

# Appendix SH-A: Benchmarking Table

ST. HELENA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	St. Helena Current Practice	Best Practice Examples
<p><b>Coordination with Health Agencies</b></p> <p>Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding.</p> <p>Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.<sup>1</sup></p>	<p>Key Strength</p>	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>In St. Helena, health agencies are involved in the development review process, but there is no special involvement for pedestrian facilities.</p> <p>Live Healthy Napa County completed the first ever Napa County Community Obesity Prevention Plan (Jan. 2015)<sup>2</sup>, which addresses the need to increase active transportation options countywide.</p>	<ul style="list-style-type: none"> <li>• Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by ensuring all necessary sidewalk repairs are included in the city's Capital Improvement Program (CIP), and including additional pedestrian infrastructure projects in the program. Consider a tripa nd fall monitoring program and/or incorporating public comment from the recommended online comment form under <i>Public Involvement</i> below.</li> <li>• Continue to involve health agencies in the development review process, especially related to active transportation improvements.</li> <li>• Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.</li> </ul>

<sup>1</sup> Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

<sup>2</sup> [http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa\\_county\\_community\\_obesity\\_prevention\\_plan\\_\(final\).pdf](http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_(final).pdf)



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<p><b>Complete Streets Policy</b>                      Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	Key Strength	<p>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, it has yet to be adopted.</p> <p>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 Countywide Bicycle Plan. Routine data collection is also required to evaluate how well all users are being served by the transportation network.</p> <p>Commercial and residential development projects are required to include sidewalks and the city additionally requests ADA-compliant driveway designs during development review.</p>	<ul style="list-style-type: none"> <li>Consider opportunities for Complete Streets, specifically pedestrian pathways and/or sidewalks, during restriping, repaving, new roadway construction, and utility installation projects.</li> <li>Develop a checklist for project review to ensure routine application of the Complete Streets policy.</li> <li>Consider maintaining a GIS database of data collected as part of the policy evaluation, to include pedestrian volumes collected in this plan.</li> </ul>
<p><b>Newspaper Rack Ordinance</b>                      Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Key Strength	<p>St. Helena has an ordinance which requires the placement and maintenance of a newsrack not to interfere with building access or reduce the pedestrian travel way to less than six feet.</p>	

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<p><b>Street Tree Ordinance</b></p> <p>Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public infrastructure and/or utilities.</p>	Key Strength	<p>The St. Helena Tree Committee developed the Master Street Tree List, a guide that organizes trees into categories depending on the recommended street type (large commercial, major in-town streets, and small neighborhood streets). The guide includes a list of undesirable trees, in accordance with the city's street tree ordinance, which lists trees that cannot be planted without proper root-control barriers due to their potential to cause damage to sidewalks.</p> <p>According to the St. Helena tree ordinance, property owners are responsible for repairing sidewalk damage by trees fronting their property, while the city takes responsibility for trimming and maintaining trees on Main Street.</p>	
<p><b>Speed Limits and Speed Surveys</b></p> <p>Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	Key Strength	<p>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.</p>	<ul style="list-style-type: none"> <li>Proactively consider pedestrian volumes when setting speed limits, and consider traffic calming in pedestrian zones where speed surveys suggest traffic speeds are too high.</li> <li>Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.</li> </ul>
<p><b>Bicycle Parking Ordinance</b></p> <p>Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	Enhancement	<p>The city of St. Helena includes the option to require bicycle parking in its municipal code for any use which must provide 10 or more vehicular spaces.</p>	<ul style="list-style-type: none"> <li>Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.</li> </ul>



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<p><b>Collision Reporting</b></p> <p>Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>	Enhancement	<p>According to collision history between 2003 and 2012, St. Helena has the highest number of collisions countywide besides the City of Napa. Collision locations and contributing factors are reviewed by city staff when there is a call for grant funding to identify candidate improvement projects.</p>	<ul style="list-style-type: none"> <li>Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant.</li> <li>Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program funding. Volunteers can collect pedestrian volumes and other data at collision locations.</li> </ul>
<p><b>Public Involvement</b></p> <p>Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions.</p> <p>Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	Enhancement	<p>The City of St. Helena does not have a formal online feedback process, but residents may call the Planning or Public Works office for specific complaints and concerns.</p> <p>The city has an Active Transportation Committee with 5 members and 2 alternates. They are not linked directly to the ATAC for NVTA, which has a separate representative from St. Helena.</p>	<ul style="list-style-type: none"> <li>Add a page to the city's website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions.</li> <li>Designate time during the ATC meetings to address countywide issues and opportunities with the representative on the NVTA ATAC. Alternatively, a new position could be created on the city's ATC to be assumed by the NVTA ATAC representative to ensure collaboration and input on countywide pedestrian topics.</li> </ul>
<p><b>Transportation Demand Management</b></p> <p>Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	Enhancement	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p>	<ul style="list-style-type: none"> <li>Consider implementing a "park-once" strategy downtown and along Main Street.</li> <li>Develop a policy that supports the "Car Free" tourism program of the Napa Valley Destination Council and NVTA, which provides information to visitors so they can plan a trip without relying solely on a car.</li> </ul>

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<p><b>Design and Development Standards</b></p> <p>Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	Enhancement	The typical street cross-section in the General Plan is 2 lanes with a center two-way left turn lane, a pedestrian friendly design. Building orientation and setback requirements are included in the city's zoning ordinance.	<ul style="list-style-type: none"> <li>• Incorporate elements of the design guidelines presented in this plan as part of the development review process.</li> <li>• Develop a Streetscape Master Plan for the city.</li> </ul>
<p><b>Historical Preservation</b></p> <p>Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	Enhancement	<p>Numerous historical sites throughout the city are listed in the Master Historical Resources List, but pedestrian access is not addressed.</p> <p>The St. Helena municipal code includes a Historic Preservation Overlay District but does not address pedestrians.</p>	<ul style="list-style-type: none"> <li>• Develop a map to showcase natural or local sites of interest, and link key sites on the Master Historical Resources List, including a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the city.</li> </ul>
<p><b>Pedestrian Safety Education Program</b></p> <p>Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	Enhancement	In accordance with policies in the Napa Bike Plan and the General Plan, NVTA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike". The OTS will release a call for projects around November 2015 for their 2017 funding cycle.	<ul style="list-style-type: none"> <li>• Coordinate with NVTA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in St. Helena: <ul style="list-style-type: none"> <li>○ Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies</li> <li>○ Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to community events.</li> </ul> </li> </ul>



