

INTRODUCTION

This chapter focuses on the access and mobility needs of the residents and businesses of the city of Napa. It addresses all of the principal modes of transportation serving the city: streets and highways, transit, bicycles, pedestrians and other modes such as rail and water transport.

For the past several decades the public and private sectors have invested heavily in providing for automobiles: roads are designed for them; businesses pay the cost of providing parking for them; each homeowner absorbs the cost of a garage or other off-street parking place. Billions of public dollars have been spent on the interstate freeway system.

While the automobile is expected to continue to be the primary mode of transportation, continued over-dependence on the personal automobile has high environmental and monetary costs. As streets are widened or built, they are quickly filled by vehicles, creating a need for additional widening. Numerous multi-lane, congested streets diminish the community's character, while increased vehicle travel raises surrounding noise levels and degrades air quality.

As a society, we have spent relatively little on other modes of transportation (e.g., transit and bicycles). Nonetheless, some people resent the high costs of providing for these modes given the relatively few people who use them. But for those dependent on them - especially the young and the old, the infirm and the poor - transit and bicycles provide a reasonable and, for many, the only transportation alternative. The cost of providing for these alternative modes remains high and funding sources are shrinking. The challenge facing the City of Napa is to determine how to pay for these alternatives and what priority they will have in comparison to the resources devoted to continuing to serve the needs of the dominant mode of transportation, the automobile.

If there is a consistent theme for Napa's transportation planning as it approaches a new century, it is that the City must learn to do more with less. Napa's road system is largely built and is unlikely to change much over the next

25 years. There is less money for improvements, not only for roads but for transit and other modes. There is also a desire to somehow reduce the impacts of traffic on neighborhoods.

The goals, policies, and implementation programs in this chapter seek to balance the needs of current and future residents, workers, and visitors to Napa.

This chapter is divided into several major sections, each addressing a separate mode or aspect of the transportation system.

Major Transportation Objectives

- *Develop a transportation infrastructure that provides for an acceptable traffic flow and provides access to all destinations.*
- *Create a citywide transportation system that allows users to choose from a variety of safe transportation options including an adequate system of streets, transit, pedestrian and bicycle facilities.*
- *Minimize the negative effects of additional automobile traffic and other transportation.*

- Street and Roadway System
- Roadway Levels of Service
- Crucial Corridors
- Residential Streets
- Public Transit
- Bicycle Routes
- Bicycle Facilities
- Bicycle Safety
- Pedestrians
- Air, Water and Rail Transport

STREET AND ROADWAY SYSTEM

The streets and highways of the city are the key publicly-provided elements of the transportation system serving motor vehicles. While they are also used by transit, trucks, bicycles, and pedestrians, roads are designed for and used primarily by private motor vehicles. This section therefore focuses on how the roadway network currently functions in meeting motor vehicular needs and how it should function in the future.

The future circulation system is shown in Figure 3-1. Improvements to the existing system are shown in Figure 3-2, and described in Table 3-1. These improvements are designed to support development shown on the Land Use Diagram.

Due to expected development and related traffic, these improvements have been identified as potentially necessary over the next 25 years in order to maintain the level of service standards set out in this General Plan. Most of these improvements are not needed immediately. But the City will need to monitor the level of service in these corridors, reserve right-of-way when feasible, and identify funding sources for improvements to ensure that an acceptable level of service is maintained.

Roadway Classification System

Roadways serve two functions that conflict from a design standpoint: to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access, particularly in residential areas.

The circulation system consists of a set of roadway classifications that have been developed to guide Napa's long-range planning and programming (see Tables 3-2 and 3-3). Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern and the traveler.

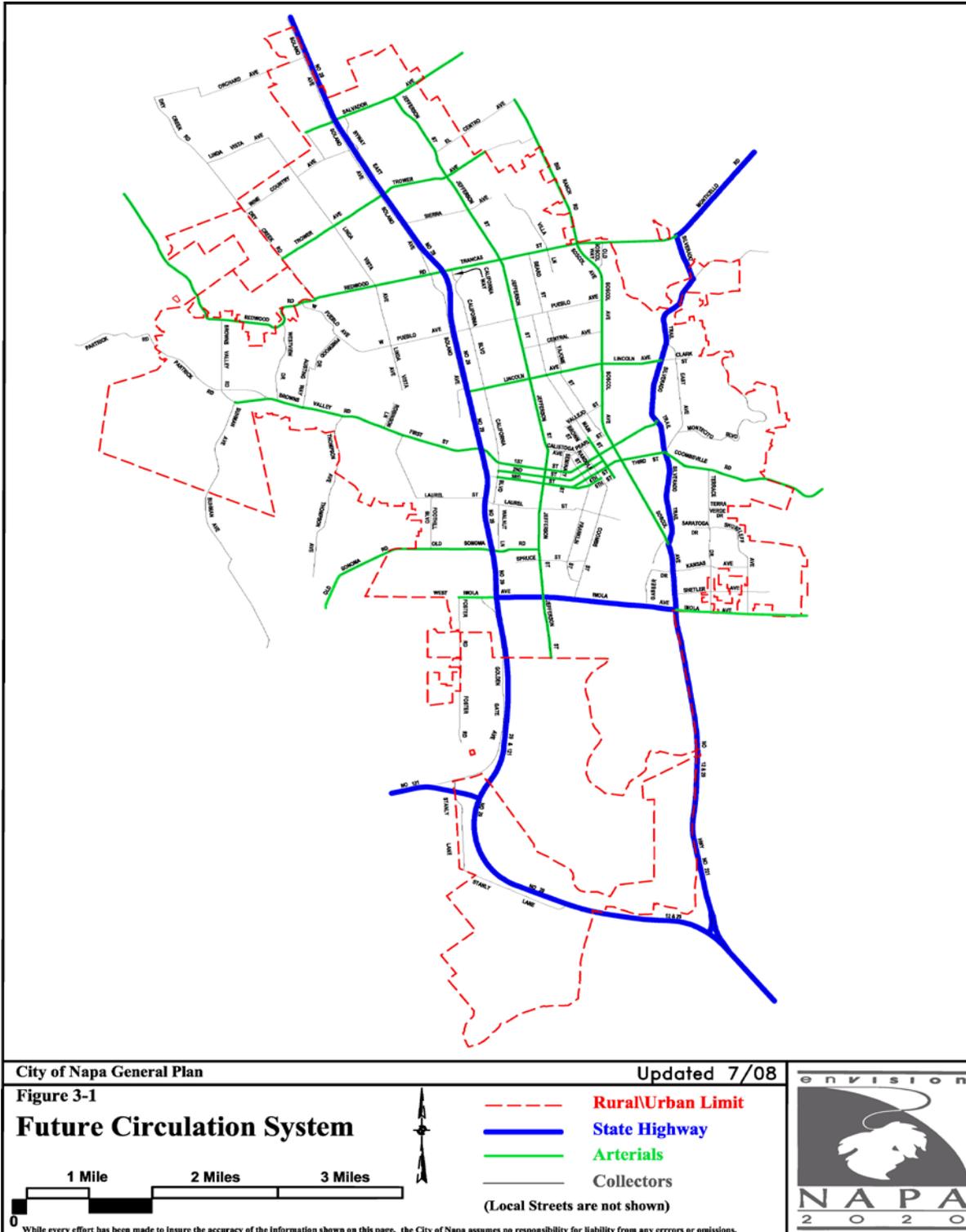
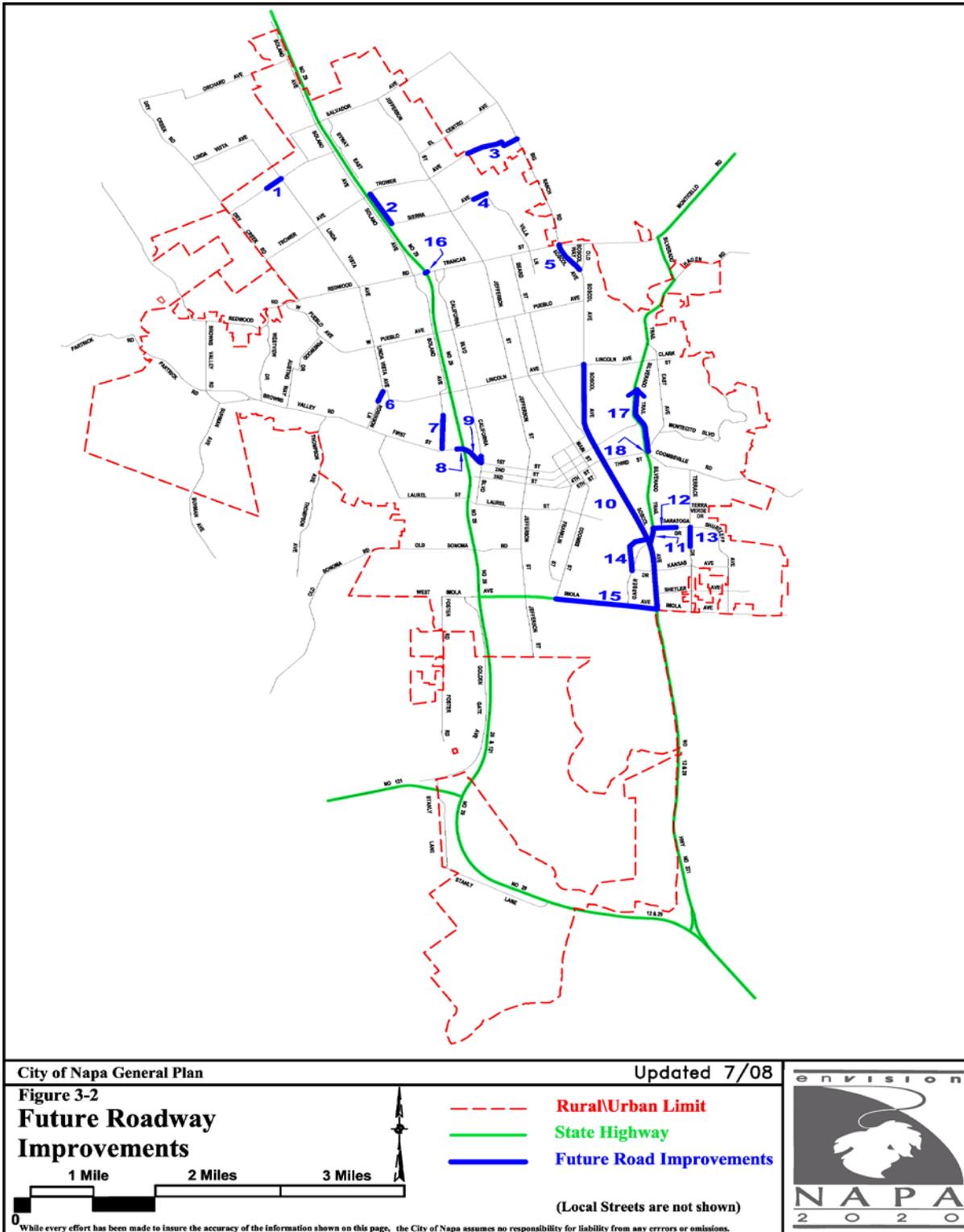


Table 3-1
FUTURE ROADWAY IMPROVEMENTS

Figure 3-2 Map No.	Roadway Segment	Improvement
1.	Wine Country Avenue (Policy T-1.9 h)	Complete missing segment west of Linda Vista Avenue
2.	SR 29 north of Trancas Street (Program T-1.A d)	Widen at its approach to Trower Avenue
3.	Trower Avenue (Policy T-1.9 f)	Extend east to Big Ranch Road
4.	Sierra Avenue (Policy T-1.9 g)	Extend east; terminate before reaching Salvador Channel.
5.	Big Ranch Road (Policy T-1.9 d)	Extend south of Trancas Street and connect with Soscol Avenue (COMPLETED)
6.	Linda Vista Avenue (Policy T-1.9 a)	Extend southwest of Lone Oak Avenue and connect with Robinson Lane
7.	Solano Avenue (Policy T-1.9 e and Program T-1.A f)	Extend south and connect with First Street
8.	First Street Bridge over SR 29 (Program T-1.A b)	Widen to four lanes
9.	First Street at California Boulevard (Program T-1.A h)	Provide double left-turn lanes for traffic eastbound on First Street (COMPLETED)
10.	Soscol Avenue (Program T-1.A c)	Provide minor widening of Soscol Avenue north of Silverado Trail to Lincoln Avenue to provide four through lanes with center medians, landscaped where possible. (Amend 11/07)
11.	Silverado Trail at Soscol Avenue (Program T-1.A e)	Widen southbound right-of-way to provide one through lane and two left-turn lanes
12.	Saratoga Drive (Policy T-1.9 b)	Extend west to Silverado Trail
13.	Terrace Drive (Policy T-1.9 c)	Complete missing segment over Cayetano Creek
14.	Gasser Drive (Program T-1.A g)	Extend north to connect with Silverado Trail/Soscol Avenue
15.	Imola Avenue (Program T-1.A a)	Widen to four lanes between Soscol Avenue and Coombs Street (COMPLETED)
16.	Highway 29 at Trancas Street Program T-1.	Install interchange (COMPLETED)
17.	Silverado Trail Program T-1.A j	Widen Silverado Trail to provide turn lane improvements from Soscol Avenue to north of Third Street (as determined by future study)
18.	Silverado Trail at Third Program T-1.A k	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road



