



City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Public Works Conference Room, 1572
Railroad Ave., St. Helena
Wednesday, April 3, 2019 @ 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 Tobias Barr at tbarr@cityofsthelena.org

Page

1. CALL TO ORDER
2. ROLL CALL
Committee Chair: Pam 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 March 6, 2019

CEQA Determination: Not a CEQA project
Prepared By: Tobias Barr, Project Manager
[3-6-2019 Regular Meeting](#)
6. SCHEDULED MATTERS:
 - 6.1. Report on City Council Direction from March 26 City Council Meeting

5 - 7

(15 min.)

CEQA Determination: Not a CEQA project

- 6.2. Report on March 15, 2019 meeting with MCE discussing MCE Programs (10 min.)

CEQA Determination: Not a CEQA project

- 6.3. Discussion of Draft Water, Wastewater and Environmental Stewardship CADs (30 min.) 9 - 12

CEQA Determination: Not a CEQA project

[DRAFT Water, Wastewater and Misc. Environmental Stewardship CADs](#)

- 6.4. Review of Transportation CAD and Approval of Energy Efficiency and Renewable Energy CAD (30 Min.) 13 - 20

CEQA Determination: Not a CEQA project

Recommendation:

Review Transportation and Approve Energy Efficiency and Renewable Energy CAD

[Transportation Element CAD Final](#)
[Energy Efficiency and Renewable Energy CAD](#)

- 6.5. Approval of Letter to City Council Regarding St. Helena Post Office Access Issues (5 min.) 21

CEQA Determination: Not a CEQA project

[ADA Post Office](#)

- 6.6. SHINE Newsletter Topic Ideas (5 min.)

CEQA Determination: Not a CEQA project

7. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for May 1, 2018 at 5:00 pm, Public Works Conference Room, 1572 Railroad Avenue, St. Helena.

This agenda was posted at City Hall, 1480 Main Street on Friday, March 29, 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- Denise Henquet Sprengers
Alternate Member – Erin Dempsey
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 March 6, 2019 at 5:30 PM**

1. CALL TO ORDER @5:30 PM

2. ROLL CALL

Present: Jeff Farmer, Pam Smithers, Tom Vence, Glenn Smith, Denise Henquet Springers, Erin Dempsey

Council Member Liaison: None

Staff Present: Tobias Barr

Other: Patrick Band-Napa Bike Coalition, Christopher Cole-St. Helena resident and member of the public

3. PUBLIC FORUM:

Patrick Band, County Bicycle Coalition: reminded everyone about Bike Month, in May 2019 and Bike to Work/School Day on May 9th. Additionally as part of Bike Month, Napa Bike is organizing awards for Bicycle Commuter of the Year and the public can make nominations through NapaBike.org webpage. Additionally, as part of Bike Month this year Napa Bike will hold a Bike Shop Day, on May 18th and encourage locals and visitors to shop by bike.

4. REPORTS BY STAFF AND COMMITTEE:

Tobias requested that any interested committee members attend a meeting with MCE on Friday, March 15 at noon in the City Hall main conference room. The topic will be MCE customer programs, particularly EV programs. Tobias will email the committee a reminder.

Pam Smithers promoted the Wild Perspectives film/event at the Cameo Saturday March 23rd which wild salmon will be the subject. Also an NCRCD will be having an upcoming watershed event which Pam will update the committee on in the future.

Tobias gave an update on the water bottle program, which UVDS is helping to support. The City and UVDS have split the cost of reusable water bottles and the City provides them to the public for free at local events. The City also has a goal of getting water bottles to every school to discourage the use of single use plastic water bottles.

5. CONSENT CALENDAR

5.1 Approval of the meeting minutes from February 6, 2019 Regular Meeting.

Jeff Farmer motioned to approve the meeting minutes. Tom Vence provided a section motion. The minutes were approved 5-0.

