

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 and Vehicle Miles Traveled
- 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.

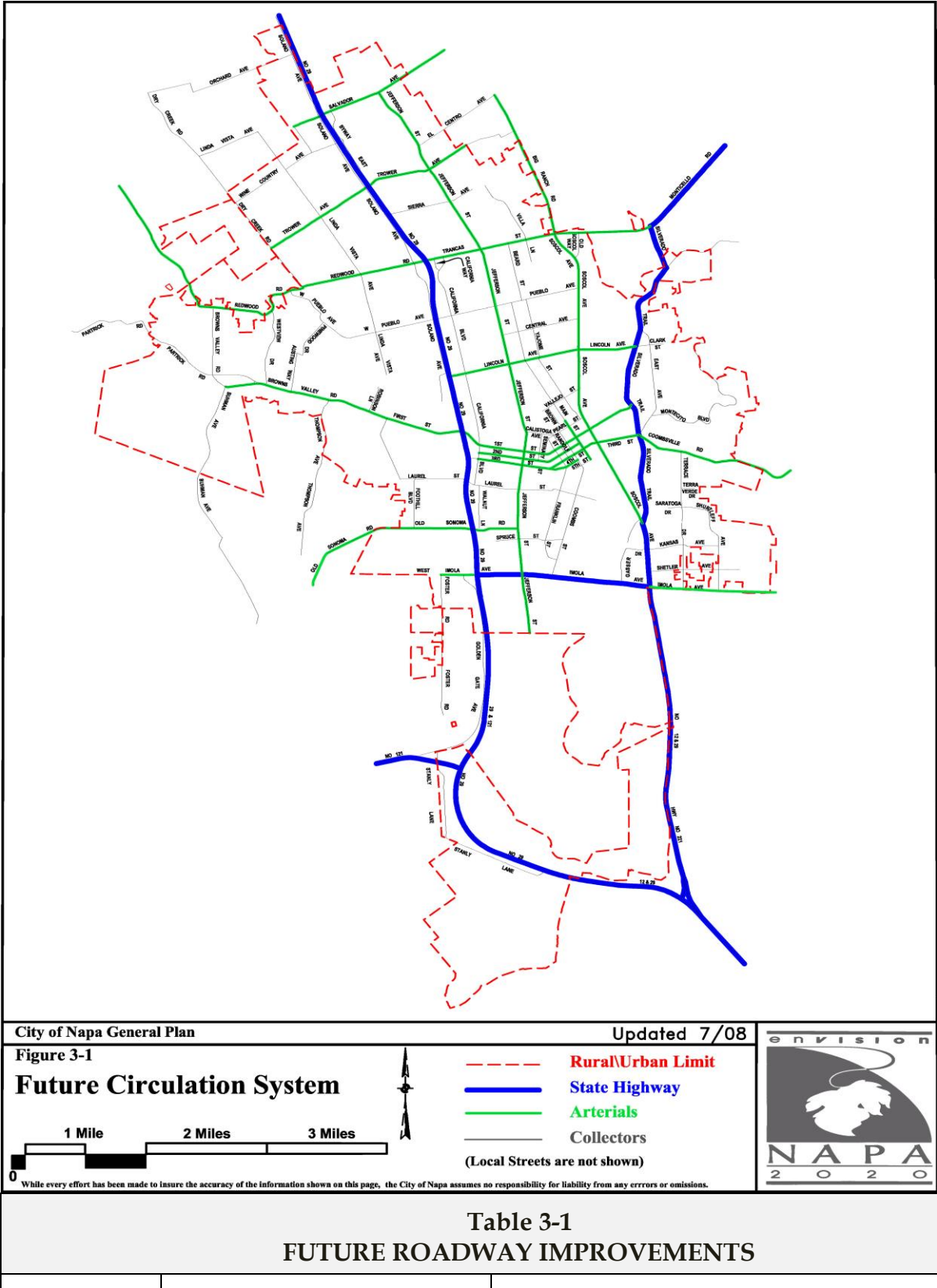


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Figure 3-2 Map No.	Roadway Segment	Improvement
1.	Wine Country Avenue (Policy T-1.9 h)	Complete missing segment west of Linda Vista Avenue
2.	SR 29 north of Trancas Street (Program T-1.A d)	Widen at its approach to Trower Avenue
3.	Trower Avenue (Policy 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