**Table 3-2
STREET AND HIGHWAY CLASSIFICATION SYSTEM**

Street Type	Function	Access	Right-of-way	Daily Volume	Discussion
Freeways	Provides for intra and inter-regional mobility	Restricted to arterials and freeways via interchanges	Varies - 220 feet is considered minimum	Up to 160,000	A portion of State Route 29 is the only freeway in the RUL.
State Highways	Provides for intra- and inter-regional mobility with direct access to abutting parcels	No restriction	Varies between urban and rural areas.	Varies	State highways in Napa include SR 12, 121, 221 and portions of SR 29. Access along these facilities may be limited.
Arterials Major/Minor	Collect and distribute traffic from freeways and to collector streets and vice versa	Optimum minimum distance between intersections is approximately ½ mile. Driveways to major traffic generators may be permitted within the ½ mile spacing.	In developing areas of the city, arterials will be constructed within 74- to 136-foot rights-of-way. Major arterials consist of four to six lanes and provide for a left-turn median. Minor arterials have two travel lanes.	Up to 40,000	Typical intersection spacing: ½ to 1 mile. Residential development along arterials generally requires larger than average setbacks and landscape buffering.
Collectors	Serve as connectors between local and arterial streets and provides direct access to parcels.	At major intersections, driveways on collector streets should be no closer than 50 feet to the intersection. Non-residential driveways and/or intersecting streets or collector streets should be no closer than 300 - 400 feet apart.	Collectors carry two lanes of traffic, usually without a left turn median, on rights-of-way between 60 and 84 feet.	Up to 12,000	Typical intersection spacing: ¼ mile. Collector streets with volumes in excess of 3,000 may impact adjoining residences, requiring mitigation. Collector street standards are normally used for access streets in industrial and office parks.
Local Streets	Provide access to parcels.	Access is not restricted.	Two lanes with right-of-way up to 56 feet.	Up to 5,000	Local streets constitute the largest part of the city's circulation system.

**Table 3-3
CLASSIFICATION OF FUTURE ROADWAY SYSTEM***

<p>Freeways State Route 29 from southern city limits to Trower Avenue</p> <p>State Highways State Route 12 State Route 29 from Trower Avenue to the northern city limits State Route 121 State Route 221</p> <p>Major Arterials Jefferson Street from Third Street to Trower Avenue Soscol Avenue from Silverado Trail (Highway 121) to Trancas Street Redwood Road from Dry Creek Road to SR 29 Lincoln Avenue from SR 29 to SR 121 First Street from Browns Valley Road to California Boulevard Trancas Street from SR 29 to eastern city limits</p>	<p>Minor Arterials Dry Creek Road from Redwood Road to Trower Avenue Jefferson Street from Trower Avenue to Salvador Avenue Jefferson Street from Third Street to southern terminus Big Ranch Road from Trancas Street to northern city limits Browns Valley Road from Buhman Avenue to First Street Main Street from Fifth Street to Pearl Street Salvador Avenue from SR 29 to eastern city limits Trower Avenue from Dry Creek Road to approximately six-hundred (600) feet east of Stover Street Redwood Road from western city limits to Dry Creek Road First Street from Silverado Trail to California Boulevard Second Street from California Boulevard to Main Street Third Street from Silverado Trail to California Boulevard Coombsville Road from Silverado Trail to eastern city limits Fourth Street from Third Street to Coombs Street Old Sonoma Road from western city limits to Jefferson Street Imola Avenue from Foster Road to SR 29 Imola Avenue from SR 221 to eastern city limits</p>
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*This table identifies the ultimate classification of the above sections of the circulation system after improvement to support the development shown on the Land Use Diagram

Table 3-3	
CLASSIFICATION OF FUTURE ROADWAY SYSTEM (Continued)*	
<p>Collectors</p> <p>Austin Way-Pinewood Drive Beard Road Brown Street from Vallejo Street to Clinton Street Browns Valley Road from Buhman Avenue to Redwood Road Buhman Avenue Byway East California Boulevard-Ornduff Street California Way Calistoga Avenue Clark Street Coombs Street from First Street to Imola Avenue Dry Creek Road from city limits to Trower Avenue East Avenue El Centro Avenue Fifth Street from Coombs Street to Main Street Foothill Boulevard Foster Road Franklin Street Gasser Drive Golden Gate Drive Kansas Avenue Laurel Street Linda Vista Avenue Main Street from Pueblo Avenue to Pearl Street Montecito Boulevard</p>	<p>Collectors (Continued)</p> <p>Orchard Avenue Old Soscol Way Partrick Road Pearl Street Pueblo Avenue Randolph Street from Pearl Street to Fourth Street Robinson Lane Saratoga Drive Seminary Street from Calistoga Avenue to Third Street Sierra Avenue Shetler Avenue Shurtleff Avenue Solano Avenue Spruce Street Stanly Lane Terrace Drive Terra Verde Drive Thompson Avenue Trower Avenue from Big Ranch Road to approximately six-hundred (600) feet east of Stover Street Vallejo Street Villa Lane Walnut Street West Pueblo Avenue Westview Drive Wine Country Avenue Yajome Street</p>
<p>*This table identifies the ultimate classification of the above sections of the circulation system after improvement to support the development shown on the Land Use Diagram</p>	

GOAL To provide for extension and improvement of
T-1 the city's roadway system to ensure the safe
and efficient movement of people and goods.

POLICIES

T-1.1 The City shall require all new development to mitigate traffic impacts in accordance with the circulation system classifications shown in Table 3-3 and reflected in the Future Circulation Improvements Diagram (Figure 3-2), and in accordance with the street cross sections shown in the Public Works Department Standard Specifications and Standard Plans (Public Works Standards) as Standard Drawing S-6, with the following exceptions:

- a. Existing Streets: The street cross sections in the Public Works Standards (Standard Drawing S-6) are the preferred standards for new construction in newer parts of the City. In older, established parts of the City, it may not be possible (or desirable) to implement these standards due to the presence of existing structures, other public facilities, or parcelization patterns. In these areas, right-of-way standards are considered guidelines and may be modified upon the recommendation of the Public Works Director to support the historic development pattern. For example, street standards may be adjusted for certain street development projects that involve: (1) completion of a final segment of an existing street; or (2) connection between existing streets built to previously applicable standards. Any modification shall provide safe and adequate public access and circulation.
- b. Hillside Local Streets: The hillside local street section includes a planter strip between the street and the sidewalk, except 5.5' curb adjacent sidewalks may be used when approved by the City Engineer to avoid significant environmental impacts related to hillside grading and/or removal of significant trees. To minimize grading, continuous parking lanes may be eliminated and on-street parking

requirements may be satisfied by use of 8' wide intermittent parallel parking bays.

- c. Rural Local Streets: The rural local street section serves residential projects with lot sizes zoned 20,000 square feet or greater. Pedestrian access is provided along a 4' wide pavement widening located on each side of the street. Generally, curb and gutter is required at the edge of pavement to control storm water runoff, but alternate methods may be considered on a case by case basis as appropriate to accommodate and provide for water quality measures (Best Management Practices for storm water pollution prevention) as reviewed and approved by the Public Works Director.
- d. 10' Sidewalk/Landscape Strip: City standards generally provide for a 10' sidewalk/landscape strip on each side of the street. The standard designates minimum 4' wide sidewalks separated by landscaping. Variations may be approved by the Public Works Director depending on site conditions and expected needs.
- e. Bikeways: Streets that are designated as bike routes shall be designed to accommodate bicycle facilities.
- f. Other: The Public Works Director may approve minor modifications to local street standards, provided safe and adequate public access and circulation are preserved. The City will also review and revise as necessary, existing policies that regulate which street designs are public and which are private. Criteria will be established to restrict the use of public streets in specific situations.

T-1.2 The City shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

T-1.3 The City shall implement the major road improvements identified in Table 3-1 and any others necessary to allow the circulation system to provide adequate levels of service to accommodate future development.

- T-1.4 The City shall establish plan lines and require that new developments reserve rights-of-way for widening projects and other road improvements identified in the General Plan.
- T-1.4 The City shall require that new development construct improvements identified in the Capital Improvement Plan (CIP) as needed to serve the development.
- T-1.5 The City shall investigate new funding sources and seek additional funds for transportation system improvements and maintenance.
- T-1.6 The City shall pursue federal and state funding to provide for construction of freeways, state highways, and arterial streets wherever federal and state programs make such funding available.
- T-1.7 The City shall supplement gas tax funding by developing alternative funding sources to pay for the maintenance of improvements within public street rights-of-way.
- T-1.8 The City shall connect (or require the connection of) discontinuous arterial or collector streets and improve circulation network continuity involving minor access streets and other high volume streets. The missing connectors include:
 - a. Linda Vista Avenue from Lone Oak Avenue to Robinson Lane
 - b. Saratoga Drive from Terrace Drive to Silverado Trail
 - c. Terrace Drive: complete missing segment over Cayetano Creek
 - d. Soscol Avenue/Big Ranch Road: complete connector
 - e. Solano Avenue to First Street
 - f. Trower Avenue (from its eastern end) east to Big Ranch Road
 - g. Sierra Avenue
 - h. Wine Country Avenue west of Linda Vista Avenue
- T-1.9 The City shall require where feasible all development and redevelopment to provide for forward entry onto arterial and collector streets.
- T-1.10 The City shall provide for traffic enforcement and driver education.

IMPLEMENTATION PROGRAMS

- T-1.A The City shall amend its Capital Improvement Program (CIP) to include the following needed improvements as priorities for funding:
 - a. Widen Imola Avenue between Soscol Avenue and Coombs Street to four lanes, including widening of the bridge over the Napa River. (COMPLETED)
 - b. Widen the First Street bridge over SR 29 to four lanes.
 - c. Reserve right-of-way to provide for six lanes in the Soscol Avenue corridor between Imola Avenue and Silverado Trail and provide minor widening of Soscol Avenue to provide four through lanes with a center turn lane as described in the Soscol Implementation Plan between Silverado and Sixth.
 - d. Widen SR 29 at its approach to Trower Avenue.
 - e. Widen southbound Silverado Trail at Soscol Avenue to provide one through and two left-turn lanes.
 - f. Extend Solano Avenue to First Street.
 - g. Construct Gasser Drive from south of Tulocay Creek to Silverado Trail.
 - h. Provide double left-turn lane for eastbound First Street at California Boulevard. (COMPLETED)
 - i. Widen Silverado Trail to provide turn lane improvements from Soscol Avenue to north of Third Street
 - j. Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue.

Responsibility: Public Works Department;
Finance Department;
City Council

Time Frame: FY 98-2010
- T-1.B The City shall pursue creation of a street utility assessment district to establish a reliable funding source for long term maintenance of street improvements.

Responsibility: Public Works Department;
Finance Department;
City Council

Time Frame: FY 99-01
- T-1.C The City shall review and update the Street

Improvement Fee Program (traffic mitigation program) in order to fund construction of street improvements identified in the General Plan that are aimed at resolving capacity, service level and safety problems. The revised program will assess for costs of maintenance of street facilities and recognize that traffic impacts of new development not only affect the immediate vicinity of such development, but have a general impact on arterials and collectors citywide. The revised program will require that each new development pay its fair share of circulation system improvement costs.

Responsibility: Public Works Department;
Finance Department;
City Council
Time Frame: FY 99-01

T-1.D The City shall continue to implement Resolution 89-362, which establishes a Street Improvement Fee for all new development within the City of Napa, to mitigate local and regional impacts. The City shall conduct a review to update and refine Resolution 89-362 as needed, to reflect current conditions and needs.

Responsibility: Public Works Department
City Council
Time Frame: Ongoing

T-1.E The City shall continue to participate as a cooperative member of the Congestion Management Agency, or its successor, to coordinate local and regional transportation needs.

Responsibility: Public Works Department
City Council
Time Frame: Ongoing

T-1.F The City shall improve the intersection of Trancas/Redwood and SR 29 by working with Caltrans to construct an interchange. Until funding becomes available, the City shall work with Caltrans and the Congestion Management Agency (CMA) to fund interim improvements. Such interim improvements may include, but are not limited to, the following:

- a. Realignment of California Boulevard to align with the traffic signal at Bel Aire Shopping Center, as proposed by the interchange project. (COMPLETED)

- b. Extension of Permanente Way to the newly realigned California Boulevard. (COMPLETED)
- c. Improvements to the Trancas/ Redwood/SR 29 intersection itself, such as increasing left-turn storage capacity, providing for exclusive right-turn lanes or additional right-turn storage capacity. (COMPLETED)

Responsibility: Public Works Department
Time Frame: FY 00-07

T-1.G The City shall review current traffic flow conditions, transit services and County-wide transportation policies and revise transportation policies and implementation programs as necessary during the annual review of the General Plan.

Responsibility: Public Works Department
Time Frame: FY 99-00

ROADWAY LEVELS OF SERVICE

The adequacy of a road system is generally measured by both the amount of traffic it carries relative to its "design capacity," and by the amount of congestion occurring at intersections. Design capacity is determined by the number and width of lanes, the availability of parking, the number of driveways and spacing of intersections. The primary means of evaluating the adequacy of the roadway network used in this General Plan is the level of congestion occurring at intersections.

