



**City of St. Helena**  
**Active Transportation and Sustainability**  
**Committee**  
**Regular Meeting**  
**1088 College Avenue, St. Helena, CA 94574**  
**Wednesday, April 2, 2025 @ 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@cityofstheleena.org](mailto:rwhite@cityofstheleena.org)

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Page

1. CALL TO ORDER
2. ROLL CALL  
Chair: Jeff Farmer  
Vice Chair: John Zimmerman  
Members: Glenn Smith, Richard Seiferheld, Shannon Nolan  
Alternate Members: 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.**
5. CONSENT CALENDAR:  
Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.
  - 5.1. Active Transportation and Sustainability Committee Meeting Minutes of March 5, 2025. 3 - 4  
[Active Transportation and Sustainability Committee - 05 Mar 2025 - Minutes](#)
6. SCHEDULED MATTERS:
  - 6.1. Spring Street Striping Options 5 - 36  
Prepared By: Mario Traverso, Project Manager  
[Spring Street Striping - Option 1](#)

[Spring Street Striping - Option 2](#)  
[Public Comment Conwell](#)  
[Public Comment Corsetti](#)  
[Public Comment NVTa](#)  
[Public Comment Sandoli](#)  
[Public Comment Walloch](#)  
[Public Comment Duckhorn](#)  
[Public Comment Kenealy](#)  
[Public Comment Bike Coalition](#)  
[Public Comment Howell Lazar](#)  
[Public Comment Shifflett](#)

- 6.2. Revisit Updated Implementation Plan for Municipal Code Update of Property Owners' Duty to Repair Sidewalks: Sidewalk Repair Cost-Share Program

37 - 40

Prepared By: Rebecca White, Administrative Assistant

[Draft Sidewalk Repair Cost-Share Program](#)

7. FUTURE AGENDA ITEMS:

1. Review open trails/open spaces programs/engagement with Vine Trail: TBD
2. Revisit Pedestrian Safety Improvements: TBD
3. Revisit Safe Yield Water Neutrality Informational Update: TBD
4. Landscaping for Wine Train owned property: TBD
5. Pope/Main Street Intersection Traffic Sign: Tentatively May/June

8. ADJOURNMENT

The next regular Active Transportation and Sustainability Committee meeting is scheduled for May 7, 2025, at 5:00 pm, City Hall, 1088 College Avenue, St. Helena.

This agenda was posted at City Hall, 1088 College Avenue, St. Helena on March 28, 2025.

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 CFR 35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

**MINUTES**  
**City of St. Helena**  
**Active Transportation and Sustainability**  
**Committee Meeting**  
**Wednesday, March 5, 2025 @ 5:00 PM**  
**City Hall, 1088 College Avenue, St. Helena**

**1 CALL TO ORDER**

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

**2 ROLL CALL**

**Present:** Vice Chair Zimmerman, Member Richard Seiferheld, Member Shannon Nolan, Member Tony Rabin

Staff Liaison: Rebecca White

**Absent:** Chair Jeff Farmer, Member Glenn Smith

**3 PUBLIC FORUM:**

No comments were received.

**4 REPORTS BY STAFF AND COMMITTEE:**

Project Manager Mario Traverso reported to the committee.

**5 CONSENT CALENDAR:**

- a) Active Transportation and Sustainability Committee Meeting Minutes of February 5, 2025.

Member Seiferheld moved to approve the February minutes with a spelling error amended.

Member Nolan seconded.

All voted in favor of approval of the amended minutes.

**6 SCHEDULED MATTERS:**

- a) Implementation Plan for Municipal Code Update of Property Owners' Duty to Repair Sidewalks: Sidewalk Repair Cost-Share Program  
Prepared By: Rebecca White, Administrative Assistant

Rebecca White presented on the proposed Sidewalk Repair Cost-Share Program.

Vice Chair Zimmerman opened public comment and a comment was received from Leslie Wilks. Public comment was closed.

Member Rabin made a motion to revise the program per committee discussion and bring the topic back for presentation and discussion in April.

Member Nolan seconded.

All voted in favor of the motion.

Active Transportation and Sustainability Committee  
March 5, 2025

**7 FUTURE AGENDA ITEMS:**

1. Review open trails/open spaces programs/engagement with Vine Trail: TBD
2. Revisit Pedestrian Safety Improvements: TBD
3. Revisit Safe Yield Water Neutrality Informational Update: TBD
4. Landscaping for Wine Train owned property: TBD
5. Pope/Main Street Intersection Traffic Sign: Tentatively April

**8 ADJOURNMENT**

Vice Chair Zimmerman adjourned the meeting at 5:50 p.m.