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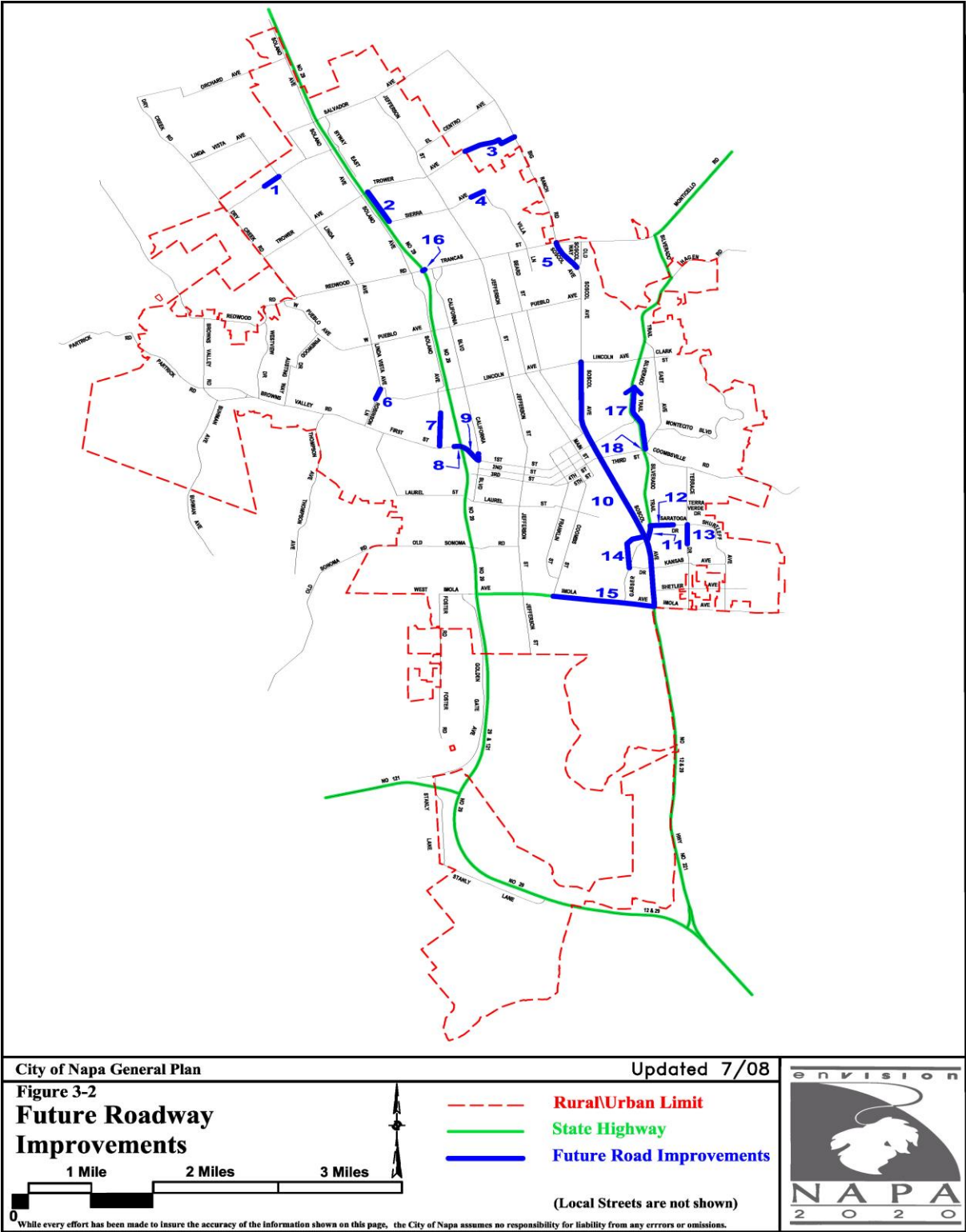


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Table 3-2 STREET AND HIGHWAY CLASSIFICATION SYSTEM					
Street Type	Function	Access	Right-of-way	Daily Volume	Discussion
Freeways	Provides for intra and inter-regional mobility	Restricted to arterials and freeways via interchanges	Varies - 220 feet 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.