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<p><b>Safe Routes to Schools</b></p> <p>Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off.</p> <p>Funding for educational programs and/or infrastructure projects is available at the state and federal levels.</p>	Enhancement	<p>The Napa County Office of Education (NCOE) currently administers a Safe Routes To School (SRTS) Program across the county, and has hosted events such as Walk and Roll to School Day, where students compete for the Golden Sneaker Trophy, awarded to classrooms with the best participation.</p> <p>A Safe Walking education presentation is offered to elementary schools countywide for students in grades K-3. Brochures are handed out during this program as well as at staff meetings, PTA/parent meetings, community health fairs, and farmers markets. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>While program leaders have a goal of reaching every interested school by the end of the grant term in 2016, reaching all schools on a weekly or yearly basis has been difficult due to understaffing and scarcity of volunteers.</p>	<ul style="list-style-type: none"> <li>Pursue SRTS grant funding for pedestrian infrastructure projects.</li> <li>Seek partners to form school-specific committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school. Hold regular meetings to maintain stakeholder involvement.</li> <li>Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for St. Helena Elementary School.</li> <li>Coordinate with NVTA to seek additional funding for SRTS.</li> </ul>
<p><b>Open Space Requirements</b></p> <p>Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	Enhancement	<p>The St. Helena municipal code includes an Open Space District - designated areas associated with stream corridors in the city - but does not provide specific pedestrian accommodations for this area.</p>	<ul style="list-style-type: none"> <li>Consider requiring provisions for pedestrian safety and accessibility as part of the Open Space District.</li> </ul>
<p><b>Economic Vitality</b></p> <p>Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>	Enhancement	<p>St. Helena does not have a BID or a facade improvement program. A parking impact overlay zone does reduce off-street parking requirements in the central business district, which helps to preserve the pedestrian orientation of the street frontage and create a "park-once" environment.</p>	<ul style="list-style-type: none"> <li>Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements.</li> <li>Consider way-finding strategies downtown to reinforce the "park-once" environment while managing parking spillover into residential areas.</li> </ul>

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<p><b>Sidewalk or Street Furniture Ordinance</b> Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	Opportunity	St. Helena has no specific street furniture ordinance, but sidewalk dining is allowed with a permit in the zoning code. A four feet clear path of travel must be maintained.	<ul style="list-style-type: none"> <li>Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities, other than those associated with transit stops, as appropriate.</li> </ul>
<p><b>Inventory of Pedestrian Facilities</b> A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Opportunity	<p>The city does not have a GIS inventory of sidewalks or other pedestrian facilities, although trails and pathways are shown graphically in the St. Helena Bicycle Master Plan.</p> <p>Sidewalks are included in the city's Capital Improvement Program and has budgeted approximately \$17,000/year for the last 3 years for sidewalk repairs, although not all of it was spent.</p>	<ul style="list-style-type: none"> <li>This plan has developed a GIS-based inventory of sidewalks, curb ramps, crosswalks, and paths citywide. This facility inventory could be expanded to include informal pathways and potential pedestrian opportunity areas in the city.</li> <li>Consider implementing a trip and fall monitoring program and/or mapping public comment from the recommended comment form to ensure all necessary sidewalk repairs are included in the city's Capital Improvement Program (CIP).</li> </ul>
<p><b>Walking Audit Program</b> Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.</p>	Opportunity	St. Helena has not conducted pedestrian walking audits before this plan.	<ul style="list-style-type: none"> <li>Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a "trip and fall" program or health-oriented programs within the city, as well as distribution of the media campaign NVTA is pursuing.</li> </ul>



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<p><b>Pedestrian Volumes</b></p> <p>Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	Opportunity	The city of St. Helena does not collect pedestrian volumes as a matter of routine.	<ul style="list-style-type: none"> <li>• Use collected volumes in this plan to identify pedestrian nodes in the next update to the General Plan.</li> <li>• Routinely collect pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all traffic studies and manual intersection turning movement counts.</li> <li>• Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.</li> </ul>
<p><b>ADA Improvements</b></p> <p>Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	Opportunity	<p>Standard drawings for the city of St. Helena include minimum sidewalk widths of 4 feet and curb ramps that include grooving details or a rougher surface than the surrounding sidewalk, which help users detect the presence of the ramp and to provide a non-slip surface. City standards also include a detail for sidewalk obstruction transitions.</p> <p>Curb return standards show curb ramps to be located at the center of the curb return and the city does not have a detail for directional curb ramps.</p>	<ul style="list-style-type: none"> <li>• Seek funding opportunities for ADA deficiency areas identified as part of this plan.</li> <li>• Conduct ADA field surveys of additional priority corridors listed in this plan to add to a city-maintained GIS database.</li> <li>• Consider adopting a City Standard for directional curb ramps and implement the design where practical.</li> <li>• Review and revise standard drawings to align with PROWAG recommendations.</li> <li>• Consider adopting an ADA Transition Plan to track ADA improvements and create a plan for future priorities and enhancements.</li> </ul>

