



City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Public Works Conference Room, 1572
Railroad Ave., St. Helena
Wednesday, March 6, 2019 @ 5:30 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 Tobias Barr at tbarr@cityofstheleena.org

Page

1. CALL TO ORDER
2. ROLL CALL
Committee Chair: Pamela Smithers
Vice Chair: Glenn Smith
Members: Jeff Farmer, Tom Vence, Denise Henquet Sprengers, Erin Dempsey
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 three 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. Active Transportation and Sustainability Committee Meeting Minutes of February 6, 2019

CEQA Determination: Not a CEQA project

CEQA Determination: NA
Prepared By: Tobias Barr, Project Manager
[2-6-2019 Regular Meeting](#)
6. SCHEDULED MATTERS:

5 - 6

- | | | |
|------|---|---------|
| 6.1. | Downtown Streetscape Project Overview by Erica Smithies, Public Works Director/City Engineer (10 min.) | 7 - 14 |
| | CEQA Determination: Not a CEQA project | |
| | CEQA Determination: NA
Presentation | |
| 6.2. | Consideration of Changing ATSC Regular Meeting Times from 5:30 PM to 5:00 PM, the first Wednesday of the month. (5 min.) | |
| | CEQA Determination: Not a CEQA project | |
| | CEQA Determination: NA | |
| 6.3. | Review and Discussion of Draft 2018 ATSC accomplishments (15 min.) | 15 |
| | CEQA Determination: Not a CEQA project | |
| | CEQA Determination: NA
ATSC 2018 Accomplishments | |
| 6.4. | Review and Possible Update of ATSC Mission Statement (10 Min.) | 17 |
| | CEQA Determination: Not a CEQA project | |
| | CEQA Determination: NA
ATSC mission statement | |
| 6.5. | Discussion and Development of 2019 Draft Workplan and Goals for ATSC (15 min.) | 19 |
| | ATSC 2019 Work Plan | |
| 6.6. | Final Review & Approval of the Bike Plan Update (30-45 min.) | 21 - 45 |
| | CEQA Determination: Not a CEQA project | |
| | CEQA Determination: NA
2019-02-27 Napa Countywide Bicycle Plan Public Review DRAFT St Helena | |
| 7. | ADJOURNMENT | |
| | The next regular Active Transportation Committee meeting is scheduled for April 3, 2019 at 5:30 pm, Public Works Conference Room, 1572 Railroad Avenue, St. Helena. | |
| | This agenda was posted at City Hall, 1480 Main Street on March 1, 2019. | |

Tobias Barr, Public Works Project Manager

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.

Committee Members:

Pam Smithers - Chair
Glenn Smith- Vice Chair
Member – Jeff Farmer
Member – Tom Vence
Member- Vacant
Alternate Member - Vacant
Alternate Member - Vacant
City Council Member Liaison – Geoff Ellsworth

MINUTES

ST. HELENA ACTIVE TRANSPORTATION & SUSTAINABILITY COMMITTEE

**Public Works Conference Room
1572 Railroad Avenue, St. Helena
Regular Meeting, Wednesday February 6, 2019 at 5:30 PM**

1. CALL TO ORDER @5:31 PM

2. ROLL CALL

Present: Jeff Farmer, Pam Smithers, Tom Vence. Glenn Smith arrived at 6:08 PM

Council Member Liaison: Mayor Geoff Ellsworth

Staff Present: Erica Ahmann Smithies

Other: three members of the public.

3. PUBLIC FORUM:

Patrick Band, County Bicycle Coalition: Introduction of who they are and expressed Bike Month, in May 2019. Request that City present a Proclamation and participate in the Bike to Work and School Day again. Thursday May 9, 2019. Set up energizer stations around the County (need to provide an amount of sponsorship). New event, Bike to Shop Day and just in Napa, but hope to expand it in the future. Being held Saturday, May 19, 2019. NVTA has released a draft of the Bike Plan Update and encouraging community input. Bike Fest in Napa, Saturday, May 4 - includes bike sale from donations. In the fall they have "Bikes for Tots" and raised \$26k to buy new bikes for kids.

4. REPORTS BY STAFF AND COMMITTEE:

- Erica provided update on Countywide Bike Plan Draft Plan that is circulating for public comment. Recommend agenize on 3/6 for discussion and Diane Meehan will come to the meeting.
- Geoff provided information on NVTA and the orientation that he went through on Wednesday 2/5 and how to make comments if the public needs to bring to NVTA.

5. CONSENT CALENDAR

5.1 Approval of the meeting minutes from January 9, 2019 Special Meeting.

Tom Vence motioned to approve the meeting minute from January 9, 2019. Pam provided a section motion. The minutes were approved 3-0.

6. SCHEDULED MATTERS

6.1 Discussion and possible motion on Committee Meeting Time and Public Participation

Jeff Farmer explained that he would need to step down from the chair of the committee, due to the likeliness that meetings go beyond 6:30. Pam was nominated by Jeff, seconded by Tom. Motion passed to make Pam Smithers the new Chair of the committee.

