



City of St. Helena
Active Transportation and Sustainability
Committee
Special Meeting
Public Works Administration Building 1572
Railroad Ave. St. Helena
Wednesday, April 18, 2018 @ 10:30 AM

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 three minutes. Members of the public and other parties are welcome to email their comments to the Staff Liaison Tobias Barr at tbarr@cityofstheleena.org

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1. CALL TO ORDER

2. ROLL CALL

Committee Chair: Jeff Farmer

Vice Chair: Glenn Smith

Members: Kris Coryell, Donna Hinds, Tom Vence, Pam Smithers

City Council Member Liaison: Geoff Ellsworth

Staff Liaison: Tobias Barr, Public Works Project Manager

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 five 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 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. None.

6. SCHEDULED MATTERS:

6.1. Approval of Transportation Element

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[Transportation CAP Final Draft 041718](#)

6.2. Review DRAFT Energy Efficiency and Renewable Energy Language from City of Calistoga CAP

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[DRAFT Energy Efficiency Element](#)

7. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for May 2nd, 2018 at 5:00 pm, City Hall 1480 Main Street.

This agenda was posted at City Hall, 1480 Main Street on April 17th, 2018.

Chrissy Cook, Public Works 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.

Transportation

The City's plan for reducing vehicle emissions involves both increasing vehicle fuel efficiency and reducing vehicle miles traveled (VMT). The City plans to increase vehicle fuel efficiency by managing traffic and encouraging the use of alternative-fuel vehicles. To reduce VMT, the City will promote transit, biking, walking, and carpooling options, as well as efficient land use patterns. The City will also buy greener vehicles for its fleet when feasible.

Objective T-1	Maximize Bicycle and Pedestrian trips by promoting a walking and bicycling-friendly community.
• Measure T-1 A	Implement and support a public campaign to reduce vehicle speeding in St Helena. <i>This effort should include increased enforcement of speed limits on all residential streets as well as public outreach and education efforts. Lower vehicle speeds are necessary to make bicycling and walking safer and more attractive as a transportation option.</i>
• Measure T-1 B	Implement the Bicycle and Pedestrian Plans, including the provision of multi-use paths, bicycle lanes, bicycle and pedestrian routes and crossings. <i>The 2012 Bicycle Plan is currently undergoing the 5 year review and will be updated. The countywide Pedestrian Plan was approved in August 2016. All plans are developed to address the needs of all types of bicyclists and pedestrians. Important reasons for increasing bicycle and pedestrian travel include reducing congestion and greenhouse gas emissions due to automobile traffic as well as general public health benefits of active transportation.</i>
• Measure T-1 C	Direct staff to incorporate elements of the bicycle and pedestrian plans and other active transportation elements into St Helena's five year road improvement plan. <i>With Measure T funds becoming available for pavement improvements, The City of St. Helena has the opportunity to implement bicycle and pedestrian facilities identified in the Bicycle and Pedestrian Plans as roads are resurfaced and improved.</i>
• Measure T-1 D	Maximize bicycle parking at appropriate locations throughout the community. <i>Direct City Staff to update the City's Municipal Code to include a requirement for one bicycle parking space for every 10 motor vehicles spaces associated with new non-residential projects and for every three dwelling units in new multi-family residential projects. Coordinate the installation of bicycle racks and parking with the VINE bus service to encourage "bike-to-bus" transportation. Install adequate bike parking at City Parks and Facilities. Make bicycle parking apparatus available in City</i>