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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>
<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>	

Table 3-3	
CLASSIFICATION OF FUTURE ROADWAY SYSTEM (Continued)*	
Collectors 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	Collectors (Continued) 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>*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.

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- 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-1.5 The City shall require that new development construct improvements identified in the Capital Improvement Plan (CIP) as needed to serve the development.
- T-1.6 The City shall investigate new funding sources and seek additional funds for transportation system improvements and maintenance.
- T-1.7 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-1.8 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-1.9 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-1.10 The City shall require where feasible all development and redevelopment to provide for forward entry onto arterial and collector streets.
- T-1.11 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

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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 AND VEHICLE MILES TRAVELED

The State of California passed Senate Bill 743 which established Vehicle Miles Traveled (VMT) as the transportation metric analyzed under CEQA, effective July, 1, 2020. Vehicle Miles Traveled measures how much automobile travel (measured in miles) a proposed project would generate on roadways by analyzing the number of trips and total distance that a vehicle would have to travel between its origin and destination. Utilization of VMT as the transportation CEQA metric is intended to balance the needs of congestion management with statewide goals related to infill development, transit investments, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

On a local level, the adequacy of a road system can also be measured by analyzing 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. This General Plan establishes a means of evaluating the adequacy of the roadway network by analyzing 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 <i>Highway Capacity Manual</i>	

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)*
- T-2.8 The City shall ensure that Vehicle Miles Traveled (VMT) for a proposed residential project does not exceed a level of 15 percent below existing regional VMT per capita.
- T-2.9 The City shall ensure that Vehicle Miles Traveled (VMT) for a proposed office project does not exceed a level of 15 percent below existing regional VMT per employee.
- T-2.10 The City shall ensure that Vehicle Miles Traveled (VMT) for a proposed retail project does not result in a net increase in total VMT.
- T-2.11 The City shall ensure that all new development and redevelopment shall meet adopted Vehicle Miles Traveled unless findings are made that achieving other specific public goals found in this General Plan outweigh this requirement.

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.

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.
 - 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.

Soscol Avenue: West Imola Avenue to Trancas Street

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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