The standard method for measuring congestion is called "Level of Service" (LOS). LOS is a planning tool used to measure the amount of congestion at an intersection, with intersections rated from A to F. An intersection operating at a LOS of A through C is operating adequately. Intersections operating at LOS D through F are progressively more congested, with LOS E implying some delay and LOS F significant delay.

Level of service for signalized intersections is defined in terms of *delay*. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, level of service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. Definitions and descriptions of LOS are presented in Table 3-4.

While traffic has continued to increase, the availability of funding for traffic improvements has not. As of 1995, California is estimated to have a \$5 billion shortfall in

funding for needed road improvements statewide. This shortfall has led to delays in state construction funding for State Route 29 at Trancas Street/Redwood Road interchange.

As gas tax funding sources have shrunk, less money has been made available for street maintenance. Deferred maintenance has begun to affect the entire circulation system as pavement, sidewalks, and street lights continue to age. Some deficiencies in Napa's existing circulation system are the direct result of incomplete or discontinuous arterial or collector streets and lack of circulation network continuity.

This General Plan recognizes this fundamental conflict between increased traffic and decreased financial and public support for more and wider roads. This plan accepts slightly greater congestion as the price of allowing development at a reasonable cost. The LOS D adopted as an acceptable standard in this plan recognizes that through the day, almost every road will be relatively uncongested (mid-level C or better); at peak times -- morning and evening commute times -- there may be some congestion, but not the level of congestion regularly experienced in most cities in the Bay Area today.

The City's commitment to preserving the Rural Urban Limit means that all future development will occur in a limited and defined area. Because Napa is largely developed already, there are relatively few opportunities to expand existing roads or create new collectors or arterials to meet future traffic demand. Each new home and each new business will generally lead to additional automobiles on the streets of the city. These factors combined -- the RUL, an inability to significantly expand road capacity, and growth -- mean that congestion is likely to increase over time.

Even with planned improvements, service at some intersections will likely deteriorate below LOS D over the 25-year time frame of this plan. The improvements required to maintain LOS D are not considered feasible due to very high cost or the impacts of the improvements. Accordingly, this plan establishes LOS E at peak times for a few intersections, as listed in the following policies.

Table 3-4	
DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS	
Level of Service	Description
A	Describes operations with very low delay (i.e., less than 10.0 sec per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Describes operations with delay in the range of 10.1 to 20.0 sec per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Describes operations with delay in the range of 20.1 to 35.0 sec per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Describes operations with delay in the range of 35.1 to 55.0 sec per vehicle. At level "D", the influence of congestion becomes more noticeable. Long delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Describes operations with delay in the range of 55.1 to 80.0 sec per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	Describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: 2000 *Highway Capacity Manual*

GOAL
T-2 To maintain an adequate road system that is attractive and provides for efficient movement of people, goods, and services within the city, and adequate connections to the region and state.

POLICIES

T-2.1 The City shall ensure that traffic levels of service (LOS) will not exceed midrange LOS D at all signalized intersections on arterial and collector streets with the following exceptions, where midrange LOS E will be permitted:

- a. Downtown Napa within the area bounded by Soscol Avenue, First Street, California Boulevard and Third Street;
- b. Jefferson Street between Third Street and Old Sonoma Road; and
- c. Silverado Trail between Soscol Avenue and First Street.

In addition, until funding is available to improve the intersection of Trancas/Redwood and SR 29, LOS F shall be permitted.

T-2.2 The City shall ensure that all new development and redevelopment will meet adopted service levels (LOS) for transportation facilities unless findings are made that achieving other specific

public goals found in this General Plan outweigh this requirement.

- T-2.3 The City shall focus on signalized intersections when evaluating street system LOS.
- T-2.4 When reviewing projects, the City shall monitor stop controlled intersections using LOS and the Highway Capacity Manual criterion as a guideline, applying CALTRANS signal warrant evaluation as indicated, and requiring mitigation as necessary.
- T-2.5 The City shall ensure that streets are designed with attractive landscape amenities and street trees wherever possible.
- T-2.6 The City shall designate truck routes to avoid truck travel through residential neighborhoods whenever possible.
- T-2.7 The City shall restudy the access to and circulation in the downtown area to determine the optimum solution to vehicle circulation that will coordinate with downtown improvement projects while providing for the circulation needs of the local citizen as well as the visitor. *(Also see LU-6.6 and HR-4.6)*

CRUCIAL CORRIDORS

One of the City's key circulation policies in its traffic management strategy has been to reserve traffic capacity within major corridors for communitywide circulation. These facilities are known as "crucial corridors" and City policy has limited development with direct access to these streets to low-traffic-generating uses.

Trancas Street, Jefferson Street, Imola Avenue, Lincoln Avenue, Soscol Avenue, and Silverado Trail serve a particularly vital role in communitywide circulation and in providing accessibility to key community facilities. These roads serve wider community purposes and therefore have considerably greater importance than most streets primarily serving fronting properties. Each crucial corridor has limited traffic capacity. Current traffic is approaching capacity in most of these corridors. Soscol and Silverado will approach capacity as Napa nears build out of the RUL.

GOAL To maintain acceptable traffic flow along Napa's crucial corridors.
T-3

POLICIES

- T-3.1 The City shall require development within crucial corridors to adhere to the special guidelines set out in this section. The crucial corridor arterials are:
 - a. Imola Avenue West (SR121) - from west of Lernhart Street to Soscol Avenue
 - b. Trancas Street - from State Route 29 to Soscol Avenue
 - c. Lincoln Avenue - from Jefferson Street to Silverado Trail
 - d. Jefferson Street - from Trancas Street to Imola Avenue
 - e. Soscol Avenue - from north of Lincoln Avenue to Imola Avenue
 - f. Silverado Trail (SR121) - from Soscol Avenue to Trancas Street

Uses along these arterials shall generally generate less than 520 trips per day/acre.

West Imola Avenue (SR 121): Lernhart Street to Soscol Avenue

- T-3.2 The City shall require development along West Imola Avenue between Lernhart Street and Soscol Avenue to comply with the following guidelines:
 - a. Limit access to West Imola Avenue from fronting parcels in order to avoid impacts on the Maxwell Bridge, unless the City Council makes a determination that the benefits of the project will clearly outweigh the adverse effect of the project on the Imola Avenue Crucial Corridor.
 - b. Require side street access for parcels fronting on West Imola Avenue whenever possible.
 - c. Limit uses on any property which must use direct access to West Imola Avenue to those generating extremely low traffic (as defined in the *ITE Trip Generation Manual* or as determined by the Public Works Director), unless the City Council makes a determination that the benefits of the project will clearly outweigh the adverse effect of the project on the West Imola Avenue Crucial Corridor.
 - d. As development occurs or uses change at West Imola Avenue and Soscol Avenue, reserve adequate right-of-way for street

improvements designed to facilitate use of Soscol Avenue as a major north-south corridor.

Trancas Street: State Route 29 to Soscol Avenue

T-3.3. The City shall require development along Trancas Street between Jefferson Street and the RUL at the Napa River to comply with the following guidelines:

- a. Restrict fronting properties to low traffic-generating uses in order to preserve capacity in this area for medical uses. Capacity shall be reserved to provide for access to the Queen of the Valley Hospital, medical/dental offices, medical laboratories, and other medical type office uses.
- b. Through careful traffic planning, minimize the impacts of the high traffic-generating hospital use on Trancas Street likely to result from improvements to the Queen of the Valley Hospital.
- c. Require medical/dental offices, medical laboratories, and other medical type office uses to be planned as integrated planned developments to reduce traffic interruptions on Trancas Street. When traffic-intensive medical/dental offices and other medical type office uses are proposed, the following standards shall apply:
 - i. Plan driveway locations to include relocation of driveway access points on existing sites if necessary.
 - ii. Prohibit drive up windows.
 - iii. Provide adequate parking (including more than minimum requirements if necessary) so that there will be no off-site parking impacts.
 - iv. Require combining of parking lots and access points with joint access and parking agreements where possible.
 - v. Minimize number of access points.
 - vi. Plan entrance and egress to avoid cars queuing in street.
- d. When non-medical/dental traffic-intensive uses are proposed, the following guideline shall apply in addition to the standards in T-3.3 (c):

- i. Consider traffic generation characteristics of traffic intense uses and limit density/intensity of proposed development as appropriate. Net traffic generation of a reasonably comparable, permissibly sized non-traffic intense use on the same site shall be a basis for assessing reasonable densities/intensities for proposed traffic intense uses.

T-3.4 The City shall require development along Trancas Street between Jefferson Street and SR 29, and between Big Ranch Road and Soscol Avenue, to comply with the following guidelines:

- a. Discourage additional high traffic-generating uses from locating in these areas and limit the impacts of those which do locate through strict site development standards.
- b. When traffic-intensive uses are proposed, apply the following standards:
 - i. Require driveway locations to be planned and include relocation of driveway access points on existing sites if necessary.
 - ii. Generally prohibit drive-up windows. When allowed, restrict all impacts to the site, and allow no separate entrances or exits to the street.
 - iii. Provide adequate parking (including more than minimum requirements if necessary) so that there will be no off-site parking impacts.
 - iv. Encourage combining of parking lots and access points through joint access and parking agreements.
 - v. Minimize the number of access points.
 - vi. Plan entrance and egress to prevent cars from queuing in the street.

Lincoln Avenue: Jefferson Street to Silverado Trail

T-3.5 The City shall require development along Lincoln Avenue between Jefferson Street and Silverado Trail to comply with the following guidelines:

- a. Discourage additional high traffic-generating uses from locating in these

- areas and limit the impacts of those which do locate through strict site development standards.
- b. When traffic intensive uses are proposed, apply the following standards:
 - i. Require driveway locations to be planned and include relocation of driveway access points on existing sites if necessary.
 - ii. Generally prohibit drive-up windows. When allowed, restrict all impacts to the site, and allow no separate entrances or exits to the street.
 - iii. Provide adequate parking (including more than minimum requirements if necessary) so that there will be no off-site parking impacts.
 - iv. Encourage combining of parking lots and access points through joint access and parking agreements.
 - v. Minimize the number of access points.
 - vi. Plan entrance and egress to prevent cars from queuing in the street.
- T-3.7 The City shall require new development along Jefferson Street between Lincoln Avenue and Laurel Street to comply with the following guidelines:
- a. Limit uses to non-traffic intensive types.
 - b. Require the combination of smaller parcels into larger sites and the use of side streets for access where possible.
 - c. Minimize the number of access points by encouraging shared access and other means of consolidating or eliminating curbcuts.
- T-3.8 The City shall require new development along Jefferson Street between Laurel Street and West Imola Avenue to comply with the following guideline:
- a. Limit development to back on treatments where possible. Where back on treatment is not possible or may conflict with existing neighborhood character, locate access points to reduce conflicts with arterial street corridors.

Jefferson Street: Trancas Street to Imola Avenue

- T-3.6 The City shall require new development along Jefferson Street between Trancas Street and Lincoln Avenue to comply with the following guidelines:
- a. Discourage additional high traffic-generating uses from locating in these areas and limit the impacts of those which do locate through strict site development standards.
 - b. When traffic intensive uses are proposed, apply the following standards:
 - i. Require driveway locations to be planned and include relocation of driveway access points on existing sites if necessary.
 - ii. Generally prohibit drive-up windows. When allowed, restrict all impacts to the site, and allow no separate entrances or exits to the street.
 - iii. Provide adequate parking (including more than minimum requirements if necessary) so that there will be no off-site parking impacts.

Soscol Avenue: West Imola Avenue to Trancas Street

- T-3.9 The City shall require new development along Soscol Avenue between Lincoln Avenue and Trancas Street to comply with the following guidelines:
- a. Limit development to back on treatments where possible. Where back on treatment is not possible or may conflict with existing neighborhood character, locate access points to reduce conflicts with arterial street corridors.
- T-3.10 The City shall require new development along Soscol Avenue between First Street and Lincoln Avenue to comply with the following guidelines:
- a. Existing land uses, which are primarily business park (light industry, offices, large item retail sales) uses on large sites will continue. New tourist or general

commercial areas must include traffic mitigation measures when appropriate.

- b. Discourage traffic-intensive uses in this area unless they are integrated into larger sites. Uses such as fast food restaurants, banks, and savings and loan offices will be allowed only as accessory uses to large site developments.

T-3.11 The City shall require new development along Soscol Avenue between West Imola Avenue and First Street to comply with the following guidelines:

- a. Discourage additional high traffic-generating uses from locating in these areas and limit the impacts of those which do locate through strict site development standards.
- b. When traffic intensive uses are proposed, apply the following standards:
 - i. Require driveway locations to be planned and include relocation of driveway access points on existing sites if necessary.
 - ii. Generally prohibit drive-up windows. When allowed, restrict all impacts to the site, and allow no separate entrances or exits to the street.
 - iii. Provide adequate parking (including more than minimum requirements if necessary) so that there will be no off-site parking impacts.

- iv. Encourage combining of parking lots and access points through joint access and parking agreements.
- v. Minimize the number of access points.
- vi. Plan entrance and egress to prevent cars from queuing in the street.