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<p><b>Identifying Crossing Barriers</b></p> <p>Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying barriers and developing alternative methods of crossing or improving designated crossings, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	Opportunity	<p>Crossing barriers in St. Helena include the highway, which coincides with Main Street, the Wine Train tracks, and several creeks.</p> <p>The city does not maintain an inventory of pedestrian crossing barriers, and many existing crossings do not have pedestrian facilities.</p>	<ul style="list-style-type: none"> <li>Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.</li> </ul>
<p><b>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</b></p> <p>Providing all-ways stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	Opportunity	<p>The City of St. Helena uses MUTCD warrants for signals and stop signs.</p> <p>All traffic signals are along Main Street/Highway 29 and are operated by Caltrans. No lead pedestrian intervals (LPIs) or pedestrian countdown timers are installed.</p>	<ul style="list-style-type: none"> <li>Coordinate with Caltrans to install pedestrian countdown timers at signals along Main Street and evaluate need for LPIs in areas of high pedestrian activity.</li> <li>Consider using city-specific, pedestrian-friendly stop sign warrants for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> <li>Requiring a collision history of three instead of five years based on routine underreporting</li> <li>Reducing traffic volume thresholds based on latent demand</li> <li>Providing consideration for school children, pedestrians and traffic speeds</li> </ul> </li> <li>Expand the GIS-based inventory to include pedestrian-related markings and traffic signals with pedestrian facilities.</li> </ul>



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<p><b>Crosswalk Design Guidelines</b> A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments citywide.</p>	Opportunity	The City of St. Helena does not have a formal crosswalk policy, and many uncontrolled crosswalks exist on Main Street and Pope Street.	<ul style="list-style-type: none"> <li>Consider adopting a crosswalk policy as part of this plan that reflects best practices and recent research to include criteria for appropriate locations to install crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs.</li> <li>Include criteria in the crosswalk policy for identifying, installing, and enhancing crossings where strong desire lines exist, especially a cross Main Street.</li> <li>Using the proposed crosswalk policy, conduct audits of the adequacy of current crosswalks.</li> </ul>
<p><b>Law Enforcement</b> Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	Opportunity	<p>Law enforcement is usually only involved in the planning and development process when a bar is under consideration. To date, law enforcement has not tracked pedestrian-involved collision trends to relate them to enforcement efforts.</p> <p>NVTA is interested in training CHP officers to implement pedestrian education outreach efforts to motorists countywide.</p>	<ul style="list-style-type: none"> <li>Identify training opportunities for officers in St. Helena on pedestrian safety enforcement principles and education outreach efforts.</li> <li>Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity.</li> <li>Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NVTA on the media safety campaign that NVTA is pursuing, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.</li> <li>Consider tracking pedestrian-involved collisions aligned with enforcement efforts to analyze trends.</li> </ul>

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<p><b>Traffic Calming Programs</b></p> <p>Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Opportunity	<p>The City of St. Helena does not have a Traffic Calming Program; however, the General Plan does not allow four lane roads.</p> <p>The high school is concerned with cut-through traffic from Main Street. Although the highest vehicle volumes in the city are on Main Street, traffic is congested, providing a form of traffic calming on the corridor.</p>	<ul style="list-style-type: none"> <li>Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents in St. Helena.</li> <li>Coordinate with the high school to evaluate traffic calming measures along the school frontage.</li> </ul>
<p><b>General Plan</b></p> <p>Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	Opportunity	<p>Density in St. Helena is concentrated downtown, with very few high-density areas and no mixed use zones. Although mixed-use is proposed in the Central Business and Service Commercial Districts for the General Plan update, it is not yet adopted.</p> <p>Parking policies include a parking impact overlay district, located generally within the central business district, which allows lower off-street parking requirements for buildings built before February 1980. Any new property in this district can pay a in-lieu fee. Senior Housing is allowed reduced off-street parking requirements.</p> <p>The primary pedestrian node in St. Helena is Main Street. While the current General Plan does not focus on accommodating pedestrians, the pending update to the General Plan will.</p>	<ul style="list-style-type: none"> <li>Establish transit and auto-vehicle policies in the General Plan that are pedestrian-friendly and support a balanced multi-modal transportation network.</li> <li>Identify pedestrian nodes in future updates to the General Plan.</li> <li>Develop roadway typologies in the next update to the General Plan to identify any prioritized corridors for pedestrians.</li> </ul>



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<p><b>Coordination with Emergency Response and Transit Providers</b></p> <p>Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the city and the respective departments.</p>	Opportunity	There is little coordination between transit planning and pedestrian planning in St. Helena, and emergency responders are involved in the development review process but not specifically in pedestrian projects.	<ul style="list-style-type: none"> <li>• Seek opportunities for technical collaboration and funding with first responders and transit providers for pedestrian improvements.</li> <li>• Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects.</li> <li>• Explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to transit connection points and transit centers.</li> </ul>
<p><b>Institutional Coordination</b></p> <p>Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in St. Helena.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	Opportunity	<p>Caltrans has jurisdiction over Main Street in St. Helena, which is one of St. Helena’s busiest pedestrian corridors and coincides with downtown. Several signals on Main Street do not include pedestrian countdown heads and several uncontrolled crosswalks exist across the corridor.</p> <p>Coordination with Caltrans is necessary due to the potential difference in policies regarding pedestrian accommodation, although recent policies within Caltrans now require the agency to consider multimodal needs.</p>	<ul style="list-style-type: none"> <li>• Proactively seek opportunities to collaborate with Caltrans to improve pedestrian safety along and across Main Street.</li> </ul>

# Appendix SH-B: Existing Pedestrian Policies

The City of St. Helena has adopted policies as part of its General Plan in support of walking. Most such policies appear in the Circulation Element of the General Plan. Additional supportive policies appear in the Land Use, Community Design, and the Parks and Recreation Elements. These policies typically express support for making walking safer, more convenient and more pleasant.

