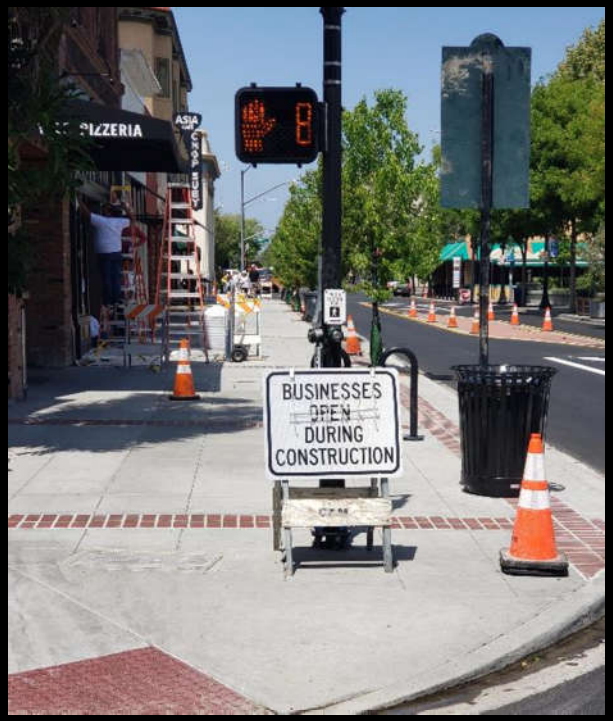
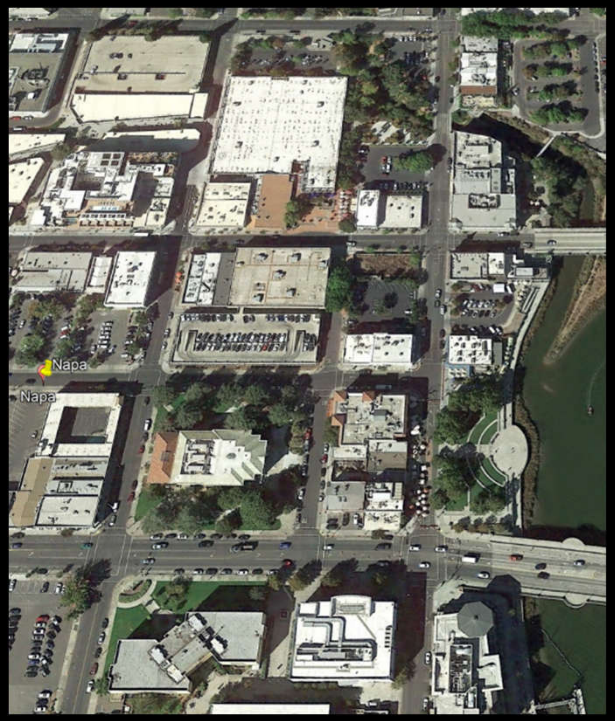
Main Street