6.2 Discussion and Possible Action on draft letter to City Council regarding ADA Access to the US Post Office

Jeff stated that he had done some outreach and folks in wheelchairs can get into the post office. The bigger problem is that the sidewalks and streets are not level or sloped accordingly. The committee discussed the draft letter and would like to revise it to reflect improving visibility to those with disabilities (i.e. Wayfinding signage) to direct them onsite.

6.3 Discussion and Possible Action on 2019 ATSC Proposed Work Plan following 2019 City Council Goal Setting

Erica provided a copy of the 2017 Work plan and to build on the same list and/or replace items that may not be still relevant. Build on the Council goal session. Ellsworth concurred and stated that the same priorities were kept from the prior year.

6.4 Future Agenda Items

Review of the draft Bike Plan Update
Erica will present the downtown street scape project.

7. ADJOURNMENT:

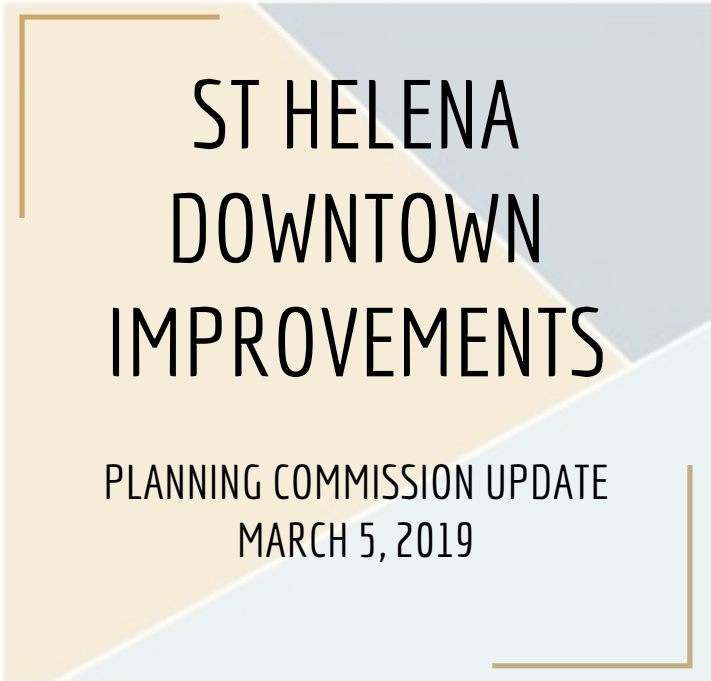
The next regular Active Transportation Committee and Sustainability meeting is scheduled for March 6, 2019 at 5:30 pm at the Public Works Department, 1572 Railroad Avenue.

APPROVED:

ATTEST:

Chair, Pam Smithers

Tobias Barr, Staff Liaison



ST HELENA DOWNTOWN IMPROVEMENTS

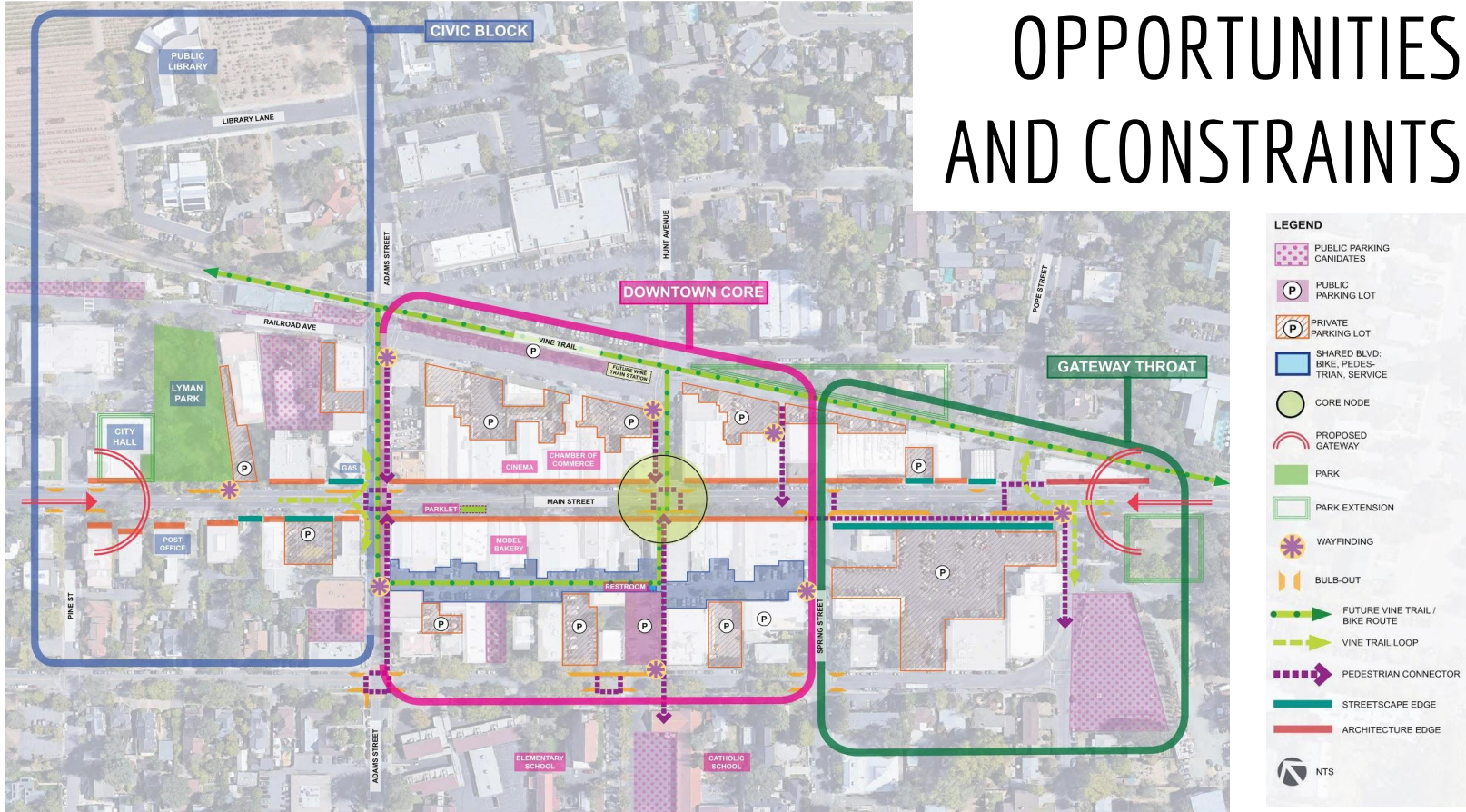
PLANNING COMMISSION UPDATE
MARCH 5, 2019