## St. Helena General Plan

### Land Use and Growth Management Element (2010 Draft)

- Policy LU3.2 – Enhance the pedestrian-oriented character of commercial areas and provide for convenient pedestrian and bicycle connections to encourage walking and reduce vehicle trips within the commercial area. (Page 2-34)
- Policy LU3.7 – Provide sufficient auto and bicycle parking in order to serve local businesses in the commercial districts. Ensure that all parking areas are well-designed, and that auto parking spaces are hidden from pedestrian view, whenever possible. (Page 2-35)

### Circulation Element (2010 Draft)

- Policy CR1.1 – Promote a connected street network within the City to provide better internal automobile bicycle and pedestrian connections for residents. Where new streets are constructed, ensure they connect to dead-end roads and other streets to create a flexible network for residents. (Page 5-29)
- Policy CR1.5 – Avoid mitigation measures that negatively impact the walking and bicycling environment and encourage driving, such as roadway and intersection widenings. (Page 5-29)
- Policy CR1.9 – Promote a walking and bicycling environment that is comfortable and convenient. Ensure that all St. Helena streets have no more than a single through-automobile lane in each direction, plus a single left-hand turning lane where appropriate, even if this requirement increases vehicle travel times. Allow exceptions if an extra lane would reduce the possibility of collisions. (Page 5-30)
- Action CR1.A – Use the street typologies as defined in the Circulation Element as a basis for improving and managing streets. Improve vehicle, pedestrian and bicycle facilities on streets based on this system. (Page 5-31)
- Action CR1.C – Identify streets that should become “more complete,” through consideration of transit priorities, sidewalk gap closures, new bikeways and vehicle traffic calming measures. (Page 5-31)
- Action CR1.J – Ensure that any new land use development provides a continuous path of travel for walking and bicycling from the development site to the center of downtown and other key destinations, as



determined by the City. Determine appropriate bicycle and pedestrian routes based on street typologies and the proposed bicycle and pedestrian network. If a path of travel is not continuous, require development to construct improvements and/or contribute to the transportation mitigation fee program. (Page 5-32)

- Policy CR2.1 – Create a comprehensive bicycle and pedestrian network that enhances neighborhood connectivity. Develop the system as shown in Figure 5.3 to expand and improve the pedestrian and bikeway system. (Page 5-34)
- Policy CR2.2 – Promote walking and bicycling as safe and convenient modes of transportation. (Page 5-34)
- Policy CR2.3 – Ensure secure, accessible and convenient bicycle parking facilities throughout St. Helena, including downtown, commercial areas, schools and parks. (Page 5-34)
- Policy CR2.6 – Encourage walking and bicycling trips to St. Helena schools. (Page 5-34)
- Action CR2.A – Develop and adopt a citywide bicycle and pedestrian master plan to improve bicycle and pedestrian safety, and to encourage community members to walk and bike more often. Build on St. Helena’s existing partnership with the Napa Valley Transportation Authority (NVRTA) to ensure that the City’s master plan is consistent with countywide transportation planning efforts. (Also see the following elements: Open Space and Conservation, Topic Area 2; and Parks and Recreation, Topic Area 6) (Page 5-35)
- Action CR2.B – Develop guidelines for the design, construction and maintenance of bicycle and pedestrian paths in St. Helena. Coordinate the guidelines with Napa County or regional trail connections. (Page 5-35)
- Action CR2.C – Develop and adopt an ordinance that requires any new development and re-use projects to provide bicycle and pedestrian improvements and amenities. (Page 5-35)
- Action CR2.D – Identify and pursue funding opportunities for bicycle projects on the local, state and federal levels. Update the existing and proposed bicycle system every five years, as required by Caltrans to qualify for Bicycle Transportation Account funds. (Page 5-35)
- Action CR2.K – Consider the feasibility of a citywide bike sharing program for municipal and/or public use. (Page 5-36)
- Policy CR3.6 – Support development of the bikeway and pedestrian networks to provide a convenient opportunity for at least 20 percent of commuters to get to work by walking or bicycling. (Page 5-38)
- Action CR3.C – Regularly monitor progress toward increasing the number of residents and workers walking, biking and using public transit, in order to achieve the mode split targets outlined in Table 5.5. (Page 5-39)
- Policy CR4.5 – Improve traffic safety and encourage walking and bicycling trips to St. Helena schools through a Safe Routes to School program. (Page 5-40)
- Policy CR6.1 – Prioritize and implement improvements to the circulation system, including street extensions, bicycle and pedestrian improvements, and expanded transit service. (Page 5-44)

- Policy CR6.2 – Require concurrent infrastructure development for any new development projects that have impacts on the circulation system, including streets, paths, trails, sidewalks and public transit. (Page 5-44)
- Action CR6.A – Prioritize and construct all new streets, paths and trails (identified in Section E: St. Helena’s Circulation and Mobility Future) when adequate funding is secured and concurrent with any new, adjacent developments. (Page 5-45)
- Action CR6.B – Update the existing St. Helena Traffic Mitigation Fee program to provide funding for all new streets and trails included in the Circulation Element, in order to ensure new streets and trails are constructed in a timely manner. (Page 5-45)

### Community Design Element (2010 Draft)

- Action CD2.C – Install attractive and well-designed community amenities such as public restrooms, drinking fountains, benches, bicycle racks and trash and recycling containers in commercial districts. Ensure that community amenities are designed and installed to complement surrounding businesses and support the pedestrian-orientation of the street. (Page 7-19)
- Policy CD3.4 – Ensure safe bicycle and pedestrian-friendly character on all residential streets. Consider retrofitting existing wide residential streets, such as Starr Avenue, with landscaped medians, wide sidewalks and adjacent Class I pedestrian and bicycle trails. (Page 7-22)
- Action CD3.F – Establish residential street guidelines that ensure a safe environment for families and children. Encourage traffic calming, street trees, wide sidewalks, and Class I or II bike lanes. (Page 7-24)
- Policy CD4.4 – Integrate bicycle and pedestrian trails adjacent to open spaces to enhance connectivity throughout the City and the region. (Also see the Parks and Recreation Element, Topic Area 6) (Page 7-26)
- Policy CD6.1 – Ensure a connected street system that maximizes pedestrian and bicycle connectivity. (Page 7-29)
- Policy CD6.2 – Promote the inclusion of bicycle and pedestrian trails and bicycle lanes throughout the City, as well as connections to regional trail systems, such as the Napa Valley Vine Trail. (Also see the Parks and Recreation and Circulation elements for additional policies and implementing actions relating to bicycle and pedestrian trails and amenities.) (Page 7-29)
- Policy CD6.3 – Require streetscape design that maximizes bicycle and pedestrian usage by providing safe and well-lit streets. (Page 7-29)
- Action CD6.A – Use the City’s grid street pattern as the template for any future developing areas. Ensure that new streets logically extend existing street and infrastructure; facilitate the safe and efficient flow of pedestrian, bicycle and vehicular traffic; enhance and frame views of the hills and surrounding agricultural lands; and incorporate appropriate traffic calming features to support and complement the neighborhood environment. (Page 7-30)



