Chapter 9: City of Napa Bicycle Plan

SECTION 1: INTRODUCTION

Plan Introduction

The City of Napa Bicycle Plan is intended to guide development of infrastructure, programs, and policies that improve the bicycling environment for all residents and visitors in this Napa Valley community.

Napa's Plan will help the City work towards the adopted goals for bicycling in Napa County: connectivity, equity, safety, and education and encouragement. Planning and design for bicycling has evolved since adoption of the Napa Bicycle Plan in 2012, and this Plan update brings the latest best practices to bear on recommendations for implementation by City staff.

Area Overview

The City of Napa is located in central Napa County along State Route (SR) 29. Situated along the Napa River, the city is nestled between the foothills of the Mayacamas Mountains to the west, the Howell Mountains to the east, San Pablo Bay to the south, and agricultural lands to the north. The City of Napa is the County's largest urban center, most populous community, and the county seat. The Napa County Airport and the City of American Canyon are located to the south of Napa, and the Town of Yountville is located to the north. The City of Napa is the commercial hub for the greater Napa Valley, including regional shopping destinations, employment sites, and local and regional government offices. Downtown Napa is an international tourist destination, and a cultural hub for the greater Napa Valley.

Figure N.2. Bicyclists on the Napa portion of the Vine Trail

The City of Napa has a population of approximately 80,000 residents. Residential development is the predominant land use in Napa. The City's General Plan defines twelve distinct neighborhoods or planning areas: Linda Vista, Vintage, Browns Valley, Pueblo, Beard, Alta Heights, Westwood, Central Napa, Soscol, Terrace/Shurtleff, River East, and Stanly Ranch. The city's street network includes a large grid of arterials that facilitate intra-city and regional access and frame local neighborhoods with a variety of street network types including traditional grids, conventional loops and cul-de-sacs, and other variations in response to the topography and historical land use patterns. While SR 29, the Napa River, and high volume/high speed arterials impact bicycle access, especially for east-west travel, the city's mostly flat topography, relatively small land area, and development density create many opportunities for residents and visitors to bicycle throughout the community as well as to the surrounding County, area vineyards and wineries, open space, and hills (see Figure N.1).

Napa's small city charm draws many tourists who visit the area's wineries and downtown tasting rooms. Visitors enjoy the city's shopping, gourmet restaurants, arts scene, and natural amenities including the Napa River and multiple city and regional parks. The city is home to a variety of hotels, spas, and bed and breakfasts that cater to tourists.

Napa is a part of the Napa Valley Unified School District which also serves the City of American Canyon, Town of Yountville, and Unincorporated Napa County. There are 20 public schools in Napa: 12 elementary schools (West Park, Browns Valley, Napa Valley Language Academy, Alta Heights, Shearer, Snow, Northwood, and McPherson as well as magnet schools which includes Willow, Bel Aire Park, Pueblo Vista and Phillips), four middle schools (Harvest Magnet, River, Silverado, and Redwood), and four high schools (Vintage, Valley Oak, Napa, and New Technology). The schools are located on a variety of streets, ranging from small neighborhood local streets to large arterials, with bicycle facilities ranging from none to signed bicycle routes and bike lanes. The Napa Valley Unified School District has an open enrollment policy, meaning that students can attend a school other than their school of residence, so many students travel to school from neighborhoods throughout Napa, which may be too far to walk or bike.

This 2019 Bicycle Plan is an update to the 2012 City of Napa Bicycle Plan and builds upon the recommendations for bikeways, policies, programs, and design standards detailed in the 2012 Plan. This 2019 Plan is also informed by the 2012 Downtown Specific Plan, the 2016-2017 Street Paving Plans and Improvement Maps, and the 1998 General Plan. In addition, this 2019 Plan incorporates applicable recommendations from the 2016 Napa Countywide Pedestrian Plan which establishes an implementation plan to encourage more walking trips throughout Napa County and improve safety for all users.

For more information about these plans, see Appendix C of the 2019 Napa Countywide Bicycle Plan.

SECTION 2: GOALS AND POLICIES

Countywide Vision and Goals

The Countywide vision statement, goals, and policies were developed to guide recommendations in both the Countywide Plan and the jurisdiction plans, including the City of Napa Bicycle Plan. The vision statement, goals, and policies will be used to evaluate progress of Plan implementation.

Vision Statement

Napa County's vision is to be a bicycle-friendly community with a world-class bicycling system for all ages and abilities. The comprehensive, connected bicycle system will provide people with safe, convenient and enjoyable access to destinations throughout all Napa County jurisdictions and beyond. Residents and visitors will enjoy bicycling for everyday commuting, non-work trips and recreation. Bicycling contributes to a high quality of life, promotes health and will help achieve a 10 percent mode shift in Napa County by 2035.

Goals and Policies

The goals and policies developed for the 2019 Plan will guide the City of Napa and other Napa County communities in improving the bicycling environment for residents and visitors.

Table N.1. Goals and Policies of the Plan

Goals		Policies
Connectivity	Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle network	• Build and maintain a local and countywide bicycle transportation and recreation network that connects Napa County's incorporated cities/town and unincorporated communities and provides access to public transportation and community destinations. • Develop and maintain continuous low Level of Traffic Stress (LTS) bicycle facilities of all types to provide accessible intra-city connections that serve as the framework of the Countywide Bikeway System. • Prioritize coordination and completion of regionally significant primary bikeways including the Napa Valley Vine Trail, the Bay Trail and the Ridge Trail, and local connections to those facilities. • Provide secure bicycle parking at public and private destinations throughout Napa County. • Integrate the bicycle network and bicycle facility amenities into land use decisions and developments.
Equity	Improve bicycle access for disadvantaged and/or underserved communities	• Implement projects that improve access for disadvantaged and/or underserved communities, particularly those reliant on walking, biking and transit for transportation.

Goals		Policies
Safety	Improve safety for all ages and abilities	• Work to reduce the number and severity of bicycle collisions. • Work to reduce bicycle fatalities to zero by 2035. • Improve locations that have high incidences of bicycle collisions, and/or impediments or conflicts to bicyclists. • Implement Complete Streets policies that ensure accommodation and enable safe access for users of all ages and abilities. • Implement appropriate, well-designed bicycle facilities using accepted design standards, including intersection and other crossing improvements.
Education & Encouragement	Increase mode share of bicycling	• Encourage education programs for all users of the roadway in all jurisdictions and school districts. • Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Serving All Types of Bicyclists

Many factors contribute to people choosing to ride a bicycle, with a major factor being the rider's perception of safety. A rider's perception of an unsafe route can be related to numerous things but is most often related to riding adjacent to high-traffic and high-speed roadways or crossing busy intersections with little or no separation from vehicles. Research has found that a large percentage of the American population is interested in bicycling for transportation but does not currently do so because they believe the routes they would need to travel are unsafe or feel uncomfortable. Many people feel safer and more comfortable riding on low-traffic, low-speed streets or on facilities that provide protection or physical separation from fast-moving traffic.[36] Most people in the U.S. – between 50 and 60 percent – have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low (see Figure N.2).[37] This group of riders is referred to as "Interested but Concerned," reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic.

This framework of rider types was used to assess the existing bicycle network and to select recommended facility types for the 2019 Plan. This rider type has the highest potential for increasing bicycle mode share if facility types that support and encourage biking are available.

[36] Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

[37] Studies, such as the one referenced above, show that approximately one third of the adult population is not currently interested in bicycling or able to bicycle.

EXHIBIT A

Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition , have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Figure N.2. Level of Traffic Stress and Bicycle Riders

SECTION 3: EXISTING BICYCLE NETWORK

Overview: Issues and Opportunities

The City of Napa's existing bicycle network is a combination of shared-use paths (Class I), on-street bike lanes (Class II), and signed bike routes and bicycle boulevards (Class III) (see Figure N.2). The City of Napa's bicycle network is by far the most extensive network of any of the cities in Napa County.

Major Class I facilities in the City of Napa include portions of the Napa Valley Vine Trail (a regional shared-use path (Class I) intended to span Napa County once completed). In the City of Napa, the Napa Valley Vine Trail runs from Kennedy Park south of Downtown Napa along the Napa River to Downtown, where it transitions to on-street facilities, before once again resuming as a shared-use path north of the urban core. The Napa River Trail is another shared-use path (Class I) within the city, running along the west bank of the Napa River north of Downtown. Major on-street facilities include the bike lanes (Class II) along Soscol Avenue, Third Street, California Boulevard, Lincoln Avenue, Browns Valley Road, Trower Avenue, Dry Creek Road, Freeway Drive, Imola Avenue (SR 121), and the northern section of Jefferson Street. There are also various streets in the city signed as bicycle routes or bicycle boulevards (Class III) to augment the shared-use paths and on-street bike lane networks.

Generally, due to the low traffic volumes and speeds, many local streets are comfortable for bicycling.

While there are many existing facilities throughout the city, these facilities would benefit from increased connectivity. By closing the gaps in the existing bicycle network, the number of major destinations in the city (e.g., schools, businesses or shopping areas) with convenient, comfortable bicycle access would be greatly expanded. Figures N.3 – N.6 illustrate the existing bicycle network, and Table N.2 provides an overview of the existing bikeway mileage in Napa.

Table N.2. Existing Bicycle Network Mileage

Facility Type	Existing Mileage
Vine Trail (Class I)	7.0
Shared-Use Path (Class I)	7.9
Bike Lane (Class II)	28.5
Bike Route (Class III)	5.6
TOTAL	**49.0**

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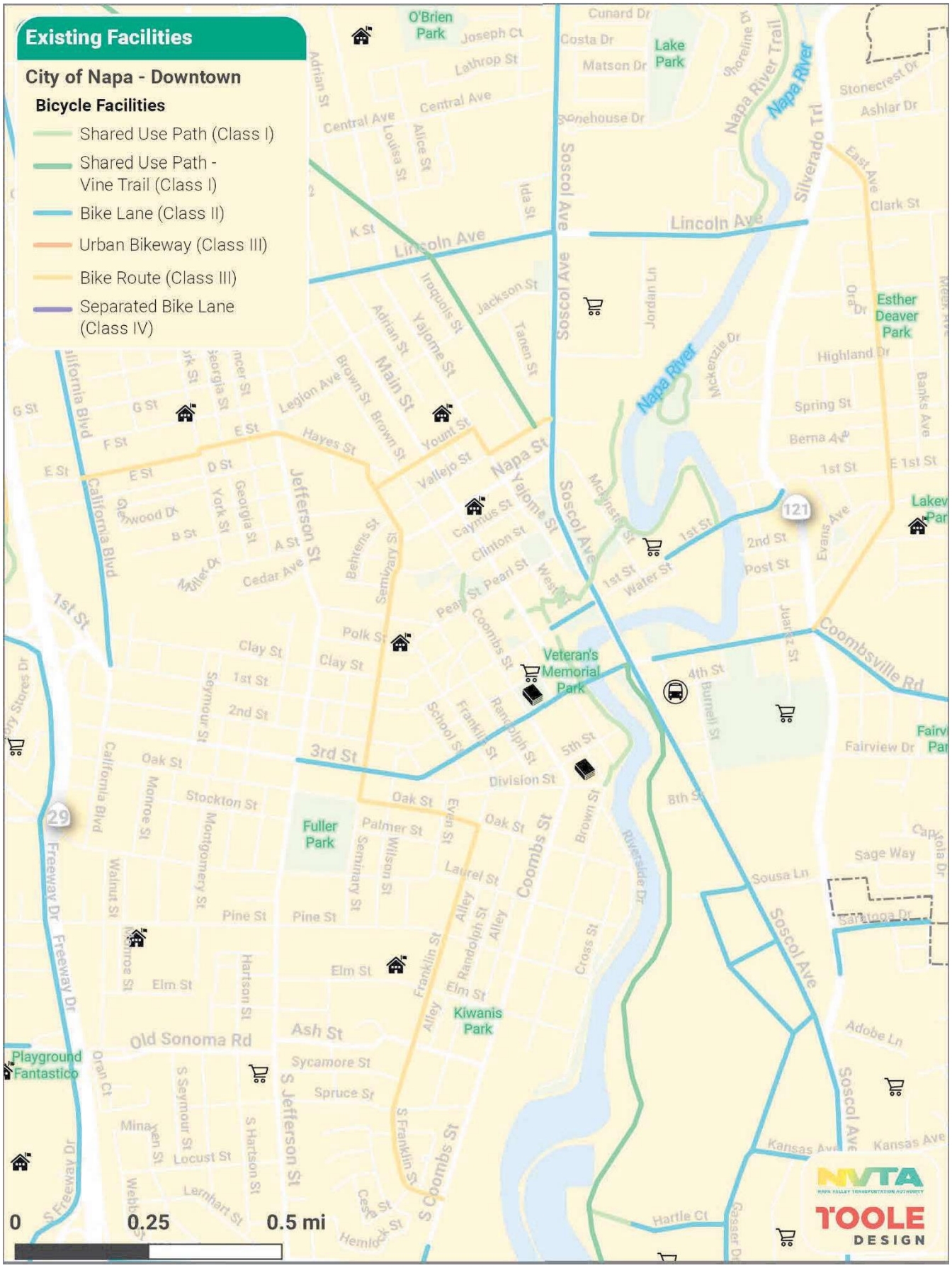