	<i>Right-of-Way to businesses which request bicycle parking.</i>
• Measure T-1 E	Promote walking by providing more resting places in strategic areas of the City. <i>Identify strategic areas in the City's Right-of-Way to install benches for walkers to sit and rest. Providing benches as resting areas lowers fatigue and will enable more residents and visitors to replace vehicle trips with walking trips. The City can develop a program where a sitting bench can be requested by the public and if location meets the program requirements, the Public Works Department can install a bench.</i>
• Measure T-1 E	Improve Bicycle and Pedestrian Crossings along HWY 29 and other busy intersections. <i>The City will work with Caltrans and other stakeholders to improve crossings for bicycles and pedestrians along HWY 29 and other areas of the City as appropriate.</i>
• Measure T-1 F	Utilize signage, education, outreach, technology and community resources to implement strategies to encourage "park-and-walk" in St. Helena. <i>The City will utilize SHINE newsletter, social media, and Chamber of Commerce to promote park and walk with visitors and residents. Strategy will include strategic development of parking with clear signage for the public and utilize publicity on benefits of walking. Utilizing tools, such as creating a walking tour of the downtown utilizing Historical Society landmarks will be considered as strategies to encourage park and walk activities.</i>
• Measure T-1 G	Implement City programs to encourage sidewalk and walking plan improvements to reduce VMT (for ex: Tree Tunnel walking path). <i>The City will implements plans such as the ADA Transition Plan and Pedestrian Plan to continually improve pedestrian pathways in the City. The City will evaluate implementing cost share and other strategies to improve sidewalk and walking paths that are in the jurisdiction of private parcels to encourage sidewalk and walking path improvements.</i>
• Measure T-1 H	Participate in the planning and development of the Vine Trail St. Helena segment. <i>The City will actively participate in the development of the Vine Train planning for the St. Helena segment in order to optimize the route for residents and visitors and to reduce vehicle trips and traffic.</i>

• Measure T-1 I	Support efforts to provide alternative truck routes to reduce downtown traffic congestion. <i>Enforce the City's truck ordinance to keep through traffic trucks on HWY 29 and off of City Streets. Keeping truck traffic off residential streets reduces traffic and stress on pedestrians and bicyclists.</i>
Objective T-2	Maximize and support the use of local and regional transit service, car and van pooling.
• Measure T-2 A	Encourage and support efforts by Napa Valley Transportation Authority to provide convenient, comfortable and affordable transit to and within St Helena and the region. <i>Providing frequent and comfortable bus transit service reduces personal vehicle use. Covered and well-lit bus stops that included solar powered charging for mobile devices provide a comfortable and more secure experience for transit users. The County's fixed-route bus system (VINE) provides daily transit service from stops in St. Helena to locations throughout the county, as well as connections to transit in Solano County, Bay Area Rapid Transit (BART) and the San Francisco Ferry.</i>
• Measure T-2 B	Encourage local employers to promote public transit use, car and van pooling, within their organizations. <i>By providing tools, education and outreach to local employers, the City can encourage employers to promote transit and pooling activities to reduce vehicle trips and peak traffic congestion.</i>
• Measure T-2 C	Foster the creation of commuter rail service on the Napa Wine Train right-of-way. <i>Recently (2018) the Wine Train has released information that they are evaluating offering commuter rail service. Direct staff to pursue discussions with Napa Wine Train regarding commute service from Napa to locations Up Valley.</i>
• Measure T-2 D	Evaluate feasibility of utilizing VINE bus and shuttle resources to accommodate school transportation needs. <i>In order to decrease single vehicle trips from students and parents in St. Helena the City should encourage St. Helena Unified School District and VINE transit to pool transit resources and develop a plan to reduce vehicular trips by parents and students to and from school.</i>
• Measure T-2 E	Promote ridesharing and car and van pooling in the community. <i>When ridesharing reduces VMT, the City will consider taking an active role in the promotion of such activities or mobile applications that promote ridesharing activities. This could include outreach and education.</i>
Objective T-3	Enforce policies and promote activities that minimize single-person vehicle usage by employees.