## Parks and Recreation Element (2010 Draft)

- Action PR1.E – Develop a comprehensive network of bicycle and pedestrian trails that links the City’s parks and enhances bicycle and pedestrian connectivity throughout the City and the region. (Page 12-15)
- Action PR4.C – Identify locations to accommodate active recreational uses to meet citywide needs. Potential locations include: (Page 12-21)
  - Bicycle and pedestrian trails, interpretive areas, trail heads, and comfort stations along York and Sulphur creeks and the Napa River; and
  - A community park at the City-owned Lower Reservoir area.
- Policy PR6.1 – Promote walking and bicycling as safe and convenient modes of transportation. (Page 12-26)
- Policy PR6.2 – Develop a comprehensive network of bicycle and pedestrian trails to enhance bicycle and pedestrian connectivity throughout the City and the region. (Also see the Community Design Element, Topic Area 4) (Page 12-26)
- Policy PR6.3 – Promote the inclusion of bicycle and pedestrian trails, and bicycle lanes throughout the City, as well as connections to regional trail systems, such as the Napa Valley Vine Trail. (Page 12-26)
- Action PR6.A – Develop and adopt a citywide bicycle and pedestrian master plan to improve bicycle and pedestrian safety, and to encourage community members to walk and bike more often. Build on St. Helena’s existing partnership with the Napa Valley Transportation Authority (NVRTA) to ensure that the City’s master plan is consistent with countywide transportation planning efforts. (Also see the following elements: Circulation, Topic Area 2; Open Space and Conservation, Topic Area 2) (Page 12-27)
- Action PR6.B – Develop guidelines for the design, construction and maintenance of bicycle and pedestrian trails in St. Helena. Include guidelines for installing context-sensitive and solar lighting, and mitigating noise impacts from the trails. Include guidelines for wayfinding and interpretive exhibits that use signs, art and other visual clues to enhance users’ experiences. Highlight the rich history of the City and provide education and information for users. Coordinate the guidelines with Napa County or regional trail connections. (Page 12-27)
- Action PR6.C – Develop and adopt an ordinance that requires new development and redevelopment projects to provide bicycle and pedestrian improvements and amenities. (Page 12-27)
- Action PR6.E – Coordinate with countywide efforts to establish regional trail systems through the City limits. (Page 12-28)

## St. Helena Bicycle Plan

In addition to the Policies listed in the County Bicycle Plan, the St. Helena Bicycle Plan includes the following City-specific policies:

## Countywide Bicycle Network Policies

- SH-1.a: Develop and adopt a citywide bicycle and pedestrian master plan to improve bicycle and pedestrian safety, and to encourage community members to walk and bike more often. Build on St. Helena’s existing partnership with the Napa Valley Transportation Authority (NVTA) to ensure that the City’s master plan is consistent with countywide transportation planning efforts. **(CR2.A)** (page 15)
- SH-1.b: Create a comprehensive bicycle and pedestrian network that enhances neighborhood connectivity. Develop the system consistent with the network identified in the City’s General Plan Circulation Element to expand and improve the pedestrian and bikeway system. **(CR2.1)** (page 15)
- SH-1.c: Increase the City’s share of walking, bicycling, transit and carpooling trips, in accordance with NVTA 2035 goals. As a major part of this effort, the City will continue to develop and maintain a safe and integrated bicycle and pedestrian system throughout St. Helena for people of all ages and abilities. (page 15)
- SH-1.d: Provide a complete bicycle and pedestrian network between residential areas, downtown and other major activity centers identified by the City. (page 15)
- SH-1.e: Reduce transportation-based GHG emissions from City-controlled sources by employing the following strategies: Complete the City’s bicycle and pedestrian network, which will increase transportation choices in the City and reduce the demand for vehicle travel. **(CR1.8)** (page 15)
- SH-1.f: Work with Caltrans to ensure regional coordination and manage congestion on SR 29. **(CR 1.L)** (page 15)
- SH-1.g: Ensure convenient public access between developed areas and stream corridors by providing access at frequent intervals. **(OS2.4)** (page 15)

## Design Policies

- SH-2.a Provide complete streets that balance the diverse needs of users of the public right-of-way, in accordance with the California Complete Streets Act of 2008. **(CR1.2)** (page 16)
- SH-2.b: Develop guidelines for the design, construction and maintenance of bicycle and pedestrian paths in St. Helena. Coordinate the guidelines with Napa County or regional trail connections. **(CR2.B)** (page 16)

## Multimodal Integration Policies

- SH-3.a Continue to support NVTA in the provision of convenient transit, including regional and local service. Support more frequent and reliable transit service between communities to reduce the number of people traveling to or from St. Helena to work by private vehicle. Promote and encourage use of the St. Helena Vine Shuttle. **(CR1.6)** (page 17)



## Safety and Security Policies

- SH-5.a: Ensure adequate maintenance of transportation facilities such as streets and multi-use paths, Emphasize safety considerations, impacts on non-automobile modes of travel and overall impact on long-term resource needs as maintenance priorities,. **(CR4.1)** (page 18)
- SH-5.b: Ensure safety on residential neighborhood streets to promote walking and bicycling and preserve neighborhood livability. **(CR4.2)** (page 19)
- SH-5.c: Continue efforts to calm traffic, and minimize traffic volumes and speeds in residential areas. **(CR4.3)** (page 19)
- SH-5.d: Improve traffic safety and encourage walking and bicycling trips to St. Helena schools through a Safe Routes to School program. **(CR4.5)** (page 19)