6. SCHEDULED MATTERS

6.1 Downtown Streetscape Project Overview by Erica Smithies, Public Works Director/City Engineer

Erica was not available to provide this presentation so Tobias handed out flyers with information on the Community Open house and the Stakeholder Workshop. Tobias announced that the first Public Workshop would be Friday, March 22nd from 10:00 until 2:00 PM at 1335 Main Street. All committee members are encouraged to attend. Additionally Jeff Farmer invited members of the committee to attend a Kiwanis breakfast on Wednesday March 27, at 7:30 AM where the streetscape project will be discussed by the Public Works Director.

6.2 Consideration of Changing ATSC Meeting Times from 5:30 PM to 5:00 PM, the first Wednesday of the Month.

The committee agreed that the time should be moved back to 5:00 PM. Glenn Smith moved to approve, Jeff Farmer Provided a second motion. The motion to move the meeting time to 5:00 PM the first Wednesday of the month passed 5-0.

6.3 Review and Discussion of Draft 2018 ATSC Accomplishments

Pam Smithers presented the draft of the 2018 accomplishments. The committee felt that they were thorough and represented the 2018 accomplishments well. Jeff Farmer moved to approved them as is, Tom Vence provided a second motion. The committee approved the draft 2018 accomplishment as final 5-0.

6.4 Review and Possible Update of ATSC Mission Statement

The Chair elected to discuss this at a later meeting so the committee would have more time to discuss the next two agenda items. The item was tabled until next meet.

6.5 Discussion and Development of 2019 Draft Workplan and Goals for ATSC

Pam Smithers explained that a key goal she would like to see is having City Council act on a measure suggested in the CAD (Climate Action Discussion) document. Pam stated that some of the ideas in the CAD document would not need further study or conflict with existing policies or planning, and could potentially be implemented, such as the City moving to MCE Deep Green renewable energy. Jeff Farmer requested that information sharing activities be added to the plan, such as newsletter, social media and other outreach activities to inform the community of the committees work. Pam also wanted to include a bee keeping collective along with promoting organic gardening and agriculture. The committee approved the plan with the addition of information sharing 5-0 with Jeff Farmer motioning to approve and Tom Vence provided the second motion.

6.6 Final Review and Approval of the Bike Plan Update.

Tobias gave an introduction as to the purpose of the Bike Plan Update and its importance in creating a cohesive regional bicycle network and for obtaining funding for projects. Tobias then provided a timeline of the update which has been going on since 2018. Tobias explained that NVTA provided the Wikimap to gather input from the public and provided outreach in all the communities. Additionally NVTA has worked with staff to update completed projects, and any new projects or changes to the map City Staff is aware of. NVTA then presented the draft plan to the committee, prior to publishing the public draft. The version in front of the committee now (and available to the public) is the first public draft of the bike plan update. Patrick Band of Napa Bike stated that a good starting place to evaluate and comment of the first public draft is to evaluate the map of proposed infrastructure and the policies section. Jeff Farmer asked for an explanation of the current Vine Trail Study Area on the map. Patrick and Tobias responded that they don't believe that is accurate as that is the route from the previous Bike Plan. The new plan should show the Vine Trail Study Area as part of the Oak Avenue extension. After the Vine Trail discussion Jeff Farmer had to leave the meeting at 6:29. Comments from the committee included the need to Class 1 path on Grayson and Pope Street with a connection across town to have a safe dedicated path for school children to ride to school. Additionally the committee has a number of comments regarding the policy section included developing a policy to deal with bike lane obstructions, such as trash cans in bike lanes, adding school zones to the areas of additional law enforcement, and work to reduce commuter cut-through vehicle traffic on residential streets. Christopher Cole, who was attending the meeting as a member of the public made the comment that the existing map should show the St. Helena section of the Silverado Trail as it currently is, with substandard Class 2 (thus Class 3) bike lanes, rather than showing Class 2.

At this point Glenn Smith and Denise Henquet Sprengers had to leave the meeting at 6:52.

