to update project list to include systemic recommendation to install red paint daylighting at all crossings and intersections re: AB 413.	
50	Network-wide Recommendations	Carlotta Sainato	More bike traffic should be expected and accommodated crossing Silverado Trail at Pope with Howell Mountain Road segment being converted to bike/ped trail. Especially with plans discussed in Appendix to realign Pope Street to be a single intersection with Silverado Trail and Howell Mountain Road. The trail will not be adding parking so bicyclists will be directly accessing.	No action needed.	

57	Implementation	Carlotta Sainato	Surprised at how low Main at Pratt is on prioritization – maybe this should be re-evaluated given NVTa Michelin Mobility Intelligence Road Safety Risk Report (2025) results, which identify this area as high-risk for vulnerable road users and motorists due to high traffic volumes, unsignalized crossings, and aggressive driving behaviors. They recorded frequent high-speed and severe braking events in this area.	No action needed.	
58	Implementation	Carlotta Sainato	Address how roadway extension projects impact City General Plan goals around reducing VMT.	Toole to add sentence: In alignment with the General Plan's VMT reduction goals, the roadway extensions would support necessary vehicular connectivity while being designed as multimodal corridors that integrate pedestrian, bicycle, and transit facilities to encourage alternatives to single-occupant vehicle travel and help manage overall VMT.	
59	Implementation	Carlotta Sainato	Why are cost ranges only shown for bicycle facilities and not for other proposed projects in this plan? Show all cost ranges to provide complete context of what potential costs of projects.	No action needed. Cost ranges for crossing treatments are also addressed in text earlier on that page. All proposed project costs will be available in the appendix.	
59	Implementation	Carlotta Sainato	Cost ranges for bike facilities way too high, particularly for Class I and Class II. There may be some exceptional projects that are higher than the average cost, but the lower end of the cost range should definitely be lower.	Toole to update Class I and Class II low end costs, an inconsistency was identified in the Class I and II low-end estimate cost sheets, and all affected costs will be updated accordingly.	
68		Carlotta Sainato	Transitioning from a sidepath to slightly wider sidewalks closer to downtown will need to include a transition plan for bicyclists. Otherwise, bicyclists will continue on the sidewalk because it's more comfortable and separated and they may not know that it has shifted to a sidewalk rather than a sidepath.	No action needed. This is a wayfinding-related concern to be addressed by Downtown Specific Plan.	
69		Carlotta Sainato	Valley View to Hudson – narrow travel lanes to 10.5' and give that extra foot to the shared-use path. As much space as possible on the sidepath is necessary for safe and comfortable sharing between pedestrians, kids on bikes, and less confident bicyclists.	No action needed. Concern to be addressed in further concept design stages.	
69		Carlotta Sainato	Spring St shared-use sidepath is going to need to be identified as usable by bicyclists and pedestrians, given the unconventional street design of the corridor with the sidepath and two sidewalks	No action needed. Design concern to be addressed in further concept design stages.	
70		Carlotta Sainato	We support the Kearney/Spring intersection improvements – will help calm Spring St traffic and improve pedestrian visibility and safety, as well as removing a parking space that shouldn't be used due to its visibility obstruction.	No action needed - comment supports Plan recommendation.	
70		Anonymous	I live on Spring Street at the Kearny intersection. I disagree with the need to add another crosswalk to the one already existing. I also disagree with the curb extension. That would eliminate a parking spot. Parking is already a	No action needed. The curb extension would be located where it is currently illegal to park per AB413.	

71		Ann Nevero	The Adams St extension will place a new roadway on top of the city owned and operated levee. So, my questions are 1) If the Adams Extension Project costs \$60 million, and the levee fails, who will pay for the road to be replaced? And, who will be liable for the cost of the actual levee failure, levee replacement and property damage to the Hunter proposed project homes, Vineyard Valley and Hunt's Grove. (Presently, the City of St Helena took ALL financial liability for the levee in CA State Assembly Bill 1898). Question 2: The funding St Helena recieved to construct the levee required the City to not use any part of the project for municipal purposes, bc the the funding was granted on the basis of Flood Control Use only. How is the City going to get approval for using part of the levee for municipal purposes? Question 3: What is the process to get the private property owner on the east side of the river to grant right of way for the bridge and how much will that cost the City to purchase it or pay for eminent domain?	No action needed. City budget question outside of scope of plan.	
77		Carlotta Sainato	Plan should make it very clear that the diagrams of the proposed Oak Ave extension project are outdated and should not be used as guidance – 4-foot bike lanes on a street with 12' travel lanes would NOT be considered best practice today. Strongly oppose suggestions from previous, outdated plans that recommend a 40-mph speed limit; this extension should match the character of the existing Oak Avenue and neighborhoods around it. Plan should also recommend option of making extension a Class I shared-use path only if full road extension is not feasible.	Toole to add language that more clearly state that Specific Plan designs are outdated and will need to be revised based on current best practices.	



Fw: E-Agenda Notification: Active Transportation and Sustainability Committee - 04 Mar 2026

From Pat Kenealy <pkenealy1@yahoo.com>

Date Fri 2/27/2026 4:40 PM

To Public Comment <publiccomment@cityofsthelena.gov>

Please add these comments for the Active Transportation and Sustainability Committee meeting:

From a dozen-year resident of Spring Street west of Valley View Street:

In general, the Saint Helena Streets Master Plan reads like it was written by the bicycle special interests! Adding bicycle accommodations is admirable, but not when it makes Saint Helen's streets LESS safe for cars and the overall population.

There is a huge financial cost to many of the "nice-to-have" suggested improvements, and no real planning on how to pay for the big strategic projects. I suggest explicitly dividing short-to-medium term affordable projects from the roughly half of these projects which aren't affordable by the City. And just because the County, State or Federal government is willing to pay for something doesn't mean it's right for Saint Helena. Restraint is cheaper, and often prettier...

In addition, the City pays a "visual cost" for all these improvements: the country town valued by us all is made more and more "suburban" by too many signs, road paintings, curbs, etc outside of the Central Business District. Witness the "visual pollution" caused by the over-signage of the Vine Trail between Saint Helena and Calistoga. Please don't repeat that mistake.

Two very specific suggestions:

The bike lane on north side of Spring Street west of Valley View Street is too wide and forces auto traffic heading West on Spring Street way too far southwards -- over the road's dividing line. DANGEROUS! Automobile traffic out numbers bike traffic on that part of Spring Street by hundreds (thousand?) to one. Please shrink or remove the north side bike lane!

The proposed bike path along the south side of Sulphur Creek West of Valley View Street is an ecologically and aesthetically horrible idea! The government just spent millions to remove the fish ladder on Sulphur Creek just west of Saint Helena City limits to restore Salmon and Steelhead spawning habitat. Fishing on the Creek is forbidden, and human activity in or close to the stream bed is dangerous for the fish and a range of other wildlife. Building a bridge of Sulphur Creek is likely environmentally challenging, and does not have neighborhood support. Increased bike and walking traffic "in the woods" along the creek is in itself a huge fire danger. Keep the bikes on the roads closer to the center of town.

Sincerely,

Pat Kenealy

----- Forwarded Message -----

From: City of St. Helena <cwnotification@icompasstech.com>

To: "pkenealy1@yahoo.com" <pkenealy1@yahoo.com>

Sent: Friday, February 27, 2026 at 02:38:58 PM PST

Subject: E-Agenda Notification: Active Transportation and Sustainability Committee - 04 Mar 2026

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