INTRODUCTION/PROJECT OVERVIEW

Team:

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

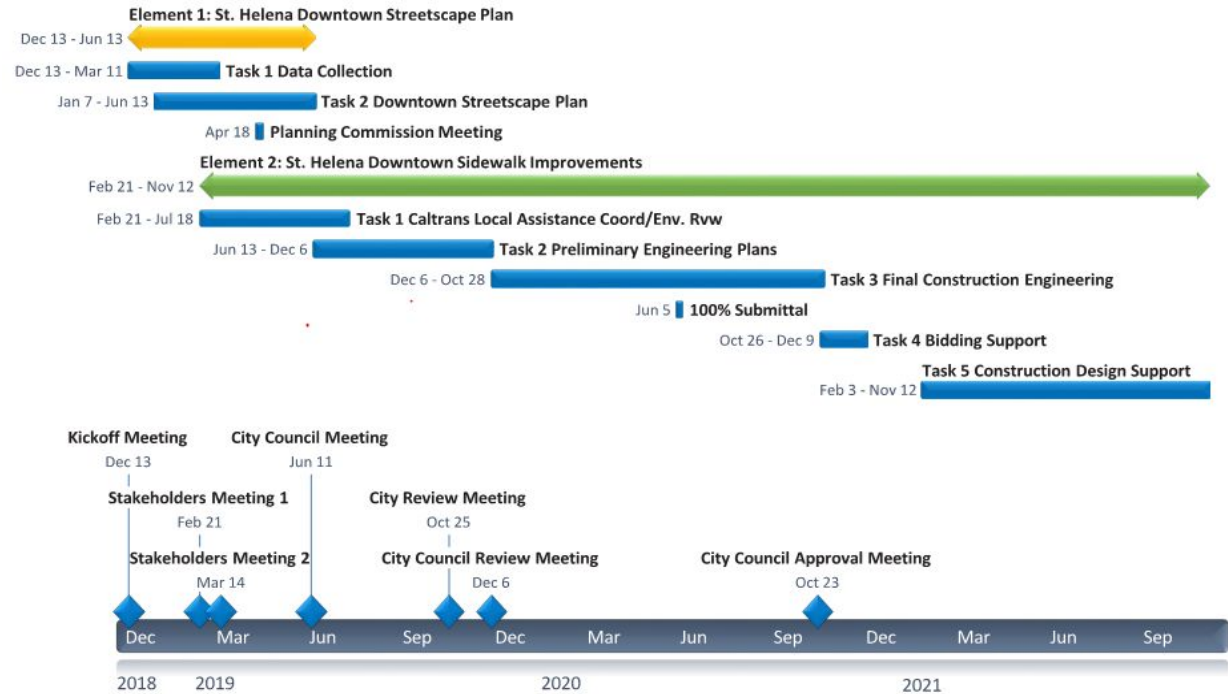
OPPORTUNITIES AND CONSTRAINTS



SCOPE - Component 2 - Downtown Sidewalk Improvements



SCHEDULE



PROJECT GOALS

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



OUTREACH ROUNDS

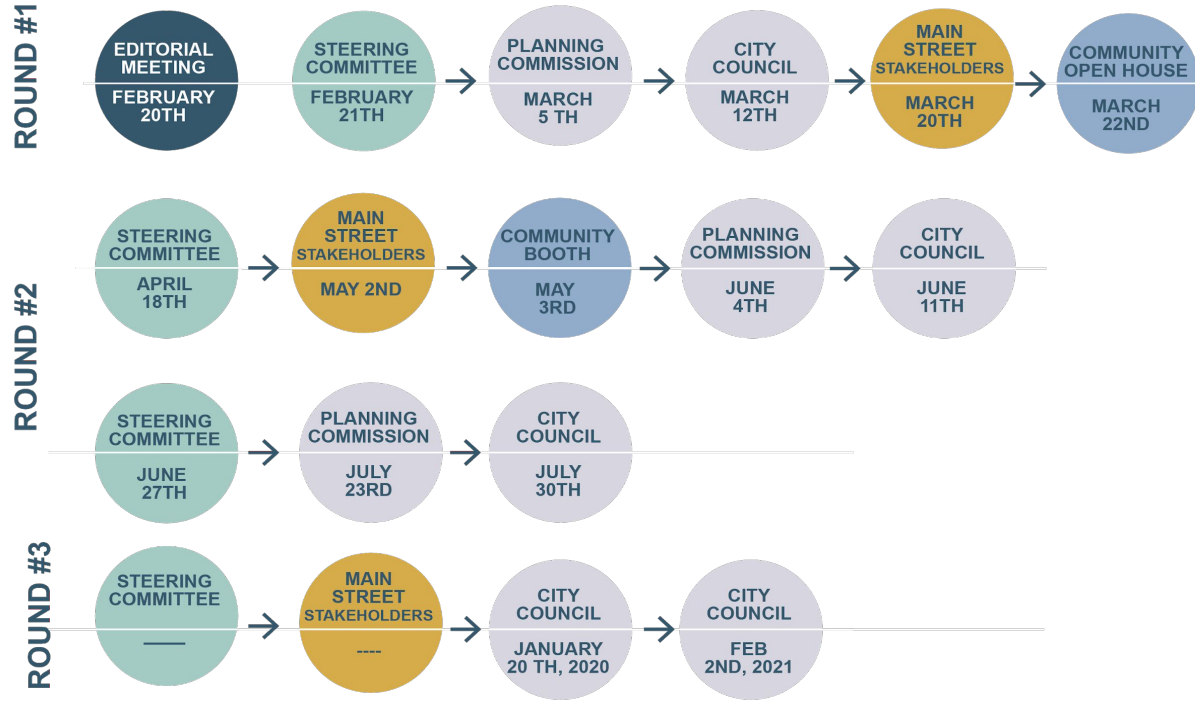
Round 1: Tell us about your Main Street!

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

Round 2: "Downtown Vision & Priorities"

Round 3: "Main Street Phase 1 Improvements"

ENGAGEMENT OPPORTUNITIES



City of St. Helena
Active Transportation and Sustainability Committee (ATSC)
2018 Accomplishments

DRAFT

Emphasis for the year was on:

- Completion of St Helena Climate Action Directives (“CAD”)
 - Completed Transportation Section (Aug, 2018)
 - Completed Energy Section (Oct, 2018)
 - Water Section is pending
- Review NVTA Bicycle Plan Update (St Helena section) and provide comments to NVTA (Diana Meehan) (May, 2018)

Other work:

- Teamed with Up Valley Disposal on an education initiative whereby metal water bottles were distributed free of charge at the Harvest Festival, to promote moving away from plastic water bottles
- Researched 2018 BAAQMD electric charging station grant program
- Reviewed list of ADA Curb Ramp Improvement Projects (no action)
- Discussed use of and prepared Power Point on effects of Round Up (glyphosate)
- Discussed parking rules for EV Charging at Oak Street parking lot (no action)
- Discussed promotion and improvement of the Tree Tunnel ped/bike path (no action)
- Discussed how to use SHINE to communicate to community on initiatives
- Initiated program for battery recycling and drop off at the Public Works’ office
- Discussed pop-up sustainability events (no action)
- Received detailed presentation and training on Commissioners Handbook and 2016 adopted protocols
- Reported semi-annually to City Council on work progress

Active Transportation and Sustainability Committee (ATSC)

Mission Statements Currently in Use

To engage in the process of information sharing, stakeholder engagement, public input and consensus building in order to provide viable option and creative solutions to transportation and sustainability issues to the City of St. Helena City Council.

The St. Helena Active Transportation and Sustainability Committee is an advisory committee for the City Council and Planning Commission. It promotes and encourages safe bicycling and walking to further St. Helena's goal of becoming bicycle- and pedestrian-friendly. The Committee also educates St. Helena citizens, businesses, city staff and elected officials and assist with reasonable measures to achieve greenhouse gas reduction and effective sustainability practices. The Committee meets on the first Wednesday of each month.