Figure N.3. Existing Bicycle Facilities in the City of Napa – Downtown

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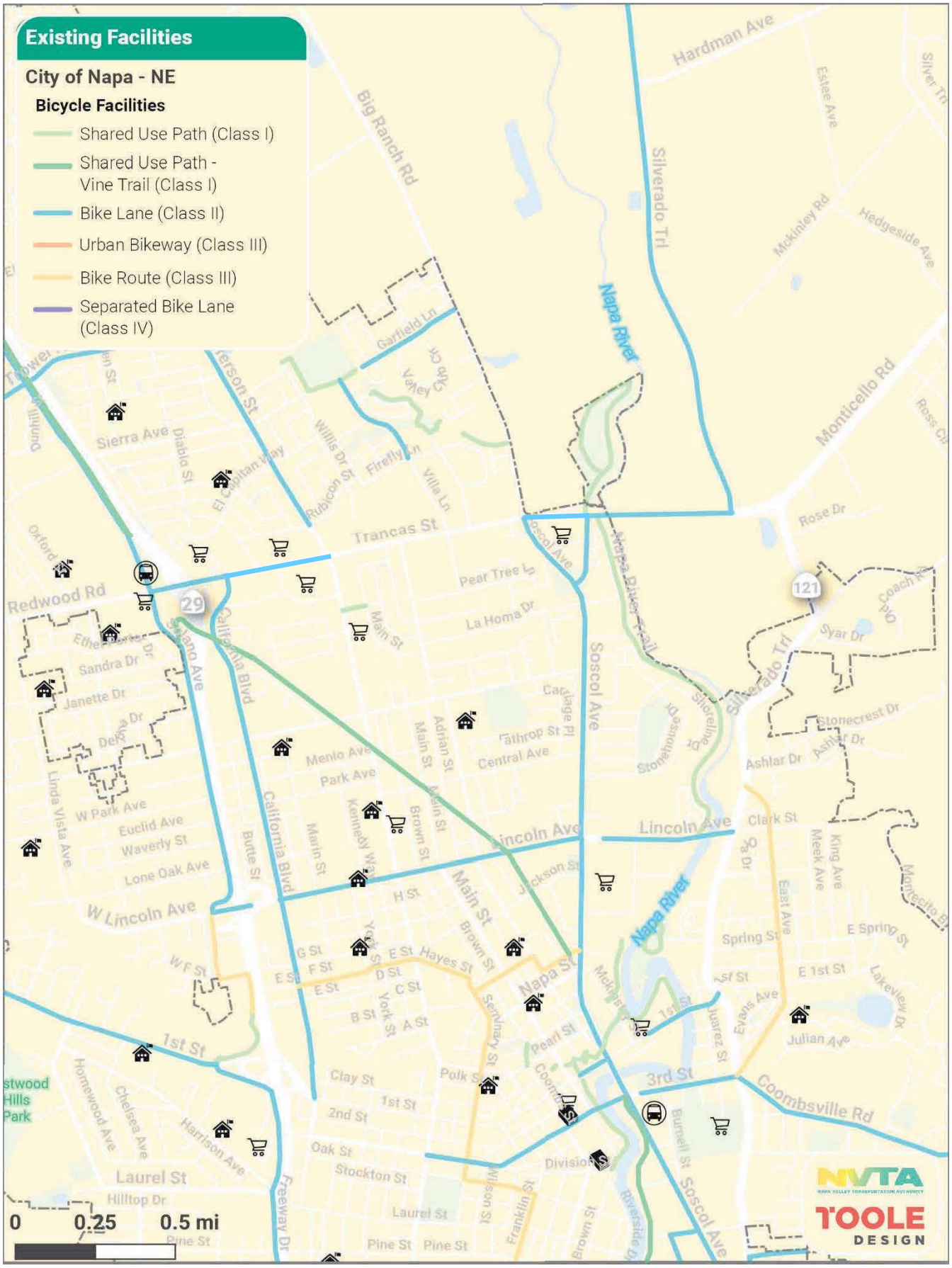

Figure N.4. Existing Bicycle Facilities in the City of Napa – Northeast

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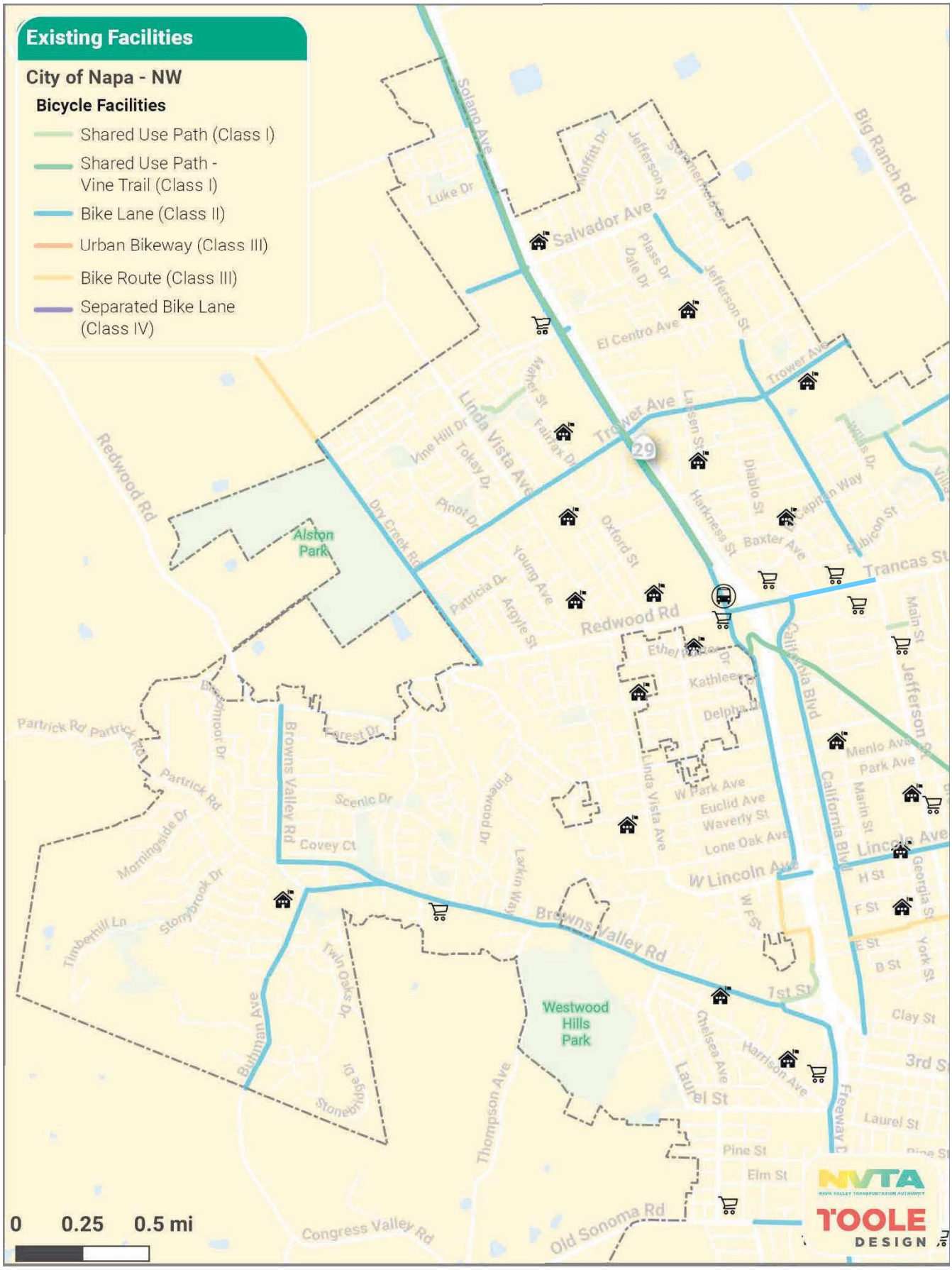

Figure N.5. Existing Bicycle Facilities in the City of Napa – Northwest

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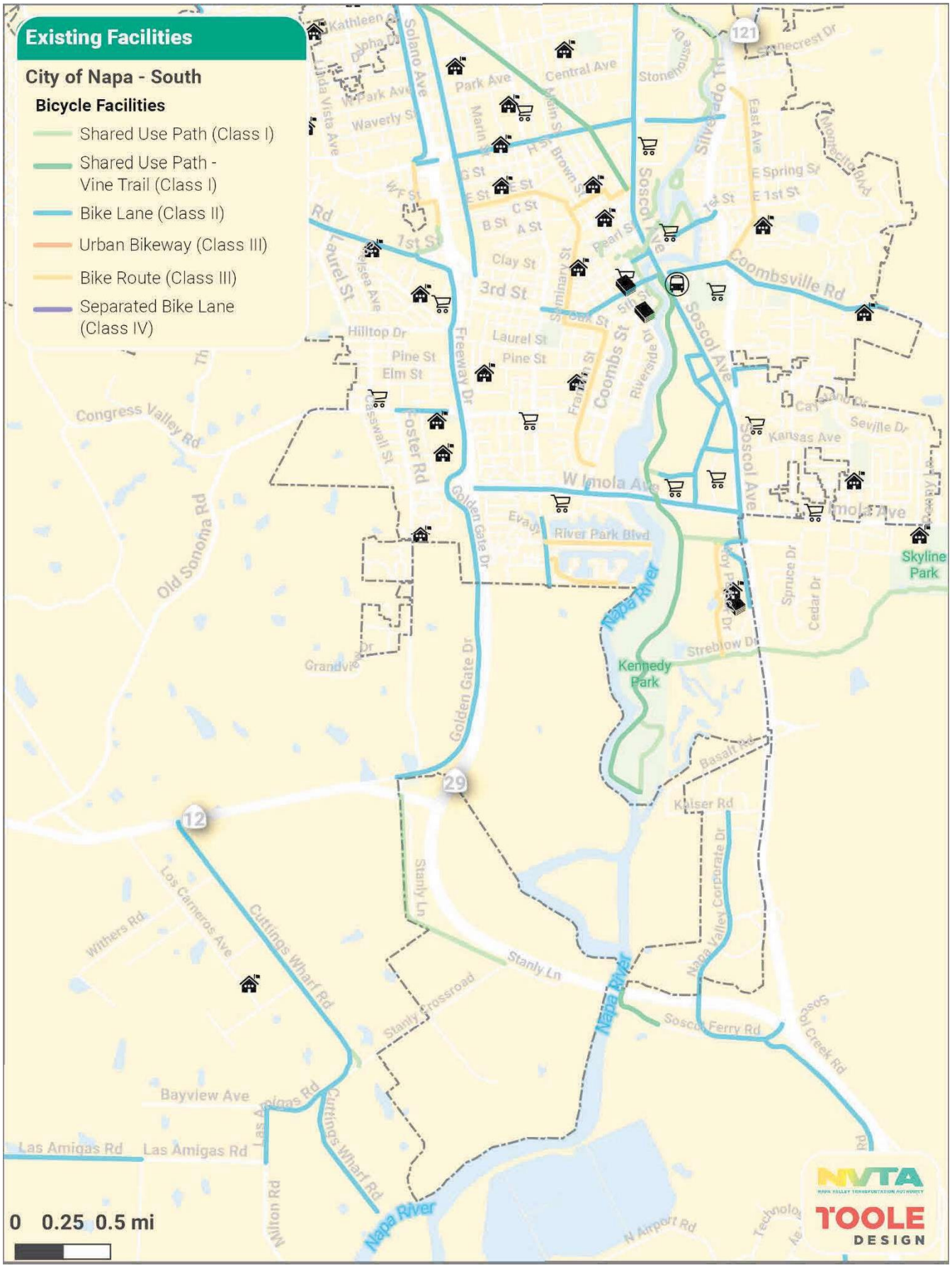

Figure N.6. Existing Bicycle Facilities in the City of Napa – South

Components of the Bicycle Network

Multiple bicycle facility types comprise a complete bicycle network, and each facility type has a different classification to distinguish the facilities. The classifications are based on the degree of physical separation from vehicle traffic. The following facility types reflect the existing bikeways as well as new ones identified in this Plan.