Silverado Trail: Soscol Avenue to Trancas Street

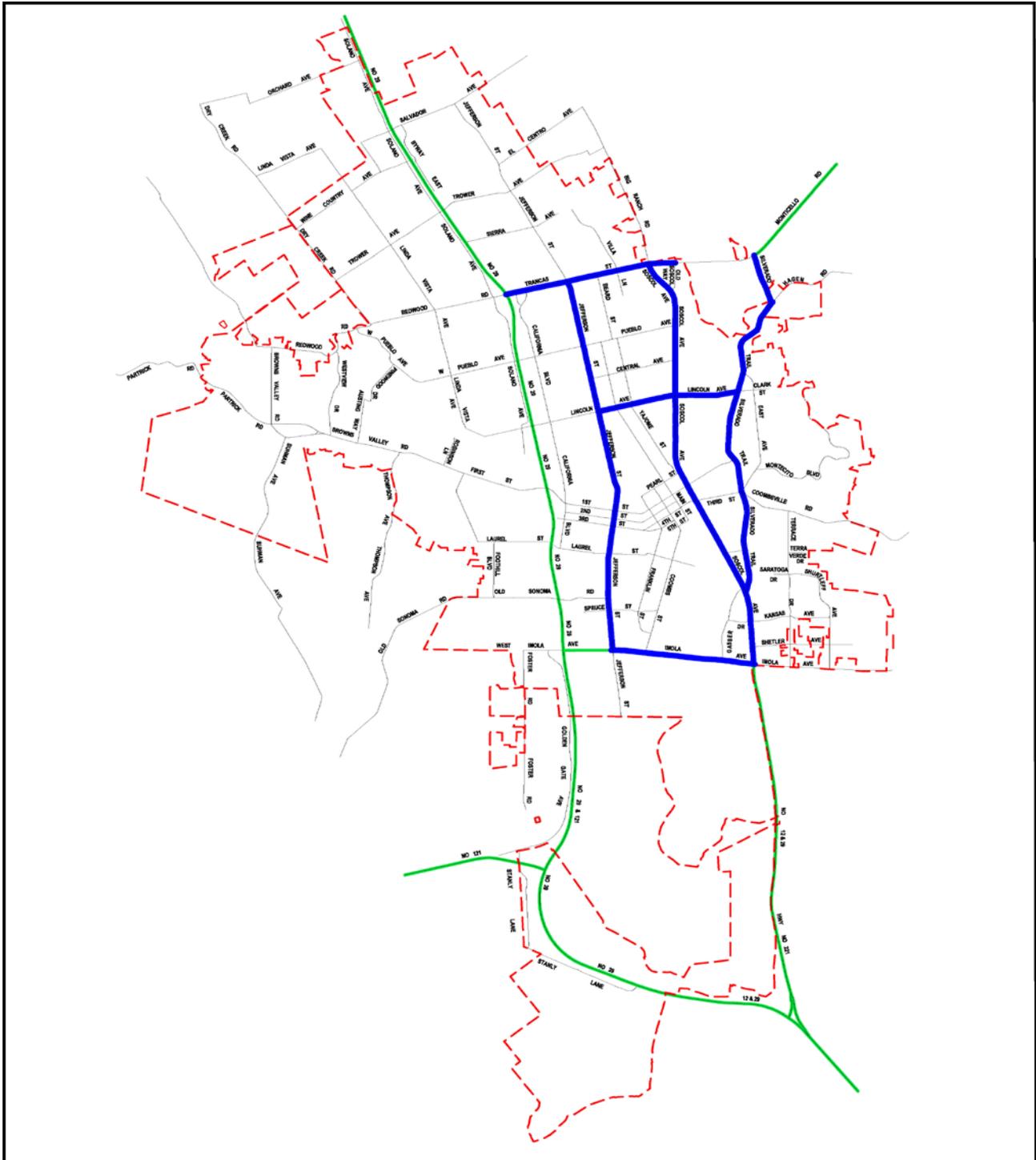
T-3.12 The City shall require new development along Silverado Trail between Soscol Avenue and Trancas Street to comply with the following guideline:

- a. Locate access points to reduce conflicts with arterial street corridors, and encourage shared driveways and access from interior local streets.

IMPLEMENTATION PROGRAMS

T-3.A The City shall continue to apply the Traffic Impact Overlay to properties on designated crucial corridors.

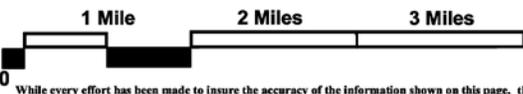
Responsibility: Planning Department;
Public Works Department
Time Frame: Ongoing



City of Napa General Plan

Updated 7/08

Figure 3-4
Crucial Corridors



- - - - Rural/Urban Limit
- State Highway
- Crucial Corridors

(Local Streets are not shown)



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RESIDENTIAL STREETS

It is a simple fact of transportation planning that everyone wants to get everywhere as conveniently, safely, and quickly as possible, but no one wants anyone else to go through their neighborhood to get there. Since every road goes through *someone's* neighborhood, this creates a conflict between "community good" and "neighborhood good".

The desire for quiet and safe streets competes with the desire for efficient citywide transportation. The result has been the installation in some cities of speed bumps, barriers, intersection bulbs, modified paving techniques, narrower streets, private streets, and a host of other tools collectively known as "traffic calming."

But the use of these tools comes at a cost: through-traffic is forced onto fewer streets (thereby making them more congested), and while automobiles may be slowed in the neighborhoods, so are police and fire vehicles responding to emergencies. The conflict between quiet streets and access needs is likely to intensify in the next 25 years, and the issue of traffic calming is likely to be an ongoing debate.

GOAL **To protect residential neighborhoods from high-volume and high-speed traffic and its effects.**
T-4

POLICIES

- T-4.1 The City shall identify neighborhoods where traffic conditions may indicate the need for traffic calming measures. Conditions will include, but not be limited to, high vehicle operating speeds, high traffic volumes, and/or high accident rates.
- T-4.2 The City shall require design of new local streets to balance circulation needs with neighborhood character while still providing an interconnected street network.
- T-4.3 Where private streets are permitted, the City shall promote design that is safe and attractive.
- T-4.4 The City shall include a minimum unobstructed width in the private street standards sufficient to allow for access of emergency and service vehicles.
- T-4.5 The City shall, whenever possible, require

private streets to be consistent with public street standards (e.g., for utilities, street lights, sidewalks, street trees, parking), as well as to include traffic calming measures where appropriate.

IMPLEMENTATION PROGRAMS

- T-4.A The City shall prepare traffic calming standards and other measures to provide increased protection to existing neighborhoods.

 Responsibility: Public Works Department;
 Traffic Advisory
 Committee
 Time Frame: FY 99-01
- T-4.B The City shall investigate the feasibility of creating a special assessment district to fund capital improvements for traffic calming.

 Responsibility: Public Works Department;
 Finance Department
 Time Frame: FY 03-05
- T-4.C The City shall review and update its development standards for new and retrofitted private streets that result in safe and attractive facilities.

 Responsibility: Planning Department;
 Traffic Advisory
 Committee
 Time Frame: FY 99-01

PUBLIC TRANSIT

The city of Napa is currently served by two fixed route bus-transit systems: Valley Intracity Neighborhood Express (the VINE) operated by the City, and Napa Valley Transit (NVT) operated by the City under a joint powers agreement among the County and its cities.

The City's transit services provide basic community wide accessibility for the transit-dependent and an optional travel mode for others whose origins and destinations are conveniently located with respect to the transit route. The VINE is a five-route, nine-bus fixed-route system. Most routes meet at the downtown transit terminal which allows for convenient transfer between lines and good access throughout the city without more than one transfer.

Additional service is added during the school year to

accommodate the peak loads of students who use the system for trips primarily to middle and high schools in Napa. In addition, all schools within the city limits are served directly by transit routes within one block of the school site.

Napa Valley Transit (NVT) operates (1995) 13 trips per day between Napa and Vallejo to the south, and nine trips between Napa and Calistoga to the north. NVT also provides regional connections to the Bay Area via coordination with the Vallejo Ferry and BARTlink buses to BART. The main transfer terminal for the VINE and NVT is located in downtown Napa, providing timed transfers for passengers between routes and systems on weekdays. Amenities at the terminal include loading and waiting areas, an information office, and public restrooms.

In fiscal year 1993/94, the VINE and NVT carried a combined total of over 700,000 passenger trips, slightly more than two percent of all street and highway trips within the county. Although the two systems account for only a small percentage of all trips, the average number of trips on the VINE averages 10 trips per capita per year for every resident of the city, indicating heavy use by certain segments of the population.

Potential new demands for transit may include the following:

- Special service to commercial centers such as the Factory Outlets and the South Napa Marketplace, linking these new commercial centers with Downtown;
- Improved service to the Corporate Park as it continues to grow and become a major employment center in the city;
- Increasing demand by the elderly and by the young. In the next 20 years, the proportion of the elderly is expected to increase significantly, as will the number of school age children -- the two largest transit-dependent groups.

Service needs may also include new or restructured routes, longer operating hours, more frequent service, or special service for major employers. The City may also need to reconfigure its current system to address capacity problems at the downtown transit terminal

While need is likely to increase, the availability of public subsidies to maintain and increase transit service is shrinking. The City of Napa recovers only 16 to 22 percent of its operating costs from the fare box. State and federal funding for transit operating costs is expected to

decline over the next decade. In an effort to address funding concerns at a time of increasing rider demands, the Metropolitan Transportation Commission (MTC) recently funded a study of the potential benefits of system consolidation in Napa County.

GOAL To develop and maintain an efficient and convenient transit system providing alternatives to the use of the personal automobile to residents, workers, and visitors within the city, with connections to Napa County and the region.

POLICIES

- T-5.1 The City shall continue to evaluate and support financially feasible transit services within the city with the objective of increasing the transit/automobile mode split to five percent transit by 2020.
- T-5.2 The City shall continue to implement the VINE's combined geographic and frequency of service standards, as follows:
- a. Bus routes should be located within ¼ mile of 85 percent of city residences, and within ¼ mile of 90 percent of city activity centers.
 - b. 60 percent of bus routes should operate at half-hour intervals, with the remaining 40 percent operating at hourly intervals.
- T-5.3 The City shall, when financially feasible, consider increasing the level of transit service (routes, frequency of service) as the demand for transit service grows.
- T-5.4 Where opportunities arise, the City shall give high priority to coordinating Napa transit services with inter-city and regional services.
- T-5.5 The City shall support reasonable consolidation of transit services to achieve efficiency and effectiveness throughout the valley and to improve commuter linkages to transit systems in adjoining counties.
- T-5.6 The City shall, when feasible, use opportunities created by completion of discontinuous elements of the arterial/collector system to eliminate long one-way loops at the outer ends of existing routes.

- T-5.7 When new development occurs on any arterial or collector street with an existing or planned bus route, the City shall require the dedication and/or provision of bus turn-outs in appropriate locations. people to provide carpool parking spaces close to the building entrances.
- T-5.8 The City shall evaluate the operation of facilities and continue to support the most efficient and convenient location for transfer and operational facilities, with supplemental facilities for transfers at key locations. The City shall continue to coordinate the route structure so that buses meet downtown for convenient transfers.
- T-5.9 The City shall plan for terminal and operations facility expansion in updates to the *Short Range Transit Plan* and transit capital planning process.
- T-5.10 The City shall explore the feasibility of developing a satellite transfer point and park-and-ride facility in conjunction with the Trancas/SR 29 Interchange project.
- T-5.11 The City shall consider available sites downtown for possible use as a satellite or replacement terminal and/or operational facilities, and establish priorities for reserving these sites for such use in the future.
- T-5.12 The City shall encourage developers to include public transit support and promotion of other alternatives to single occupancy vehicles (SOV) in commercial development projects. Support may include provision of discount bus passes to employees, bicycle facilities, transit information displays, and on-site transit facilities (turnouts or berthing space, shelters, and access).
- T-5.13 The City shall consider some or all of the following programs, or other reasonable programs, encouraging alternatives to the private auto:
- a. Allow a reduction in the number of required parking spaces in a development in exchange for a financial commitment to alternative commute modes.
 - b. Allow developers to contribute to the operating costs of new routes and/or increasing the frequency for buses serving their employees or customers in lieu of other transportation impact mitigation programs.
 - c. Encourage commercial developers with projects projected to employ 50 or more
- T-5.14 The City may permit reductions in minimum parking requirements for new developments where transit is available.
- T-5.15 The City shall define adequate access to a private commercial and/or industrial project to include egress through the property, pullout areas, handicapped accessible shelters and/or benches at passenger loading areas, signs, poles, and high grade pads for bus parking as necessary.
- T-5.16 The City shall, where appropriate, establish cooperative agreements with developers to share the costs of providing access and to share liability responsibility for transit's presence on a property.
- T-5.17 The City shall provide for the ongoing maintenance of transit vehicles, transit stops and other appurtenant transit facilities that contribute to the quality and character of the street environment.