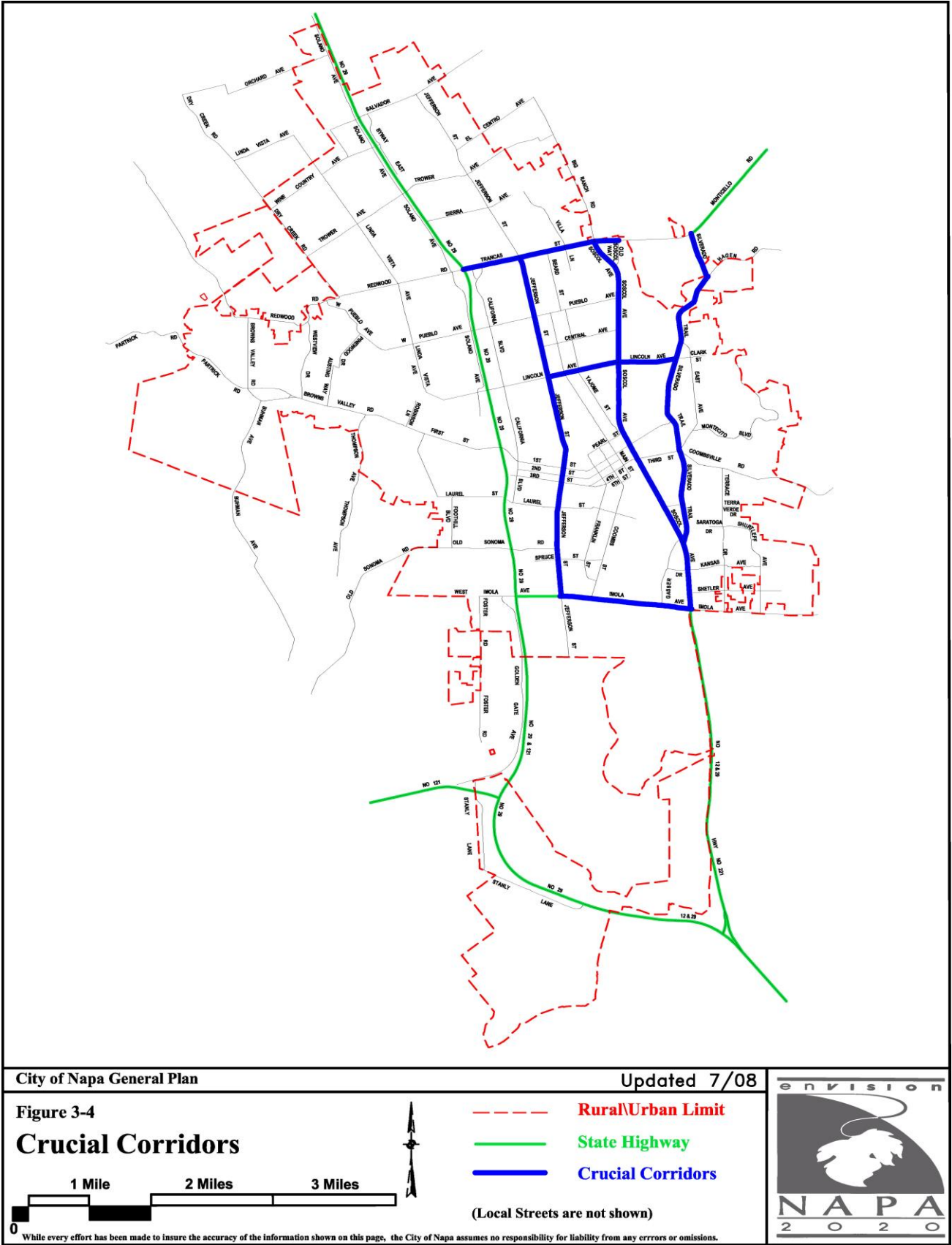
T-3.12 The City shall require new development along Silverado Trail between Soscol Avenue and Trancas Street to comply with the following guideline:

- 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



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

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.

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

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

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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 T-5	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.
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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: <ul style="list-style-type: none">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. |

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- 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.
- 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:
- Allow a reduction in the number of required parking spaces in a development in exchange for a financial commitment to alternative commute modes.
 - 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.
 - Encourage commercial developers with projects projected to employ 50 or more people to provide carpool parking spaces close to the building entrances.
- 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 2017-2019 the City's Bicycle and Trails Advisory Commission (BTAC) worked with Napa Valley Transportation Authority (NVTa) to develop an updated City of Napa Bicycle Plan in conjunction with the Napa Countywide Bicycle Plan update process. This process included significant public input and analysis of both the

EXHIBIT C

existing bicycle resources as well as priorities for future bicycle resources. The City of Napa Bicycle Plan is an important reference for the future bicycle network.

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

***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.*

A framework of rider types based on a rider's perceived comfort level with bicycling was used to assess the existing bicycle network and to select recommended facility types for the Plan. The Comfort Typology of Bicyclists divides users into four general groups:

***Highly Confident.** Comfortable riding with traffic, will use roads without bike lanes.*

***Somewhat Confident.** Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.*

***Interested but Concerned.** 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.*

***Non-bicyclist.** Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.*

Bicycle trips can be broken down into two main categories for trip purpose: transportation and recreation. The former are trips taken by people bound for a destination, the latter are trips taken for enjoyment or exercise. Both trip types are important and help to further the promotion of alternative transportation choices as means to reduce energy use, traffic congestion and promote healthy lifestyles.