Shared Use Paths

Shared-Use Path (Class I) are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are often located in an independent alignment, such as a greenway, though sometimes they are located adjacent to roadway. Shared-use paths provide low-stress facilities for bicyclists. Examples of shared use paths in the City of Napa include the Napa Valley Vine Trail and the Napa River Trail (see Figure N.7).

Figure N.7. Bicyclists on the Napa Valley Vine Trail in the City of Napa

The Vine Trail is a key shared use path that is becoming the backbone of Napa County's low-stress bicycle network. The completed Vine Trail will connect all Napa County jurisdictions as part of a 47-mile shared use trail between the Vallejo Ferry Terminal and Calistoga. The Napa Valley Vine Trail Coalition and NVTA are actively working on planning, design, and construction of trail segments throughout the county.

Bike Lanes

Bike Lane (Class II) provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bike lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street (see Figure N.8).

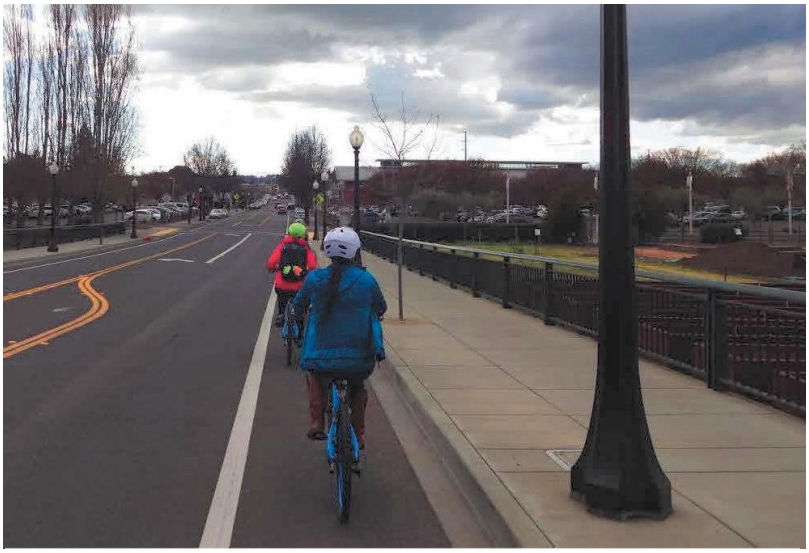

Figure N.8. Bike lane along First Street

Examples of bike lanes in the City of Napa include Soscol Avenue, Third Street, California Boulevard, Lincoln Avenue, Browns Valley Road, Trower Avenue, Dry Creek Road, Freeway Drive, Imola Avenue (SR 121), and the northern section of Jefferson Street.

Bike lanes create a lower-stress riding environment on streets with a maximum posted speed limit of 30 miles per hour and traffic volumes between 3,000 and 8,000 vehicles per day. Many of the bicycle lanes in Napa County are on roadways with higher speeds, such as Soscol Avenue and Imola Avenue, which can result in a stressful bicycling environment for many bicyclists, including Interested but Concerned bicyclists. Some of these facilities are well used, however, by the many Napa County residents and visitors who are more comfortable with bicycling in high-speed environments.

Buffered Bike Lanes (Class II) are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane (see Figure N.9). While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes to reduce conflicts with opening car doors. When located on streets with moderate traffic volumes and speeds, buffered bike lanes provide a lower-stress riding environment for bicyclists. No buffered bike lanes exist today in the City of Napa or elsewhere in Napa County.

Figure N.9. Buffered bike lane in Seattle, WA

Bike Routes and Bicycle Boulevards

Bike Routes and Bicycle Boulevards are two types of Class III facilities in Napa County.

Bike routes are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers (see Figure N.10, an example in the City of Napa). Examples of bike routes in the City of Napa include Franklin Street and East Avenue, along with many others.

Figure N.10. Class III Bicycle Route in the City of Napa

While signage and markings support wayfinding and indicate bicyclist positioning on shared streets, bicycle routes do not provide any protection or separation between people driving and people bicycling. When located on streets that have high traffic speeds and/or volumes, bike routes are uncomfortable and most people will choose not to ride on them.

Bicycle boulevards are also indicated with pavement markings and signage, but are specifically located on low-speed, low-volume streets, often in residential neighborhoods. Bicycle boulevards are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds. When paired with intersection treatments that help bicyclists cross major intersections, bicycle boulevards are an attractive, low-stress facility. Various streets within the City of Napa are signed bicycle boulevards (Class III) to complement the shared-use paths and on-street bike lane networks. In the planned bicycle network, Urban Bike Routes (Class III) may be implemented as bicycle boulevards with additional traffic calming or diversion, or they may already be suitable for low- stress biking today and will require only intersection improvements for connectivity and pavement markings and signage for wayfinding purposes.

Separated Bike Lanes

Separated Bike Lanes (Class IV) are an exclusive bikeway facility type that combines the user experience of a shared use path with the on- street elements of a conventional bike lane (see Figure N.11). They are recommended for roadways with speeds higher than 30 miles per hour and motor vehicle volumes over approximately 6,500 vehicles per day. Separated bike lanes are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk. They can be located at street level within the curbs, at an intermediate level, or at sidewalk level, see Figure N.12 below.

Figure N.11. Separated bike lane in Berkeley, CA

Numerous options are available for creating separation between modes, ranging from low-cost paint and plastic flexpost installations, to more robust curb-separated lanes. Separated bike lanes provide a low-stress riding environment to all bicyclists. No separated bike lanes currently exist in the City of Napa or elsewhere in Napa County.

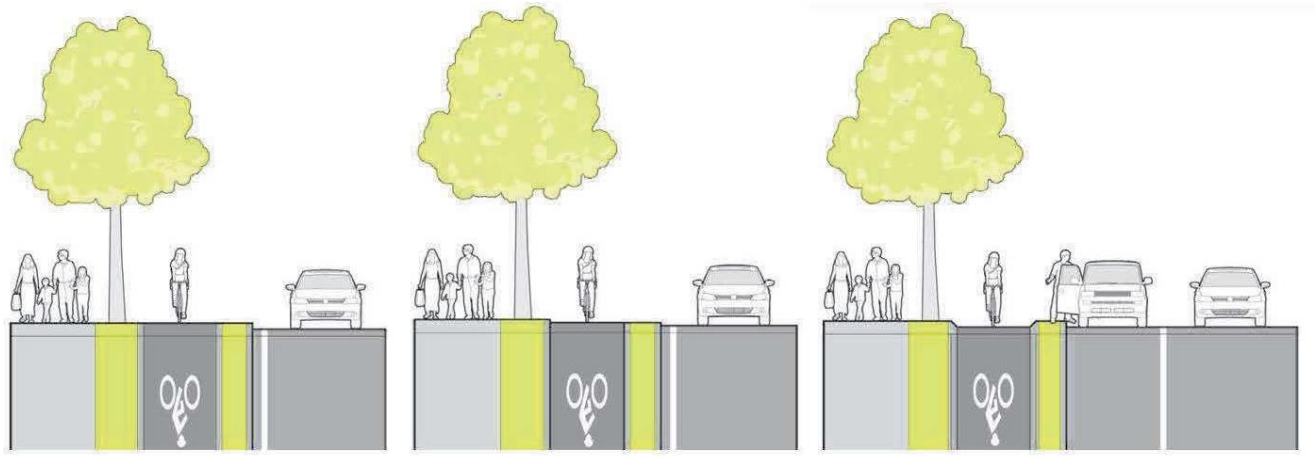

Figure N.12. Sidewalk level, intermediate level, and street level separated bike lanes, left to right.

How many people bike today?

Some residents within the municipalities and Napa County choose to bicycle to work, and data is readily available regarding residents' commuting mode choice from the U.S. Census' American Community Survey (ACS). In the City of Napa, approximately 1.1 percent of residents commute by bicycle which is higher than the county's mode share of 0.8 percent. However, work-related trips only comprise 10 to 15 percent of all household trips; the remaining 85 to 90 percent of trips are made to visit friends and family or for errands, entertainment, outings, and recreation.[38]

The assumption can be made that City of Napa residents are generally more likely to bike for non-work trips. This is because non-work destinations, such as an errand or a friend's house, are likely to be located closer to home.

Collision Analysis

Improving safety for bicyclists is an expressed goal of the 2019 Countywide Bicycle Plan and preventing and mitigating bicycle collisions is a key consideration behind the network recommendations for Napa. Not only is safety and the reduction of bicycle collisions a public health issue, addressing safety concerns is also an important way to encourage more people to ride a bicycle. Understanding collision factors and trends will allow the City to identify and prioritize investments that can have the greatest impact on improving safety for bicyclists and other users of the roadway.

To better understand collision history in Napa, injury crash data from 2006-2013 was reviewed.[39] Of all the cities in Napa County, the City of Napa had the highest number of crashes (227) between 2006 and 2013. This is not surprising given the relative population of the city (approximately half of the population of Napa County resides in the City of Napa), tourism influx, and the proportionately high number of bicyclists.

During the 2006-2013 time period, the collision data showed that bicycle crashes tended to occur on the major roads in the transportation network, with over 50 percent of the crashes occurring on 10 roads: Jefferson Street, Soscol Avenue, Trancas Street, Old Sonoma Road, Solano Avenue, Third Street, Lincoln Avenue, California Boulevard, Main Street, and First Street.

Of the city's 227 crashes, over 75 percent resulted in visible injuries that were not severe, and there were no fatalities. Over half (53 percent) of the bicycle collisions were a result of a broadside hit; the remaining collisions were a nearly even mix of causes. "Wrong Side of the Road" was the most prevalent Primary Collision Factor, resulting in 36 percent of the reported crashes. "Auto Right of Way" and "Improper Turning" were the next two most common collision factors, at 22 percent and 12 percent, respectively. See Figures N.13-16 for maps of the bicycle collisions.

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[38] Range references the National Household Travel Survey (15 percent) and California Household Travel Survey (9.9 percent).

[39] Collision data was gathered from the University of California-Berkeley's Safe Transportation Research and Education Center's Transportation Injury Mapping System (TIMS).

The crashes that are mapped and analyzed only include those reported to police. There may be additional unreported crashes, and near misses, that have occurred during this time that influence people's decision to ride a bike.

Some of the 10 major roadways where collisions occurred had existing Class II bike lanes on all or a portion of the roadway between the analysis years of 2006 to 2013. However, it is important to note that since 2013 the City of Napa has constructed additional bicycle facilities on and/or adjacent to some of these major roadways. These additional facilities include Class II bicycle lanes on portions of Third Street, California Boulevard, and Lincoln Avenue, and Vine Trail Class I facilities adjacent to portions of Solano Avenue and Soscol Avenue. Additionally, the City installed "Bicycle Wrong Way; Ride With Traffic" signage on portions of Soscol Avenue, Jefferson Street, and Solano Avenue. Since these improvements were implemented after the time frame of the collision data, future data collection efforts will help determine the success of these projects in reducing bicycle collisions.