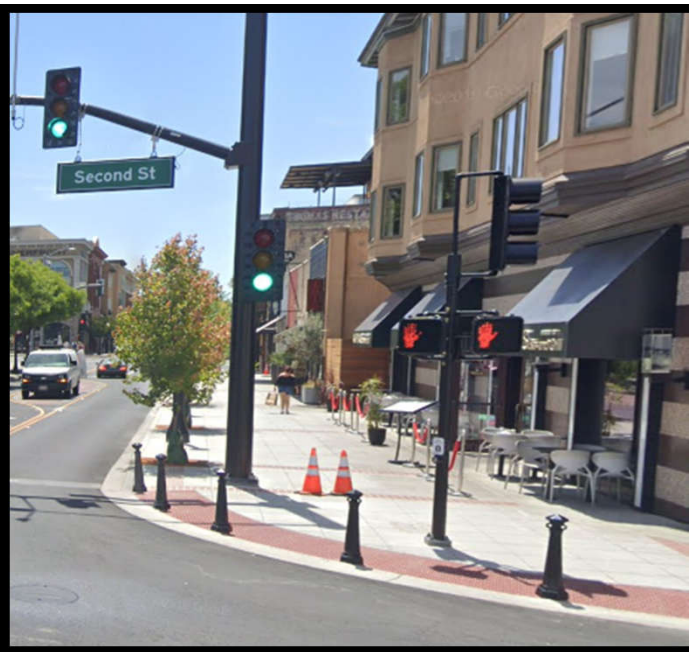
2nd to 3rd Street

Presentation



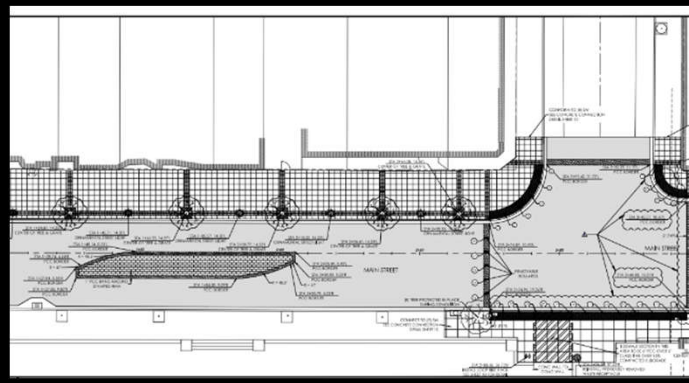


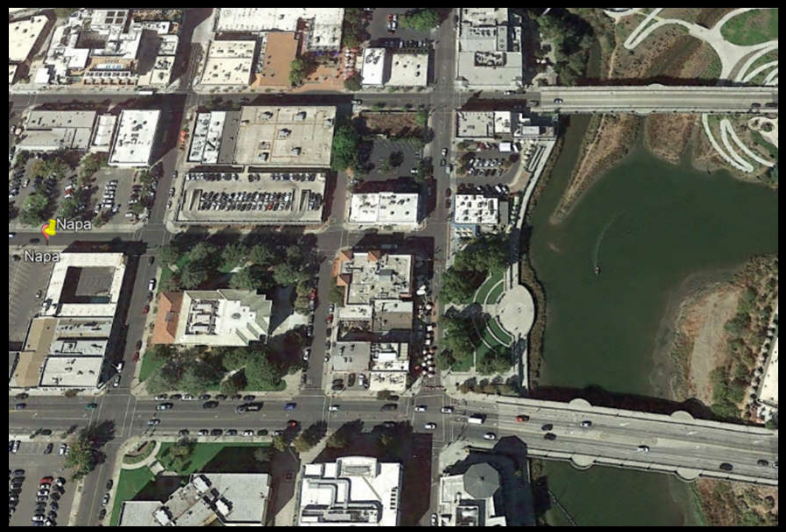
- Background
  - 2019 project completed for streetscape improvements
  - 2020 temporary closure begins
- Considerations for permanent street closure
- Options

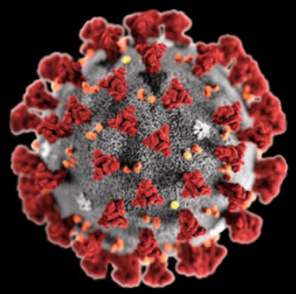


Main Street Project

- Council priority—completed 2019
- Sidewalk widened for outdoor dining
- Bollards and loading zone constructed
- Intersection modified
- Project cost approximately $1.8M+