IMPLEMENTATION PROGRAMS

- T-5.A The City shall develop standards for the location and construction of bus turnouts, based on existing and possible transit routes, bus design and operating characteristics, and other relevant criteria.
- Responsibility: Public Works Department
Time Frame: FY 03-05
- T-5.B The City shall develop zoning incentives for use during the review of development applications that encourage alternatives to the use of private autos.
- Responsibility: Planning Department;
Public Works Department
Time Frame: FY 03-05

BICYCLE PLAN – BICYCLE TRAVEL

From 2010- 2012 the City's Bicycle and Trails Advisory Commission (BTAC) worked with Napa County Transportation and Planning Agency's (NCTPA) to develop a City of Napa Bicycle Plan in conjunction with the Countywide Bicycle Plan. This process included significant public input and analysis of both the existing bicycle resources as well as priorities for future bicycle

resources. The City of Napa Bicycle Plan was adopted by the City Council in August 2012 and is an important reference for the future bicycle network.

The City of Napa Bicycle Plan establishes the following bicycling vision and principal goal for the region:

***Vision:** A comprehensive, connected bicycle system is established with supportive development patterns and programmatic practices, providing people with safe, convenient and enjoyable access throughout all Napa County jurisdictions and to destinations beyond. Bicycling is common for everyday trips and recreation, contributing to the quality of life in Napa and the health, safety and welfare of its residents, workers and visitors. Napa is known as a bicycle friendly community with a “world class” bicycling system.*

***Principal Goal:** To develop and maintain a safe and comprehensive countywide bicycle transportation and recreation system that provides access, opportunities for healthy physical activity, and reduced traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping and other activity centers, and residential neighborhoods, and to connect Napa jurisdictions to each other and the region.*

For bicycle travel, users can be divided into three general groups, each with different facility needs.

***Advanced bicyclist.** Experienced riders who can operate under most traffic conditions. Advanced bicyclists are typically comfortable riding anywhere they are legally allowed to operate a bicycle, including space shared with cars and trucks along arterials or rural highways.*

***Average bicyclists.** Casual or new adult and teenage riders who are less confident in their ability to operate in traffic without special provisions for bicycles. Average bicyclists are typically more comfortable on roadways that provide space separated from motorists and/or along separated pathways.*

***Novice bicyclist.** Young children, students and pre-teen riders whose roadway use is initially monitored by parents, and/or adult bicyclists just beginning to ride. Novice bicyclists may be confident and have some level of bicycle handling skills; however, they often do not have the experience of seasoned riders, not the training or background in traffic laws necessary to operate safely on the road.*

The 2000 Census indicated that 1.1 percent of the workers in Napa commuted to work by bicycle. These individuals tend to fit into the *advanced bicyclist* category. While the percentage who commuted by bicycle may seem small, it

is higher than the average for Napa County and statewide (0.8 percent). The commuting bicyclist is a relatively small percentage of all bicyclists.

While there are no hard data, anecdotal evidence points to a significant growth in the use of bicycles in Napa over the past 10 years and toward increases in future years. The City has a higher than average number of workers with commute times of less than 15 minutes, a group more likely to use bicycles for commuting. The proposed Vine Trail and new city bicycle connections are likely to draw increases in recreational cyclists. Bicycle adventure tourists are a match for the Napa Destination Council’s Targeted Visitor Profile. Cycle tourists tend to stay longer, spend more and participate in more activities than non-cycle tourists. Recent surveys among visitors indicate that bicycling is one of the top ten reasons tourists choose Napa Valley as their destination. Further, there is increased interest in promoting alternatives to vehicle travel to reduce energy use, traffic congestion and to promote healthy lifestyles.

Bikeway System

Figure 3-5 shows Napa’s future bikeway system, together with proposed improvements. The system is divided into three types, according to California Department of Transportation (Caltrans) classification system.

Class I Multi Use Path	Class I facilities, typically known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
Class II Bike Lane	Class II facilities, known as bike lanes, provide a striped and signed lane for one-way bicycle travel on a street or highway.
Class III Bike Routes	Class III facilities, known as bike routes, provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane pavement markings. “Bike Boulevards” are Class III facilities typically with enhanced signage, on roadways that typically provide priority to bicycle traffic at intersections along the route and may contain other traffic calming features.

Bicycle parking and other support facilities—essential parts of the system, are also shown and/or listed in the Bicycle Plan.

In addition, Chapter 5, Parks and Recreation, calls for a

trail system to integrate the various destinations into a bicycle commuter, pedestrian, and recreation system.

Cross-references to the City of Napa Bicycle Plan (NBP) are included with the Goals, Policies and Implementation Programs below.

GOAL
T-6 **Establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the County to 10 percent of all trips by 2035. (NBP Objective 1.0)**

POLICIES

- T-6.1 Develop and maintain a local and countywide bicycle transportation and recreation network that connects Napa’s neighborhoods and communities, and provides access to public transportation, school, work, recreation areas, shopping and other activity centers, and to regional routes according to the maps and recommendations in this plan. *(NBP Policy 1.1)*

- T-6.2 Develop and maintain continuous north-south Class I pathways to provide inter-city connections and serve as primary bikeways as shown in the Countywide Bikeway System. *(NBP Policy 1.2)*

- T-6.3 Consistent with federal, state¹ and regional directives for “routine accommodation and complete streets”², ensure that all transportation projects on designated bicycle routes in the jurisdiction’s bicycle plan include, enhance or maintain bicycle transportation facilities. *(NBP Policy 1.3)*

- T-6.4 Seek opportunities to work cooperatively with all responsible departments and agencies

¹ Caltrans Deputy Directive-64-R1 (DD-64-R1), “Complete Streets-Integrating the Transportation System,” a policy directive related to “Complete Streets” non-motorized travel throughout the state, was adopted by Caltrans in October of 2008.

² US DOT Policy Statement: Integrating Bicycling and Walking into Transportation Infrastructure, 2000; Assembly Concurrent Resolution 211, 2002; Caltrans Deputy Directive 64, 2001; Caltrans Director’s Policy 22 (Director’s Policy on Context Sensitive Solutions), 2001; Metropolitan Transportation Commission Resolution No. 3765, (Routine Accommodations), 2006

(for example, transportation agencies, flood districts, utility agencies, parks and open space districts) to close existing gaps in facilities and ensure the network is funded, designed, constructed, and maintained. *(NBP Policy 1.4)*

- T-6.5 Consider the needs of all types of bicyclists (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient. *(NBP Policy 1.5)*

- T-6.6 Maintain the Bicycle and Trails Advisory Commission to advise staff on bicycle network issues. *(NBP Policy 1.6)*

IMPLEMENTATION PROGRAMS

- T-6.A The City shall promote development of the transportation and recreation bicycle routes shown on the City’s Bicycle Route Map. *(NBP Program CN-1.a)*
 - Responsibility: Public Works Department
 - Time Frame: Ongoing

- T-6.B The City shall continue to work with the County Flood Control District and Corps of Engineers to complete the City’s multi-use Napa River Trail and connect multiuse trails through the Oxbow Commons and along Napa Creek in conjunction with completion of the Napa River Flood Protection Project. *(NBP Program CN-1.b)*
 - Responsibility: Public Works Department
 - Time Frame: Ongoing

- T-6.C The City shall pursue completion of regionally significant bicycle routes through the City including the Napa Valley Vine Trail, the Bay Trail and the Ridge Trail, many segments of which are shared local/regional routes. *(NBP Program CN-1.c)*
 - Responsibility: Public Works Department; Community Resources Department
 - Time Frame: Ongoing

- T-6.D When improvements are made within the public right of way on designated bicycle routes, the City shall assess the potential for concurrent

bicycle safety improvements and implement them where feasible, for example, through improved striping, signage, bike crossing signals, etc. (NBP Program CN-1.d)

Responsibility: Public Works Department
 Time Frame: Ongoing

T-6.E The City shall provide for safe bicycle facilities on new or reconstructed freeway crossings. The City shall also consider modifications to existing bridges and freeway crossings to improve bicycle safety. (NBP Program CN-1.e)

Responsibility: Public Works Department
 Time Frame: Ongoing

T-6.F The City will seek to provide at least three north-south and three east-west routes suitable for family use. (NBP Program CN-1.f)

Responsibility: Public Works Department
 Time Frame: Ongoing

T-6.G The Plan identifies several routes that require bridges or undercrossings including, but not limited to, an undercrossing under Trancas Street to connect the River Trail to Trancas Crossing Park; a mid-block undercrossing under 1st Street to the Opera House Plaza; an undercrossing under SR 29 between California Boulevard and Coffield; a crossing of the rail line at Tulocay Creek; and a Linda Vista bridge. (NBP Program CN-1.g)

Responsibility: Public Works Department
 Time Frame: As resources and priorities permit

T-6.H The General Plan calls for Solano Avenue to be extended south across Napa Creek to 1st Street. Should Solano or Coffield Street be extended to 1st Street in conjunction with this program, the design of the roadway extension shall include Class II bicycle lanes. (NBP Program CN-1.h)

Responsibility: Public Works

Department
 Time Frame: At time of street connection

T-6.I A continuous safe Class II connection from Browns Valley to Downtown between California Boulevard and Jefferson Street is desirable goal. Pending the availability of funds, design options to use 3rd Street or a parallel street to provide a bicycle-friendly solution that is also supported by the neighborhood will be evaluated. (NBP Program CN-1.i)

Responsibility: Public Works Department
 Time Frame: As resources and priorities permit

T-6.J Pending the availability of funds, Salvador Avenue will be studied to determine how best to address pedestrian and bicycle needs. (NBP Program CN-1.j)

Responsibility: Public Works Department
 Time Frame: Study in FY 2013-14

T-6.K Seek funding to evaluate the potential for upgrades to priority Class III routes (NBP Program CN-1.k)

Responsibility: Public Works Department
 Time Frame: As resources and priorities permit

T-6.L The General Plan calls for Linda Vista Avenue to be extended south across Napa Creek to Robinson Lane and the design of the bridge across the Creek shall include Class II bicycle lanes. (NBP Program CN-1.l)

Responsibility: Public Works Department
 Time Frame: At time of street connection



City of Napa General Plan

Updated 6/12

Figure 3-5 (A)
Existing Bikeway System

See Bike Plan Policies
Document & Map
for Additional Information



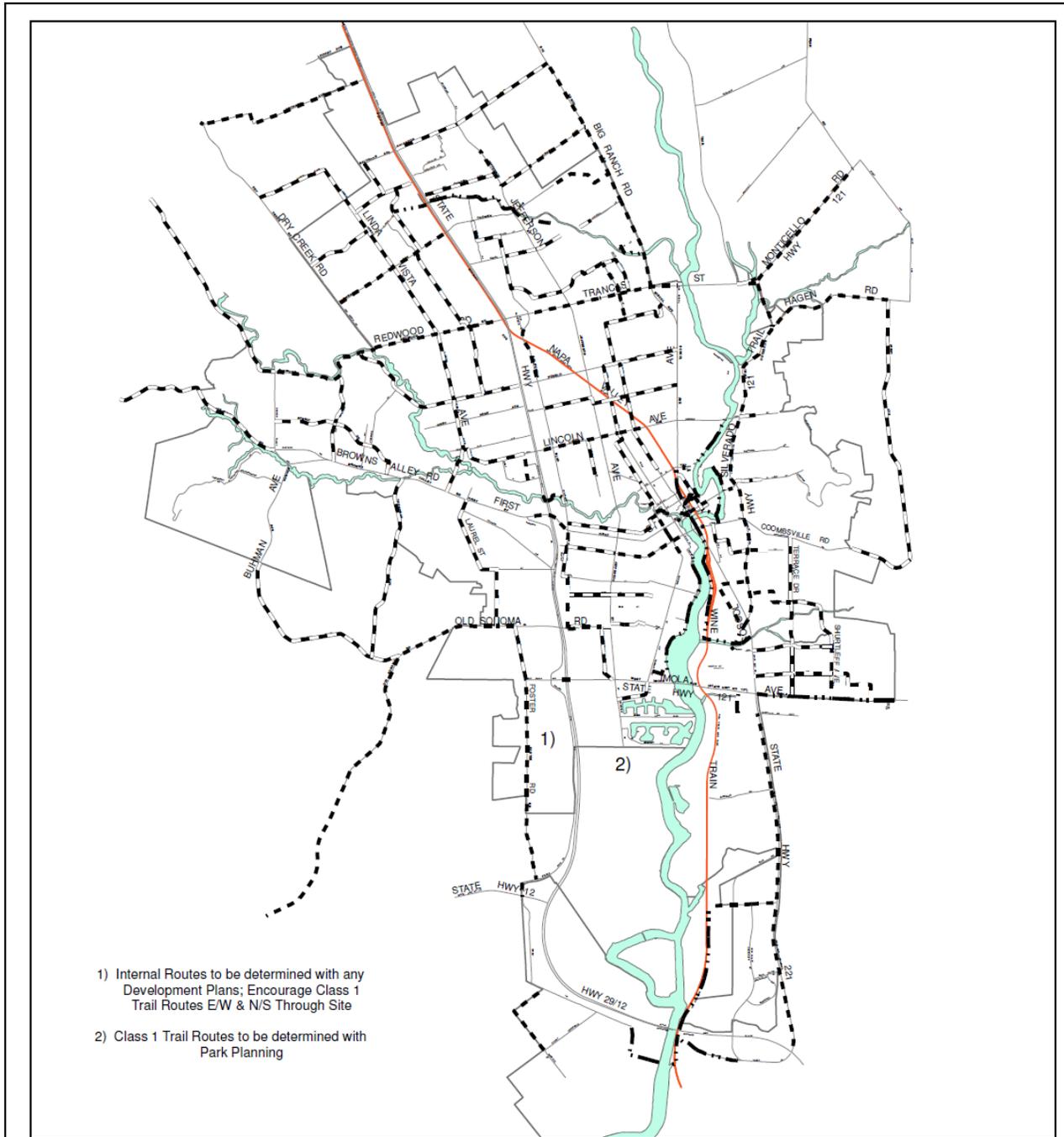
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- Legend**
- Bike Trail Class 1
 - Bike Lane Class 2
 - - - Bike Route Class 3
 - Napa Main Street Network
 - Railway Track Location
 - River & Streams
 - Rural/Urban Limit Boundary