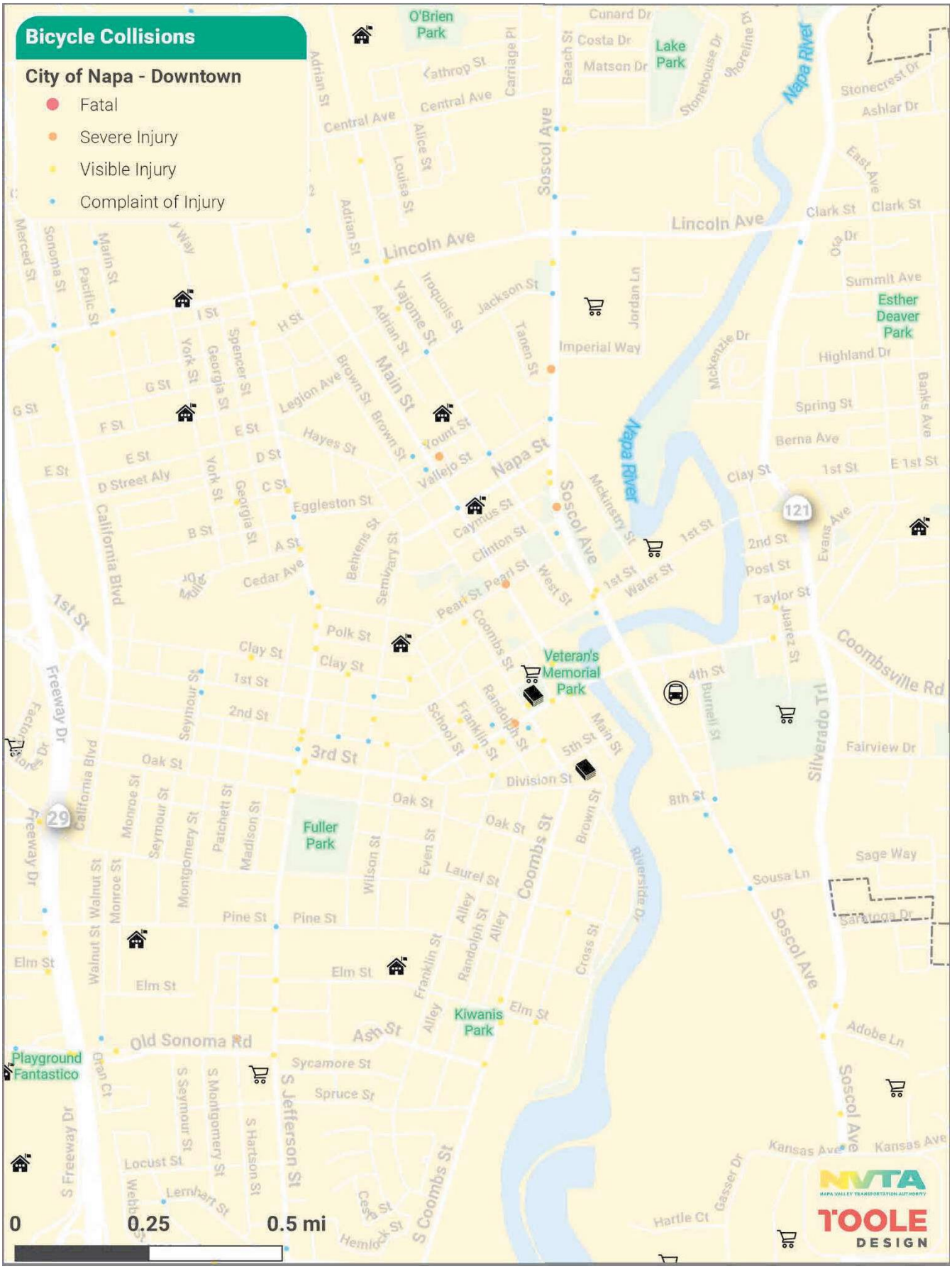

Figure N.13. Bicycle Crash Distribution (2006-2013) – Downtown

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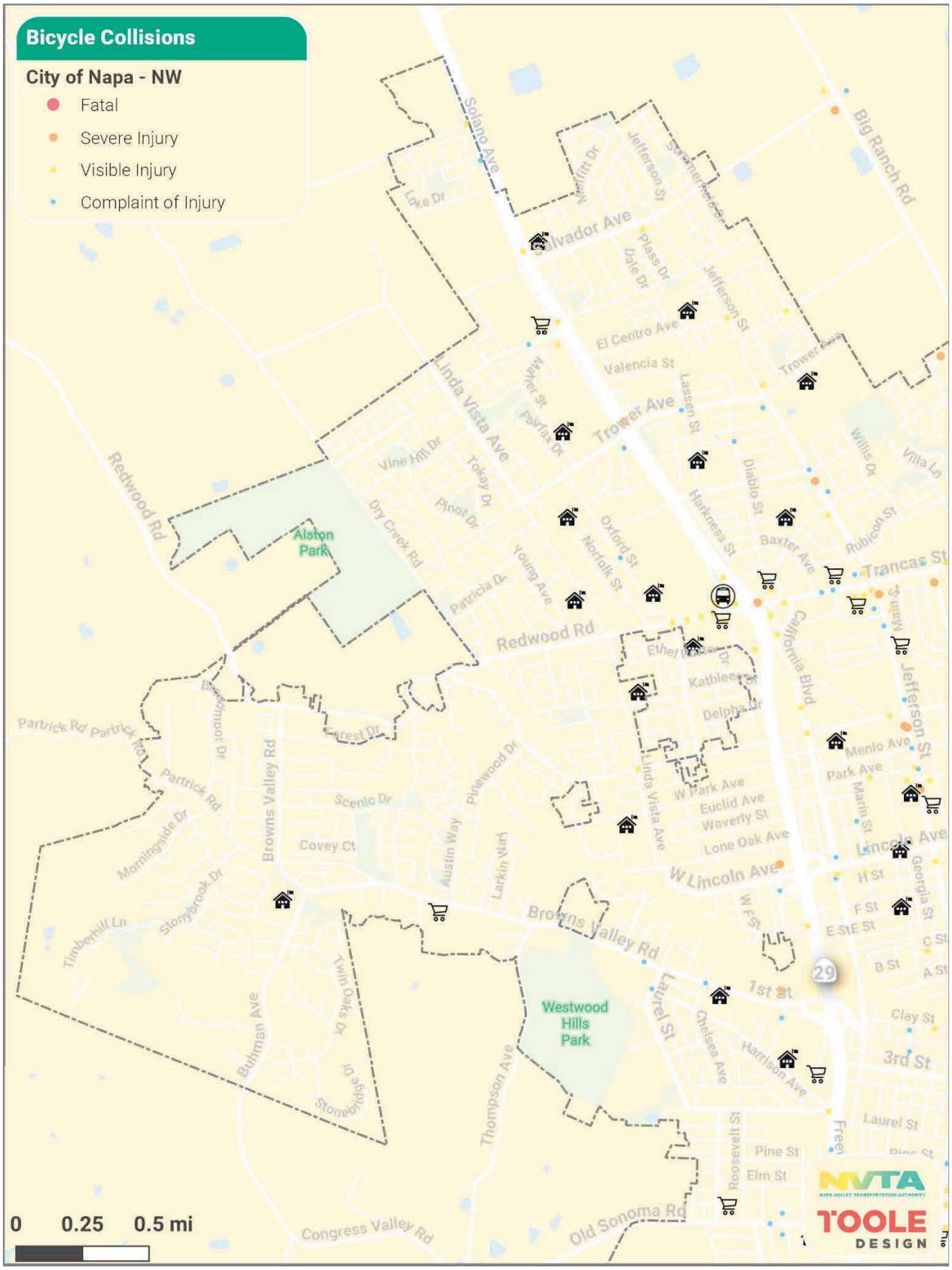