Bikeway System

Figure 3-5 shows Napa's future bikeway system, together with proposed improvements. The system is divided into four facility types.

Class I Shared Use Path	Class I facilities, typically known as bike paths, are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users.
Class II Bike Lanes	Class II facilities, known as bike lanes, 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. "Buffered Bike Lanes" are a Class II facility that are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane.
Class III Bike Routes	Class III facilities, known as bike routes, are designated with pavement markings and/or signage to indicate a shared lane environment between bicyclists and drivers. "Bike Boulevards" are Class III facilities designated with pavement markings and signage, but that are specifically located on low speed, low-volume streets and are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds.
Class IV Separated Bike Lanes	Class IV facilities, known as separated bike lanes, are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk.

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.

GOAL **Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle network**

T-6

POLICIES

T-6.1 Build and maintain a local and countywide bicycle transportation and recreation network that connects Napa County's incorporated

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	cities/town and unincorporated communities and provides access to public transportation and community destinations.		
T-6.2	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.	T-6.D	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.
T-6.3	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.		Responsibility: Public Works Department Time Frame: Ongoing
T-6.4	Provide secure bicycle parking at public and private destinations throughout Napa County.	T-6.E	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.)
T-6.5	Integrate the bicycle network and bicycle facility amenities into land use decisions and developments.		Responsibility: Public Works Department Time Frame: Ongoing
IMPLEMENTATION PROGRAMS			
T-6.A	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.		Responsibility: Public Works Department Time Frame: Ongoing
T-6.B	The City shall work collaboratively with other agencies (i.e. local jurisdictions, NVRTA, utility agencies, Caltrans, parks and open space districts, public and private schools, etc.) to fund, design, construct and maintain the bicycle network and facilities.	T-6.F	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.
	Responsibility: Public Works Department Time Frame: Ongoing		Responsibility: Public Works Department; Community Development Department Time Frame: A time of development review
T-6.C	The City shall maintain and staff the Bicycle and Trails Advisory Commission to advise staff on bicycle network issues.	T-6.G	The City shall work with NVRTA 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.
	Responsibility: Public Works Department Time Frame: Ongoing		Responsibility: Public Works Department Time Frame: Ongoing
		T-6.H	The City shall require adequate short-term (i.e. bike racks) and long-term (i.e. bike lockers)

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bicycle parking for non-residential uses as provided in City standards.

Responsibility: Public Works Department;
Community Development
Department

Time Frame: Ongoing

T-6.I The City shall encourage businesses, private property owners, and other agencies to provide bicycle parking at existing employment, retail, commercial, transportation, and education sites.

Responsibility: Public Works Department;
Community Development
Department

Time Frame: Ongoing

T-6.J The City shall encourage employers to provide secure covered parking, shower and locker facilities, and other bicycle related amenities for their employees.

Responsibility: Public Works Department;
Community Development
Department

Time Frame: Ongoing

T-6.K 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

Responsibility: Public Works Department
Time Frame: Ongoing

T-6.L 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.

Responsibility: Public Works Department;
Community Development
Department

Time Frame: As resources and priorities permit

T-6.M 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-6.N 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-6.O 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-6.P The City shall promote bicycle access and support facilities in the design of future development.

Responsibility: Public Works Department
Time Frame: Ongoing

T-6.Q 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.)