In summary, the committee make the following comments regarding changes they request to the Draft Bike Plan Update:

Routes on Recommended Facilities Map:

Add Class 1 Routes to the following Streets:

- Class 1 Bike Bridge across Sulphur Creek from the proposed Class 1 route providing a connection to Grayson without requiring riding with traffic on Valley View.
- Class 1 Route on Grayson Avenue
- Class 1 on Mills Lane connecting to the proposed Class 1 from Starr Continuation.
- Class 1 on Pope east of Starr to the Pope Street Bridge
- Update the Vine Trail Study Corridor to Oak Ave. with the Oak Ave connection across Sulphur Creek at Mitchel Dr.

Routes on Existing Facilities Map:

- Show the Silverado Trail through St. Helena accurately, most sections north of Pope Street are not true Class 2 facilities but Class 3. The map should be updated with the Class 3 sections marked appropriately.

Policy and Program Recommendations:

- Incorporate Policies to discourage bike lane obstructions, such as trash cans, through ordinance, education or both.
- Law enforcement patrols should also be directed towards school zones and bike routes to schools. Bike collisions at Main and Grayson support this.
- Law enforcement mechanism should also be considered to reduce commuter cut through traffic, which adds stress to bike routes.

Tom Vence motioned to approve the ATSC Bike Plan Update comments and Erin Dempsey provided the second. The motion carried 3-0.

7. ADJOURNMENT:

The meeting was adjourned at 7:15 by the Chair.

The next regular Active Transportation Committee and Sustainability meeting is scheduled for April 3, 2019 at 5:00 pm at the Public Works Department, 1572 Railroad Avenue.

APPROVED:

ATTEST:

Chair, Pam Smithers

Tobias Barr, Staff Liaison

Draft Water, Wastewater and Stormwater CADs 4/3/19

Objective WWS-2	Conserve water to minimize the energy needed for water treatment and transmission.
Measure WWS-2 A	Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping. (CA) <i>Application of the State standards to larger landscaped areas significantly reduces irrigation water use through the use of plants with relatively low watering nWWSds, minimizing areas of water-intensive turf and installing smart irrigation systems to avoid excessive water use.</i>
Measure WWS-2 B	Promote the use of reclaimed water generated by the local wastewater treatment plant. (CA) <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 nWWSded to transport water from other sources. Increasing the use of reclaimed water would save more energy.</i>
Measure WWS-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. (CA)
Measure WWS-2 D	Require water audits for new and expanded commercial projects.
Measure WWS-2 E	Update the water neutrality requirement to encourage and streamline retrofits of existing facilities.
Measure WWS-2 F	Accelerate the integration of smart water meter technology.
Measure WWS-2 G	Provide innovative water efficiency retrofit rebates
Measure WWS-2 H	Accelerate rates of repair of underground water delivery pipes to reduce water waste associated with the water delivery system.
Objective WWS-3	Support local efforts to utilize renewable energy. (should delete this section)
Measure WWS-3 A	<i>Delete – regarding geothermal energy</i>
Measure WWS-3 B	Delete – regarding loan programs for renewable energy (in our energy section)

Draft Water, Wastewater and Stormwater CADs 4/3/19

Goal: Promote energy efficiency associated with municipal operations	
Objective EE-4	Delete – in our objective EE-3
• Measure EE-4 A	Delete – in our objective EE-3
Objective EE-5	Delete – in our objective EE-3
• Measure EE-5 A	Delete – regarded geothermal energy policies
Goal:	
Objective WWS-3	Evaluate and support use of recycled water from the City wastewater treatment plant
•	Develop a program to greatly reduce I & I into the City sewer collection system.
	Develop policy and enforcement of FOG dischargers to eliminate FOG related SSOs
•	
Goal:	
Objective WWS-4	Eliminate or capture pollution entering storm drain system
•	Install trash capture devices in all storm drain inlets in priority land use areas to capture litter.
	Prioritize and optimize street sweeping to capture street litter.
•	In addition to requiring bio-retention facilities for new construction, the City will develop a program to integrate bio-retention and LID measures into appropriate City facilities.
•	
•	
•	

Draft Water, Wastewater and Stormwater CADs 4/3/19

3 Carbon Sequestration Goals, Objectives and Mitigation Measures

Trees not only sequester carbon dioxide, but also reduce the urban heat island effect, lower building energy use, contribute to stormwater management, and improve air quality.