Figure N.14. Bicycle Crash Distribution (2006-2013) – Northwest

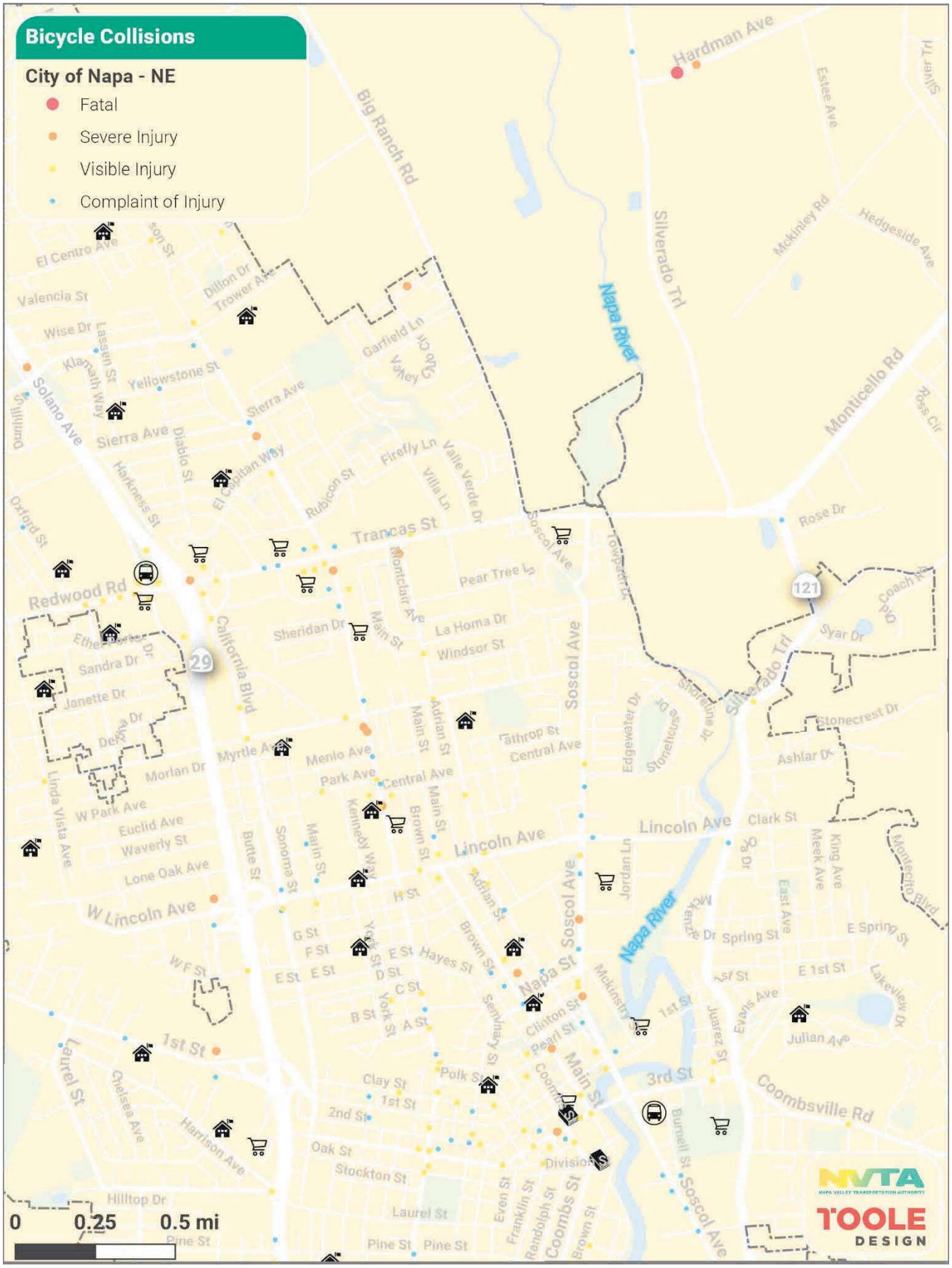

Figure N.15. Bicycle Crash Distribution (2006-2013) – Northeast

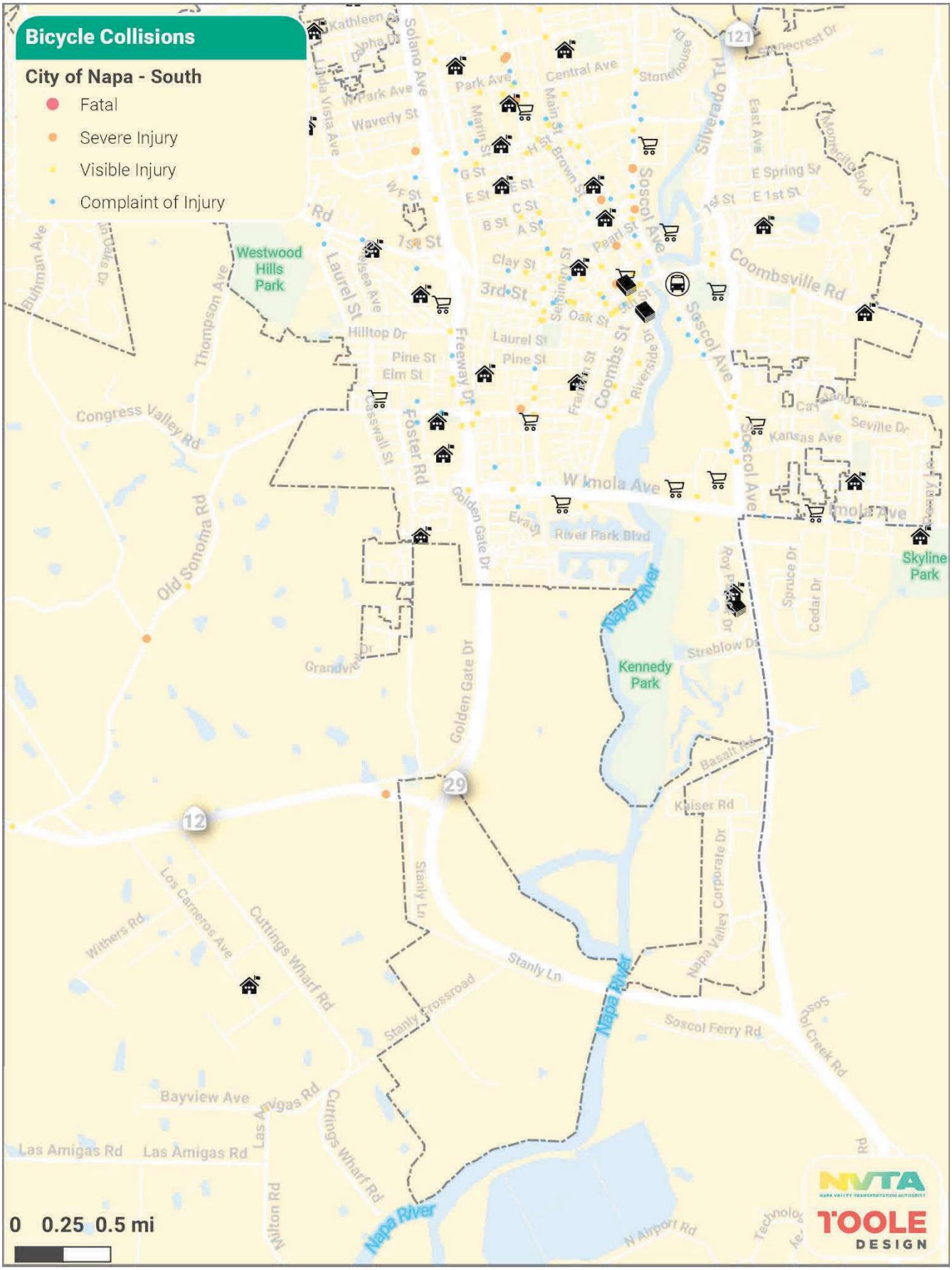

Figure N.16. Bicycle Crash Distribution (2006-2013) – South

Community Input

Residents of Napa were invited to be an active part of the planning process through in-person and online outreach activities hosted by the Napa Valley Transportation Authority (NVTA). The community feedback directly informs the Plan's network and programmatic recommendations. For more information about outreach, see Chapter 2 of the 2019 Countywide Bicycle Plan.

From July to October 2017, residents were invited to share their site-specific comments on the existing network and potential improvements through an online, interactive WikiMap. Respondents were asked to provide feedback on:

- Barriers to biking (includes perceived and physical barriers, both of which can hinder bicycling)
- Places/routes where I currently ride a bike
- Places/routes where I would like to ride

Thirty-two respondents contributed a total of 77 comments within the City of Napa. Highlights include:

- Improvements to the intersection of Redwood Road and Vine Trail, with suggestions including installation of wayfinding signage and safety improvements to make the crossing more comfortable for bicycle riders of all ages and abilities.
- Close the gap in the Vine Trail in Downtown Napa.
- Improve railroad crossings for bicyclists, including repaving to improve pavement quality, regular maintenance to keep facilities clear of debris, and reconfigurations to improve the angle at which bicyclists cross the tracks.
- General comments on the absence of bicycle facilities, bicycle facilities not continuing through intersections, and gaps in the existing bicycle network throughout the city.

The location of WikiMap comments in Napa can be found in Appendix B.

In addition to the initial WikiMap, NVTA also hosted an online map from June to July 2018, for residents to review the recommended bicycle network facilities. This map showed draft recommended bike facilities throughout the county and allowed users to agree or disagree that the recommendation was appropriate in that location. Over 50 respondents provided approximately 330 comments which were reviewed by staff in each jurisdiction for possible changes to the recommended network.

Additional input on the Plan occurred via committees and jurisdiction staff. NVTA provided direct outreach to City of Napa staff throughout the Plan development. In addition to review by NVTA's committees (including the Active Transportation Advisory Committee, Technical Advisory Committee and NVTA Board), the City of Napa's Bicycle and Trails Advisory Commission (BTAC) reviewed the Plan throughout the course of its development. BTAC provided extensive input on the Plan including the Countywide Goals and Policies, City of Napa Programs, and the existing and recommending facility networks.

SECTION 4: PROPOSED BICYCLE NETWORK

The main purpose of this plan is to identify a future bicycle network for the City of Napa that is safe and connected. The proposed bicycle network maps (see Figures N.17-20) were developed based on fieldwork, an analysis of existing conditions, input from the community and City staff, in consideration of best practices in bicycle network planning, and facility guidance from Appendix A: Bicycle Facilities Toolkit.

The resulting network includes high-quality infrastructure in the form of shared use paths, including the Vine Trail, bike lanes, and urban bike routes. These facilities connect to key community destinations and neighborhoods and close network gaps. The network also provides connections beyond the Napa city boundary into the unincorporated areas.

Some streets in the City of Napa are recommended for corridor studies to determine the appropriate bicycle facility type because their current configuration and operations are too complex for a determination to be made within the course of this Plan Update.

The City of Napa's proposed bicycle network is a 59.2-mile network, as detailed in Table N.3. When implemented, the entire existing and proposed network will total 109.1 miles.

Table N.3. Proposed Bicycle Network

Facility	Proposed Mileage	Existing Mileage	Total Future Mileage
Vine Trail (Class I)	1.2	7.0	8.2
Shared-Use Paths (Class I)	11.1	7.9	18.9
Bike Lanes (Class II)	20.1	28.5	48.6
Urban Bike Route (Class III)	27.2	-	27.2
Bike Route (Class III)	0.6	5.6	6.1
Corridor Study (not included in total)[40]	13.2	-	13.2
Total Network	**59.2**	**49.0**	**109.1**

[40] Some streets in the City of Napa are recommended for corridor studies to determine the appropriate bicycle facility type and implementation action because their current configuration and operations are too complex for a determination to be made within the course of this Plan Update.

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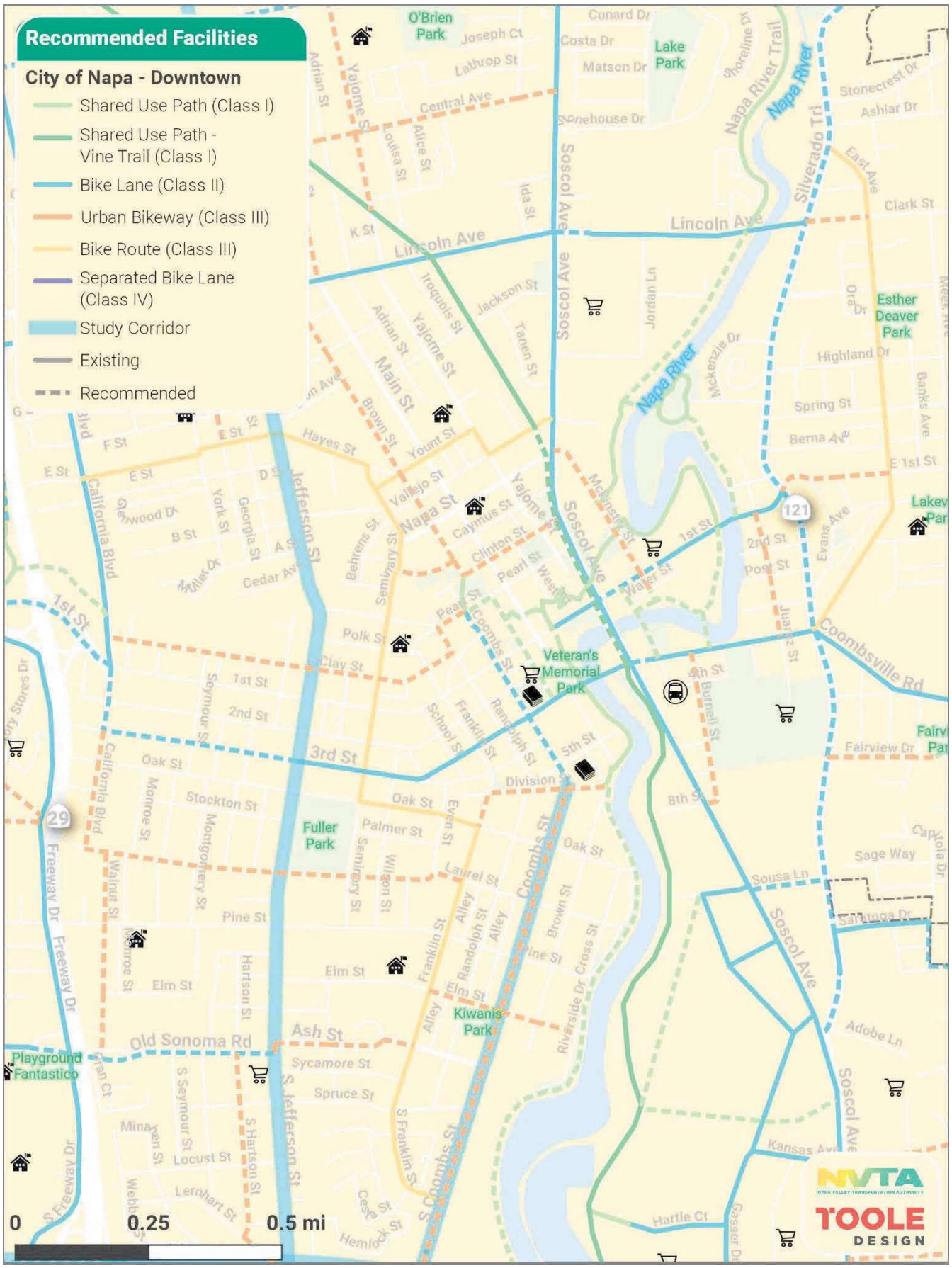