City of St. Helena
Active Transportation and Sustainability Committee (ATSC)
2019 Work Plan/Goals

DRAFT

Active Transportation

- Assist City staff in providing comments and supporting implementation of the 2019 NVRTA Countywide Bicycle Plan Update: St. Helena Element
- Continue to develop and promote bicycle safety and education programs
- Work with Caltrans/Staff to improve bicycle and pedestrian crossings on Highway 29
- Participate in the planning and development of the NV Vine Trail St. Helena Segment
- Provide input to City staff on bicycle and pedestrian improvements within the City

Environmental Sustainability and Resource Management

- Complete Climate Action Directives work (Water & Wastewater)
- Explore alternatives for local recycle/reuse/reduce programs including public outreach (in coordination with Upper Valley Disposal)
- Give input on any potential solar installation at City facilities
- Explore creating and promoting organic gardening/agriculture programs
- Explore one or more Climate Action Directives for implementation (in conjunction with City Staff)
- Receive quarterly updates from PW Environmental Resource Technician on water conservation and other City sustainable activities

City Council Interaction

- Provide quarterly updates to City Council for feedback

Chapter 7: City of St. Helena Bicycle Plan

SECTION 1: INTRODUCTION

Plan Introduction

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

Area Overview

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

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

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

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



Figure SH.1. Bicyclists in St. Helena

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

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

Relationship to Existing Plans

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

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

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

SECTION 2: GOALS AND POLICIES

Countywide Vision and Goals

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

Vision Statement

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

Goals and Policies

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

Table SH.1. Goals and Policies of the Plan

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

