Vine Trail Route Study
St. Helena Segment
Study Purpose

• Identify Route Options from Grayson/Main to Pratt/Main
• Identify Opportunities and Constraints for Route Options
Trail Goals

• Class I Trail where feasible
• Direct route through town with connections to desirable in-town destinations
• Minimize conflicts with existing improvements
• Minimize parking loss
Next Steps

• Obtain feedback/direction from Town staff and Officials
• Prioritize criteria
• Eliminate undesirable Options
• Prepare detailed study on preferred route(s)
Option A1
Segment 1
All Options
Class I Scheme

Segment 2a
Options A1, A2, A3
Class IV Scheme

Segment 2a
Options A1, A2, A3
Segment 2a
Options A1, A2, A3
Segment 2a
Option B1
Segment 2a
Option B2
Segment 2b
Options A1, B1, B2, C1
Segment 2b
Option A2
Segment 2b
Option A3
Segment 3
All Options

SEGMENT 3 - PRATT AVE
<table>
<thead>
<tr>
<th>Option</th>
<th>Segment 1</th>
<th>Segment 2a</th>
<th>Segment 2b</th>
<th>Segment 3</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>A1, A2, A3</td>
<td>A1, A2, A3</td>
<td>B1</td>
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<tr>
<td>Trail Classification</td>
<td>CLASS I</td>
<td>CLASS I</td>
<td>CLASS IV</td>
<td>CLASS I</td>
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<tr>
<td>Route</td>
<td>Along Main St from Grayson to Mitchell</td>
<td>Along Mitchell, Oak and Adams from Main to the Railroad</td>
<td>Along Main, Pope and the Railroad from Mitchell to Adams</td>
<td>Along Main, Pope, Church and the Railroad from Mitchell to Adams</td>
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<td>Right of Way Needed</td>
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<td>SOME</td>
<td>NEGLIGIBLE</td>
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<td>Utility and Private Improvement Relocation</td>
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<td>Street Parking Relocation</td>
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<td>50+/-</td>
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<tr>
<td>Trail Standard Width</td>
<td>STANDARD</td>
<td>MINIMAL</td>
<td>STANDARD</td>
<td>STANDARD</td>
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<td>Driveway Conflicts</td>
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<td>13+/-</td>
<td>13+/-</td>
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<td>Potential for Pedestrian Conflicts</td>
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<td>HIGH</td>
<td>LOW</td>
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**Legend**

1. **Trail Standard Widths**
   - IDEAL – 12’ trail with 2’ shoulders
   - STANDARD – 10’ trail with 2’ shoulders
   - MINIMAL – 8’ trail with 2’ shoulders where possible (may require design exception)

2. **Pedestrian Conflicts**
   - Potential risk for pedestrian/bicycle conflicts
   - Low – Separated bicycle and pedestrian paths
   - Medium – Combined Pedestrian and Bicycle paths with standard trail width
   - High – Combined Pedestrian and Bicycle paths with minimal trail width

**Overall Relative Cost Comparison**

- $ - Low
- $5 - Medium
- $5$ - High