**APPROVED:**

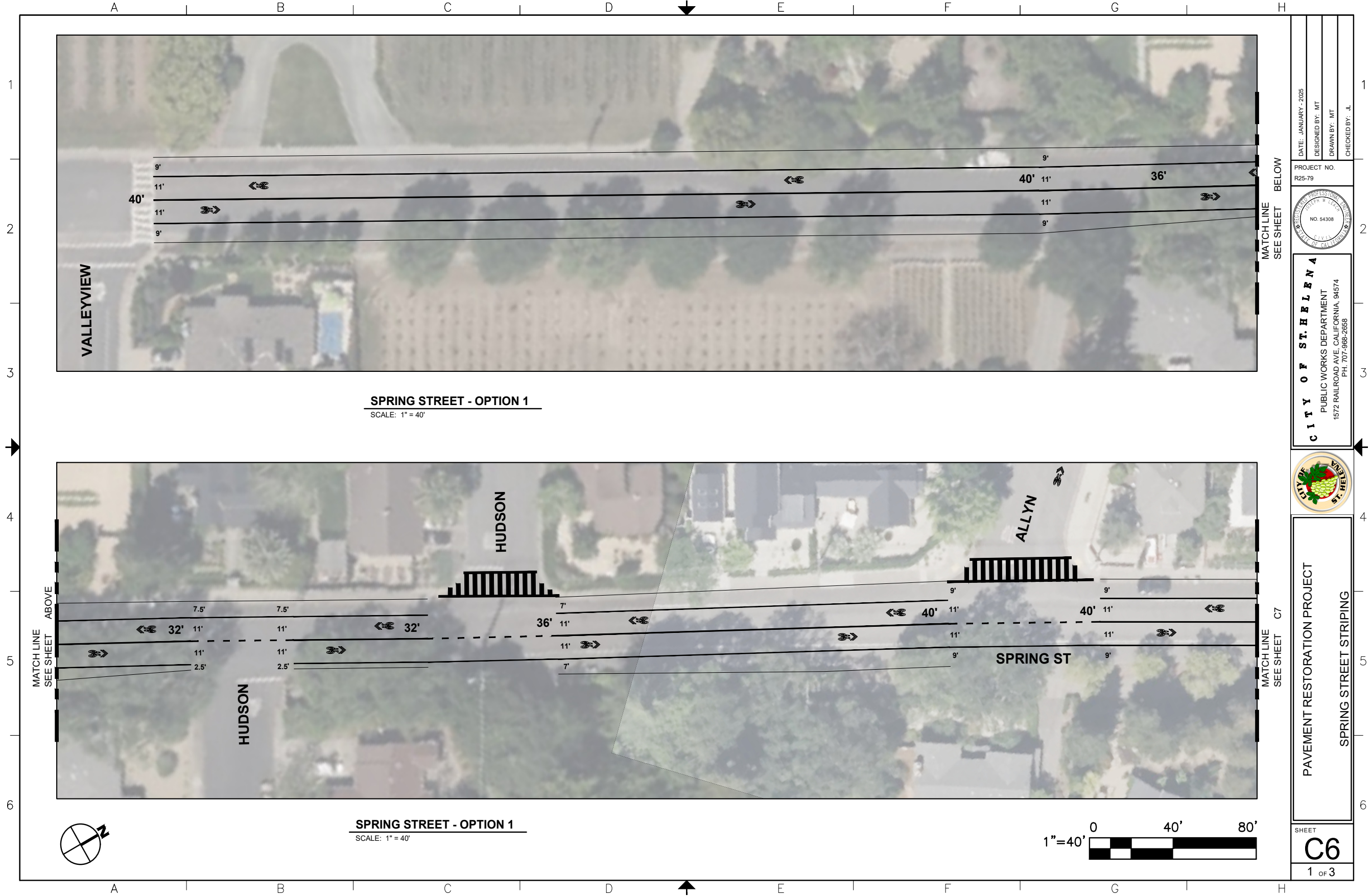
**ATTEST:**

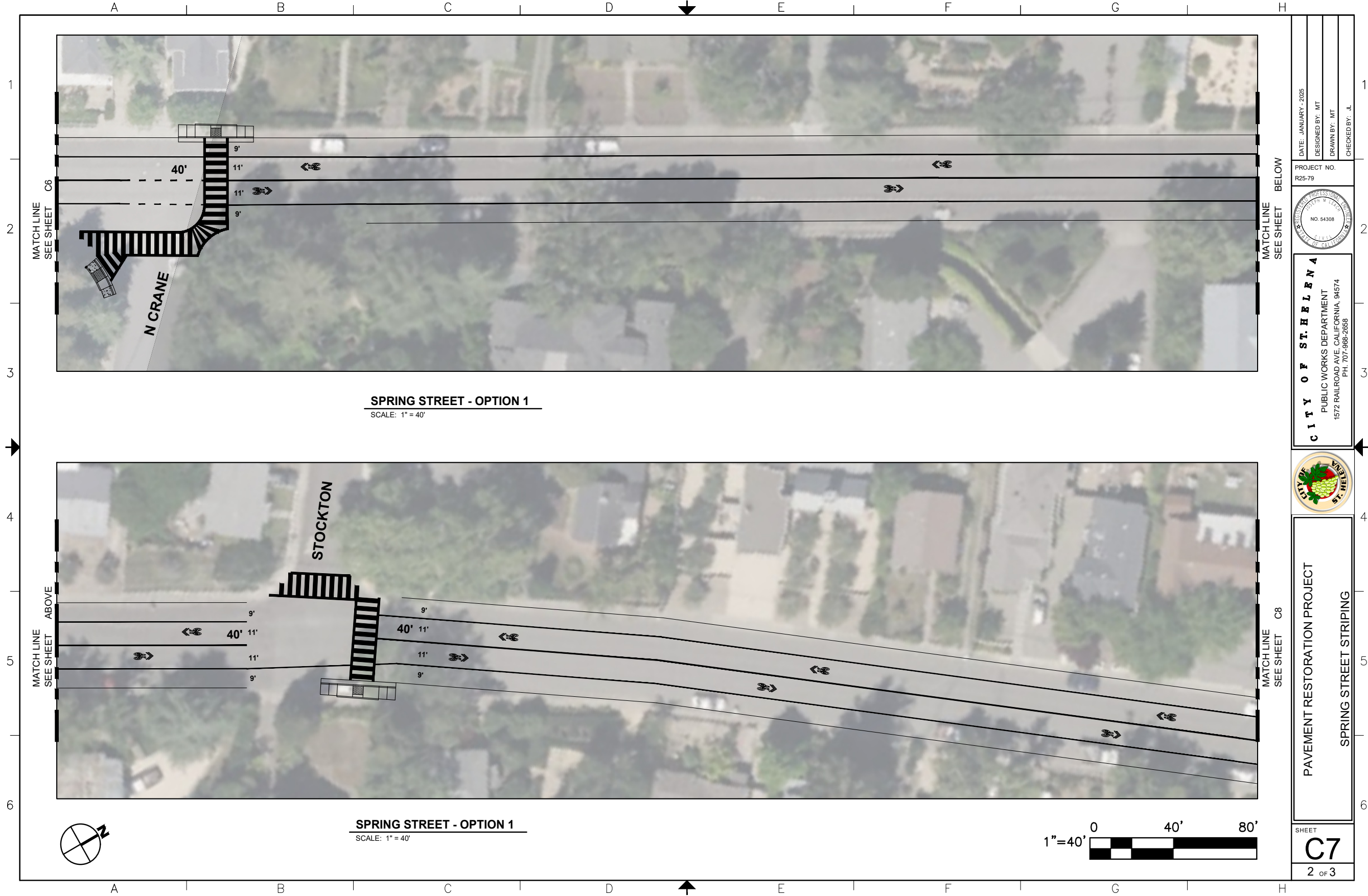
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Jeff Farmer, Chair

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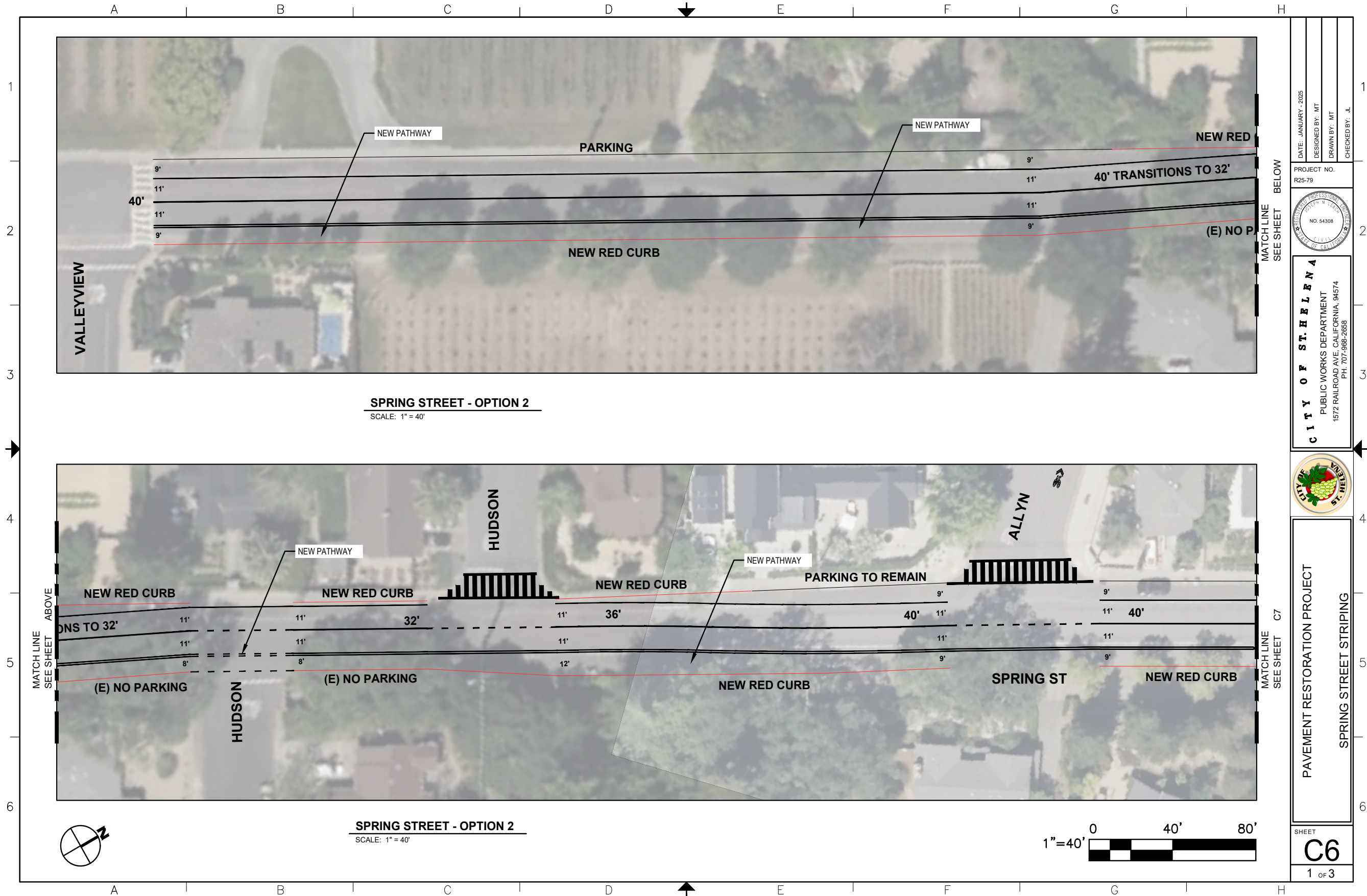
Rebecca White, Staff Liaison