## Land Use Policies

- SH-6.a: Develop and adopt an ordinance that requires any new development and re-use projects to provide bicycle and pedestrian improvements and amenities. **(CR2.C)** (page 19)
- SH-6.b: Obtain easements or title to land along Sulphur Creek, York Creek, and the Napa River. **(PR6.D)** (page 19)
- SH-6.c: Preserve open space for recreational uses, including a bicycle and pedestrian trail system along creek corridors when compatible with riparian vegetation and wildlife habitat. Where possible, integrate stream corridors with trails and other recreational open space, provided that the vegetation, habitat value and water quality is not significantly impacted. **(OS2.3)** (page 19)

## Education and Promotion Policies

- SH-7.a: Promote walking and bicycling as safe and convenient modes of transportation. **(CR2.2)** (page 20)
- SH-7.b: Encourage walking and bicycling trips to St. Helena schools. **(CR2.6)** (page 20)
- SH-7.c Provide incentives and encourage existing major employers to develop and implement transportation demand management (TDM) programs to increase the number of people who bike and walk to work and reduce peak-period trip generation. **(CR3.1)** (page 20)
- SH-7.d Work with the wine and hospitality industries to manage congestion and create and promote car-free tourism services. **(CR3.4)** (page 20)

## Planning Policies

- SH-8.a Use performance measures that consider all road users to determine transportation impacts of new development. **(CR1.4)** (page 21)
- SH-8.b Avoid mitigation measures that negatively impact the walking and bicycling environment and encourage driving, such as roadway and intersection widenings. **(CR1.5)** (page 21)

- SH-8.c Establish a multimodal transportation impact fee program to finance and implement project mitigations that help achieve GHG reduction goals. As part of the impact fee program, require new development to manage citywide travel demand and finance and construct all off-site circulation improvements necessary to reduce the severity of cumulative transportation impacts to all modes of travel. **(CR1.11)** (page 21)
- SH-8.d Identify streets that should become “more complete,” through consideration of transit priorities, sidewalk gap closures, new bikeways and vehicle traffic calming measures. **(CR1.C)** (page 21)
- SH-8.e Ensure that any new land use development provides a continuous path of travel for walking and bicycling from the development site to the center of downtown and other key destinations, as determined by the City. Determine appropriate bicycle and pedestrian routes based on street typologies and the proposed bicycle and pedestrian network. If a path of travel is not continuous, require development to construct improvements and/or contribute to the transportation mitigation fee program. **(CR1.J)** (page 21)
- SH-8.f Regularly monitor progress toward increasing the number of residents and workers walking, biking and using public transit, in order to achieve the mode split targets outlined in the General Plan. **(CR3.C)** (page 21)
- SH-8.g Prioritize and implement improvements to the circulation system, including street extensions, bicycle and pedestrian improvements, and expanded transit service. **(CR6.1)** (page 21)
- SH-8.i Require concurrent infrastructure development for any new development projects that have impacts on the circulation system, including streets, paths, trails, sidewalks and public transit. **(CR6.2)** (page 22)

### Maintenance Policies

- SH-9.a Develop a maintenance and operations plan for the City's trail network. Provide a high level of service to users by preventing deterioration, encroachment of vegetation, vandalism and crime. Consider including an Adopt-a-Trail program, and invite local businesses to participate in trail maintenance. Include a funding program to support the plan. **(PR6.F)** (page 22)

### Funding Policies

- SH-10.a Pursue appropriate funding for the development of a balanced transportation system. **(CR1.3)** (page 22)
- SH-10.b Fund transportation improvements through a citywide, multimodal transportation mitigation fee program. The mitigation fee program will emphasize transportation improvements that reduce citywide automobile trips, including completing the bicycle and pedestrian network, implementing transportation demand and systems management strategies, and improving traffic signal coordination on SR 29. Ensure that fees are proportional to a development's contribution to changes in net new automobile trips and change in travel time along SR 29. **(CR1.K)** (page 23)
- SH-10.d Pursue state and federal grant opportunities to fund a Safe Routes to School program. **(CR2.J)** (page 23)



# Appendix SH-C: Detailed Project List and Prioritization

ST. HELENA PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
<b>TIER ZERO (FUNDED OR CONSTRUCTED PROJECTS)</b>				
T0-1 Additions to Planned Projects	Main Street	Main Street at Grayson Avenue (Intersection)	<ul style="list-style-type: none"> <li>Marked crosswalks on all legs, advanced limit lines, and curb extensions with directional ramps on northwest and southwest corners as part of signal design</li> </ul>	Crossing treatments ADA ramps
T0-2 Mitchell Drive Sidewalk	Mitchell Drive	Oak Avenue to St. James Court	<ul style="list-style-type: none"> <li>Sidewalk on the north side of the street</li> </ul>	Sidewalk
<b>TIER ONE</b>				
SH-1 RLS Middle School Sidewalk and Hunt Avenue Improvements	Hillview Place, Spring Mountain Road, and Elmhurst Avenue	Robert Louis Stevenson Middle School	<ul style="list-style-type: none"> <li>Sidewalk segments adjacent to RLS Middle School per ATP application</li> </ul>	Sidewalk
	Hunt Avenue	Monte Vista Avenue to June Lane	<ul style="list-style-type: none"> <li>Sidewalk gap closure</li> </ul>	Sidewalks
		Hunt Avenue at Edwards Street and Hunt Avenue at June Lane	<ul style="list-style-type: none"> <li>Curb ramp upgrades</li> </ul>	ADA Ramps
		Between Grove Court and June Lane	<ul style="list-style-type: none"> <li>Bicycle and pedestrian connection from Hunt Avenue to northern terminus of Adams Street</li> <li>Enhanced midblock crosswalk on Hunt Avenue with curb extensions, high visibility striping and signage</li> </ul>	Crossing treatments Pathway
SH-2 Downtown Pedestrian Improvements (No. 35 2015 CTP)	Main Street	Spring Street to Adams Street	<ul style="list-style-type: none"> <li>Sidewalk upgrades, pedestrian lighting, pedestrian furniture and landscaping</li> </ul>	Maintenance Sidewalks Place making
		Spring Street to Adams Street	<ul style="list-style-type: none"> <li>Traffic calming (such as bulb outs)</li> </ul>	Traffic calming