Closed to Vehicles August 2020

Legal Context for Temporary Closure of Public Street

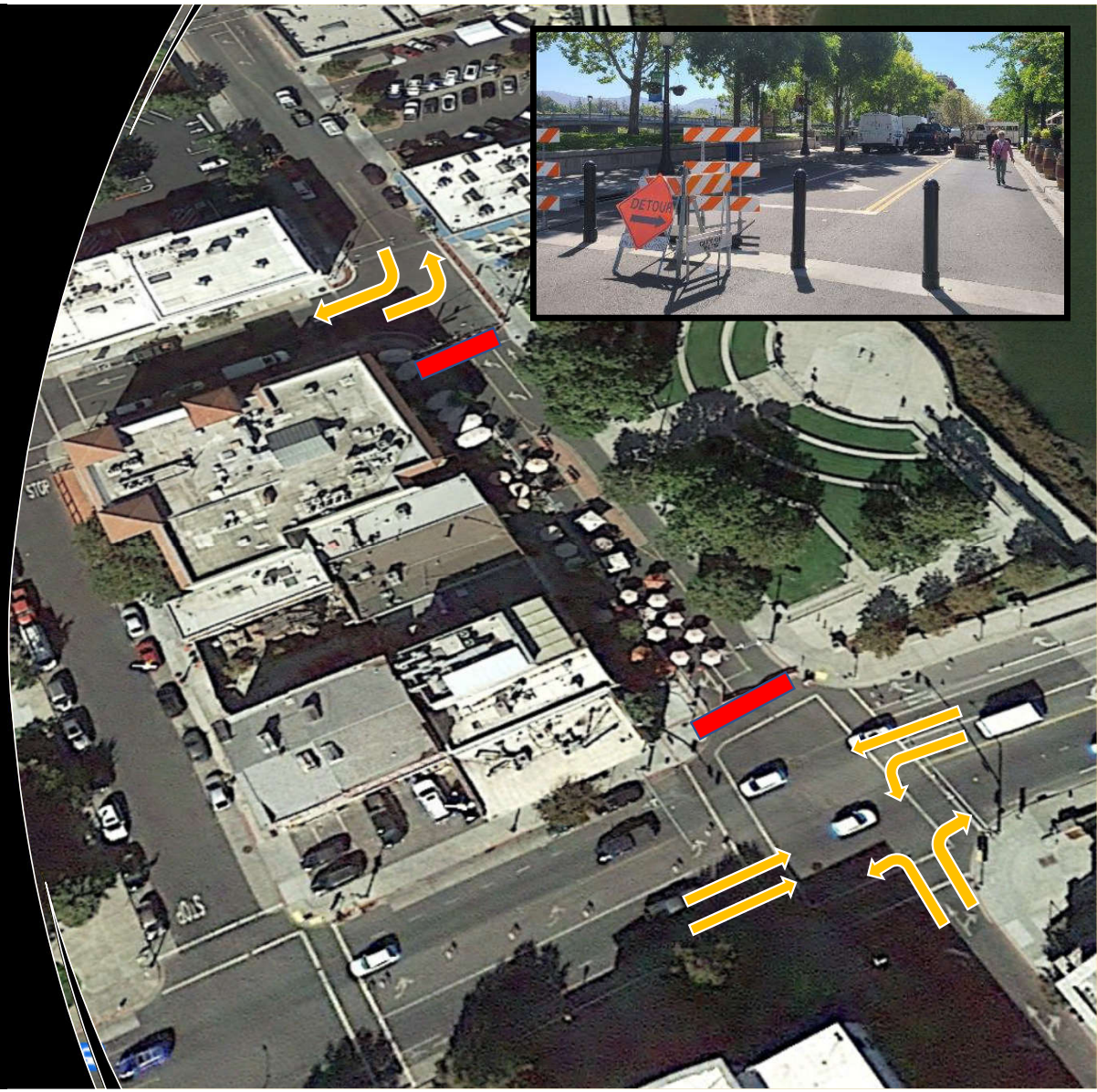
- City's ability to close a street is constrained by state law (Vehicle Code Section 21)
- Exception for "Temporarily closing a portion of any street for celebrations, parades, local special events…" (Vehicle Code Section 21101.e):
  - Through the City Manager's Emergency Proclamation, the City Manager authorized the Public Works Director to temporarily close Main Street from 2nd to 3rd Streets
  - Through an Administrative Directive, the Public Works Director directed the implementation of an approved traffic control plan for the street closure
  - The temporary closure has been extended until December 1, 2022 through the City Manager's Emergency Proclamation

Legal Context for Permanent Closure of Public Street

- Vehicle Code Section 21 places restrictions on the permanent closure of streets
- Pedestrian Mall Law of 1960 (utilized for former Coombs Street Pedestrian Plaza) would be an appropriate legal approach to close the area to traffic

Required Physical Changes if Pedestrian Mall Approved

- Traffic signal modifications
- Striping removal and new striping
- Traffic signage modifications
- Directional signage changes
- Vehicle access control upgrades (visibility & durability)