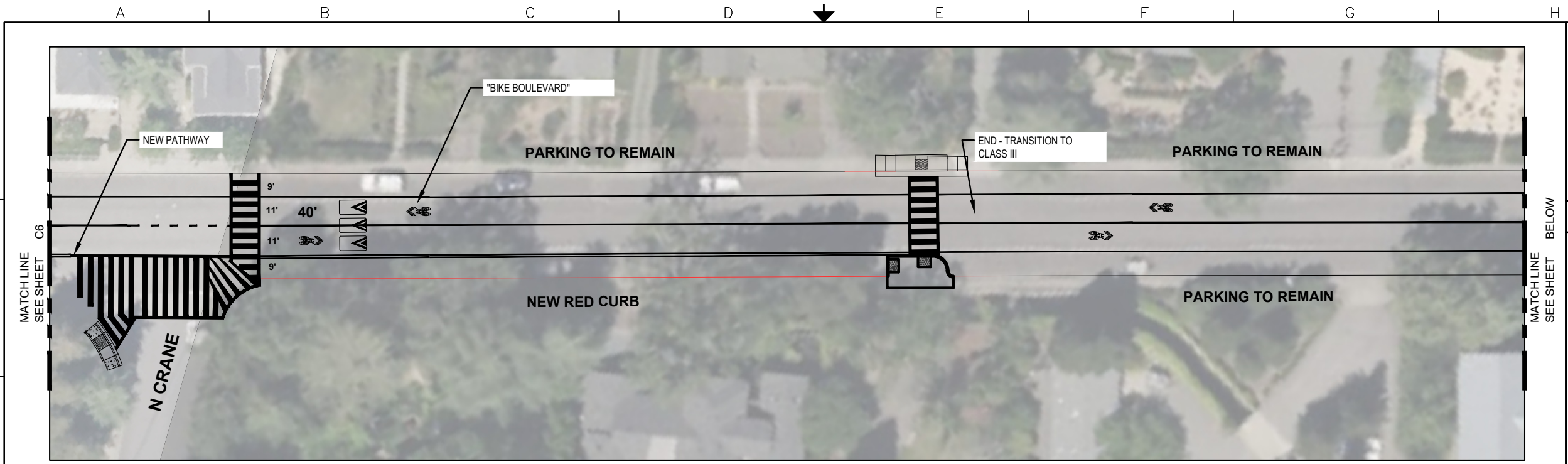




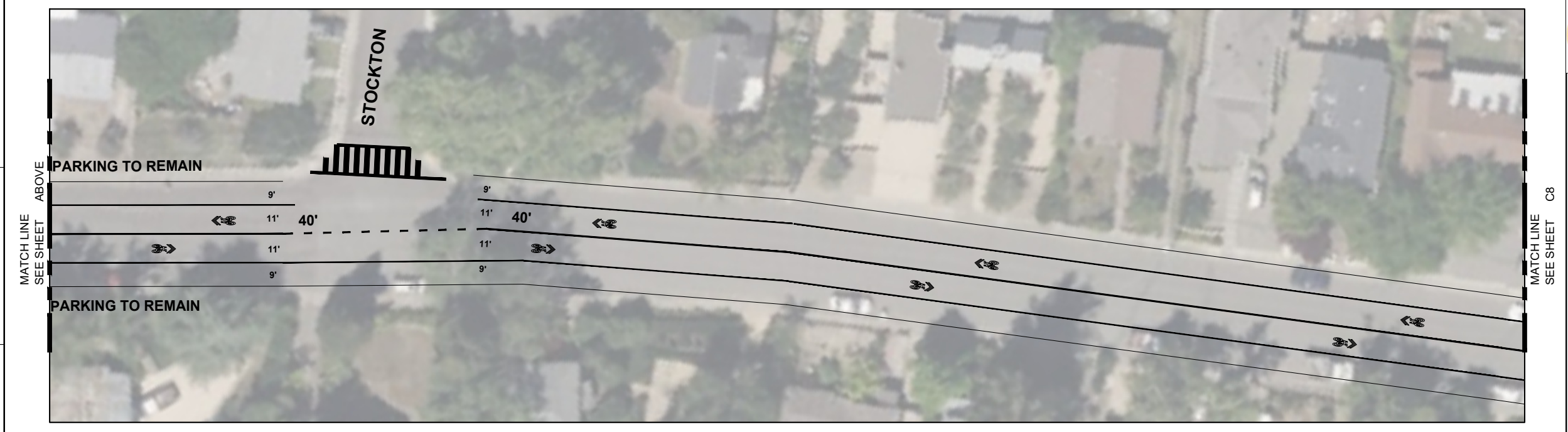








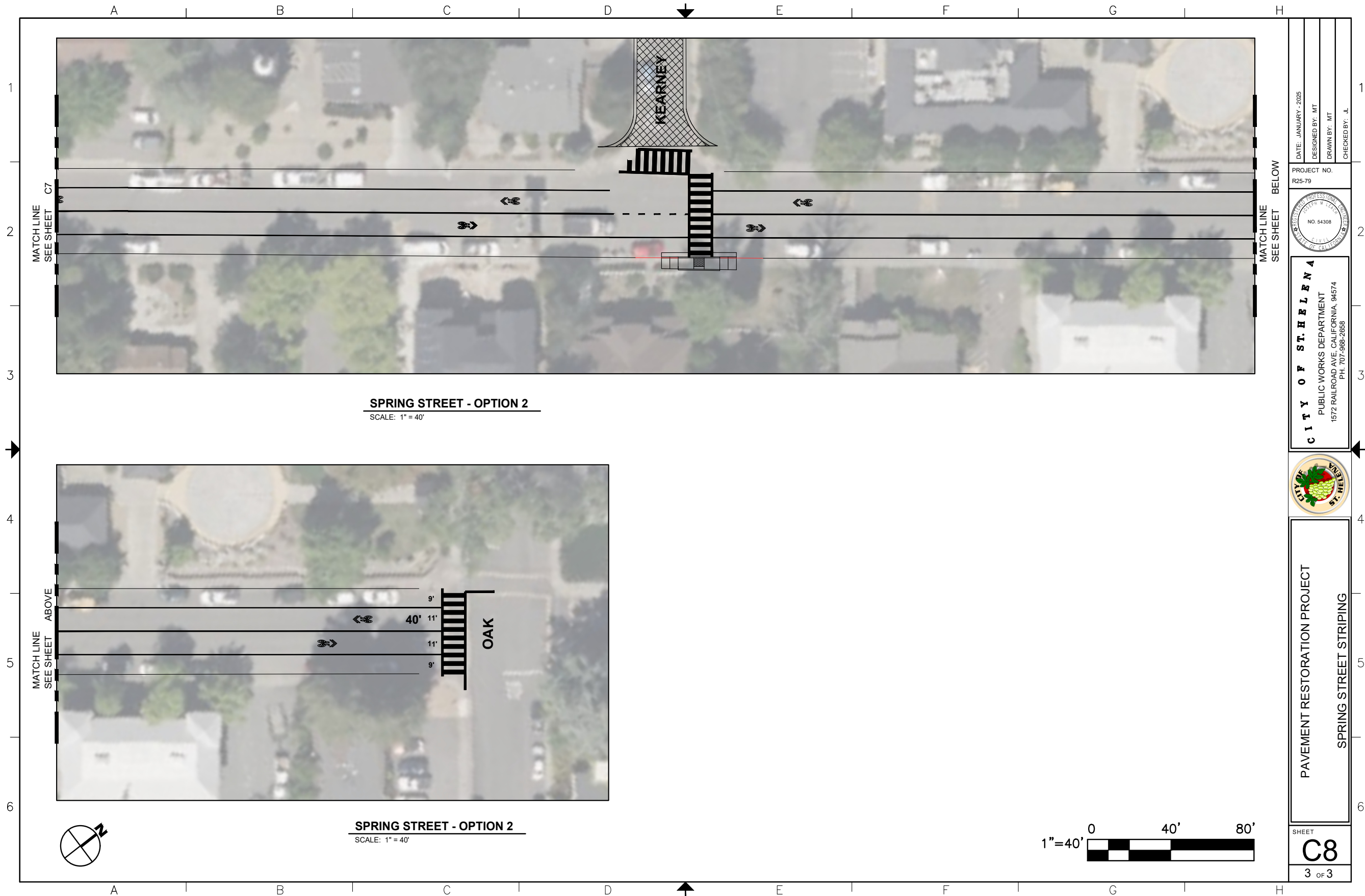
**SPRING STREET - OPTION 2**  
SCALE: 1" = 40'



**SPRING STREET - OPTION 2**  
SCALE: 1" = 40'



|                                                                                                                |                    |
|----------------------------------------------------------------------------------------------------------------|--------------------|
| DATE: JANUARY - 2025                                                                                           | PROJECT NO. R25-79 |
| DESIGNED BY: MT                                                                                                |                    |
| DRAWN BY: MT                                                                                                   |                    |
| CHECKED BY: JL                                                                                                 |                    |
| <b>CITY OF STOCKTON</b><br>PUBLIC WORKS DEPARTMENT<br>1572 RAILROAD AVE. CALIFORNIA, 95274<br>PH. 707-988-2858 |                    |
| <b>PAVEMENT RESTORATION PROJECT</b><br><b>SPRING STREET STRIPING OPTION 2</b>                                  |                    |
| SHEET<br><b>C7</b><br>2 OF 3                                                                                   |                    |








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**FW: [External] 2025 Spring Street Striping Design**

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**From** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Date** Wed 3/26/2025 7:10 AM  
**To** Rebecca White <rwhite@cityofsthelena.gov>

Rebecca,  
 Please add to public comment for ATSC.  
 Thanks,

**MARIO TRAVERSO**  
**PROJECT MANAGER**

City of St. Helena | Public Works  
 1088 College Avenue | St. Helena, CA 94574  
 (707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)




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**From:** Jeff & Laurie Conwell <brushflvs@gmail.com>  
**Sent:** Tuesday, March 25, 2025 4:19 PM  
**To:** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Subject:** [External] 2025 Spring Street Striping Design

Mr. Traverso,

I recently saw the mail notice of the 2025 Spring Street Restriping and wanted to give my opinion and support of the project as a resident at 2070 Spring St. Personally, I feel the 2nd option for the striping of the road is best for not only the current but also future of Saint Helena. Making pathways and space for more modes of transit, such as biking and walking, is essential for creating a safer and more connected community. I am also a supporter of the additional crosswalk on Spring St. in front of Starr Baldwin Park, with emphasis on the use of curb extensions to increase visibility and pedestrian safety. While this option does limit parking availability, I feel it is a necessary change to promote a more walkable and bikeable town, which has more benefits than I have time to list.