ST. HELENA PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
Constrained Project)		<b>Recommended additions to CTP project</b>		
		Main Street at Pine Street (Intersection)	<ul style="list-style-type: none"> <li>• Curb extensions on all four corners with directional curb ramps</li> <li>• High visibility crosswalk on south leg with advanced signage</li> </ul>	Crossing treatments ADA ramps
			<ul style="list-style-type: none"> <li>• Tree trimming on southwest corner</li> </ul>	Maintenance
		Main Street at Adams Street (Intersection)	<ul style="list-style-type: none"> <li>• Curb extensions on all four corners with directional ramps</li> </ul>	Crossing treatments ADA ramps
			<ul style="list-style-type: none"> <li>• Tree trimming on southwest corner</li> </ul>	Maintenance
		Main Street at Hunt Avenue (Intersection)	<ul style="list-style-type: none"> <li>• Marked crosswalk relocation from north leg to south leg</li> <li>• 6' median refuge</li> <li>• Curb extensions at crosswalk with directional curb ramps</li> </ul>	Crossing treatments ADA ramps
			<ul style="list-style-type: none"> <li>• Pedestrian wayfinding for Telegraph Alley</li> </ul>	Wayfinding
		Main Street at Spring Street (Intersection)	<ul style="list-style-type: none"> <li>• Relocate marked crosswalk from south leg to north leg</li> <li>• 6' median refuge</li> <li>• Curb extensions at marked crosswalk with directional curb ramps</li> </ul>	Crossing treatments ADA ramps
		Entire corridor	<ul style="list-style-type: none"> <li>• Raised median with restriped travel lanes to accommodate Class II bike lanes and maintain parking</li> </ul>	Traffic calming
			<ul style="list-style-type: none"> <li>• Study to consider beautification / improvements to downtown alley ways and pedestrian paseos</li> </ul>	Wayfinding Place making
SH-3 Sulphur Creek Class I Multi-Use Pathway (No. 36 2015 CTP Project)	Sulphur Creek	Sulphur Springs Avenue to Napa River	<ul style="list-style-type: none"> <li>• Class I Multi-Use Path</li> </ul>	Pathway

ST. HELENA PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
SH-4 Napa River Class I Multi-Use Pathway (No. 37 2015 CTP Project)	Napa River	South City Limit to North City Limit	<ul style="list-style-type: none"> <li>Class I Multi-Use Path (River Trail)</li> </ul>	Pathway
SH-5 SHUSD Main Street Frontage Sidewalk	Main Street	Grayson Avenue to Dowdell Lane	<ul style="list-style-type: none"> <li>Sidewalk on west side of street</li> </ul>	Sidewalk
SH-6 Downtown Operations Study	Main Street	Pine Street to Mitchell Drive	<ul style="list-style-type: none"> <li>Study considerations: synchronizing signals, peak recall ped phase, countdown signal heads, protected left turns/lead pedestrian intervals/pedestrian scrambles, slower walking speeds</li> </ul>	Signal timing/operations
		Main Street at Pope Street (Intersection)	<ul style="list-style-type: none"> <li>Feasibility study of roundabout or eliminating NB left turn at Mitchell Drive and redirecting traffic to Spring Street</li> </ul>	Signal timing/operations
SH-9 Main Street ADA Improvements	Main Street	Spring Street to Pope Street	<ul style="list-style-type: none"> <li>ADA driveways</li> </ul>	ADA
		Dowdell Lane to El Bonita Avenue	<ul style="list-style-type: none"> <li>ADA Decomposed Granite pathway along vineyard frontage on west side of street</li> </ul>	Pathway
		Main Street at El Bonita Avenue (Intersection)	<ul style="list-style-type: none"> <li>Sidewalk repair at northwest corner</li> </ul>	Maintenance
		St Helena Chamber of Commerce	<ul style="list-style-type: none"> <li>Detectable warning strip at back edge of sidewalk</li> </ul>	ADA
<b>TIER TWO</b>				
SH-7 Main Street Business Frontage Improvements	Main Street	Main Street at Pope Street (Intersection)	<ul style="list-style-type: none"> <li>Kiosks, mini shops or pocket park along edge of Sunshine Foods parking lot</li> </ul>	Place making
		Gott's	<ul style="list-style-type: none"> <li>Parking lot driveway closure south of bridge with sidewalk widening or landscaping</li> </ul>	Sidewalk
			<ul style="list-style-type: none"> <li>Pedestrian and vehicle wayfinding to Gott's</li> <li>Landscaping plan for property</li> </ul>	Wayfinding Place making



ST. HELENA PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
SH-8 Main Street SRTS Improvements	Main Street	Main Street at Charter Oak Avenue	<ul style="list-style-type: none"> <li>Marked crosswalk relocation from north to south leg</li> <li>6' refuge island</li> <li>Rectangular Rapid Flashing Beacons in median and sidewalk</li> <li>Curb extension or reduced radius on southeast corner</li> </ul>	Crossing improvements ADA ramps
		Main Street at Vidovich Lane (Intersection)	<ul style="list-style-type: none"> <li>Curb extension with directional ramp on south side of Charter Oak Avenue east of train tracks</li> <li>Marked crosswalk with advanced stop bar</li> <li>Marked crosswalk relocation from on west leg to align with sidewalk along Main Street</li> <li>Advanced stop bar</li> <li>Reduced radius on northwest corner with directional ramps</li> </ul>	
SH-10 Main Street / Dowdell Transit Access Improvements	Main Street	Main Street at Dowdell Lane (Intersection)	<ul style="list-style-type: none"> <li>Ramp removal and sidewalk widening at existing bus stop</li> <li>Bus stop relocation to Grayson Avenue at future signal</li> </ul>	ADA Sidewalks Crossing improvements
SH-11 South St Helena / Unincorporated Connection		El Bonita Avenue to Inglewood Avenue	<ul style="list-style-type: none"> <li>Sidewalk on west side of street or enhanced crosswalk on south leg of intersection at El Bonita Avenue to be coordinated with Vine Trail</li> </ul>	Sidewalks Crossing improvements
SH-12 Sulphur Creek Crossing	Sulphur Creek	Southern terminus of Oak Avenue to Grayson Avenue	<ul style="list-style-type: none"> <li>Study to develop feasibility of pedestrian crossing</li> </ul>	Crossing improvements

Note: Tier One improvements are intended to be implemented within 5 years, Tier Two within 7-15 years, or opportunistically.