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City of Napa General Plan

Updated 6/12

Figure 3-5 (B)
Proposed Bikeway System

See Bike Plan Policies Document & Map for Additional Information



Legend

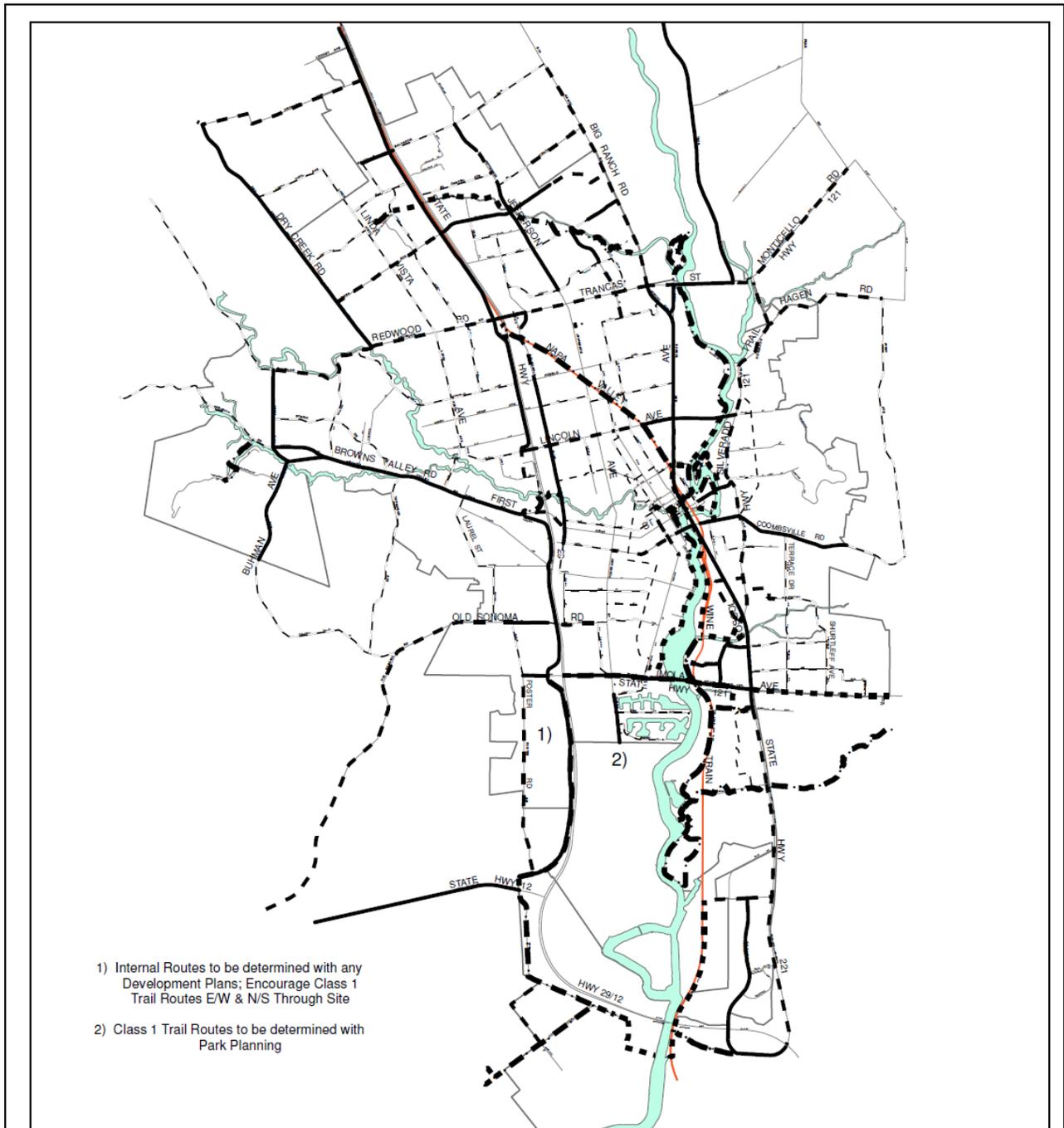
- Bike Trail Class 1 Proposed
- Bike Lane Class 2 Proposed
- Bike Route Class 3 Proposed
- Napa Main Street Network
- Railway Track Location
- River & Streams
- Rural/Urban Limit Bndy



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- 1) Internal Routes to be determined with any Development Plans; Encourage Class 1 Trail Routes E/W & N/S Through Site
- 2) Class 1 Trail Routes to be determined with Park Planning

City of Napa General Plan

Updated 6/12

Figure 3-5 (C)
Existing & Proposed Bikeway System

See Bike Plan Policies Document & Map for Additional Information

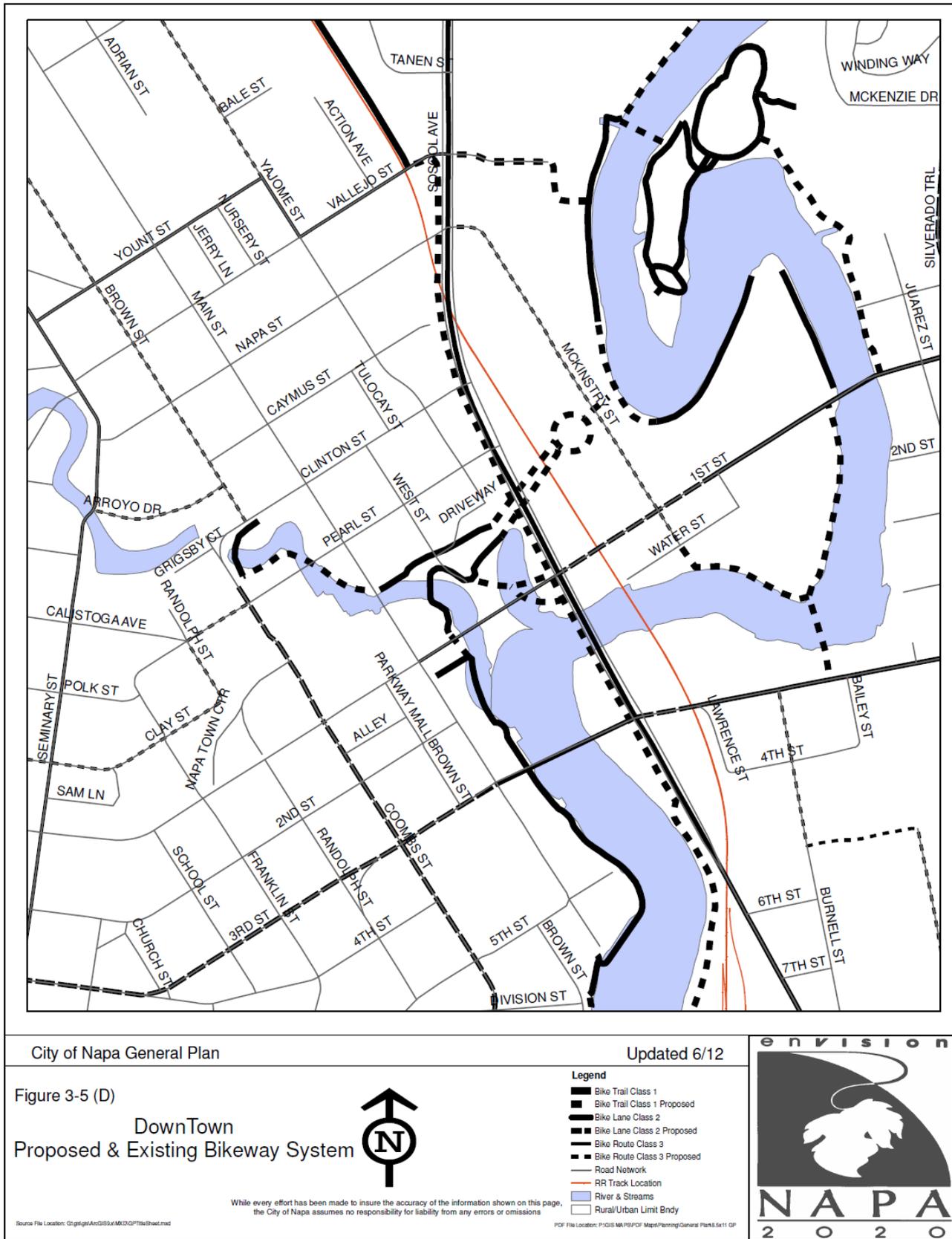


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Legend

- Bike Trail Class 1
- Bike Trail Class 1 Proposed
- Bike Lane Class 2
- Bike Lane Class 2 Proposed
- Bike Route Class 3
- Bike Route Class 3 Proposed
- Napa Main Street Network
- Railway Track Location
- River & Streams
- Rural/Urban Limit Boundary





GOAL Utilize accepted design standards and “best practices” to facilitate completion of a connected bicycle system that is safe, convenient and enjoyable to use. *(NBP Objective 2.0)*

POLICIES

- T-7.1 Utilize Chapter 1000, "Bikeways Planning and Design," of the *California Highway Design Manual*, the *California Manual of Uniform Traffic Control Devices*, and the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, as well as evolving “best practices” for the development of bicycle facilities. *(NBP Policy 2.1)*
- T7.2 Consistent with Assembly Bill 1581 (Fuller) and Caltrans Policy Directive 09-06, assure that all approaches to signalized intersections include bicycle detection devices that are operational and properly marked. *(NBP Policy 2.2)*
- T7.3 Provide consistent enhanced crossing features at uncontrolled intersections with Class I paths. *(NBP Policy 2.3)*
- T7.4 Where standard Class II bike lanes are infeasible under current conditions, local jurisdictions shall consider innovative approaches to safely accommodate bicycles. (Approaches may include but are not limited to: striped edge lines, signs, shared lane markings, reduced lane widths, “road diets,” eliminating parking, etc.) *(NBP Policy 2.4)*
- T7.5 Install wayfinding signage, markers, and stencils on off-street paths, on-street bikeways, local Class III routes, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorists’ awareness. *(NBP Policy 2.5)*
- T7.6 Improve safety and access for bicyclists at all at-grade railroad crossings by providing appropriate enhancements such as proper track structure, safe crossing angles, track fillers, lighting, and adequate warning and guidance information among other features. *(NBP Policy 2.6)*

- T7.7 Bikeway design and siting outside of existing transportation corridors shall take into account the Napa County Right to Farm Ordinance (Appendix D in Countywide Plan) and take into consideration the “highest and best use” of the land, particularly in areas of active agricultural production. *(NBP Policy 2.7)*
- T7.8 Signage should be developed in areas adjacent to active agricultural operations to inform the general public of the need to respect agricultural practices and to respect the privacy of private properties. *(NBP Policy 2.8)*

IMPLEMENTATION PROGRAMS

- T-7.A Install “Share the Road Signs” as directed by the City of Napa’s Policy Guidelines found in Appendix B of the City of Napa Bicycle Plan. *(NBP Program CN-2.a)*
- Responsibility: Public Works Department
Time Frame: FY 12-14
- T-7.B The City shall utilize an innovative design for a Class I Trail connection along the west side of Soscol Avenue to “close the gap” between the end of the Commuter Bike Path at Vallejo Street and the start of the River Trail near 3rd Street. This section is part of the regional Vine Trail route and is a key connector to other local and regional trails. *(NBP Program CN-2.b)*
- Responsibility: Public Works Department
Time Frame: FY 12-14
- T-7.C The City shall explore design options, including signage, striping, pavement color, wider cross sections, wide gravel shoulders, grade separations, etc. to address known use conflicts along Class 1 multi use paths. *(NBP Program CN-2.c)*
- Responsibility: Public Works Department
Time Frame: FY 12-14
- T-7.D Develop and install a prototype Class III signage program that can then be used on an ongoing basis as road improvements are implemented. *(NBP Program CN-2.d)*
- Responsibility: Public Works Department
Time Frame: FY 12-14

GOAL Develop and enhance opportunities for bicyclists to easily access public transit and other transportation resources. (*NBP Objective 3.0*)

POLICIES

- T8.1 Require transit providers to provide and maintain convenient and secure bike parking facilities and related amenities at major transit stops and transportation centers. (*NBP Policy 3.1*)
- T8.2 Require local and regional transit agencies to accommodate bicycles on all transit vehicles that serve the general public. (*NBP Policy 3.2*)
- T8.3 Encourage NCTPA to plan for additional bicycle storage capacity on transit vehicles to ensure capacity keeps up with demand. (*NBP Policy 3.3*)
- T8.4 Consider a “Safe Routes to Transit” program that prioritizes bicycle and pedestrian access to major transit connection points and transit centers. (*NBP Policy 3.4*)
- T8.5 Encourage the development of “staging areas” as a component of trail development and other bikeway projects where appropriate to accommodate recreational bicycling needs. (*NBP Policy 3.5*)
- T8.6 Develop strategies and work with private landowners/business to provide parking spaces for bicycle parking at strategic locations. (*NBP Policy 3.6*)