I would like to leave a note about other future projects, but I would hope that the City of Saint Helena places emphasis on expanding from class 3 bike lanes to more class 2 and below to promote alternative transportation options besides driving. Some notable areas include extending the class 2 bike lane on Spring St all the way to Main St., adding pathways to Valley View and South Crane, and finally along Grayson Ave. Lastly a huge step would be adding a protected bike lane down Main St. by removing one side of parking, promoting a more human scale city planning in the pedestrian friendly downtown.

Thank you for your hard work in making this community a better place.

Sincerely,

Jeff and Laurie Conwell




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**RE: Spring Street Striping**

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**From** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Date** Mon 3/24/2025 7:55 AM  
**To** Richard Corsetti <richcorsetti@outlook.com>  
**Cc** Rebecca White <rwhite@cityofsthelena.gov>

2 attachments (3 MB)

Spring St Week 1 untitled\_0 - Speed Data Analysis.pdf; Spring St week 2 untitled\_1 - Speed Data Analysis.pdf;

Hi Rich,  
 Thank you for taking the time to comment, we will include in the public comment for the meeting, see some responses below.  
 Thanks,

**MARIO TRAVERSO**  
**PROJECT MANAGER**

City of St. Helena | Public Works  
 1088 College Avenue | St. Helena, CA 94574  
 (707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)




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**From:** Richard Corsetti <richcorsetti@outlook.com>  
**Sent:** Friday, March 21, 2025 9:31 AM  
**To:** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Subject:** [External] Spring Street Striping

Mario:

I am in favor of Option1 over Option2. For one thing, the proposed Spring Grove housing project will bring in 41 new housing units. Even though the residents will be provided parking, the visitors will only have limited parking spaces. This will then create a need for more parking along Spring Street. Even though Option2 loss of parking spaces is further west of the Spring Grove project, the loss of those parking spaces will create problems for guests of Spring Grove or other visitors to the area trying to park. In theory Option2 makes for better results for pedestrians, I don't feel that it is a problem as it is now to walk up or down Spring Street. I walk it frequently.

Can you also clarify if new red zone parking is being introduced at 1401 Spring Street? That is my address. We already have a red zone there because there is a fire hydrant in front of our house. But is that red striping being extended? **No new red zone, the red zone should only extend 20' from the crosswalk.**

My last point is that Spring Street is a 25 mph zone. However, many drivers ignore that and go 10 to 20 mph over that limit. I would like to see speed humps installed in about 3 locations on Spring Street.