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

Serving All Types of Bicyclists

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

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

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

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

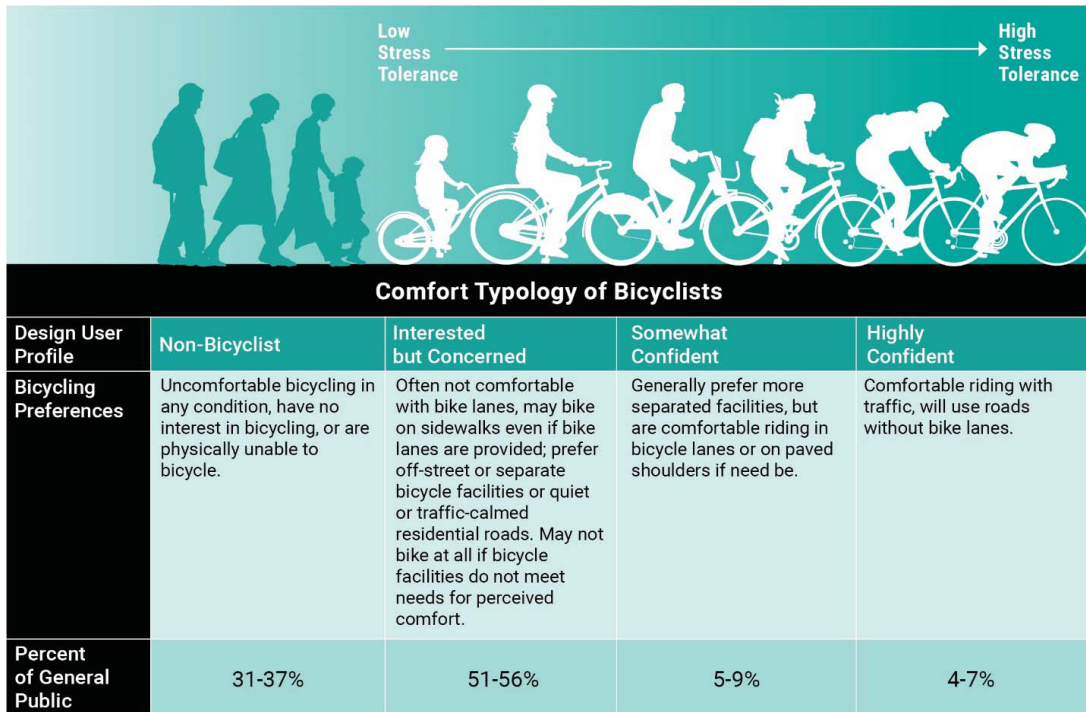


Figure SH.2. Level of Traffic Stress and Bicycle Riders

SECTION 3: EXISTING BICYCLE NETWORK

Overview: Issues and Opportunities

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

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



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

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

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

Table SH.2. Existing Bicycle Network Mileage

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

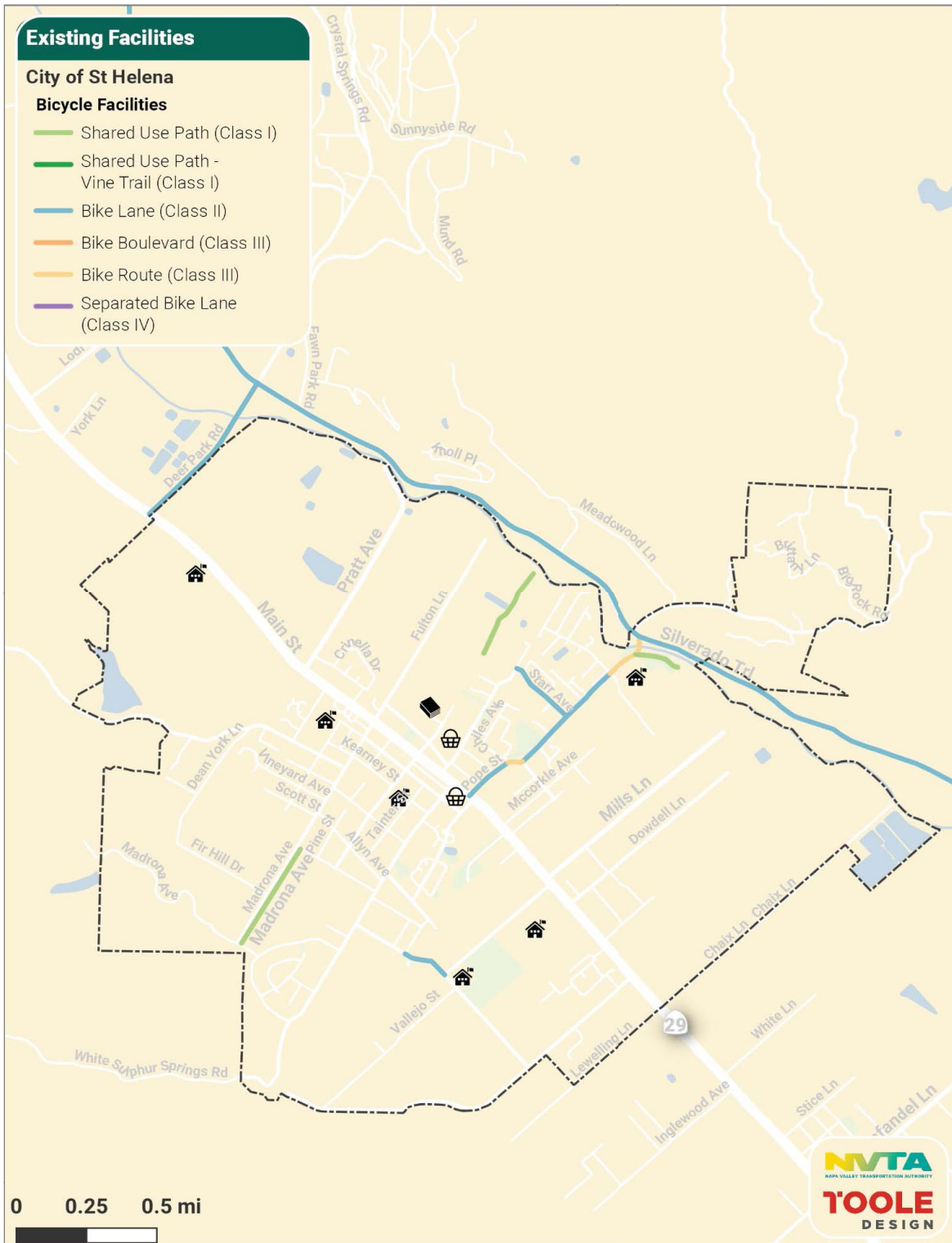


Figure SH.4. Existing Bicycle Facilities in St. Helena

Components of the Bicycle Network

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

Shared Use Paths

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

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



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



Figure SH.6. Connector path in St. Helena

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

Bike Lanes

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



Figure SH.7. Bike lanes in St. Helena

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



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

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

Bike Routes and Bicycle Boulevards

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

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

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



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

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

Separated Bike Lanes

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

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



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

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

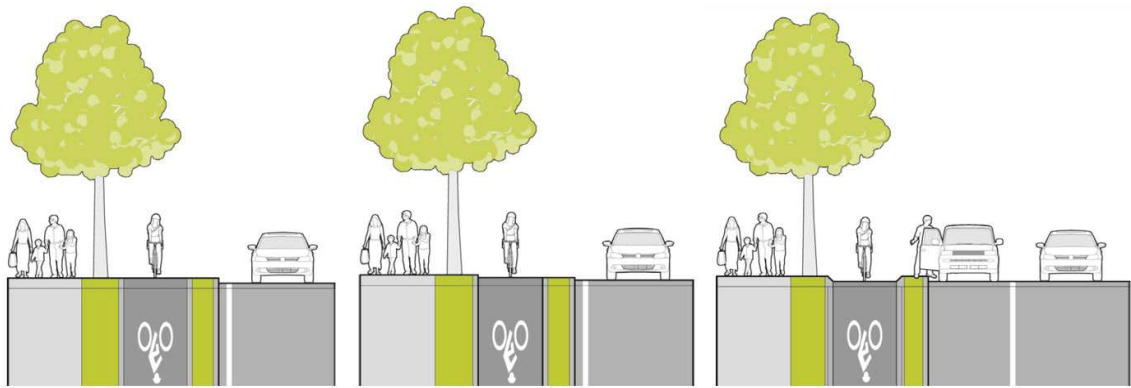


Figure SH.11 Sidewalk level, intermediate level, and street level separated bike lanes, left to right.

How many people bike today?