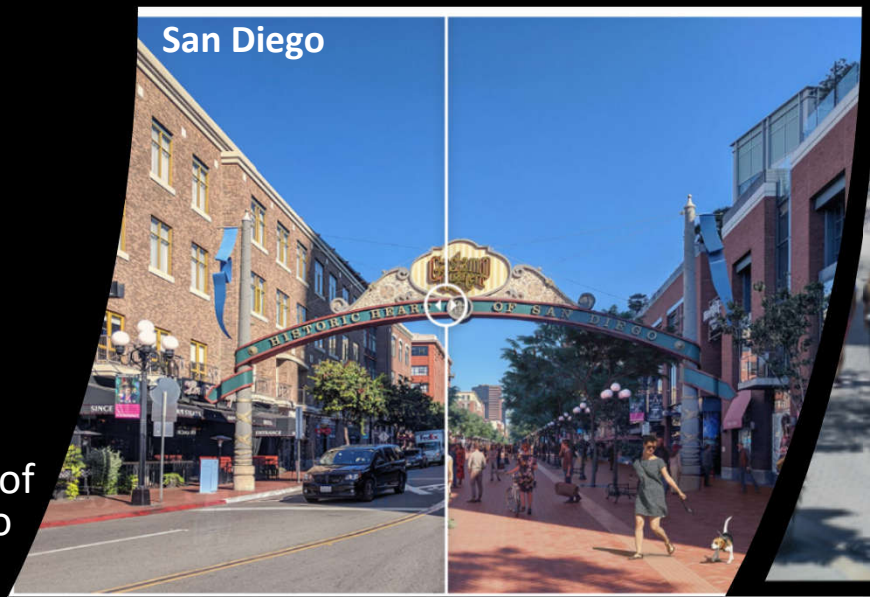
Required Physical Changes if Pedestrian Mall Approved

- An “abrupt level change” in surface over 4-inches is not allowed per ADA 11B-303.5 (specific exclusion exists for streets)
- Once general street use is transitioned to Pedestrian Mall, exclusion does not apply and the curb line which qualifies as an “abrupt level change” of 6-inches must be modified
- Significant demolition and reconstruction of hardscape is triggered

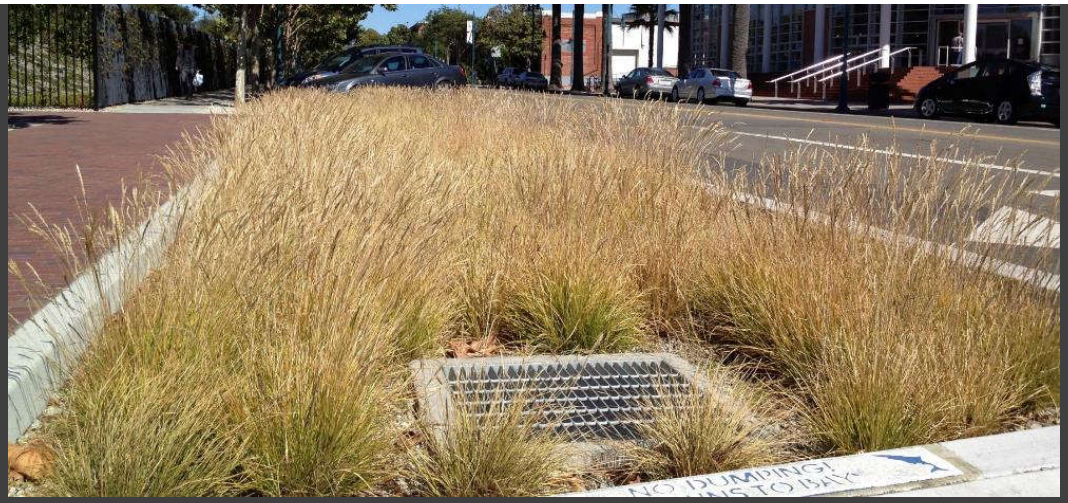
Street to Pedestrian Plaza Transitions:

Examples for Accessibility & "Placemaking"

1. Bend, OR's proposed Minnesota Pedestrian Plaza to be reconstruction with level surfacing, planters, lighting
2. San Diego's Gas Light District proposed reconstruction as curb-less plaza surfacing
3. Santa Monica's 3rd Street Promenade, 4-inch curbs installed (opposed to their standard 6-inch curbs for roadways) with fountains, planters and other amenities
4. Santa Barbara's State Street, developing Master Plan for "holistic and long-term planning document that provides a conceptual layout of the area and an action plan to create "



Required Physical Changes if Pedestrian Mall Approved



- Modifications to hardscape and change to pedestrian use trigger new “green infrastructure”
- Stormwater runoff from adjacent rooftops and hardscape required to be filtered
- Substantial area of street would need to be reconstructed as landscaped stormwater treatment facilities

Summary of Requirements

California Vehicle Code does not allow long term vehicle closure of street right of way

Transition to Pedestrian Mall designation would allow vehicle restrictions

Transition to Pedestrian Mall removes exception that allows existing 6-inch curbs (ADA)

Hardscape modifications required to address “abrupt level change”

Hardscape/use modifications trigger stormwater quality improvements to filter drainage

Hardscape & green infrastructure improvements for Pedestrian Mall require a new CIP & an experienced architect to achieve high quality design

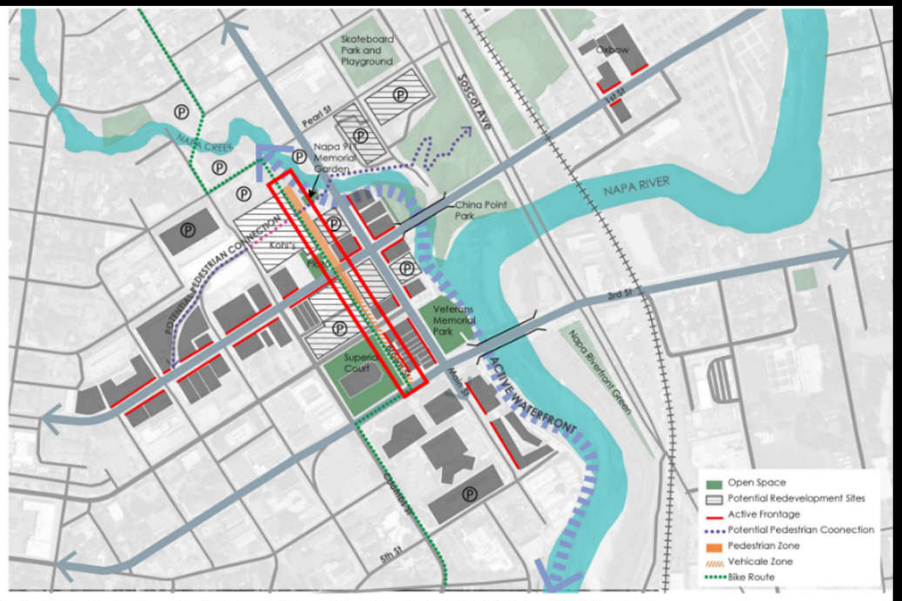
Downtown Circulation/Options for Pedestrian Mall