Speed humps are utilized in many cities in California. Don't give me the argument that the fire department disapproves of speed humps. That does not carry any water with me. **Our FD is not opposed to speed humps, I will pursue more installations. See attached recent speed studies for spring street.**

Thanks,

Rich Corsetti




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**FW: [External] Spring Street**


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**From** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Date** Tue 3/25/2025 3:15 PM  
**To** Rebecca White <rwhite@cityofsthelena.gov>

Please include below in Public Comment.  
 Thanks,

**MARIO TRAVERSO**  
**PROJECT MANAGER**

City of St. Helena | Public Works  
 1088 College Avenue | St. Helena, CA 94574  
 (707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)




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**From:** Band, Patrick <pband@nvta.ca.gov>  
**Sent:** Tuesday, March 25, 2025 3:14 PM  
**To:** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Cc:** Meehan, Diana <dmeehan@nvta.ca.gov>  
**Subject:** RE: [External] Spring Street

Mario –

Thanks again for sharing these preliminary concepts, and speaking on the phone yesterday.

Per our conversation, NVTA would suggest that Option 1 with additional traffic calming is the more realistic option to implement.

A few additional thoughts/considerations:

- NVTA's Draft Treatment Toolkit for the upcoming Countywide Active Transportation Plan includes guidance and design considerations for Urban & Rural Class III facilities.
  - [https://nvta.ca.gov/wp-content/uploads/2025/01/AT-Plan-Facility-Toolkit-Public-Draft-250124\\_reduced.pdf](https://nvta.ca.gov/wp-content/uploads/2025/01/AT-Plan-Facility-Toolkit-Public-Draft-250124_reduced.pdf)
  - Sign D11-1 (Bike Route) and R4-11 (Bicycles may use full lane) would be incorporated at the beginning points of the new bike facility (Valley View St and Oak) and after key intersections where vehicles may enter the corridor (perhaps Hudson & Stockton)
  - Local guidance for frequency and location of sharrow markings (CA MUTCD Figure 9C-9) is still under development (and will be in the final draft of the above-referenced Toolkit), but generally speaking we feel that 50' after an intersection and every 500' thereafter is adequate. Note that CA MUTCD suggests 250' frequency, which may be more appropriate for highly urbanized areas.
  - See 9C.07 for guidance regarding horizontal positioning of markings.
- Traffic calming is highly encouraged, and may be worth considering at both ends of the corridor (Oak and Valley View) in addition to the mid-segment location (between N Crane and Stockton) identified in Option 2. This will help reinforce the treatment corridor as a safe, accessible facility for bicyclists and pedestrians.
- Recognizing the limited budget for this project, consider evaluating potential use of Quick Build materials (rubberized parking stops, flexiposts, paint, etc) at N Crane & Spring intersection to

- reduce unprotected crossing distance and reduce vehicle turn radius off of Spring onto N Crane.
  - Current proposed improvements under Option 1 for ADA curb ramps and higher visibility crosswalks look great.

Hope this feedback is helpful; always happy to jump on a call to discuss concepts or sources of additional funding.

Regards,

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**Patrick Band**

*Associate Planner/Administrator*

[Napa Valley Transportation Authority](http://NapaValleyTransportationAuthority.org)

O: (707) 259-8781 C: (707) 319-1538

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**From:** Mario Traverso <[mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)>

**Sent:** Monday, March 17, 2025 9:38 AM

**To:** Band, Patrick <[pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)>

**Subject:** RE: Spring Street

[External Email - Use Caution]

Patrick,

We will be going ATSC on the 2<sup>nd</sup> to present and ask the commission to select an "interim" striping plan for Spring Street. See attached concept drawings. We would appreciate your review and or comments on this if you have some time.

Generally, as a long-term vision for the corridor, we have agreed on a expanded sidewalk approach on the south side, 8'-10', we imagine this could be build in 5 years.

Thanks,

**MARIO TRAVERSO**

**PROJECT MANAGER**

City of St. Helena | Public Works

1088 College Avenue | St. Helena, CA 94574

(707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)



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**From:** Mario Traverso

**Sent:** Thursday, December 5, 2024 12:21 PM

**To:** Band, Patrick <[pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)>

**Cc:** Jose Calderon <[jcalderon@cityofsthelena.gov](mailto:jcalderon@cityofsthelena.gov)>

**Subject:** RE: Spring Street

Hi Patrick,

Thanks for getting back to me. We will deploy a radar for a traffic study and get some data for us to review. Thanks for the input, I look forward to discussing this further with you.

Thanks,

**MARIO TRAVERSO**

**PROJECT MANAGER**

City of St. Helena | Public Works

1088 College Avenue | St. Helena, CA 94574

(707) 204-9084 | [mtraverso@cityofsthenela.gov](mailto:mtraverso@cityofsthenela.gov)



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**From:** Band, Patrick <[pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)>

**Sent:** Thursday, December 5, 2024 10:32 AM

**To:** Mario Traverso <[mtraverso@cityofsthenela.gov](mailto:mtraverso@cityofsthenela.gov)>

**Subject:** [External] Spring Street

Mario –

Nice to chat with you a bit after the meeting.

I'll keep thinking about design options for the corridor that support all modes. One consideration is that following a conversation with our Transit team this morning, they would prefer retaining 10.5' minimum lane widths for the more densely populated areas of the corridor (East of Crane St). Our preferred lane width for transit is 11' but we can make 10.5' work.

A question for you: do you have any traffic count data or an Engineering & Traffic Study for any portions of the corridor?

Could be some options for Class III facilities with Quick Build traffic calming treatments (or pilot installations), if ADT numbers and speeds are low enough.

--

**Patrick Band**

Associate Planner/Administrator



625 Burnell Street Napa CA 94559

O: 707-259-8781 C: 707-319-1538

[pband@nvta.ca.gov](mailto:pband@nvta.ca.gov) | [vinetransit.com](http://vinetransit.com) | [vcommute.org](http://vcommute.org)






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**RE: Spring Street Restriping**

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**From** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Date** Mon 3/24/2025 7:58 AM  
**To** Bryan Sandoli <bryan@murmurwine.com>  
**Cc** Rebecca White <rwhite@cityofsthelena.gov>

Hi Bryan,  
 Thank you for taking the time to comment, we will include this in the meeting packet.  
 Thanks,

**MARIO TRAVERSO**  
**PROJECT MANAGER**

City of St. Helena | Public Works  
 1088 College Avenue | St. Helena, CA 94574  
 (707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)




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**From:** Bryan Sandoli <bryan@murmurwine.com>  
**Sent:** Saturday, March 22, 2025 11:55 AM  
**To:** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Subject:** [External] Spring Street Restriping

Good Afternoon, Mario and thank you for sending the restriping notices to our residence.

Traffic on Spring Street as you know is a major concern and has been for quite some time. The escalation of traffic and speeding has become personal to us as it is quite dangerous pulling out of our driveway on 1918 Spring daily. To hedge our safety, we must back the car into the driveway to ensure we are coming nose out to better evaluate the timing to enter the street safely and more aware.

In reviewing the Options presented, we strongly support Option 1 (without the red striping) as the 7.5' buffer is essential to the ingress/egress safety. Option 2 will move the traffic closer to our driveway (with what looks within a foot of the driveway) which would dramatically increase the already high safety concern. The lack of a shoulder would leave us no area to wait until it was safe to back the vehicle in the driveway, which, as stated, is necessary. This would obviously be a traffic and safety concern. Option 2 also decreases the number of parking spaces on Spring Street which is of concern now and especially when the high-density housing is being built and inhabited.