IMPLEMENTATION PROGRAMS

- T-8.A The City shall work with NCTPA and transit providers to provide for covered, well located and lighted secure bicycle parking and consider long-term bicycle storage (i.e., bike lockers) in the design of the future Soscol Gateway transportation center as well as other major transportation hubs such as park-and-ride lots. (*NBP Program CN-3.a*)

Responsibility: Public Works Department
Time Frame: FY 12-14

GOAL Ensure development of comprehensive support facilities for bicycling such as short- and long-term bicycle parking, end of trip amenities, bicycle staging areas, repair stations, and other resources such as bicycle maps, guide information, and on-line tools. (*NBP Objective 4.0*)

POLICIES

- T9.1 Require adequate short-term (i.e. bike racks) and long-term (i.e. bike lockers) bicycle parking for non-residential uses as provided in local standards. Nonresidential uses include private commercial and industrial uses, as well as hospitals, clinics, gyms, parks and other civic facilities. (*NBP Policy 4.1*)
- T9.2 Provide adequate short-term bicycle parking and long-term bicycle storage for transportation centers including transit transfer centers, park-and-ride lots, train stations, transit stops, etc. (*NBP Policy 4.2*)
- T9.3 Work with businesses and private property owners to provide bicycle parking at existing employment, retail, and commercial sites. (*NBP Policy 4.3*)
- T9.4 Encourage employers to provide secure indoor and/or covered bicycle parking for their employees. (*NBP Policy 4.4*)
- T9.5 Encourage major employers to provide shower and locker facilities for workers. (*NBP Policy 4.5*)
- T9.6 Encourage local school district to provide well located, secure bicycle parking at schools. (*NBP Policy 4.6*)
- T9.7 Design Class I paths to incorporate pedestrian scale lighting, street furniture, drinking fountains, wayfinding signage, interpretive elements, high-visibility crossing treatments, and other amenities where appropriate. (*NBP Policy 4.7*)

IMPLEMENTATION PROGRAMS

- T-9.A The City shall seek funding for installation and maintenance of bicycle parking in city facilities and as part of a unified program for Downtown. (*NBP Program CN-4.a*)

- Responsibility: Public Works Department
Time Frame: FY 12-14
- T-9.B The City shall continue to require bicycle parking in conjunction with new non-residential development. *(NBP Program CN-4.b)*
- Responsibility: Public Works Department
Time Frame: Ongoing
- T-9.C The City shall support efforts by the school district and encourage other organizations and businesses to incorporate safe and secure bicycle parking in their facilities, particularly when substantial remodels are proposed. *(NBP Program CN-4.c)*
- Responsibility: Public Works Department
Time Frame: Ongoing
- T-9.D The City shall review and provide adequate standards for bicycle racks, lockers and related amenities for new and existing nonresidential uses and multifamily residential developments. Guidelines for appropriate location of bicycle parking shall be included. *(NBP Program CN-4.d)*
- Responsibility: Public Works Department
Time Frame: Ongoing

crosswalk markings; appropriate warning and directional signs; and reassurance or directional markings for bicyclists such as shared lane markings, skip lines, etc.; and through the use of focused education. *(NBP Policy 5.2)*

- T10.3 Focus on improving safety at railroad crossings by providing safe track crossing angles for bicyclists, by using concrete panels and flangeway fillers to avoid surface irregularities, and through the use of quad crossing gates, and warning signs. *(NBP Policy 5.3)*
- T10.4 Safety improvements in the vicinity of schools, major public transit hubs, civic buildings, shopping centers, and other community destinations shall be given a high priority for implementation. *(NBP Policy 5.4)*
- T10.5 Improve ongoing collection and analysis of collision data to assist in the identification of problem areas which may require immediate attention. *(NBP Policy 5.5)*
- T10.6 Promote targeted enforcement of violations that focus on primary collision factors such as riding on the wrong side of the road, riding without proper safety equipment including lights at night, and right-of-way violations, etc. *(NBP Policy 5.6)*
- T10.7 When siting bikeways, the safety and security of adjacent land owners should be considered. *(NBP Policy 5.7)*

GOAL T-10 Create a countywide bicycle system that is perceived to be safe for bicyclists of all types and age groups, and work to reduce collisions involving bicyclists by 50 percent by the year 2035. (Use 2008 collision data as the baseline for analysis and perform periodic progress evaluations at five-year intervals to benchmark progress.) *(NBP Objective 5.0)*

POLICIES

- T10.1 Coordinate the delivery of bicycle Safety Education Programs to schools utilizing assistance from law enforcement agencies, bicycle advocacy groups, local bicycle shops, County Education and other appropriate organizations. *(NBP Policy 5.1)*
- T10.2 Focus on improving safety at intersections by using or installing measures such as pedestrian and bicycle push buttons; high-visibility

IMPLEMENTATION PROGRAMS

- T-10.A The City shall, as funding and staff resources permit, continue to work with the school district on the “State’s Safe Routes to Schools” Program. *(NBP Program CN-5.a)*
- Responsibility: Public Works Department
Time Frame: Ongoing
- T-10.B The City shall work with bicycle groups and schools to establish regular bicycle safety classes and programs such as rodeos. *(NBP Program CN-5.b)*
- Responsibility: Public Works Department
Time Frame: FY 12-14
- T-10.C The City shall review collision data on a

regular basis (at least annually) to identify problem areas which require immediate attention. (NBP Program CN-5.c)

Responsibility: Public Works Department
Time Frame: Ongoing

T-10.D Publicize the north-south and east-west routes that have been identified by the Napa Bicycle Trails Advisory Commission as safe enough and suitable for use by children ages 9 and older. (NBP Program CN-5.d)

Responsibility: Public Works Department
Time Frame: FY 12-14

GOAL T-11 Support and strengthen local land use policies for compact, mixed-use development in appropriate areas, and for designing and constructing bicycle facilities in new development projects. (NBP Objective 6.0)

POLICIES

T11.1 Consistent with federal, state, and regional directives for “routine accommodation and complete streets,” condition discretionary projects to provide needed bicycle improvements on Class I, II or III routes designated in this plan, assuming a nexus is established. Improvements include easements or land dedication and route construction, maintenance or enhancement, including support facilities. Construction may be deferred until a connection to an existing route can be made at the discretion of the jurisdiction. (NBP Policy 6.1)

T11.2 In accordance with CEQA Guidelines, projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated. (NBP Policy 6.2)

T11.3 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities. (NBP Policy 6.3)

T11.4 Site any new Class 1 multiuse paths that are not adjacent to existing transportation corridors in such a way that they are compatible with any adjacent active agricultural activities. (NBP Policy

6.4)

T11.5 For any Class I multiuse paths in lands zoned “Agricultural Preserve”, path development must include transfer of title or easement to Napa County or other qualified public entity so as not to contravene Agricultural Preserve-approved use provisions. (NBP Policy 6.5)

IMPLEMENTATION PROGRAMS

T-11.A As new private or public development is approved on or along designated bicycle routes in the City’s bicycle plan, the City shall continue to require needed bicycle improvements appropriate for the type of route, including recreational multi use trail system segments (as along the Napa River and Salvador Channel) using the BTAC as a resource to review and provide recommendations regarding such projects. (NBP Program CN-6.a)

Responsibility: Public Works Department
Time Frame: Ongoing

T-11.B The City shall promote bicycle access and support facilities in the design of future development. (NBP Program CN-6.b)

Responsibility: Public Works Department
Time Frame: Ongoing

T-11.C Specific plans or master plans for larger properties shall incorporate bicycle routes that integrate with the overall city bicycle network. (Such routes may be specific to the property and go beyond routes currently planned.) (NBP Program CN-6.c)

Responsibility: Public Works Department
Time Frame: Ongoing

T-11.D The City shall continue to promote compact, mixed use development that facilitates bicycle use in Downtown and other mixed use areas shown on the land use map. (NBP Program CN-6.d)

Responsibility: Public Works Department
Time Frame: Ongoing

GOAL T-12 Develop programs and public outreach materials to promote safety and the positive benefits of bicycling *(NBP Objective 7.0)*

POLICIES

- T12.1 In conjunction with NCTPA, develop and implement a multimedia countywide bicycle and pedestrian safety and education campaign to increase knowledge of riding rules, improve etiquette between motorized and non-motorized modes, to promote bicycle tourism, and increase the awareness of the benefits of bicycling and walking as transportation modes. *(NBP Policy 7.1)*
- T12.2 Expand the delivery of Safe Routes to Schools curriculum to all elementary and middle schools annually. *(NBP Policy 7.2)*
- T12.3 Educate law enforcement personnel, agency staff, elected officials, and school officials about the benefits of non-motorized transportation, and the safety needs of bicyclists and pedestrians. *(NBP Policy 7.3)*
- T12.4 Develop and maintain a public bikeway map and user guide that provides bike route, education, safety, and promotional information. *(NBP Policy 7.4)*
- T12.5 Work with NCTPA to distribute bicycle and pedestrian safety, educational, and promotional materials at drivers training and citation diversion programs, school orientations and community and civic events. *(NBP Policy 7.5)*
- T12.6 Encourage events that introduce the public to bicycling and walking such as bike-to-work, commuter challenges, bike/walk-to-school days, elected official bike rides, etc. *(NBP Policy 7.6)*
- T12.7 Encourage major employment centers and employers to facilitate commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting. *(NBP Policy 7.7)*
- T12.8 Maps of the Bike Network made available to the public by public agencies shall only show existing bikeways. This does not include formal planning documents which will also include proposed routes and routes under study. Planning documents will include strong

disclaimers that proposed routes are not for public use. *(NBP Policy 7.8)*

IMPLEMENTATION PROGRAMS

T-12.A The City shall participate with countywide and regional agencies, and other interested partners in the preparation and distribution of up-to-date City bicycle maps for public use, and other safety, education, and promotional materials. *(NBP Program CN-7.a)*

Responsibility: Public Works Department
 Time Frame: FY 12-14

GOAL T-13 Continue to update and integrate bicycle-related transportation, land use and recreation plans and improvement projects. *(NBP Objective 8.0)*

POLICIES

- T13.1 The Bicycle and Trails Advisory Commission (BTAC) shall be responsible for advising staff and decision makers on the planning and policy development for, and coordination and implementation of the City’s and countywide bicycle transportation system. *(NBP Policy 8.1)*
- T13.2 Update and adopt the Bicycle Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates. *(NBP Policy 8.2)*
- T13.3 RESERVED
- T13.4 Use the Bicycle and Trails Advisory Commission and/or the Countywide BAC as a resource to review roadway improvement projects, on designated bicycle routes in the City’s bicycle plan, for bicycle safety and compatibility and consistency with the plan, except when proposed improvements meet all standards “Roadway improvements” include widening, resurfacing, rehabilitation, capacity improvements, traffic calming improvements, rumble strips, etc. *Advisory commission recommendations are part of the Metropolitan Transportation Commission review guidelines. (NBP*

Policy 8.4)

Responsibility: Public Works Department
Time Frame: Ongoing

T13.5 Proactively seek new opportunities for acquisition of abandoned rights-of-way, natural waterways, flood control rights-of-way, utility rights-of-way, and lands for the development of new Class I multi-use pathways that integrate with the planned system. (NBP Policy 8.5)

T13.6 Recognize the varied needs of bicyclists by striving to maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be altered or eliminated without the consultation of Bicycle and Trails Advisory Commission. (NBP Policy 8.6)

T13.7 Assign staff to assume bicycle coordination duties to oversee implementation of the Countywide Bicycle Plan and coordinate activities between affected departments and jurisdictions. (NBP Policy 8.7)

T13.8 For Class 1 multiuse paths not along existing transportation corridors, proactively notify landowners along proposed trail routes at the earliest phase of route planning. (NBP Policy 8.8)

T13.9 For projects in the State right-of-way, project sponsors should work with Caltrans to ensure concerns are resolved prior to application for encroachment permits. (NBP Policy 8.9)

IMPLEMENTATION PROGRAMS

T-13.A The City shall update its bicycle plan to incorporate the policies and maps contained in the City of Napa Bicycle Plan and continue to participate in local and regional bicycle planning efforts. (NBP Program CN-8.a)

Responsibility: Public Works Department
Time Frame: FY 12-13

T-13.B The City shall consider the potential for new bicycle connections/routes along existing natural and man-made corridors (railroads, utility easements, creeks, undercrossings, etc.) when opportunities arise. Specific connections not currently in the plan but that may be considered in the future include undercrossings of 1st Street and 3rd Street at Soscol Avenue. (NBP Program CN-8.b)

GOAL T-14 Maintain and/or improve the quality, operation, and integrity of bicycle infrastructure. (NBP Objective 9.0)

POLICIES

T14.1 Maintain Class I paths, and maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes. (NBP Policy 9.1)

T14.2 Develop or retain a maintenance reporting system with a central point of contact to report, track, and respond to routine bicycle maintenance issues in a timely manner (NBP Policy 9.2)

T14.3 Require that road construction projects minimize their impacts on bicyclists by avoiding placement of construction signs and equipment in bicycle lanes, and by providing adequate detours. (NBP Policy 9.3)

T14.4 Consider bicycle safety in the routine maintenance of local roads and seek to, at a minimum, include the following activities (NBP Policy 9.4)

- Trim vegetation to provide a minimum horizontal clearance of two feet from the edge of pavement and a minimum vertical clearance of eight feet.
- Clear debris from road shoulder areas to provide a clean surface for bicycling.