Figure N.17. Proposed Bicycle Network – Downtown

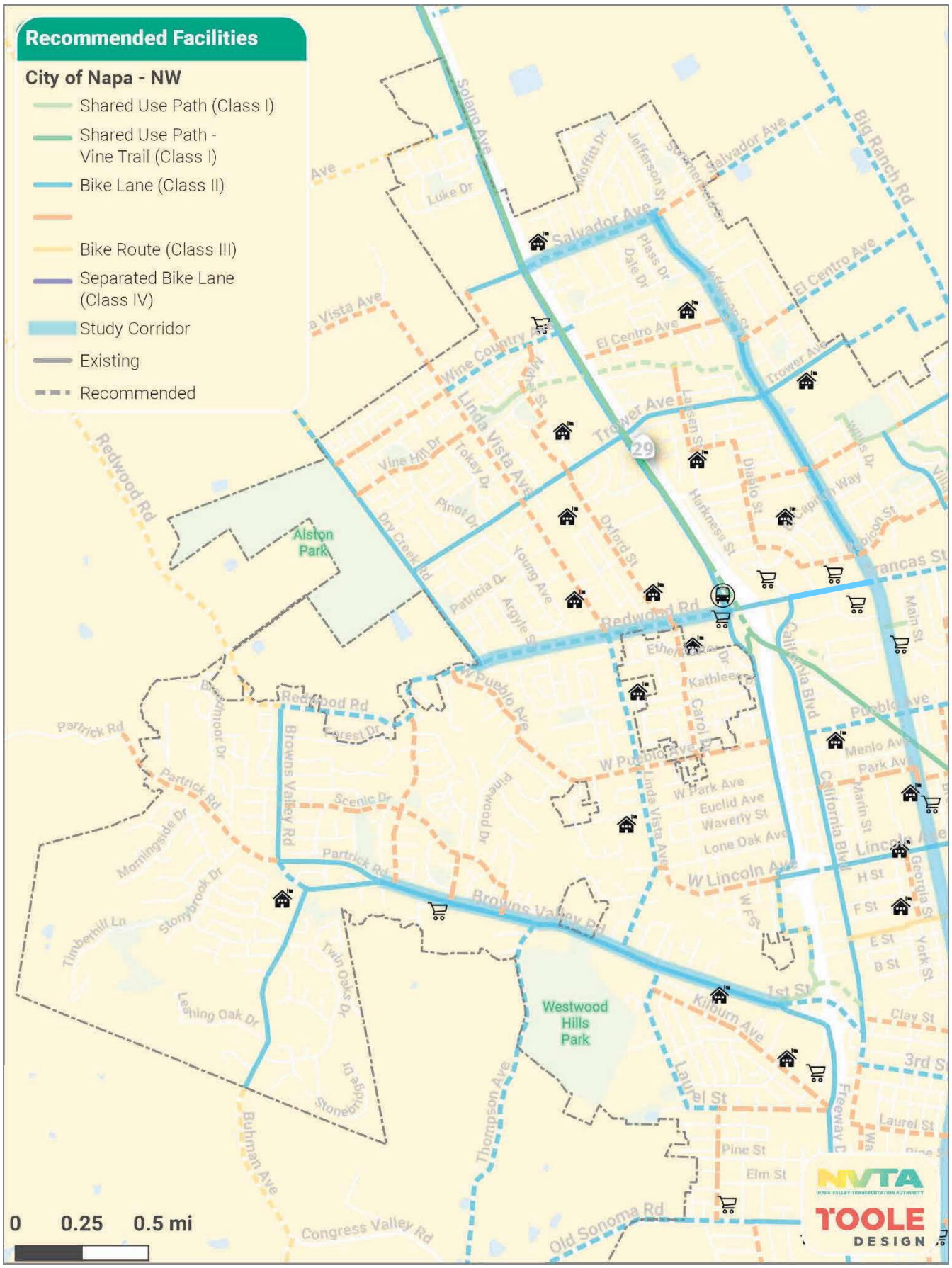

Figure N.18. Proposed Bicycle Network – Northwest

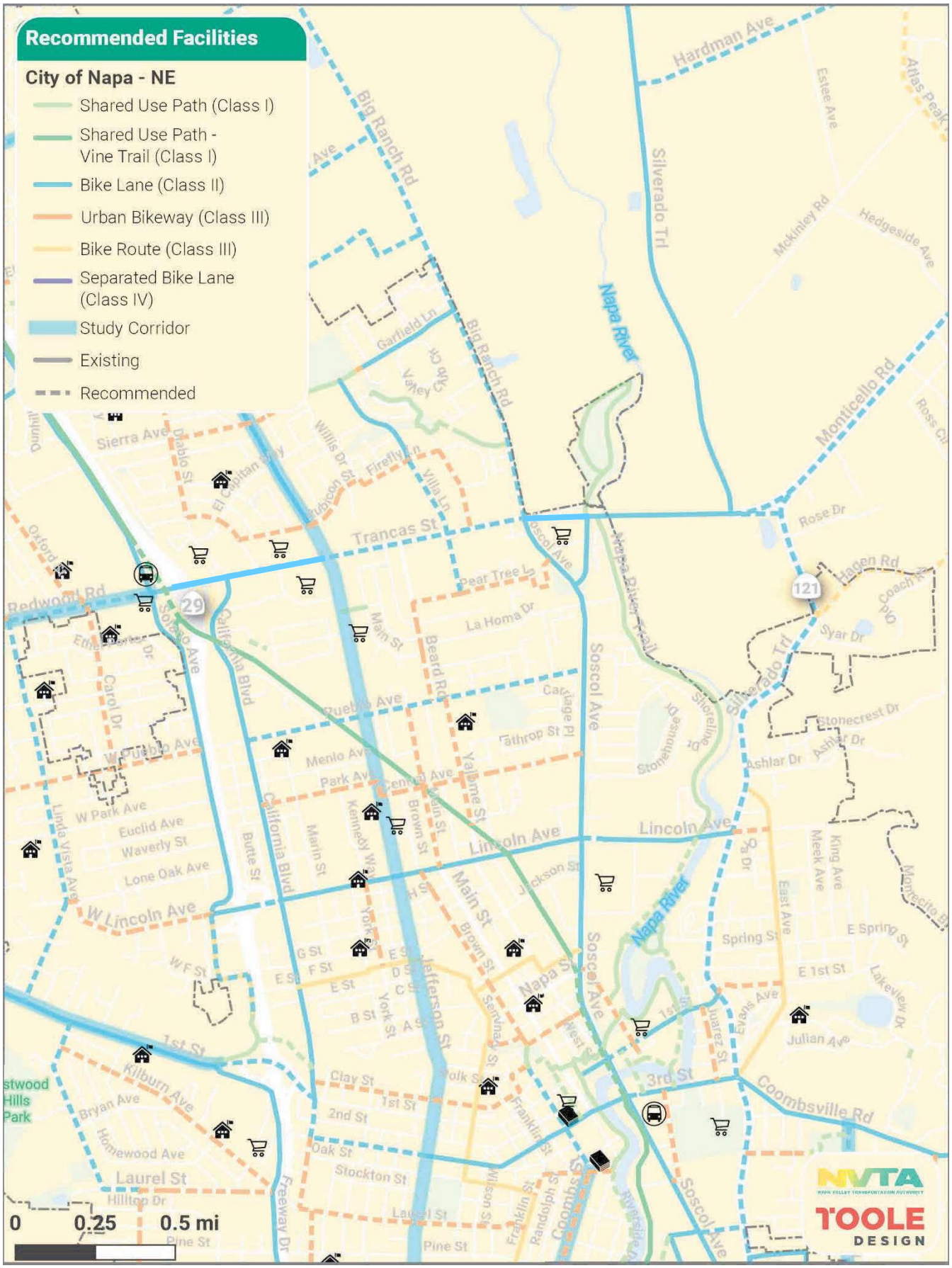

Figure N.19. Proposed Bicycle Network – Northeast

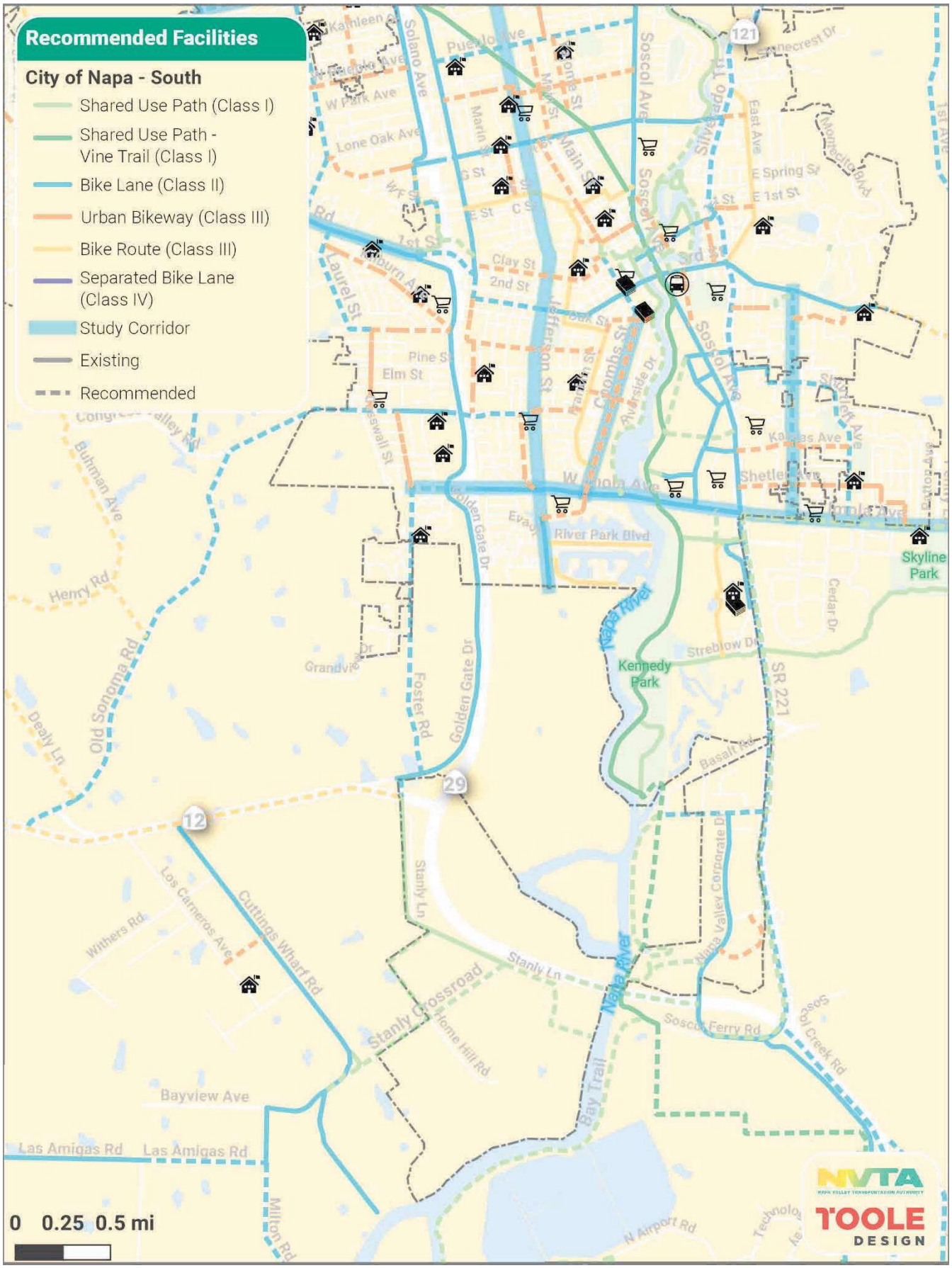

Figure N.20. Proposed Bicycle Network – South

SECTION 5: SUPPORT PROGRAMS AND POLICIES

City policies and support programs are key components of a welcoming, bicycle-friendly community. Along with bike network investments, programs and policies will help Napa realize the Plan's goals of connectivity, equity, safety, and education and encouragement.

The City of Napa has identified the following programs to support the overarching Countywide goals and policies. These support programs will promote and support bicycling throughout the City of Napa.

Connectivity

Table N.4 includes programs and policies support the goal of connectivity.

Table N.4. Connectivity Support Program and Policies

	Connectivity Support Program and Policies
C.1	In implementing countywide connectivity policies, the City shall continue to develop and maintain a comprehensive network that serves all ages and abilities, connects Napa's neighborhoods and nearby communities, and provides access to local destinations and regional routes, according to the maps and recommendations of this plan.
C.2	The City shall work collaboratively with other agencies (i.e. local jurisdictions, NVTA, utility agencies, Caltrans, parks and open space districts, public and private schools, etc.) to fund, design, construct and maintain the bicycle network and facilities.
C.3	The City shall maintain and staff the Bicycle and Trails Advisory Commission to advise staff on bicycle network issues.
C.4	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 in conjunction with completion of the Napa River Flood Protection Project.
C.5	At locations with physical or natural barriers, such as railroad tracks, highways, rivers, creeks, etc., explore undercrossings, overcrossings or bridges to provide connectivity. (Example improvements with such features include but are not limited to: an undercrossing under Trancas Street to connect the River Trail to Trancas Crossing Park; an undercrossing under First Street connecting the Riverfront Promenade to the Opera House Plaza; an undercrossing under SR 29 between California Boulevard and Coffield Avenue; and, as an alternative to a Class II route on a future bridge over Redwood Creek, a Linda Vista Class I bridge.)
C.6	The City shall pursue new bicycle/pedestrian connections during development review where feasible connections can be made that are not shown on the bike plan.
C.7	The City shall work with NVTA 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 major transportation hubs such as park-and-ride lots.
C.8	The City shall require adequate short-term (i.e. bike racks) and long-term (i.e. bike lockers) bicycle parking for non-residential uses as provided in City standards.
C.9	The City shall encourage businesses, private property owners, and other agencies to provide bicycle parking at existing employment, retail, commercial, transportation, and education sites.
C.10	The City shall encourage employers to provide secure covered parking, shower and locker facilities, and other bicycle related amenities for their employees.
C.11	The City shall design Class I facilities to incorporate pedestrian scale lighting, street furniture, drinking fountains, wayfinding signage, interpretive elements, crossing treatments, and other amenities where appropriate.
C.12	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.
C.13	Consistent with federal, state, and regional directives for "routine accommodation and complete streets," the City shall condition discretionary projects to provide needed bicycle improvements on bicycle routes designated in this plan, assuming a nexus is established. Improvements include, but are not limited to easements, land dedication, route design and construction, maintenance, safety enhancements, and support facilities. Construction may be deferred until a connection to an existing route can be made at the discretion of the City of Napa.

	Connectivity Support Program and Policies
C.14	In accordance with CEQA Guidelines projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan shall be mitigated.
C.15	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.
C.16	The City shall promote bicycle access and support facilities in the design of future development.
C.17	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.)
C.18	The Bicycle and Trails Advisory Commission shall be a resource to advise City staff on bicycle network issues, including but not limited to planning, policy, design, safety, education, and prioritization of projects.
C.19	Recognizing the varied needs of bicyclists, the City shall strive to maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be eliminated without the consultation of the Bicycle and Trails Advisory Commission.
C.20	The City shall consider the potential for new bicycle connections/routes along existing natural and man-made corridors (railroads, utility easements, creeks, under crossings, etc.) when opportunities arise.
C.21	The City shall 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 to fund the design, construction and maintenance of the bicycle network and facilities.
C.22	The Bicycle and Trails Advisory Commission provides recommendations to City staff for prioritization of bicycle projects. Recognizing that funding sources often have specific requirements and cannot be used for all improvement types, the prioritization list from the Bicycle and Trails Advisory Commission should be consulted when funding opportunities arise.