We hope you will consider our safety and the safety of the pedestrians when making this decision.

Thank you and we look forward to your feedback.

Bryan Dante Sandoli

Murmur Wine Co.  
707.637.3782



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**RE: [External] Spring Street striping**

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**From** Mario Traverso <mtraverso@cityofsthelena.gov>

**Date** Thu 3/20/2025 3:21 PM

**To** Richard Walloch <rdwalloch@gmail.com>

**Cc** Rebecca White <rwhite@cityofsthelena.gov>

Richard,  
Thanks for the response. Will be included in the public comment for the meeting.  
Thanks,

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

From: Richard Walloch <rdwalloch@gmail.com>

Sent: Thursday, March 20, 2025 2:27 PM

To: Mario Traverso <mtraverso@cityofsthelena.gov>

Subject: [External] Spring Street striping

Mario:

I prefer option 1. I do not see the need to limit roadway parking at any part of this striping project.

Richard Walloch  
1660 Spring St.

rdwalloch@gmail.com  
925-818-9971 (cell)






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**RE: [External] Spring Street Striping**


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**From** Mario Traverso <mtraverso@cityofsthelena.gov>

**Date** Mon 3/24/2025 7:47 AM

**To** Michelle Duckhorn <michmduck@gmail.com>

**Cc** Rebecca White <rwhite@cityofsthelena.gov>

Hi Michelle,

Thank you for taking the time to share. I totally agree with you regarding the sidewalks. Our ultimate goal is to install a wide (7'-10') sidewalk on the south side, through the whole corridor, I imagine this could happen in 5 years. But, we will enforce a clean up of the existing encroachments with the current project as well.

Thanks,

MARIO TRAVERSO

PROJECT MANAGER

City of St. Helena | Public Works

1088 College Avenue | St. Helena, CA 94574

(707) 204-9084 | mtraverso@cityofsthelena.gov

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

**From:** Michelle Duckhorn <michmduck@gmail.com>

**Sent:** Friday, March 21, 2025 8:50 AM

**To:** Mario Traverso <mtraverso@cityofsthelena.gov>

**Subject:** [External] Spring Street Striping

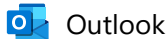
Hello Mario,

As a resident of Spring Street, I received your letter regarding the restriping. I have not formulated an opinion on the options yet, but I would like to address an issue that should be considered as plans are made. I have lived on Spring Street for 15 years and worked on Spring Street for seven (William Tell building). I walk to work and I walk for pleasure, so I have been up and down the length of Spring Street daily for many years. As you know and are planning around, it is a very popular walking corridor. A peeve of mine for 15 years has been the many homes on Spring Street that have a hedge planted along the sidewalk which then grows well into the sidewalk space. This creates many places along the street where two people walking side by side or passing don't fit, and someone has to move into the street.

There are many bigger problems in the world. However, now that you are making plans for the street that take pedestrian use into account, this issue should be addressed. Perhaps it already is as the letter mentions narrow (and discontinued) sidewalks and pedestrian roadway use.

Thank you,

Michelle Duckhorn  
1712 Spring St.




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[External] Public Comment for April 2 Active Transportation and Sustainability Committee

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From Pat Kenealy <pkenealy1@yahoo.com>

Date Fri 3/28/2025 10:14 PM

To Rebecca White <rwhite@cityofsthelena.gov>

Dear Members of the Active Transportation and Sustainability Committee.

I am a 15-year resident of 2995 Spring Street, the last house on Spring Street that falls within City Limits on the West Side of Saint Helena.

My wife and I drive Spring Street an average of 3 round trips per day all year. We walk on Spring Street daily and we and our 8-year old son bike on it at least a few times a week. There is no crying need for lots more striping of Spring Street.

If you MUST change the status quo, we strongly prefer Option 1 of the two choices presented to for review on April 2.

And I'll call the following to your attention:

- Actual accidents have been and are very rare on Spring Street
- The re-striping last year of Spring Street West of Valley View Street to accommodate a bike path HAS MADE THAT PART OF SPRING STREET MUCH MORE DANGEROUS by forcing cars too close together as east-bound and west-bound cars pass one-another. The current "bike boulevard" between the streetside parking and automobile travel lanes confuses drivers and cyclists alike and is dangerously confusing at night -- when (effectively) no cyclists are present. I've been the victim of numerous close calls as a result of the unusual bike path striping. Confused residents aside, I note that visitors, delivery drivers, and other occasional users are all over the road as a result.
- Actual use of the bike lanes on Spring Street is very light, not because the street was or is unsafe, but simply because there are not that many cyclists on that street. Auto traffic is at least 10X cycling traffic.
- There is an aspect of "build it an they will come" that doesn't justify giving half the street area of a busy street to cyclists will create meaningfully more cyclists. A few maybe, but it's bad return-on-investment math. Think of it in terms of "How many bicycles could we give away for the cost of all this striping? ... How many people in our town of 5,000 people who don't ride bikes already might ride bikes because of this striping?"
- Recently 10 or a dozen No Parking signs were installed 60 feet from one another on the south side of Spring Street immediately west of Valley View Street. There was no parking problem there before the signs and the resulting visual pollution is awful. Please REMOVE them. Paint the curb red instead if you must. For the record I have NEVER seen a parking problem there. This is an example of where unsupervised enthusiasm has produced just the kind of waste that causes the citizens to lose confidence in City government
- My impression is that the vast majority of auto drivers on Spring Street stay at (or very close to) the 25 MPH speed limit, and the damage and discomfort speed bumps would

cause auto drivers and passengers is not worth the tiny extra safety speed bumps might produce.

- All this striping and paving not attractive to many people, and can be a glare hazard at night to many.
- Finally the City has more pressing places to spend its money. If the City is getting County or State money for this, that doesn't justify what many citizens will see as a low-priority "make work" project.

In summary I encourage you to not "over fix" a perfectly-acceptable current situation. Less is more -- financially, aesthetically, and for safety's sake. Cars and cyclists have been getting along fine for decades on Spring Street and can continue to do so with minimal further intervention.

Pat Kenealy  
2995 Spring Street  
Saint Helena



March 31, 2025

Re: Agenda Item 6.1) Spring Street Striping Options

Dear Active Transportation and Sustainability Commissioners,

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

We appreciate the opportunity to provide input on Spring Street striping options. Given Spring Street's significance as a direct east/west corridor on the west side of town, connecting residents of several neighborhoods to downtown St. Helena, routes to schools and the future Vine Trail, providing safe and comfortable multimodal facilities is necessary to manage traffic volumes and ensure accessible, equitable transportation for residents of all ages and abilities. Spring Street has been identified by residents through both Safe Routes to School Walk Audits and GHD's Active Transportation/Safe Routes to School Walk Audit to be a barrier to walking and biking, particularly due to speeding. Given these concerns, we ask Commissioners and the city to consider the following recommendation for Spring Street striping, in order to improve multimodal safety and comfort on this facility.

We recommend that the City:

- From Valley View Street to Allyn Avenue: continue the Class II bike lanes that currently end at Valley View Street by narrowing the vehicle travel lanes from 11 feet to 10.5 feet, removing one lane of parking, and implementing 5 foot bike lanes. Where the road narrows to 32', this may require removal of parking on both sides.
- From Allyn Avenue to Oak Avenue: implement Class III bike boulevard facilities with sharrows, signage, and traffic-calming measures.