Goal: Protect and increase the amount of vegetation and biomass	
Objective CS-1	Establish, enhance and preserve trees to sequester carbon and reduce urban heating.
• Measure CS-1 A	Protect existing trees to the maximum feasible extent. (CA) <i>The Municipal Code protects trees with a diameter of more than 12 inches. Protecting larger trees is crucial because as trees grow, their value to the environment increases. A mature tree with a thick trunk and lush canopy can provide more environmental benefits than a young, small tree.</i>
• Measure CS-1 B	Require the replacement of trees that are removed by development projects. (CA)
• Measure CS-1 C	Require the planting of street trees as part of development projects, and plant and replace removed trees along streets. (CA)
• Measure CS-1 D	Require the planting of parking lot shade trees by development projects and plant shade trees in City-owned parking lots. (CA) <i>Parking lots act as miniature heat islands; these higher temperatures can be mitigated by tree cover. When cars are shaded, evaporative emissions from fuel and volatilized plastics is greatly reduced. Shade also means less air conditioning energy will be needed to cool the cars when drivers return. Additionally, asphalt in shaded parking lots shrinks and cracks less, requiring less maintenance.</i>
•	Establish a policy and program on urban forest preservation and replanting.
•	Repurpose removed trees and woody material to prevent burning of wood.
•	Ban nonnative trees in the City's R/W and develop a program to remove non-native trees and replace with native trees.
Objective CS-2	Preserve open space within the city limits.
• Measure CS-2 A	Ensure the preservation of open space through the entitlement review process. (CA)
• Measure CS-1 B	Seek to establish permanent open space easements over forested areas and significant habitats through such means as the purchase of development rights. (CA)
•	Refine protection guidelines for riparian lands.
•	Pursue grant funding programs that restore habitat and conservation areas.
•	Develop master plan for City Parks and Open Space.

Draft Water, Wastewater and Stormwater CADs 4/3/19

4 Community Engagement and Advocacy Goals, Objectives and Mitigation Measures

Implementing the GHG mitigation measures will require community education and advocacy.

Goal: Promote community participation in local GHG reduction efforts	
Objective CE-1	Conduct public outreach and education efforts that broaden community involvement in reducing grWWSnhouse gas emissions.
• Measure CE-1 A	Assist in the sponsorship of community events and campaigns that address global (CA) warming and promote renewable energy.
• Measure CE-1 B	Disseminate City web site postings, correspondence, reports, news releases, brochures, fact shWWSts, opinion pieces, advertising, etc., to aid in the implementation of GHG reduction measures. (CA)
Goal: Advocate for collaborative, policy and legislative solutions at regional, state and federal levels	
Objective CE-2	Participate in and help develop effective regional, state and federal solutions to reduce emissions.
• Measure CE-2 A	Support improvements to state-owned roads that encourage non-motorized transportation. (CA)
• Measure CE-2 B	Participate in regional climate protection and action initiatives. (CA)

Climate Action Plans for Reference:

Calistoga Climate Action Plan:

<http://www.ci.calistoga.ca.us/home/showdocument?id=24005>

Napa County Revised Climate Action Plan:

<https://www.countyofnapa.org/DocumentCenter/View/9247/Revised-Draft-Climate-Action-Plan>

Transportation

The Active Transportation and Sustainability's proposed plan for reducing vehicle emissions involves both increasing vehicle fuel efficiency and reducing vehicle miles traveled (VMT). The plan objectives increase vehicle fuel efficiency by managing traffic and encouraging the use of alternative-fuel vehicles. To reduce VMT, the proposed objectives 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</i>

	<i>City Parks and Facilities. Make bicycle parking apparatus available in City 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 F	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 G	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 H	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 I	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, to reduce vehicle trips and traffic, and insure compliance with local laws.</i>

• Measure T-1 J	Enforce the City’s Truck Ordinance. <i>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, in balance with St. Helena’s small town character..</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 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 10/31/2018 Energy Efficiency and Renewable Energy for Approval