• Measure T-3 A	Comprehensive Transportation Plan for large commercial developments <i>Require proposed projects that will have a large number of employees to submit a comprehensive plan detailing actions to reduce single-person vehicle usage by employees. Such actions may include providing bicycles for commuting, covered bicycle parking, showers and/or lockers, carpool coordination and shuttles to locations where concentrations of employees reside. Ensure implementation of the plan through a condition of approval or mitigation measure.</i>
Objective T-4	Minimize personal vehicle usage by residents and visitors within the community.
• Measure T-4-A	Encourage the utilization of shuttle services for visitors, and to promote the use of the St. Helena VINE Shuttle for visitors and residents. <i>The VINE started an on demand shuttle bus service for St. Helena that allows door-to-door rides during normal operating hours. The City will promote these services by outreach and education efforts in the SHINE newsletter and social media.</i>
• Measure T-4-B	Promote innovative transportation models (ridesharing and on-demand ride services) and innovative goods and service models (e-commerce) that reduce vehicle trips and emissions. <i>Ridesharing, on-demand ride services, e-commerce delivery services offer alternatives to personal vehicles for shopping and travel. The City will need to stay abreast of research that compares emissions and congestion from these services to personal vehicles and incorporate the results in the CAP. The City can then take a role in promoting those which align with the CAP and discourage those that do not.</i>
• Measure T-4 C	Support community gardens, farmers markets, “buy local” campaigns and encourage community events to be centrally located to reduce across town trips and VMT.
• Measure T-4 D	Support the provision of resident-serving brick and mortar businesses including legacy businesses. Evaluate and consider incentives businesses which serve the local community. <i>Approving land use entitlements for resident-serving uses would minimize the VMT associated with trips outside the community.</i>
• Measure T-4-E	Encourage local visitor accommodations to provide bicycles and require they provide bicycle safety and etiquette training to visitors.
Objective T-5	Promote opportunities to house local workers to minimize commuting.
• Measure T-5 A	Promote housing types that are desirable to local workers, including multi story, single unit infill. <i>Housing local workers within-in St. Helena avoids VMT and emissions</i>

	<i>associated with commuting. Developing local housing for workers in the hospitality, service, agriculture, public sector and wine industries will reduce these emissions.</i>
• Objective T-6	Encourage compact development.
• Measure T-6 A	Maintain a compact downtown. <i>The City's compact downtown encourages visitors and residents to one-stop-shop; that is, park and then walk between shops rather than drive from one destination to the next. Allowing wine tasting rooms in the downtown reduces VMT by avoiding the need to drive to distant locations.</i>
Measure T-6 B	Discourage new commercial or winery development which will increase VMT in residential areas.
Objective T-7	Minimize fuel use and emissions.
• Measure T-7 A	Encourage Caltrans to monitor and adjust traffic controls as needed to minimize idling while in the City limits (downtown between Pope and Adams).
• Measure T-7 B	Establish a policy to minimize emissions related to idling for City and commercial vehicles operating in St. Helena.
• Objective T-8	Provide support facilities and policies to encourage the adoption of electric vehicles.
Measure T-8 A	Increase the supply of electric vehicle charging stations, including stations for City employees. <i>The current lack of accessible charging stations is a significant barrier to the widespread adoption of electric vehicles.</i>
• Measure T-8 B	Purchase or lease City-owned vehicles powered by renewable energy sources whenever feasible. <i>The City should phase in the purchase of green vehicles as older vehicles are retired. This is more economically feasible and less wasteful than replacing vehicles that are still functioning well. Also, green vehicle technology is continually improving and purchasing a vehicle is a long-term investment. By converting its fleet in phases, St. Helena can take advantage of future technologies.</i>
• Measure T-8 C	Encourage the use of use of Neighborhood Electric Vehicles (NEVs) by City Employees and the Public. <i>The size of St. Helena makes it an ideal community for Neighborhood Electric Vehicles. Utilizing smaller, electric vehicles for around town travel reduces emissions and traffic stress on bicyclists and pedestrians. The City should consider promoting NEV use in town through a variety of incentives.</i>

Objective T-9	Encourage alternatives to City employee use of single-occupancy vehicles
Measure T-9 A	Provide bicycles and Neighborhood Electric Vehicles for City employees to use for City operations
• Measure T-9 B	Provide secure covered bicycle parking for City employees to encourage bicycling to work.
• Measure T-9 C	Consider providing incentives to City staff for car-pooling or bicycling to work.