We believe this is a fair compromise between the needs of bicyclists of all ages and abilities and residential concerns around parking. This allows enough implementation of

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the Class II bike lanes that are recommended in the 2019 Napa Countywide Bicycle Plan and the City's General Plan Circulation Element to connect bicyclists on Spring Street to lower-stress detours on Tainter Street (a direct route to St. Helena Elementary School) and other residential streets. While this removes some on-street parking on the west end of the project, **parking in this area is currently underutilized, especially given the lower density of housing on these blocks, and can be consolidated to one side of the street where road width allows.**

Further east, we recognize that with increased density of housing, presence of community resources such as churches and the Native Sons Hall, and vicinity to downtown, on-street parking becomes more heavily utilized. We understand the need to deviate from the Bike Plan in this area and utilize Class III bicycle facilities; however, this is only acceptable with the inclusion of traffic-calming elements, given repeated community concerns around speeding. Traffic-calming may include speed cushions, as are included in Option 2. One specific traffic-calming element we ask to be included are bulb-outs at the Spring Street and Kearney Street intersection, to improve visibility for pedestrians crossing Spring at this location and calm traffic, per the St. Helena Elementary School Safe Routes to School Walk Audit report. As referenced in the public comment from the Napa Valley Transportation Authority, these traffic-calming elements may be accomplished through inexpensive quick-build materials in order to be included in this project.

Improving bicycle facilities along Spring Street is a significant opportunity to move St. Helena closer to being a bicycle-friendly city for all. Our recommendations balance safety improvements for bicyclists with residential concerns around on-street parking in a way we believe is fair and achievable. We urge commissioners and the city to consider our recommendations in discussions around Spring Street striping options.

Should commissioners or city staff have any questions about our requests, please do not hesitate to reach out to us at the phone number below or at [csainato@napabike.org](mailto:csainato@napabike.org) and [kvernor@napabike.org](mailto:kvernor@napabike.org). Thank you for your time and consideration.

Sincerely,  
 Carlotta Sainato  
 Program Manager, Napa County Bicycle Coalition




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**RE: [External] Spring Street Striping**

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**From** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Date** Tue 4/1/2025 7:55 AM  
**To** Chris Howell <chris@cainfive.com>; Rebecca White <rwhite@cityofsthelena.gov>  
**Cc** Katie Lazar <katie@cainfive.com>

Hi Chris and Katie,  
 Thanks for the clarifications, I will explore other options and get back to you with an updated proposal. I appreciate your encouragement, though I am not the Director, just a project manager.

We will add this to the public comment and see you tomorrow.

Rebecca, can you include the highlighted below in the public comment.

Thanks,

**MARIO TRAVERSO**  
**PROJECT MANAGER**

City of St. Helena | Public Works  
 1088 College Avenue | St. Helena, CA 94574  
 (707) 204-9084 | [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)




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**From:** Chris Howell <chris@cainfive.com>  
**Sent:** Monday, March 31, 2025 12:35 PM  
**To:** Mario Traverso <mtraverso@cityofsthelena.gov>  
**Cc:** Katie Lazar <katie@cainfive.com>  
**Subject:** RE: [External] Spring Street Striping

While I was looking at this, I had a few more thoughts.... so have revised below:

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**From:** Chris Howell  
**Sent:** Monday, March 31, 2025 12:23 PM  
**To:** [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)  
**Cc:** Katie Lazar <[katie@cainfive.com](mailto:katie@cainfive.com)>  
**Subject:** RE: Spring Street Striping

Hi Mario,

Katie and I greatly appreciated the opportunity to meet with you last week to learn more about the options for aligning the border stripes on Spring Street, where we live.

Our immediate reaction was, Wow, How lucky are we all in St. Helena to have you, a native Saint Helenan, as our Director of Public Works!

Also, we were very impressed by the degree of thought and creativity that you've brought to this project.

Overall, we like your Option 2, however we would like to understand the bases for the objections to Options 2 that others have conveyed to you.

Concerning Option 1, as we discussed with you, we noted a possible crosswalk crossing Spring at Stockton, directly in front of our house at 1563 Spring St.

Because Stockton ends at Spring Street and does not continue, we really don't see a purpose for a crosswalk at this location.

- We see lots of pedestrians on both sides of Spring St, however we rarely, if ever, see pedestrians crossing Spring Street at Stockton.
- It is clear that a crosswalk crossing Stockton at Spring is very appropriate, because many pedestrians do cross Stockton at this location.
- On the other hand, many cars do turn from Spring St into Stockton or from Stockton into Spring St – it seems that an additional sidewalk across Spring St. would create more hazard.
- Also, as Spring St makes a small change in direction, this location is more difficult to see.
- Because in this area, the sidewalks along both sides of Spring St are continuous, there seems to be little need to cross Spring St. at this location.
- Considering that few people cross Spring St, the existing crossing points at Oak, Kearney and North Crane seem to be more than sufficient.

We appreciate your willingness to consider all of this.

Please look for us at the next meeting of the ATSC on Wednesday.

Again, Thank you very much for your work –

Chris Howell  
Katie Lazar  
1563 Spring St.

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**From:** Chris Howell  
**Sent:** Sunday, March 23, 2025 11:07 AM  
**To:** [mtraverso@cityofsthelena.gov](mailto:mtraverso@cityofsthelena.gov)  
**Cc:** Katie Lazar <[katie@cainfive.com](mailto:katie@cainfive.com)>  
**Subject:** Spring Street Striping

Hello Mr. Traverso –

Thank you for your notification about the striping project for Spring Street.

My wife Katie Lazar has owned a home on Spring Street since 1993, and we would like to discuss the project with you.

If possible could you find time to meet with us this week?

We could come see you toward the end of the day on Monday or Tuesday, or else on the morning of Wednesday.

Thank you very much!

Chris Howell – [REDACTED]  
Katie Lazar – [REDACTED]  
1563 Spring St.






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**RE: [External] Spring Street Striping comments**


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**From** Mario Traverso <mtraverso@cityofsthelena.gov>

**Date** Wed 4/2/2025 7:38 AM

**To** Susan Shifflett <suztshiff@icloud.com>

**Cc** Rebecca White <rwhite@cityofsthelena.gov>

Hi Susan,

Thanks for taking the time to share your thoughts with me, I will incorporate for tonights meeting.

Thanks,

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

From: Susan Shifflett <suztshiff@icloud.com>

Sent: Tuesday, April 1, 2025 9:49 PM

To: Mario Traverso <mtraverso@cityofsthelena.gov>

Subject: [External] Spring Street Striping comments

Hi Mario,

Thank you again for the time to discuss and comment on the proposed striping for Spring Street. I just want to reiterate our concerns for the crossing proposed at the North Crane location.

Mainly, the No. Crane stop sign already poses a challenge for drivers due to poor visibility in either direction up and down Spring St. Adding another element (the proposed crosswalk) would potentially complicate the scenario at that location, and would be to the detriment of pedestrians. It currently proposes taking pedestrians from a corner with no sidewalks, and with high density vegetation that blocks driver vision, and leading them across Spring St.

I have 38 years of experience walking, jogging and cycling this neighborhood on a daily basis. I now live at the intersection above mentioned, and am completely familiar with the traffic and pedestrian flow. In my opinion, the best choice for pedestrian safety would be at the corner of Allyn and Spring, where a crosswalk is already in existence, and where there is clear visibility, and an anticipation of pedestrians.