Based on feedback from NVTA TAC, improvements were evaluated based on the criteria below using a binary approach for ranking. Each improvement was ranked first based on the number of criteria it met, and second according to whether or not it had local support. Results are shown in the final table below.

PRIORITIZATION CRITERIA	
Criterion	Data Set / Metric
Local support	<ul style="list-style-type: none"> <li>• CTP Project</li> <li>• Critical location identified by staff / public</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Collision “Hot Spot” Location</li> <li>• Highway Interchange Location</li> <li>• Traffic Calming</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Within ½ mile of a transit stop</li> <li>• Within a ¼ mile of a transit stop</li> </ul>
Connection	<ul style="list-style-type: none"> <li>• Sidewalk gap closure</li> <li>• Trail connection</li> </ul>
Schools	<ul style="list-style-type: none"> <li>• Within ½ mile of a school</li> <li>• Within ¼ mile of a school</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• Low Cost Level (Signing and Striping)</li> </ul>



APPENDIX SH-C: DETAILED PROJECT LIST AND PRIORITIZATION

EVALUATION RESULTS									
Project	Local support	Safety	Transit		Connection	Schools		Low Cost	Number of Criteria Met
			Half Mile	Quarter Mile		Half Mile	Quarter Mile		
<b>TIER ONE</b>									
SH-9	✓	✓	✓	✓	✓	✓	✓		7
SH-1	✓ <sup>1</sup>	✓	✓	✓	✓	✓	✓		7
SH-2	✓	✓	✓	✓		✓	✓		6
SH-3	✓		✓	✓	✓	✓	✓		6
SH-4	✓		✓	✓	✓	✓	✓		6
SH-5	✓		✓	✓	✓	✓	✓		6
SH-6	✓	✓	✓	✓		✓	✓		6
<b>TIER TWO</b>									
SH-10	✓		✓	✓		✓	✓		5
SH-11	✓		✓	✓	✓	✓			5
SH-7		✓	✓	✓		✓	✓		5
SH-8		✓	✓	✓		✓	✓		5

1. The RLS Middle School Sidewalk and Hunt Avenue Improvements were identified as a result of meetings with residents (separate from this Plan) and was supported by the City's ATC and City Council.

# Appendix SH-D: Cost Estimates

ST HELENA TIER ONE PROJECT COST ESTIMATES			
Project ID	Project Name	Project Elements	Cost1
SH-1	RLS Middle School Sidewalk and Hunt Avenue Improvements	New sidewalk, midblock crosswalk, curb ramp upgrades and Class I multi-use pathway connection	\$399,000 <sup>2</sup>
			<b>Total: \$399,000</b>
SH-2	Downtown Pedestrian Improvements (No. 35 2015 CTP Project)	CTP cost (sidewalk upgrades, pedestrian lighting, pedestrian furniture, landscaping and traffic calming Spring to Adams St)	\$700,000 <sup>3</sup>
		<b>Recommended Additions to CTP project</b>	
		4 curb extensions at Main/Pine (with directional curb ramps)	\$223,400 <sup>4</sup>
		High visibility crosswalk at Main/Pine	\$6,200
		Advanced crosswalk signage at Main/Pine	\$5,400
		Raised median	\$379,500 <sup>5</sup>
		Removal of TWLTL striping	\$41,400
			<b>Total: \$1,355,900</b>
SH-5	SHUSD Main Street Frontage Sidewalk	Sidewalk	\$184,300 <sup>4</sup>
			<b>Total: \$184,300</b>
SH-6	Downtown Operations Study	Signal operations study	\$10,000
		Feasibility study for roundabout	\$40,000 <sup>6</sup>
		Intersection signal timing study	\$3,000

<sup>1</sup> Cost includes contingencies for traffic control (5%), construction management (10%), mobilization (5%), contingency (20%), design (15%) and environmental (10%).

<sup>2</sup> Source: Total Project Cost Estimate, St. Helena New Sidewalk Construction Project, ATP Cycle 2 Application Form, 2015

<sup>3</sup> Source: Napa Countywide Transportation Plan, 2015

<sup>4</sup> Cost includes contingencies for drainage and utility contingency (40%)

<sup>5</sup> Cost assumes median width of 3 feet, and includes utility contingency (10%)

<sup>6</sup> Includes conceptual geometric layout and operations for 5+ legs



ST HELENA TIER ONE PROJECT COST ESTIMATES			
Project ID	Project Name	Project Elements	Cost1
			<b>Total: \$53,000</b>
SH-9	Main Street ADA Improvements	Replace driveways	\$66,000
		DG path (west side of street, Dowdell Lane to El Bonita Ave)	\$39,600
		Sidewalk replacement (northwest corner of Main/El Bonita)	\$20,100 <sup>4</sup>
		Detectable warning strip (back edge of sidewalk in front of Chamber of Commerce)	\$12,000 <sup>7</sup>
			<b>Total: \$137,700</b>

<sup>4</sup> Cost includes contingencies for drainage and utility contingency (40%)

<sup>7</sup> Source: Caltrans Contract Cost Database, <http://sv08data.dot.ca.gov/contractcost/>

# Appendix SH-E: Plan Adoption Resolution

*Plan Adoption Resolution will be inserted after this cover sheet*