Goal: Reduce energy demand through conservation and efficiency	
Objective EE-1	Support local efforts to utilize renewable energy.
• Measure EE-1 A	Consider requiring solar installations as a condition of new construction.
• Measure EE-1 B	Evaluate the benefits of requiring new or replacement residential and commercial water heating systems to be electrically powered and/or alternatively fueled systems. (Modified NC)
• Measure EE-1 C	Select Evaluate selecting MCE's Deep Green (100% renewable) option for all City-owned facilities. (Modified NC)
• Measure EE-1 D	Promote renewable energy, energy efficiency and programs and champions through recognition activities. (NC) <i>Publicizing local companies who have adopted these measures via SHINE newsletter and other City communications to congratulate those who have taken steps to reduce their carbon footprint and encourages others to follow suit.</i>
• Measure EE-1 E	Expand current renewable energy and green energy incentives and update local ordinances. (NC)
• Measure EE-1 F	Support solar and energy efficiency technology pop up shops and other educational experience for residents to promote technologies.
• Measure EE-1 G	Provide resources and education of loan financing programs, such as PACE or utility financing to encourage adoption of energy efficiency and renewable energy home upgrades. (CA)
• Measure EE-1 H	Require compliance with CALGreen Tier 1 standards for all new construction, and phase in ZNE requirements for new construction beginning in 2020. (NC)
• Measure EE-1 I	Support landfill and wastewater to energy programs. (NC)
• Measure EE-1 J	Discount permit fees and expedite the permit process for renewable energy and energy efficiency projects.
Objective EE-2	Maximize energy conservation associated with buildings.
Measure EE-2 A	Discourage the use of exterior lighting through the planning process. Require all outdoor lighting be high efficiency, use timers, motion sensors and smart lighting controls and be Dark Sky Association certified. (CA)
• Measure EE-2 B	Educate local residents through SHINE about the effects of leaving their exterior lights on all night (light pollution, energy use).
• Objective EE-3	Optimize the energy-efficiency of street lighting, water pumping, water treatment and other energy-intensive municipal operations with the goal of adopting energy efficiency measure in municipal operations (CA)

Objective EE-3 A	Incorporate energy-efficient measures in the replacement and upgrading of municipal facilities. (CA)
Objective EE-4	Pursue the development of one or more renewable energy projects at City-owned facilities.
Measure EE-4 A	Include solar panel installations on new municipal building construction. Pursue the development of one or more renewable energy projects at City-owned facilities. (CA)
Measure EE-4 B	Pursue the development of one or more renewable energy projects at City-owned facilities. (CA)

NC = adapted from Napa County 1017 Final Draft Climate Action Plan

CA = adapted from City of Calistoga 1014 Climate Action Plan

ZNE =zero net energy

MCE = Marin Clean Energy

PACE = property assessed clean energy

CALGreen = California Green Building Standards Code

To: Honorable Geoff Ellsworth and City Council Members

One role of the ATSC committee is to provide viable and safe options for transportation and sustainability for all citizens in our community. As such, we fully support the City plan to enable full public access on our streets and in our facilities in accordance with the American Disabilities Act.

We understand the library has been identified as a high priority because of the great amount of local traffic. This is good.

Another building with a lot of local traffic is the US Post Office. However since this is a federal building it is exempted from our efforts. Although it is possible for disabled people to enter the building in the rear it requires extra effort.

There is no signage in the front declaring the existence or directions to the rear entrance. The post office web site also has no information. However, if you happen to know about it you can get there.

If driving, you can park in the rear of the building. There is one handicapped space and there is a ramp to the rear entrance.

If entering directly from the street sidewalk you must navigate to the rear entrance either on a walkway that is not ADA compliant or on a driveway shared with USPS vehicles.

The rear entrance consists of two sets of swing doors. They are manually operated.

We recommend that the City Council contact the appropriate federal authorities to make them aware and support an effort to make the Post Office more accessible and safer to those with limited mobility.

Signed....

Rev 2/19