IMPLEMENTATION PROGRAMS

T-14.A The City shall update as necessary and utilize its existing web-based traffic hazard reporting system to log and respond to bicycle maintenance issues. (NBP Program CN-9.a)

Responsibility: Public Works Department
Time Frame: Ongoing

T-14.B Encourage public-private partnerships to expand maintenance activities, for example

through the city's adopt a park/trail program or an annual trail cleanup. *(NBP Program CN-9.b)*

Responsibility: Parks and Recreation Department
 Time Frame: Ongoing

GOAL T-15 Work to maximize the amount of funding to implement bicycle projects and programs throughout the county. *(NBP Objective 10.0)*

POLICIES

- T15.1 Seek varied sources of funding, including but not limited to federal, state, and regional programs, partnerships with local non-profits and other local agencies, and local sources such as assessments to improve the bicycle system. *(NBP Policy 10.1)*
- T15.2 Encourage multi-jurisdictional funding applications to implement the primary network and countywide bicycle system. *(NBP Policy 10.2)*
- T15.3 Promote the availability of adequate regional, state and federal funding sources for bicycle transportation projects. *(NBP Policy 10.3)*

IMPLEMENTATION PROGRAMS

- T-15.A The City shall continue to seek funding for bicycle improvement projects within the city. *(NBP Program CN-10.a)*

 Responsibility: Public Works Department
 Time Frame: Ongoing
- T-15.B The BTAC develops a prioritized a list of needed bicycle improvements. The City recognizes that some funding sources are specific to particular types of bicycle facilities, or even a specific route or operation program; however, the BTAC list will be consulted when funding opportunities arise. *(NBP Program CN-10.b)*

 Responsibility: Public Works Department
 Time Frame: Ongoing

PEDESTRIAN SERVICES

Because virtually all residents and visitors are pedestrians at some time during the day, providing adequate facilities for pedestrian activities is an important component of the transportation element. The Metropolitan Transportation Commission (MTC) reports that in 1990 almost as many people walked to work in Napa (2.5 percent) as rode transit and bicycles combined (1.4 percent and 1.3 percent respectively). In addition, a large percentage of school children walk to their neighborhood schools.

The city's pedestrian network consists of sidewalks, trails, and, in some locations, the street. (See also the Parks and Recreation chapter regarding trails). Sidewalks, although generally required for most development, have sometimes not been provided in some areas. For example, the Napa Valley Corporate Park has no sidewalks.

In a city with a significant tourist population such as Napa, one of the more popular modes of travel is walking. In a small city with a moderate climate, walking will always be an important recreational and transportation mode for residents. The City has two major opportunities to enhance pedestrian facilities: the proposed River Trail (discussed in the Chapter 5, Parks and Recreation) and a trail along the Wine Train tracks (note: both are also considered to be opportunities for bicycle trails). These are not just opportunities for recreational trails, but could potentially be the city's "pedestrian arterials" connecting many of the city's neighborhoods to downtown. Figure 3-6 shows the Citywide Trails Plan.

The most important pedestrian environment in the city is downtown. It is downtown's "walkability" that distinguishes it from the malls and strip-commercial shopping environments found elsewhere in Napa. Retaining an attractive and safe pedestrian environment with active storefronts is critical to the long term commercial success of downtown.

In other areas of the city, maintaining sidewalks and enhancing pedestrian connections between neighborhoods, within and to commercial areas, and within industrial areas, will help to integrate the community and promote walking as an alternative to the automobile.

GOAL T-16 To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.

POLICIES

- T-16.1 The City shall require sidewalks along at least one side of all new local streets, and both sides of new and reconstructed arterial and collector streets.
- T-16.2 The City shall require appropriate pedestrian access in all new developments.
- T-16.3 The City shall develop a major public multi-use trail and amenities along the Napa River from Stanly Ranch to Trancas Street, and along Salvador Channel, while protecting the natural resources along the trail corridor. If feasible, establish a multi-use trail along the Wine Train Railroad right-of-way. *See also "Trails" section of Chapter 5, Parks and Recreation.*
- T-16.4 The City shall connect the city's major planned trails (*as identified in Chapter 5, Parks and Recreation*), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.
- T-16.5 The City shall maintain a pedestrian-oriented downtown area, with retail uses oriented to the sidewalk.
- T-16.6 The City shall work with the Napa Valley Unified School District (NVUSD) and other agencies to actively promote pedestrian safety, particularly for school children and others with special pedestrian needs.
- T-16.7 The City shall work with the NVUSD and local private schools to establish a "safe route to school" plan for elementary and high schools within the city.
- T-16.8 The City shall, where deficiencies in school routes are identified, coordinate with NVUSD and property owners to develop cost effective pedestrian and bicycle access to school sites.
- T-16.9 The City shall continue the sidewalk accessibility ramp program (in addition to

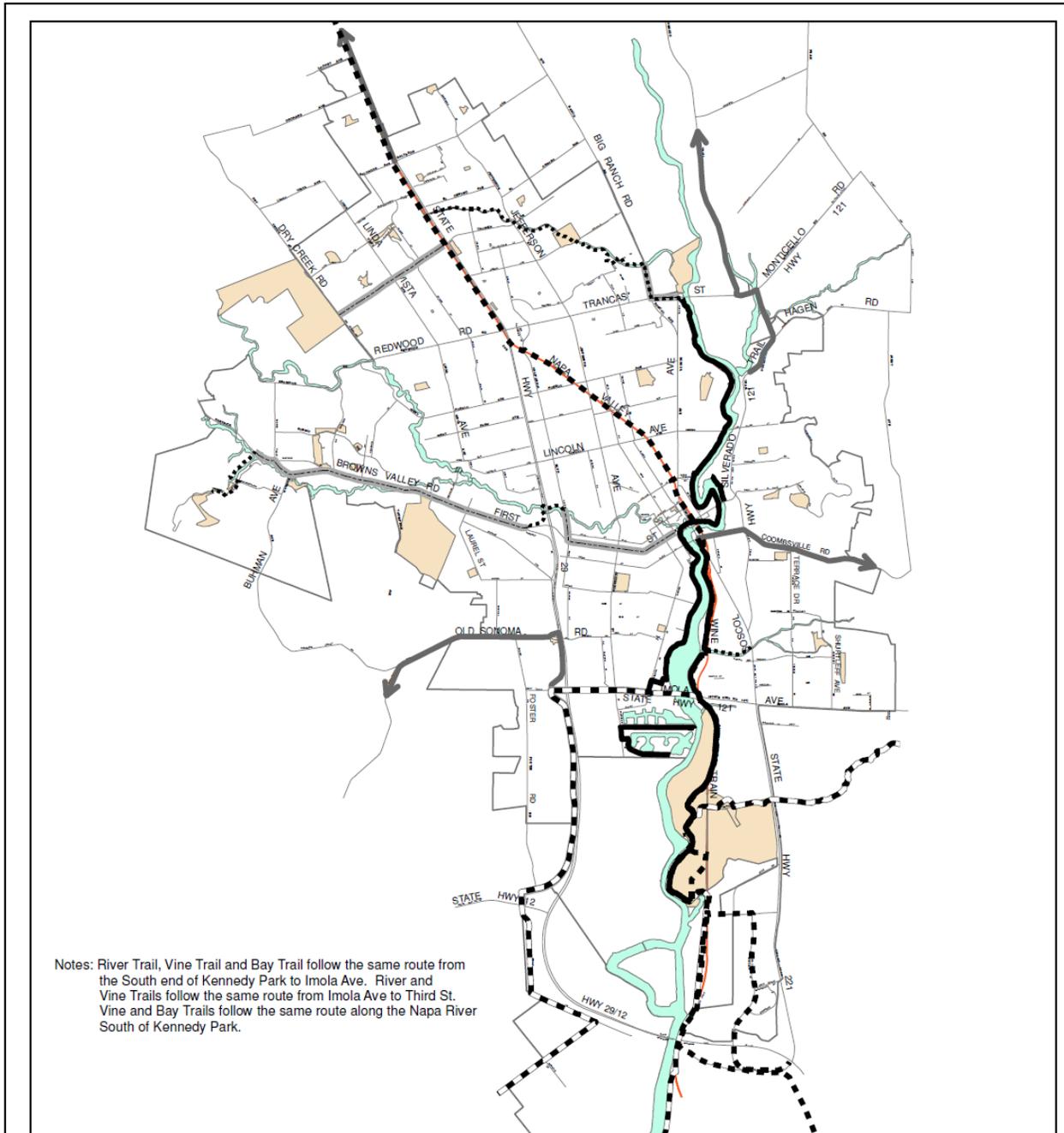
improvements accomplished through individual project approval) in order to achieve consistent accessibility to and from the pedestrian environment at intersections.

- T-16.10 The City shall promote the improvement of the pedestrian environment whenever feasible, particularly on high traffic volume streets.

IMPLEMENTATION MEASURES

- T-16.A The City shall develop zoning standards and incentives to promote pedestrian access and amenities in development projects.

Responsibility: Planning Department
 Time Frame: FY02-04



City of Napa General Plan

Updated 6/12

Figure 3-6
City Wide Trails Plan

See Bike Plan Policies
Document & Map
for Additional Information



- Legend**
- Napa River Trail
 - Vine Trail
 - Bay Ridge Trail
 - Other City Wide Trails
 - On Road Connections
 - Roads to County Areas
 - Napa Main Street Network
 - River & Streams
 - Rural/Urban Limit Boundary

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions

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RAIL, AIR, AND WATER TRANSPORTATION

Rail Transport. The Napa Valley Wine Train, passes through the heart of Napa, operating on a standard gauge rail line extending from south of the city to St. Helena. Exclusively oriented to the tourist market, the Wine Train makes (1995) three round trips per day between the two cities. The Wine Train's main terminal is located in Napa on McKinstry Street, north of First Street. In 1993, the Wine Train carried 108,000 passengers, a ridership level that has remained consistent in recent years.

The Wine Train's right-of-way is part of a larger privately-owned rail system that connects Napa to Vallejo and the Carquinez Straits to the south, Sonoma and Marin counties to the west, and Fairfield and Benicia in Solano County to the east. Most of these rail connections are currently (1995) operated as freight lines by the California Northern Railroad (CNR). Several industrial users (e.g., Napa Pipe, Syar Industries) located south of the city use the CNR line which connects both the City's Napa Valley Corporate Park and county Airport Industrial Park with urban areas to the south and east.

Water Transport. Although the City of Napa grew up around a thriving commercial waterfront located at the upper navigable reaches of the Napa River, the city's waterfront is rarely used today for commercial shipping or passenger service. Recently, recreational and tourist-oriented uses of the river have increased. The Napa River is a navigable waterway up to the Third Street bridge, and has potential for additional recreational and cultural uses.

Air Transport. The Napa County Airport is located about a half mile south of Napa's city limits. The airport is a general use aviation facility operated by a separate airport authority. The facility consists of three runways and a system of interconnecting taxiways. Japan Airlines (JAL) regularly uses the facility for pilot training. In 1993 the airport recorded approximately 204,730 takeoffs and landings, most of which were JAL aircraft. The airport is also used on a limited basis by private and corporate aircraft. The airport has no regular commercial service. The nearest general passenger airports are located in Oakland

(approximately 45 miles) and San Francisco (approximately 55 miles). Evans Airport Service, a private bus service, provides a regularly scheduled bus service to San Francisco.

Providing for a multi-modal city means preserving and promoting other modes of transportation, including two that have long been neglected in Napa: the train and the boat. The Wine Train, although utilized today solely as a tourist attraction, provides a continuing opportunity for eventually meeting a broader range of commercial and travel needs. Similarly, the river continues to be an underutilized transportation mode. The most likely use of the river is to provide an unusual mode for tourist access to the city, but other commercial uses may also eventually be feasible. Finally, access to airports will continue to be important for the city in the future.

GOAL T-17	To provide convenient access for residents and businesses to a variety of modes of transportation.
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POLICIES

- | | |
|--------|--|
| T-17.1 | The City shall encourage private owners to maintain existing rail lines and rights-of-way for future use. |
| T-17.2 | The City shall support the preservation of the CNR Jameson Canyon rail line as a functioning transportation corridor for movement of goods and, eventually, people. |
| T-17.3 | The City shall, if rail lines are to be abandoned by private companies, consider public acquisition for rail or trail use. |
| T-17.4 | The City shall consider possible future transportation uses of existing rail rights-of-way when reviewing or developing short-term recreational use plans that include portions of such rights-of-way. |
| T-17.5 | The City shall encourage increased boat use of the Napa River and enhance its potential to provide access from the Bay Area for tourism and recreation. |

T-17.6 The City shall encourage the continuation of private airport transit service.