An alternative suggestion would be to stripe a single crosswalk from the southwest corner of Spring and No. Crane straight across Spring St., connecting existing sidewalks. This however, would require drivers coming from Allyn to stop again after just pulling out from that stop sign.

In either case, the placement of an additional crosswalk leading from the park gates on the south side of Spring to the sidewalk on the north side would help direct pedestrians from a sidewalk that ends, over to the other side of the street, and discourage pedestrians from walking on the street itself, and into the path of cars turning right from No. Crane towards town.

Additionally, as the owner of the residence facing No. Crane, the currently proposed crosswalk across Spring St. points straight at our front door, unlike any other crosswalk in town (having just done a survey of all our crosswalks), and further, it eliminates the one and only parking space in front of our home on

Spring St.

Thank you for your careful consideration, Susan and Mike Shifflett  
1748 Spring St.  
707 363-1944



**City of St. Helena  
Public Works Department**

**DRAFT**

**CITY OF ST. HELENA SIDEWALK REPAIR COST-SHARE PROGRAM**

1. Purpose: The City of St. Helena's Sidewalk Repair Cost-Share Program is intended to minimize potential hazards caused by cracked and damaged sidewalks. The sidewalk system is an essential part of the City's infrastructure facilitating safe pedestrian movement to destinations such as schools, stores, bus stops, and parks. Sidewalks also serve as a recreational space supporting walking and running which in turn helps reduce congestion and pollution and promotes healthier lifestyles and stronger communities. The sidewalk repair cost-share program aims to address safety concerns and ensure continued accessibility of public sidewalks for all members of the community by helping property owners recover a portion of their sidewalk repair costs.
2. Background: Property owners are responsible for maintaining the sidewalk in front of their property. City of St. Helena Municipal Code Section 12.08.010 states property owners fronting any portion of a public street within City limits shall maintain the sidewalk in such a manner that the sidewalk will not endanger any persons or property and will not interfere with the public use of the sidewalk.
3. Scope: This program is applicable to all areas with existing sidewalks in the public right-of-way within the City of St. Helena incorporated boundaries and will apply to other sidewalks in the public right-of-way that may be built. This program will not apply to sidewalks maintained by other agencies such as the California Department of Transportation (Caltrans).
4. Eligibility: Property owners who have been notified of required sidewalk repairs under the City of St. Helena Municipal Code Section 12.08 are eligible to apply for the Sidewalk Repair Cost-Share Program to help offset repair costs, prior to any enforcement action being taken by the City due to non-compliance.  
Any property owner interested in proactively addressing a sidewalk hazard and participating in the program may contact the Public Works Department. Following an inspection, the Director of Public Works will determine whether a sidewalk repair is necessary and, if so, a property owner may apply for the Sidewalk Repair Cost-Share Program.

1088 College Ave. | St. Helena, CA 94574  
(707) 967-2792 | cityofsthelema.gov



5. Application: Any property owner who wishes to participate in the Sidewalk Repair Cost-Share program must submit an application prior to the commencement of any work. Applicants may only receive reimbursement once all repairs have been completed to City standards, as inspected and approved by the Director of Public Works. Property owners are required to submit a quote for the cost of the work with their application. Property owners are required to submit a copy of the contractor's billing statement and/or any other applicable receipts for reimbursement. Receipts must be submitted to [pwpermits@cityofstheleena.gov](mailto:pwpermits@cityofstheleena.gov) within 30 days of the final Public Works inspection of the sidewalk repair. Property owners are eligible for reimbursement directly; contractors and other parties may not receive reimbursement.
6. Repairs: Applicants must obtain an encroachment permit for any work performed in the public right-of-way. All repairs shall conform to the City of St. Helena Public Works Standards as noted on the approved encroachment permit.
7. Funding: Funding for the Sidewalk Repair Cost-Share Program will be provided through the General Fund. The allocation may vary each fiscal year. Pending City Council approval, Public Works has proposed a \$50,000 allocation for the program in Fiscal Year 25/26. Applicants are eligible for reimbursement of up to 50% of repair costs, with a maximum City contribution of \$2,500 per parcel, per fiscal year, subject to the availability of program funds.



**City of St. Helena  
Public Works Department**

Steps for the Sidewalk Repair Cost-Share Program

1. Receive a quote from a licensed contractor for the cost of the sidewalk repair or receive quotes for cost of materials if performing the work yourself.  
Having trouble finding a licensed contractor? Contact the Public Works Department for more information: (707) 968-2658 or [pwpermits@cityofstheleena.gov](mailto:pwpermits@cityofstheleena.gov).
2. Submit a Sidewalk Repair Cost-Share Program application with the contractor's quote or cost of materials quote attached.
3. Once your application is approved, the contractor or property owner performing the work must begin by submitting an encroachment permit application.  
Applications may be submitted online here: [Public Works Permits](#).  
Encroachment permits carry a \$750 fee which is paid at the time of the permit submittal. The cost of this permit has been factored into the total eligible reimbursement amount.
4. Once the approved encroachment permit is received, work to the sidewalk may begin. All work must be performed to the conditions and standards outlined on the permit, which includes a final inspection by the Public Works Department.
5. The applicant shall submit a copy of the contractor's billing statement and/or any other applicable receipts for reimbursement to [pwpermits@cityofstheleena.gov](mailto:pwpermits@cityofstheleena.gov) within 30 days of the final Public Works Inspection, as well as a completed IRS W-9 form.
6. Staff issues qualified reimbursement to the applicant's mailing address listed on their application.



## Draft Application for Sidewalk Repair Cost-Share Program

Application Received By: \_\_\_\_\_

Date: \_\_\_\_\_

1. Property Owner: \_\_\_\_\_

2. Property Address: \_\_\_\_\_

3. Mailing Address: \_\_\_\_\_

4. Email Address: \_\_\_\_\_

5. Phone Number: \_\_\_\_\_

6. Contractor's Name: \_\_\_\_\_

7. Description of Scope of Work to be Performed: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

8. I have received written notification from the City of St. Helena stating that a repair to the sidewalk that fronts the above address is necessary: ☐ Yes ☐ No

9. I have attached a copy of the contractor's quote for the cost of the repair or I am performing the work myself and have attached a quote for the cost of materials for the repair: ☐ Yes ☐ No

- I have read and understand the Sidewalk Repair Cost-Share Program policy.
- I understand an encroachment permit is required for any work in the City right-of-way and all repairs must adhere to the applicable City Standards to qualify for reimbursement.
- I understand I must submit a copy of the contractor's billing statement and/or any other applicable receipts within 30 days of Public Works' final inspection of the repair to receive reimbursement.
- I acknowledge and certify that any contractor engaged in the performance of work for these repairs will comply with all applicable provisions of the California Prevailing Wage Law, as stipulated under the California Labor Code.
- I understand any unexpected conditions and additional costs incurred during approved construction shall be reviewed and approved by the Public Works Department for reimbursement prior to those additional costs being incurred with 50% reimbursement anticipated, capped at \$2,500.
- I understand an IRS W-9 form must be submitted to receive reimbursement.

\_\_\_\_\_  
PROPERTY OWNER SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
APPROVED: DIRECTOR OF PUBLIC WORKS SIGNATURE

\_\_\_\_\_  
DATE