Safety

Table N.5. includes programs and policies support the goal of safety.

Table N.5. Safety Support Program and Policies

	Safety Support Program and Policies
S.1	In implementing "routine accommodation and complete streets" directives, the City shall ensure that all transportation projects on designated City bicycle routes include, enhance or maintain bicycle facilities.
S.2	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, intersection enhancements, etc.
S.3	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.
S.4	The City shall assure that all approaches to signalized intersections that are located on constructed bicycle routes identified in the plan include bicycle detection devices that are operational and properly marked.
S.5	Where standard Class II bike lanes are proposed, but are infeasible under current conditions, the City shall consider innovative approaches utilizing accepted design standards to safely accommodate bicycles. These approaches may include but are not limited to signs, shared lane markings, reduced lane widths, "road diets," eliminating parking, etc.
S.6	The City shall develop consistent signage, striping, wayfinding, and support facility (staging areas, lighting, etc.) programs for use on specific facility types (Class I paths, on-street bikeways, and Class III routes). On regional multi-use paths and State routes, use consistent standards and programs developed with affected agencies and organizations.
S.7	The City shall explore accepted design standards to address use conflicts along Class I facilities, including but not limited to signing, striping, pavement color, wider cross sections, etc.

	Safety Support Program and Policies
S.8	The City shall focus on improving safety at intersections by utilizing accepted design standards and measures, including but not limited to pedestrian and bicycle push buttons; crosswalk enhancements; appropriate warning and directional signs; and reassurance or directional markings for bicyclists such as shared lane markings, skip lines, etc.
S.9	The City shall focus on improving safety at railroad crossings by utilizing accepted design standards and measures, including but not limited to safe track crossing angles for bicyclists, concrete panels and flangeway fillers, lighting, adequate warning and guidance signs, and quad crossing gates.
S.10	Safety improvements in the vicinity of schools, public transportation, and community destinations shall be given a high priority for implementation.
S.11	The City shall continue to collect and review data including but not limited to, collision data, average daily traffic (ATD), turning movement volumes, bicycle counts, speed data, etc. for roadways and bicycle facilities. Such data shall be used in making bicycle network and safety enhancements.
S.12	The City shall 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.
S.13	When siting bikeways, the safety and security of adjacent land owners should be considered.
S.14	The City shall continue to review and implement safety enhancements to all bicycle facilities, paying particular attention to high volume intersections, Class I Trail crossings, railroad crossings, curving roadways, locations near schools, and conflict zones for Class II bike lanes.
S.15	The City shall maintain bicycle facilities. This shall include but is not limited to pavement condition, signing and striping, street sweeping and debris removal, and trimming of vegetation. On-road facilities shall be maintained consistent with the adjacent motor vehicle lanes.
S.16	The City shall retain its publicly accessible web-based reporting system for logging and responding to bicycle maintenance issues.
S.17	The City shall require that road construction projects or projects affecting roadways minimize their impacts on bicyclists by avoiding placement of construction signs and equipment in bicycle lanes, and by providing adequate detours.
S.18	The City shall encourage public-private partnerships to expand maintenance activities of bicycle facilities (i.e. annual trail cleanup, etc.).

Education and Encouragement

Table N.6 includes programs and policies support the goals of education and encouragement.

Table N.6. Education and Encouragement Support Program and Policies

	Education and Encouragement Support Programs and Policies
E.1	The City shall work with bicycle advocacy groups, law enforcement agencies, schools, and other appropriate organizations to establish regular bicycle safety education classes and programs such as bicycle rodeos.
E.2	The City shall encourage the continuation and expansion of the delivery of Safe Routes to School curriculum to all elementary and middle schools annually. The City shall, as funding and staff resources permit, continue to work with the Safe Routes to Schools Program.
E.3	The City shall encourage events that introduce the public to bicycling and walking such as Bike to Work Day, Bike to School Day, Bike Fest, commute challenges, etc.
E.4	The City shall encourage major employment centers and employers to facilitate commuting by bicycle, including the use of flex-time work schedules and the inclusion of bicycle parking and facilities for their employees.
E.5	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.

SECTION 6: IMPLEMENTATION PLAN

Because all communities, including Napa, have limited financial resources, it is not possible to implement all the recommended projects immediately. To focus Napa's resources, several characteristics of projects should be considered. These characteristics are discussed in relation to implementation phases below.

Immediate-Term

Overlap with Measure T Repaving Projects

While the connectedness of a bicycle network is highly important, recommended projects should be implemented as opportunities arise for integration into existing projects. Napa's five-year paving plan funded by Measure T offers a great opportunity for quickly implementing several recommended bicycle facilities. Napa's Measure T plans have been compared to the proposed bicycle network, and those projects are listed in Table N.5.

Short- and Medium-Term

Facility Characteristics

All other planned street resurfacing and reconstruction projects should be reviewed against the recommended bike network. Another early step in the implementation of the bicycle plan should be to answer the following questions about each project:

- Does a facility consist only of striping and signage that can be added at any time?
- Does a facility necessitate further community dialog regarding reallocation of street space?
- Does a project need significant funding that must be obtained through a competitive process (i.e., grant)?
- Does a project necessitate acquiring additional right-of-way?
- Are there any environmental concerns about a project location?

These questions can help direct staff to understand which projects are more readily implementable.

Proximity to Destinations

Public input received over the course of this Plan process indicates greater interest in connecting to certain destinations including: schools, parks, trailheads, and community centers. The locations of these destinations, as well as other known bicycle traffic generators such as hotels with bike rental schemes should be considered when selecting projects for earlier implementation.

Public Concerns

Residents gave input through the WikiMap about areas of greater concern for bicyclists. These are documented in the summary above, and staff may wish to refer to these comments when considering which projects to implement first. Staff should also continue to collect and document resident concerns and priorities about bicycling and general traffic safety in Napa and bring those comments into discussions regarding implementation priorities.

Network Connectivity

Research has shown that a connected low-stress network has the greatest impact on encouraging people to choose to bicycle. Projects that connect to existing facilities, especially ones that are known to be popular, may be prioritized. This should be balanced against the desire to provide bicycle facilities in and connecting to underserved communities in keeping with the equity goal of this Plan. Often, these areas have been historically underserved by infrastructure, and building new bike network projects here may not connect to existing facilities.

Long-Term

Some projects, such as many shared-use paths (Class I), will require a more sustained effort to come to fruition. While it may take a longer time to implement these projects, jurisdictions should begin to consider the steps toward construction of these projects so that they are prepared for grant applications or inserting funding into capital improvement plans.

Connectivity Improvements from Phased Implementation

As stated, the planned bicycle facilities for Napa are intended to create the most low-stress network that conditions allow. Implementation of on-street facilities such as urban bike routes (Class III) and bike lanes (Class II) will significantly improve the connectivity of the bicycle network for riders of all ages and abilities. Focusing on intersection treatments at locations where these facilities cross high-speed, high-volume streets without a traffic signal will quickly improve connectivity. With implementation of intersection improvements, some recommended urban bike routes (Class III) may be suitable as low-stress facilities immediately, while others may benefit from the addition of traffic calming along the route.

While shared use paths (Class I facilities) certainly provide a low-stress riding environment, their implementation requires more investment and often more planning than on-street facilities.

Recommended shared use paths in downtown Napa, including the closure of the “Soscol Gap” in the Vine Trail, additional sections of the River Trail, and the Brown Street Corridor can provide great benefit as the bike network in this area is already dense and more well-connected. These are acknowledged to be large investments, so phased implementation may be required.

Funding

Funding for the bicycle network projects may come from a variety of different sources or a combination multiple sources. Sources include, but are not limited to, grant funding, local funding, and developer contributions. More information about available grant funds can be found in Chapter 4 of the 2019 Countywide Bicycle Plan.

EXHIBIT A

Table N.7. Project List

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Corridor Study Projects					
179	Browns Valley Rd/1st Street	Partrick Rd	Freeway Dr	Corridor Study	1.56
918	Coombs St	Imola Ave	Division St	Corridor Study	0.90
182* **	Imola Ave	Foster Rd	Eastern City limits	Corridor Study	3.11
169	Jefferson St	Salvador Ave	Southern City limits	Corridor Study	4.99
838	Redwood Rd	Dry Creek Rd	SR 29	Corridor Study	0.94
168	Salvador Ave	Solano Ave	Jefferson St	Corridor Study	0.52
908	Terrace Drive	Coombsville Rd	Imola Ave	Corridor Study	1.19
Shared-Use Path (Class I) Projects					
195	Bay Trail Connector	Stanly Crossroad	Napa River	Shared-Use Path (Class I)	0.72
878	Bay Trail (Stanly Crossroad)	Cuttings Wharf Rd	Stanly Ln	Shared-Use Path (Class I)	1.17
468	Connector Path	Industrial Way	Sheridan Dr	Shared-Use Path (Class I)	0.06
530	SR 29 undercrossing at Napa Creek	Coffield Ave Path	California Blvd	Shared-Use Path (Class I)	0.21
181	Fairview Dr Pathway Connector	Aguire Wy	Terrace Dr	Shared-Use Path (Class I)	0.15
694	Tulocay Village Trail	Sousa Ln	Tulocay Creek Trail	Shared-Use Path (Class I)	0.41
911	Tulocay Creek Trail	Vine Trail	Soscol Ave	Shared-Use Path (Class I)	0.37
660	Napa Creek Connector Trail	Oxbow Commons Path	9/11 Memorial Garden	Shared-Use Path (Class I)	0.04
724	Napa River Trail	Bay Trail	Napa Valley Corporate Dr	Shared-Use Path (Class I)	0.51
910	Napa River Trail	Kaiser Rd	Anselmo Ct Loop trail	Shared-Use Path (Class I)	0.79
318	Napa Valley College Path along Roy Patrick Dr	College Wy, Magnolia Dr	Imola Ave	Shared-Use Path (Class I)	0.16
659	Brown St Corridor	Coombs St/Pearl St	3rd St	Shared-Use Path (Class I)	0.3
304	Pascale Pl Connector	Pascale Pl	Montecito Blvd	Shared-Use Path (Class I)	0.04
851	Railroad Bridge	3rd St	1st St	Shared-Use Path (Class I)	0.19
661	Riverfront Promenade (1st Street Underpass)	Riverfront Promenade	Opera House Plaza	Shared-Use Path (Class I)	0.03
664	River Trail Bridge	River Trail West	3rd St	Shared-Use Path (Class I)	0.07
827	River Trail Bridge	River Trail West	Oxbow Preserve	Shared-Use Path (Class I)	0.07
669	River Trail East	Oxbow Preserve	1st St	Shared-Use Path (Class I)	0.21
826	River Trail West	Lincoln Ave	existing River Trail terminus (near River Terrace)	Shared-Use Path (Class I)	0.4
665	River Trail West	existing trail terminus (near 1st Street)	Railroad Bridge	Shared-Use Path (Class I)	0.28
658	River Trail West	Division St	Imola Ave	Shared-Use Path (Class I)	1.05
170	Salvador Creek Trail	SR 29	Jefferson St	Shared-Use Path (Class I)	0.68
171	Salvador Creek Trail	Maher St	Solano Ave	Shared-Use Path (Class I)	0.23
459	Salvador Creek Trail	existing trail (near Ranch Lane)	existing trail (near Serendipity Wy)	Shared-Use Path (Class I)	0.08
862	SR 221	Imola Ave	Kaiser Rd	Shared-Use Path (Class I)	1.57
900	SR 29	Stanly Ln	Napa City Boundary	Shared-Use Path (Class I)	0.23