Central Napa Pedestrian Corridor (Brown Street) Project Development Process

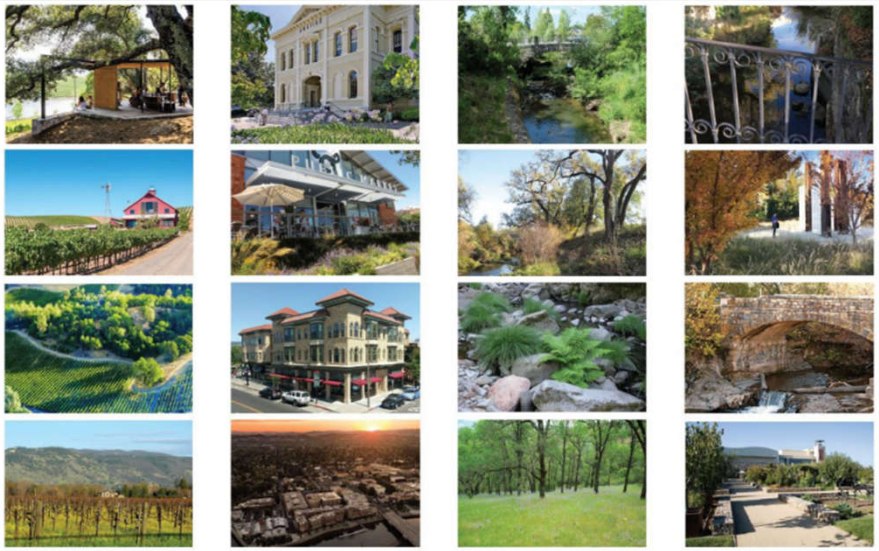
- Grant obtained from Caltrans
- Architectural team specializing in public plazas hired
- Interdisciplinary city staff team provided guidance and technical reviews
- Stakeholder group formed including downtown businesses and adjacent property owners, adjacent Napa County offices, Downtown Napa Association, Arts Council Napa Valley, and City's Bicycle and Trails Advisory Commission
- Design meeting/input/review from stakeholders, community meeting, Parks, Recreation and Trees Advisory Commission, and City Council

Central Napa Pedestrian Corridor

- 3rd Street to Pearl Street
- Corridor selected for surrounding land use, redevelopment potential of adjacent properties, pedestrian/bike focus without impacting traffic circulation main routes
- “Green Spine” design concept selected as preferred alternative for project



PROJECT AREA IN CONTEXT



AGRICULTURE + DISTINCTIVE TOWN FABRIC + RIPARIAN + OAK WOODLAND ECOLOGY + LOCAL MATERIALS/ TEXTURE

INSPIRATION – UNDERSTANDING THE NAPA CHARACTER

Central Napa Pedestrian Corridor

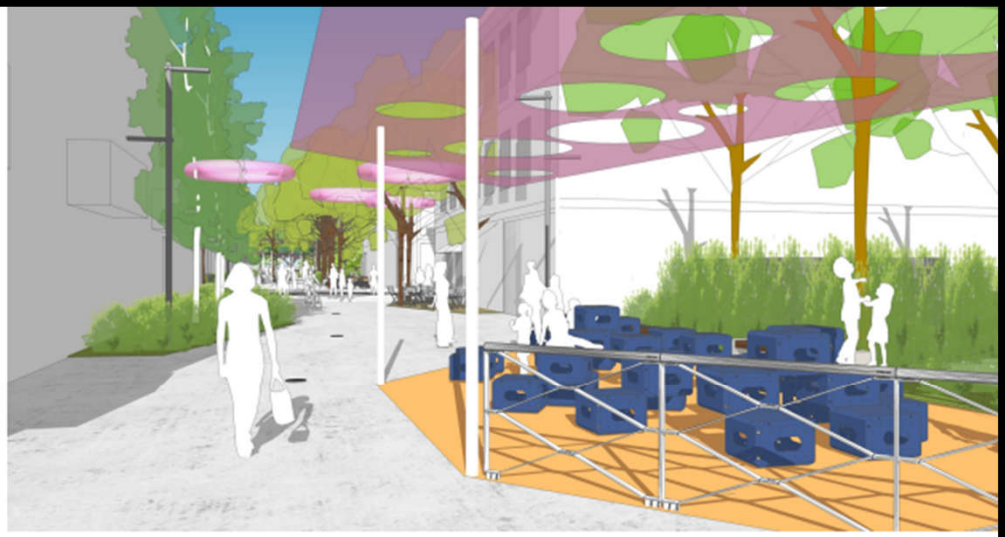
- Designed for context of Downtown Napa, with consideration of potential redevelopment sites along corridor
- Inspired by local elements to achieve a space that fits the Napa character
- Community input prioritized amenities to activate space with seating and shade, be inviting to families and children, and support small to medium sized events