DRAFT Energy Efficiency and Renewable Energy Language from City of Calistoga CAP

Goal: Reduce energy demand through conservation and efficiency	
Objective EE-1	Maximize energy and water conservation associated with buildings.
• Measure EE-1 A	Facilitate participation in loan programs for energy-efficiency and water conservation improvements in existing buildings. <i>The City has authorized the participation of properties within the city limits in Property-Assessed Clean Energy (PACE) loan programs that allow property owners to finance the installation of energy- and water-efficient improvements. It is estimated that each home that is retrofitted will reduce GHG emissions by 2.6 CO₂e tons annually; the lifetime reduction of the improvements is 45.3 tons per home.</i>
• Measure EE-1 B	Discourage the use of decorative exterior lighting by requiring downward lighting on all new residential and commercial building projects. <i>Discouraging decorative exterior lighting minimize energy use and preserves the night sky.</i>
• Measure EE-1 C	Educate local residents (through SHINE and social media) about the effects of leaving their exterior lights on all night (light pollution, energy use).
Objective EE-2	Conserve water to minimize the energy needed for water treatment and transmission.
• Measure EE-2 A	Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping. <i>Application of the State standards to larger landscaped areas significantly reduces irrigation water use through the use of plants with relatively low watering needs, minimizing areas of water-intensive turf and installing smart irrigation systems to avoid excessive water use.</i>
• Measure EE-2 B	Promote the use of reclaimed water generated by the local wastewater treatment plant. <i>It generally takes less energy to pump and convey water from a local source than to transport water across long distances, such as water sourced from the North Bay Aqueduct. One hundred acres of landscaping are irrigated with more than 130 million gallons of reclaimed water from the City's wastewater plant each year, thereby reducing the energy needed to transport water from other sources. Increasing the use of reclaimed water would save more energy.</i>
• Measure EE-2 C	Install water-efficient landscaping and irrigation where feasible at City facilities. Maintain irrigation systems at municipal facilities for proper watering cycles and to prevent runoff.
Objective EE-3	Support local efforts to utilize renewable energy.
• Measure EE-3 A	Support the use of geothermal energy and heat-exchange technology.

	<i>Geothermal energy is used locally to heat buildings and pools, thereby reducing the need for other energy sources.</i>
• Measure EE-3 B	Facilitate participation in loan programs for renewable energy generation. <i>The City has authorized the participation of properties within the city limits in the HERO PACE loan program, which allows property owners to finance the installation of renewable energy systems.</i>
• Measure EE-3 C	The City will select MCE's Deep Green option for all City facilities.
• Measure EE-4 D	<i>Increase participation in MCE's Deep Green (100% renewable energy) by encouraging local businesses by publicizing local companies who have already adopted Deep Green, including quantifying their impact on the climate, via SHINE. Work with the Chamber of Commerce to educate and encourage their members to adopt Deep Green.</i>
• Measure EE-4 E	<i>Encourage solar panel installations on warehouse roof space.</i>
• Measure EE-4 F	<i>Include solar panel installations on municipal building construction or renovations.</i>
Goal: Promote energy efficiency associated with municipal operations	
Objective EE-4	Optimize the energy-efficiency of street lighting, water pumping, water treatment and other energy-intensive municipal operations.
• Measure EE-4 A	Incorporate energy-efficient measures in the replacement and upgrading of municipal facilities.
Objective EE-5	Pursue the development of one or more renewable energy projects at City-owned facilities.
• Measure EE-5 A	Explore the feasibility of heating the City pool with energy generated by photovoltaic or geothermal resources. <i>A 2011 feasibility analysis concluded that approximately 95 kW of power could be produced through solar panels, resulting in the aversion of more than 207 tons of CO₂e. The proposal was determined to be financially infeasible at the time, but could be reconsidered as the cost of PV systems continues to drop.</i>