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

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

Collision Analysis

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

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

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

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

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

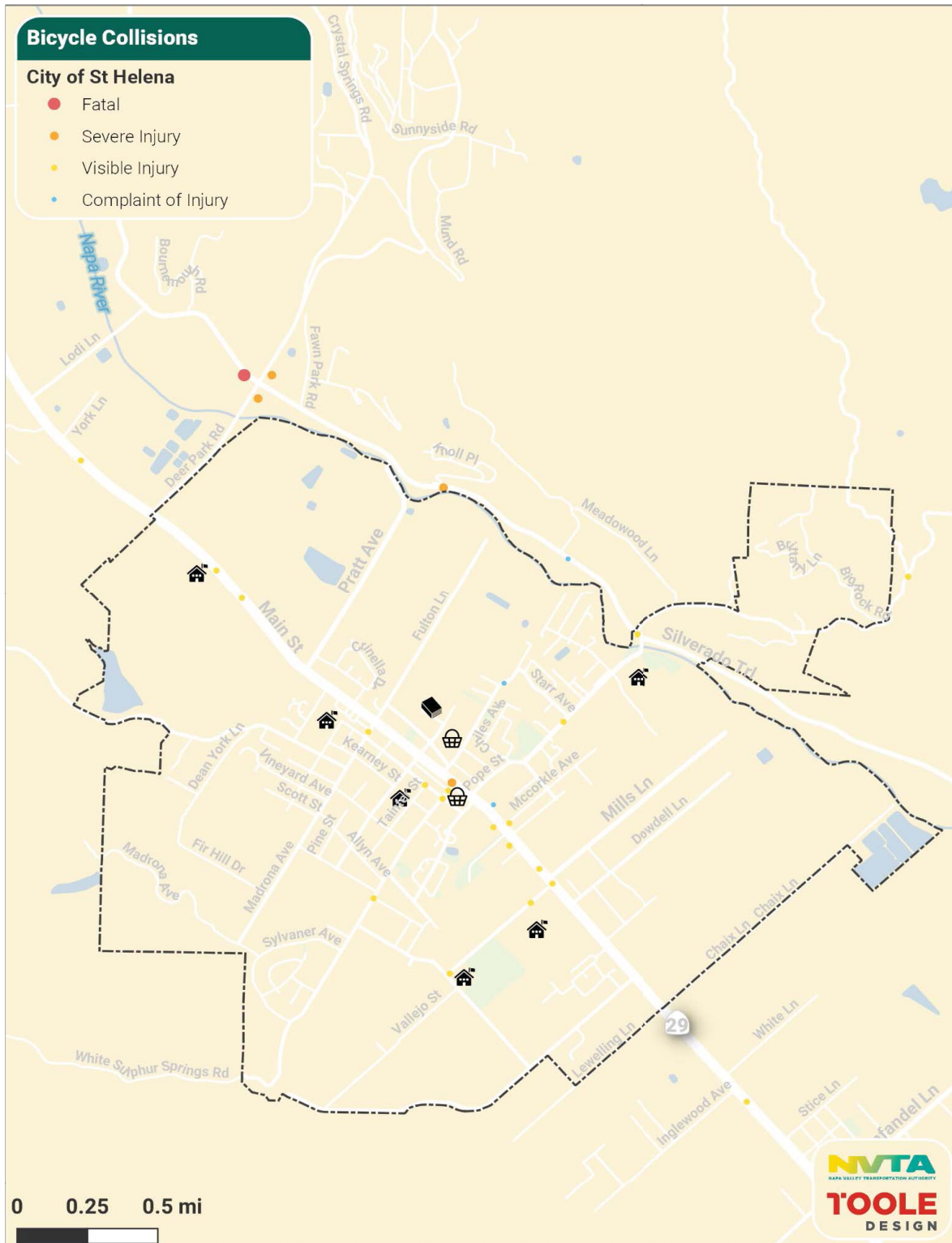


Figure SH.12. Bicycle Crash Distribution (2006-2013)

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

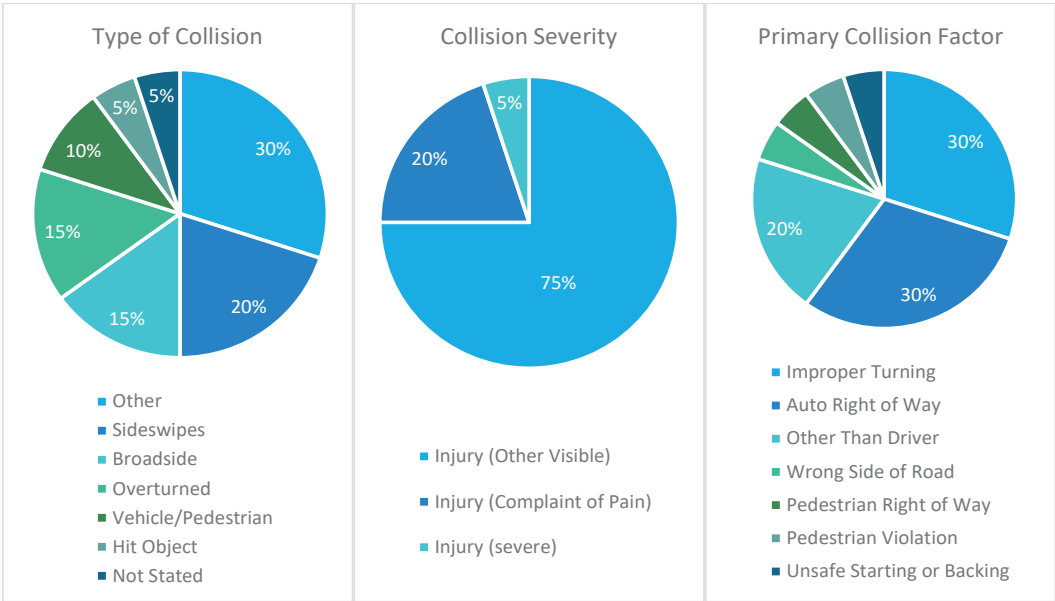


Figure SH.13. Bicycle Collision Summary (2006-2013)