SOUTH BLOCK

LOOKING NORTH

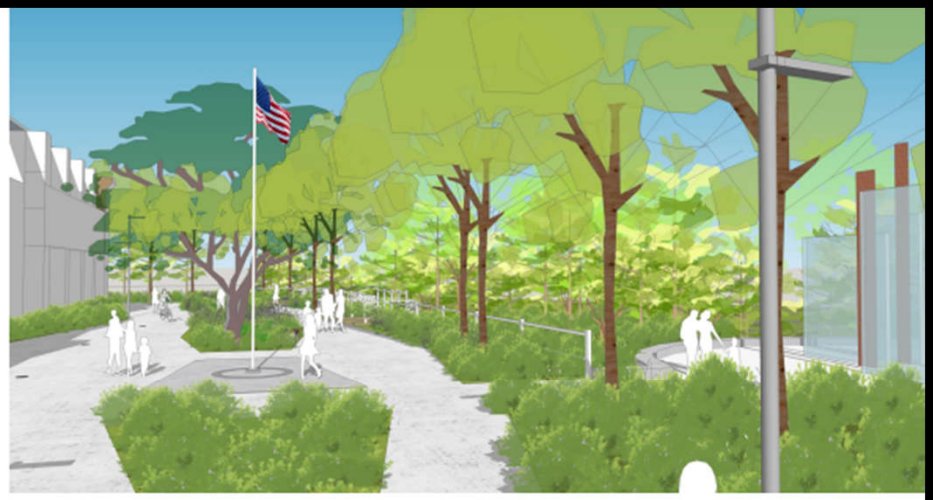
STREET FAIR

MIDDLE BLOCK



LOOKING NORTH

POTENTIAL FUTURE PHASE:
PED/BIKE ONLY



LOOKING NORTH FROM 9-11 MEMORIAL

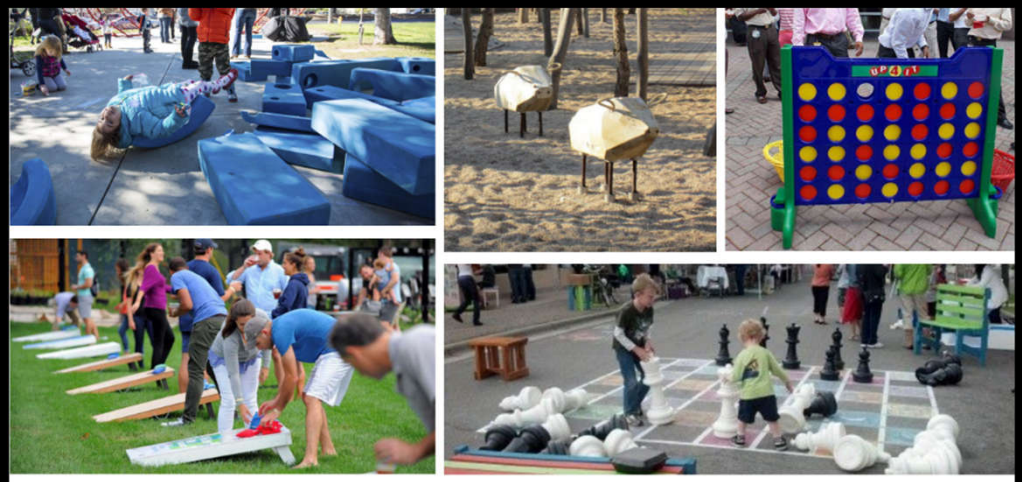
LOOKING NORTH FROM DWIGHT MURRAY PLAZA

NORTH BLOCK

OVERHEAD STRUCTURES – PROVIDING SHADE AND COMFORT

DESIGN CHARACTER – EXPLORING LOOK AND FEEL

PROGRAM – EVERY DAY ACTIVITIES AND EVENTS



PROGRAM – PLAY FOR CHILDREN AND FAMILIES

Central Napa Pedestrian Corridor/Brown Street: Sample amenities for design inspiration and space programming