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Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
194	San Francisco Bay Trail at Stanly Ranch Resort	Stanly Crossroad	San Francisco Bay Trail (Stanly Ln)	Shared-Use Path (Class I)	0.65
873	Napa River Trail/Vine Trail	Napa City Limits (Adjacent to Kaiser Rd)	Existing Vine Trail/Bay Trail at south end of Kennedy Park	Shared-Use Path - Vine Trail (Class I)	0.16
201	Napa River Trail / Bay Trail / Anselmo Ct Loop	Napa River Bay Trail	Napa River Bay Trail	Shared-Use Path - Vine Trail (Class I)	0.34
746	Vine Trail	3rd St	Vallejo St	Shared-Use Path - Vine Trail (Class I)	0.48
745	Vine Trail	Existing Vine Trail (near Redwood Park & Ride)	Existing Vine Trail (near Vine Trail SR 29 overcrossing)	Shared-Use Path - Vine Trail (Class I)	0.10
872	Vine Trail along Kaiser Rd	River/Bay Trail	Vine Trail (north-south through Napa Pipe)	Shared-Use Path - Vine Trail (Class I)	0.28
Bike Lane (Class II) Projects					
663	1st St	Soscol Ave	Vernon St	Bike Lane (Class II)	0.16
531	1st St (SR 29 Overpass)	Freeway Dr	California Blvd	Bike Lane (Class II)	0.35
633	3rd St	California Blvd	Jefferson St	Bike Lane (Class II)	0.37
662	3rd St	Soscol Ave	Lawrence St	Bike Lane (Class II)	0.04
556	Browns Valley Rd	Partrick Rd	Buhman Ave	Bike Lane (Class II)	0.15
632	California Blvd	3rd St	1st St	Bike Lane (Class II)	0.12
339	Capitola Dr	Saratoga Dr	Saratoga Dr/Erin Wy	Bike Lane (Class II)	0.08
765*	Coombs St	Pearl St	Division St	Bike Lane (Class II)	0.38
192	Foster Rd	Golden Gate Dr	W Imola Ave	Bike Lane (Class II)	1.5
193	Stanly Ln	Golden Gate Dr	SR 12	Bike Lane (Class II)	0.12
716*	W Imola Ave	SR 29	Foster Rd	Bike Lane (Class II)	0.34
907	Jefferson St	Darling St	El Centro Ave	Bike Lane (Class II)	0.3
196	Kaiser Rd	Proposed Napa River/Bay Trail	SR 221	Bike Lane (Class II)	0.55
616*	Laurel St	Foothill Blvd	1st St	Bike Lane (Class II)	0.68
513*	Lincoln Ave	Soscol Ave	existing bike lane on Lincoln	Bike Lane (Class II)	0.07
528	Lincoln St	SR 29	California Blvd	Bike Lane (Class II)	0.09
836**	Linda Vista Ave	Browns Valley Rd	Lone Oak Ave	Bike Lane (Class II)	0.34
905	Linda Vista Ave	Lone Oak Ave	Redwood Rd	Bike Lane (Class II)	0.9
913	Old Sonoma Rd	Old Sonoma Rd (near Playground Fantastico)	Jefferson St	Bike Lane (Class II)	0.46
912	Old Sonoma Rd	Western City Limits	Foster Rd	Bike Lane (Class II)	0.26
163	Orchard Ave	Western City Limits	Solano Ave	Bike Lane (Class II)	0.13
491	Pueblo Ave	California Ave	Soscol Ave	Bike Lane (Class II)	1.08
465*	Redwood Rd	Browns Valley Rd	SR 29	Bike Lane (Class II)	1.86
393	Salvador Ave	SR29	Jefferson St	Bike Lane (Class II)	0.52
338	Saratoga Dr	Capitola Dr/Erin Wy	Terrace Dr	Bike Lane (Class II)	0.13
337	Shurtleff Ave	Imola Ave	Terrace Dr	Bike Lane (Class II)	0.94
673	Silverado Trail	Soscol Ave	Silverado Trail (Northern City Limits)	Bike Lane (Class II)	2.41
839	Solano Ave - West F St - Coffield Ave	Proposed class I facility, Coffield Ave	W Lincoln Ave	Bike Lane (Class II)	0.42
692	Sousa Ln	Soscol Ave	Silverado Trail	Bike Lane (Class II)	0.14
828	SR 221	Kaiser Rd	Magnolia Dr	Bike Lane (Class II)	1.44

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Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
309	Terrace Dr	Coombsville Rd	Southern terminus of Terrace Dr	Bike Lane (Class II)	0.57
310**	Terrace Dr	Southern terminus of Terrace Dr	Northern terminus of Terrace Dr	Bike Lane (Class II)	0.04
311	S Terrace Dr	Northern terminus of Terrace Dr	Imola Ave	Bike Lane (Class II)	0.58
884	Thompson Rd	Napa City Limits	Browns Valley Rd	Bike Lane (Class II)	0.49
461**	Trancas St	California Blvd	Soscol Ave	Bike Lane (Class II)	0.95
825	Trower Ave	Solano Ave	SR 29	Bike Lane (Class II)	0.01
460	Villa Ln	Firefly Ln	Pear Tree Ln	Bike Lane (Class II)	0.45
390	Wine Country Ave	Linda Vista Ave	SR 29	Bike Lane (Class II)	0.54
Urban Bike Route (Class III) Projects					
674	1st St	East Ave	Silverado Trail	Urban Bike Route (Class III)	0.22
180	Arroyo Dr	Brown St	Seminary St	Urban Bike Route (Class III)	0.11
703	Ash St	Jefferson St	Franklin St	Urban Bike Route (Class III)	0.26
571	Austin Way	Scenic Dr	Browns Valley Rd	Urban Bike Route (Class III)	0.18
414	Baxter Ave	Diablo St	Rubicon St	Urban Bike Route (Class III)	0.19
477	Beard Rd	Pearl Tree Ln	Pueblo Ave	Urban Bike Route (Class III)	0.31
725	Bordeaux Way	Napa Valley Corporate Wy	Napa Valley Corporate Dr	Urban Bike Route (Class III)	0.43
514	Brown St	Lincoln Ave	Clinton St	Urban Bike Route (Class III)	0.64
682	Burnell St – 8th St	3rd St	Soscol Ave	Urban Bike Route (Class III)	0.31
712	Cabot Wy	S Jefferson St	W Imola Ave	Urban Bike Route (Class III)	0.31
634	California Blvd	3rd St	Laurel St	Urban Bike Route (Class III)	0.23
377	Carol Dr	Oxford St	W Pueblo Ave	Urban Bike Route (Class III)	0.6
497	Central Ave	Soscol Ave	Jefferson	Urban Bike Route (Class III)	0.65
373	Cesar St	Maher St	Fairfax Dr	Urban Bike Route (Class III)	0.06
697	Clark St	Silverado Trail	East Ave	Urban Bike Route (Class III)	0.12
532	Clay St - Pearl St	Coombs St	California Blvd	Urban Bike Route (Class III)	0.78
545	Clinton St	Brown St	Soscol Ave	Urban Bike Route (Class III)	0.2
917	Coombs St	Imola Ave	Division St	Urban Bike Route (Class III)	0.9
413	Diablo St	Yellowstone St	Baxter Ave	Urban Bike Route (Class III)	0.41
653	Division St - Franklin St	Brown St	Oak St	Urban Bike Route (Class III)	0.29
398	El Centro Ave	Jefferson St	Eastern City Limits	Urban Bike Route (Class III)	0.21
401	El Centro Ave	Byway East	Jefferson St	Urban Bike Route (Class III)	0.55
698	Elm St	Franklin St	Riverside Dr	Urban Bike Route (Class III)	0.28
374	Fairfax Dr	Cesar St	Trower Ave	Urban Bike Route (Class III)	0.21
687	Fairview Dr	Silverado Trail (SR 121)	Fairview Park	Urban Bike Route (Class III)	0.2
417	Firefly Ln	Wild Rye Way	Valle Verde Dr	Urban Bike Route (Class III)	0.26
617	Foothill Blvd	Old Sonoma Rd	Laurel St	Urban Bike Route (Class III)	0.42
717	Foster Rd	W Imola Ave	Old Sonoma Rd	Urban Bike Route (Class III)	0.41
458	Garfield Ln	Austin Miller Memorial Bike Path	Culbertson Ct	Urban Bike Route (Class III)	0.02
523	Georgia St	Lincoln Ave	E St	Urban Bike Route (Class III)	0.27
319	Granada St	Imola Ave	Muir St	Urban Bike Route (Class III)	0.11
391	Hahnemann Ln	Salvador Ave	Wine Country Ave	Urban Bike Route (Class III)	0.27
498	Jefferson St	Central Ave	Park Ave	Urban Bike Route (Class III)	0.05
702	Jefferson St	Old Sonoma Rd	Ash St	Urban Bike Route (Class III)	0.02
677	Juarez St	1st St	3rd St	Urban Bike Route (Class III)	0.24
317	Kansas Ave	Shurtleff Ave	Soscol Ave	Urban Bike Route (Class III)	0.6
605	Kilburn Ave	Laurel St	Freeway Dr	Urban Bike Route (Class III)	0.81

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Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
557	Larkin Wy	Browns Valley Rd	Scenic Dr	Urban Bike Route (Class III)	0.11
411	Lassen St	Salvador Creek Trail	Yellowstone St	Urban Bike Route (Class III)	0.32
626*	Laurel St	Foothill Blvd	Freeway Dr	Urban Bike Route (Class III)	0.42
904	Laurel St	California Blvd	Franklin St	Urban Bike Route (Class III)	0.71
707	Lernhart St	W Imola Ave	S Hartson St	Urban Bike Route (Class III)	0.07
173*	W Lincoln Ave	Solano	Lone Oak Ave	Urban Bike Route (Class III)	0.48
906	Linda Vista Ave	Northern City Limits	Redwood Rd	Urban Bike Route (Class III)	1.22
174	Lone Oak Ave	W Lincoln Ave	Linda Vista Ave	Urban Bike Route (Class III)	0.03
372	Maher St	Wine Country Ave	Cesar St	Urban Bike Route (Class III)	0.33
494	Main St	Pueblo Ave	Lincoln Ave	Urban Bike Route (Class III)	0.51
667	McKinstry St	Water St	Soscol Ave	Urban Bike Route (Class III)	0.33
320	Muir St	Granada St	Sommer St	Urban Bike Route (Class III)	0.13
375	Oxford St	Trower Ave	Carol Dr	Urban Bike Route (Class III)	0.62
499	Park Ave	Jefferson St	California Blvd	Urban Bike Route (Class III)	0.37
551	Partrick Rd	Browns Valley Rd	City Limits	Urban Bike Route (Class III)	0.79
476	Pear Tree Ln	Soscol Ave	Beard Rd	Urban Bike Route (Class III)	0.56
415	Rubicon St	Baxter Ave	Wild Rye Way	Urban Bike Route (Class III)	0.45
708	S Hartson St	Lernhart St	Old Sonoma Rd	Urban Bike Route (Class III)	0.35
394	Salvador Ave	East city limit	Jefferson St	Urban Bike Route (Class III)	0.29
558	Scenic Dr	Larkin Wy	Browns Valley Rd	Urban Bike Route (Class III)	0.97
322	Shelter Ave	Sommer St	Soscol Ave	Urban Bike Route (Class III)	0.75
470	Sierra Ave	Willis Dr	Diablo St	Urban Bike Route (Class III)	0.46
321	Sommer St	Muir St	Shelter Ave	Urban Bike Route (Class III)	0.09
306	Tamarisk Dr	Terrace Dr	Coombsville Rd	Urban Bike Route (Class III)	0.34
418	Valle Verde Dr	Firefly Ln	Trancas St	Urban Bike Route (Class III)	0.27
446	Vine Hill Dr	Dry Creek Rd	Linda Vista Ave	Urban Bike Route (Class III)	0.51
585	W Pueblo Ave	Solano Ave	Redwood Rd	Urban Bike Route (Class III)	1.41
649	Walnut St	Laurel St	Old Sonoma Rd	Urban Bike Route (Class III)	0.37
574	Westview Dr	Redwood Rd	Browns Valley Rd	Urban Bike Route (Class III)	0.66
416	Wild Rye Way	Rubicon St	Firefly Ln	Urban Bike Route (Class III)	0.02
440	Wine Country Ave	Dry Creek Rd	Linda Vista Ave	Urban Bike Route (Class III)	0.5
492	Yajome St	Pueblo Ave	Vine Trail	Urban Bike Route (Class III)	0.41
412	Yellowstone St	Lassen St	Diablo St	Urban Bike Route (Class III)	0.17
Bike Route (Class III) Projects					
298	Hagen Rd	Silverado Trail	Eastern City Limits	Bike Route (Class III)	0.44
914	Redwood Rd	Browns Valley Rd	Western City Limits	Bike Route (Class III)	0.19

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

** Consider for Shared Use Path (Class I) connection instead of proposed Bike Lanes (Class II) if anticipated future roadway connection is cancelled.

***Napa Valley Transportation Authority adopted the Imola Corridor Complete Streets Improvement Plan which provides recommendations for projects along the Imola Corridor Study Area

****Portion of project constructed as of March 15, 2021 (Constructed: Trancas Street from California Boulevard to Jefferson Street)