Community Input

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

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

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

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

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

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

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

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

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

SECTION 4: PROPOSED BICYCLE NETWORK

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

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

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

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

Table SH.3. Proposed Bicycle Network

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

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

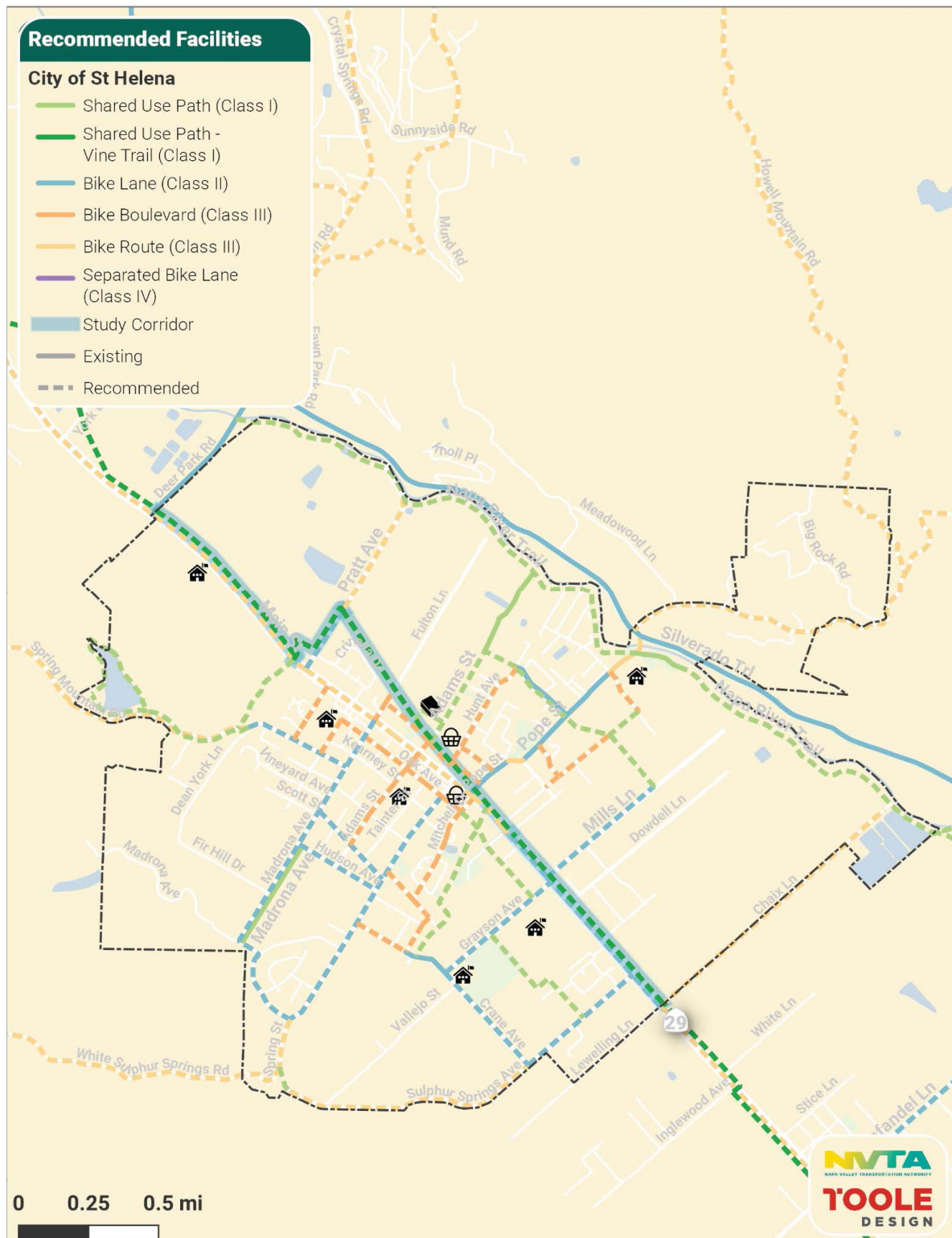


Figure SH.14. Proposed Bicycle Network

SECTION 5: SUPPORT PROGRAMS AND POLICIES

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

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

Table SH.4. Support Programs and Policies

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

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

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

SECTION 6: IMPLEMENTATION PLAN

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

Immediate-Term

Overlap with Measure T Repaving Projects

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

Short- and Medium-Term

Facility Characteristics

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

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

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

Proximity to Destinations

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

Public Concerns

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

Network Connectivity

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

Long-Term

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

Connectivity Improvements from Phased Implementation

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

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

FUNDING

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

Table SH.5. Project List

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

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

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

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