Considerations/Options

- At the time the City's Emergency Proclamation is terminated, the City is constrained from keeping the public street closed to traffic
- Transitioning Main Street vehicle use to a Pedestrian Mall use would require a new project to develop substantial physical improvements
- Funding necessary to build the improvements is not readily available; therefore, staff recommends reopening Main Street to vehicular traffic and working with businesses on Main Street to reconfigure outdoor dining permits within the sidewalk area
- Options for Future Projects:
  - The City could prioritize the development of Main Street Pedestrian Mall as part of future budgets
  - The City could prioritize the development of the Brown Street Corridor as part of future budgets

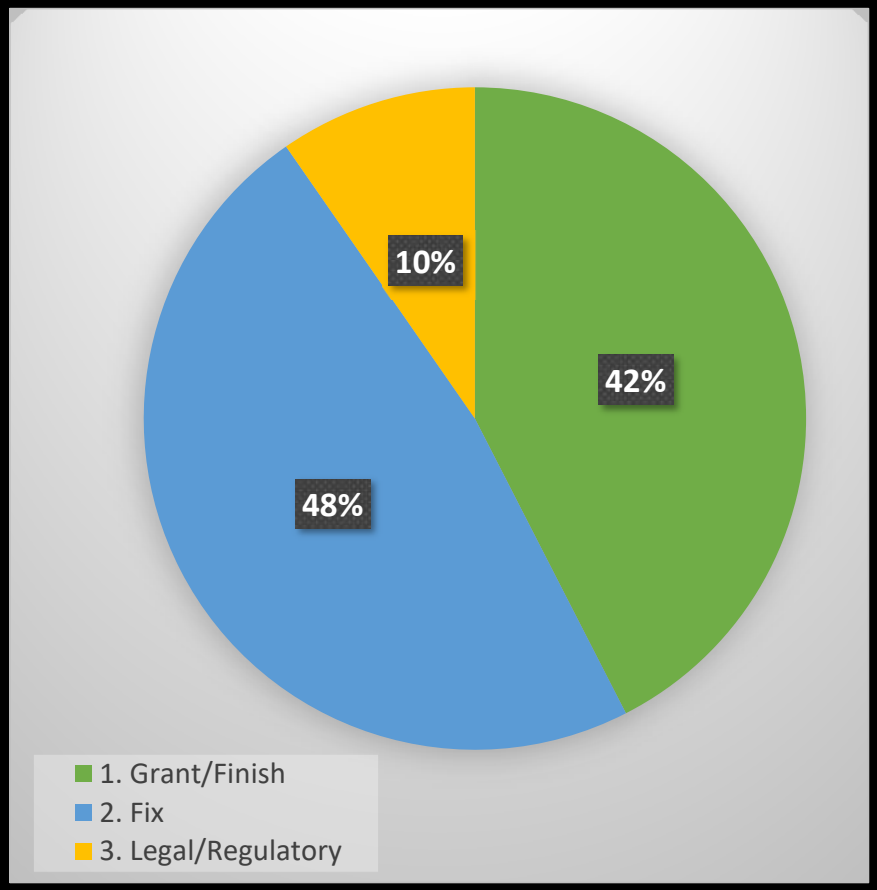
Status/Recommendations

The Main Street temporary closure has been extended until December 1, 2022 to coincide with the planned implementation of an updated parklet program.

Funding is not currently available for a new pedestrian plaza project. A permanent closure of both Main Street and Brown Street to vehicle traffic is not recommended. Staff recommends the City continue to pursue the Central Napa Pedestrian Corridor as a future project.

Questions, considerations, & direction to staff

Capital Improvement Program FY 22/23 General Fund Budget as presented 4/5/2022



	1. Grant/Finish	2. Fix	3. Legal/Regulatory
Bike Undercrossing	$550,000		
Trancas Bridge			$50,000
Bridge Assessment		$50,000	
Police Range		$100,000	
Sports Court Resurfacing		$100,000	
Park Furnishing		$120,000	
Kennedy Golf Course Backflow			$75,000
Buhman Park Bank Repair		$250,000	
	$550,000	$620,000	$125,000
Total	$1,295,000		

Due to limited funding, projects proposed only cover essential work that falls into three categories. The proposed budget will:

1) Fund required grant match & finish priority bicycle & pedestrian connection/safety project
2) Repair deteriorated and broken public facilities
3) Complete work required for regulatory compliance