Responsibility: Public Works Department;
Community Development
Department

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	Time Frame: Ongoing		
T-6.R	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.		Responsibility: Public Works Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-6.U	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.
T-6.S	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.		Responsibility: Public Works Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-6.V	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.
T-6.T	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.		Responsibility: Public Works Department Time Frame: Ongoing

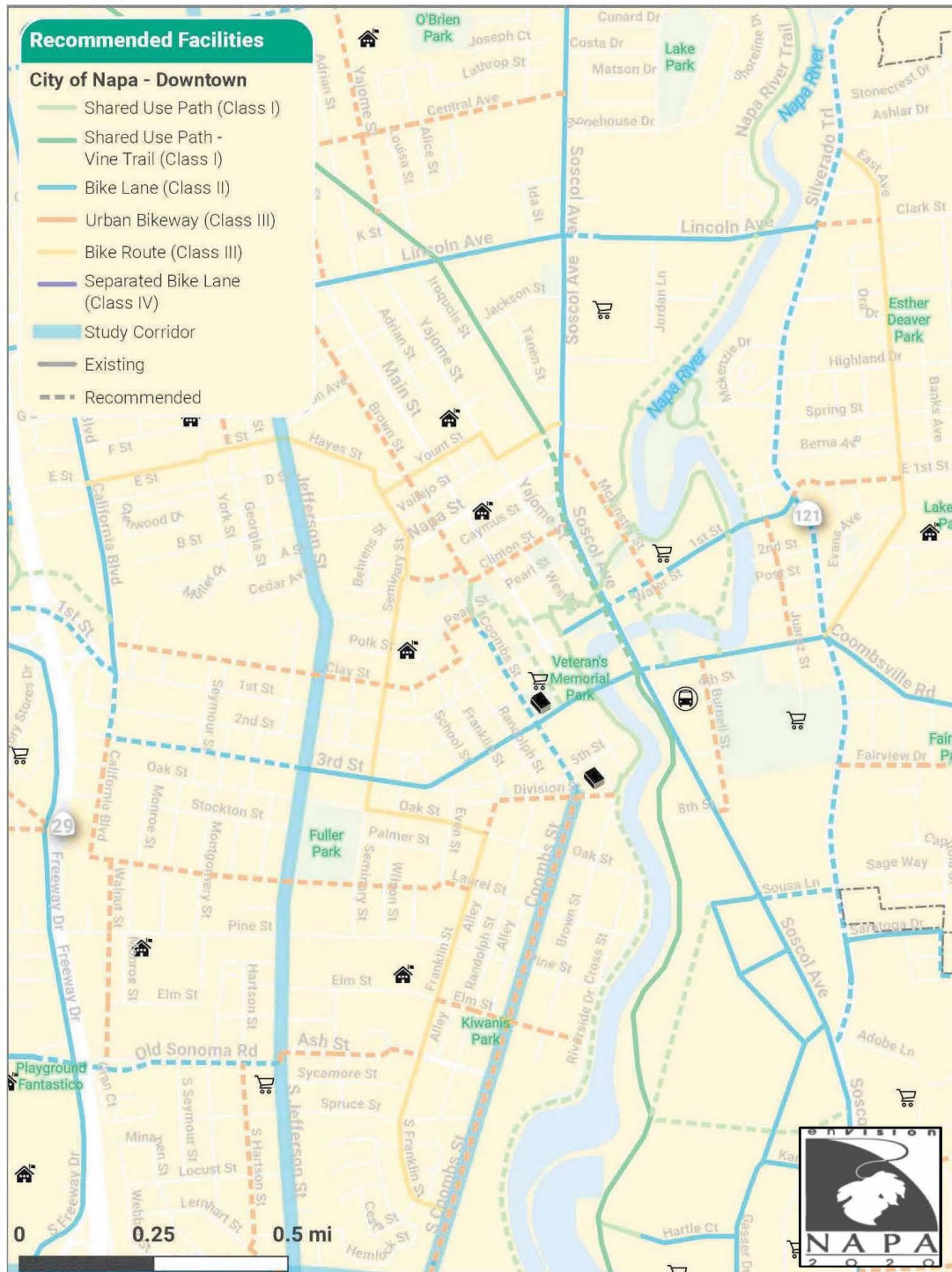


Figure 3-5(A) Existing and Proposed Bicycle Network – Downtown

EXHIBIT C

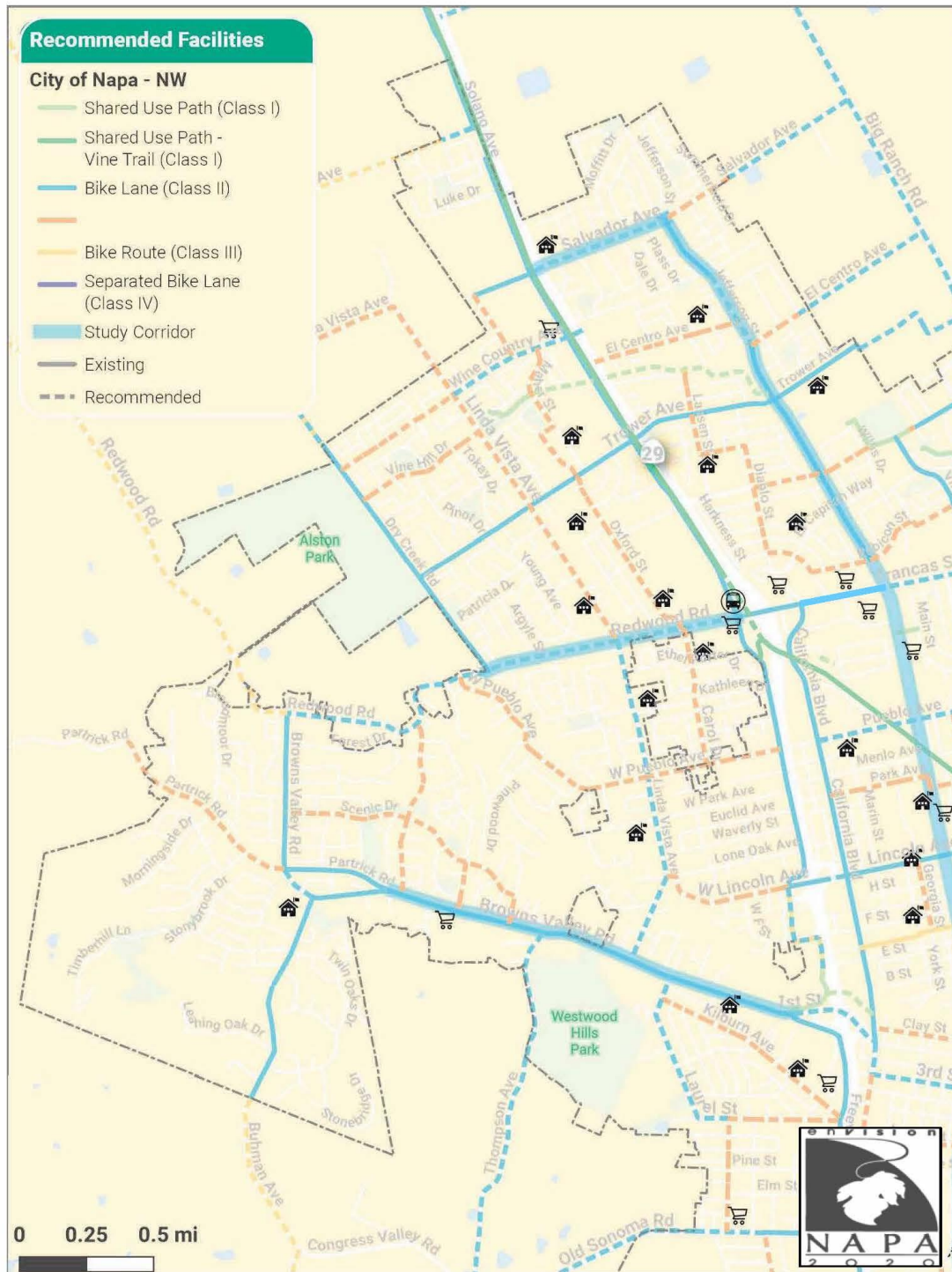


Figure 3-5(B) Existing and Proposed Bicycle Network – Northwest

EXHIBIT C

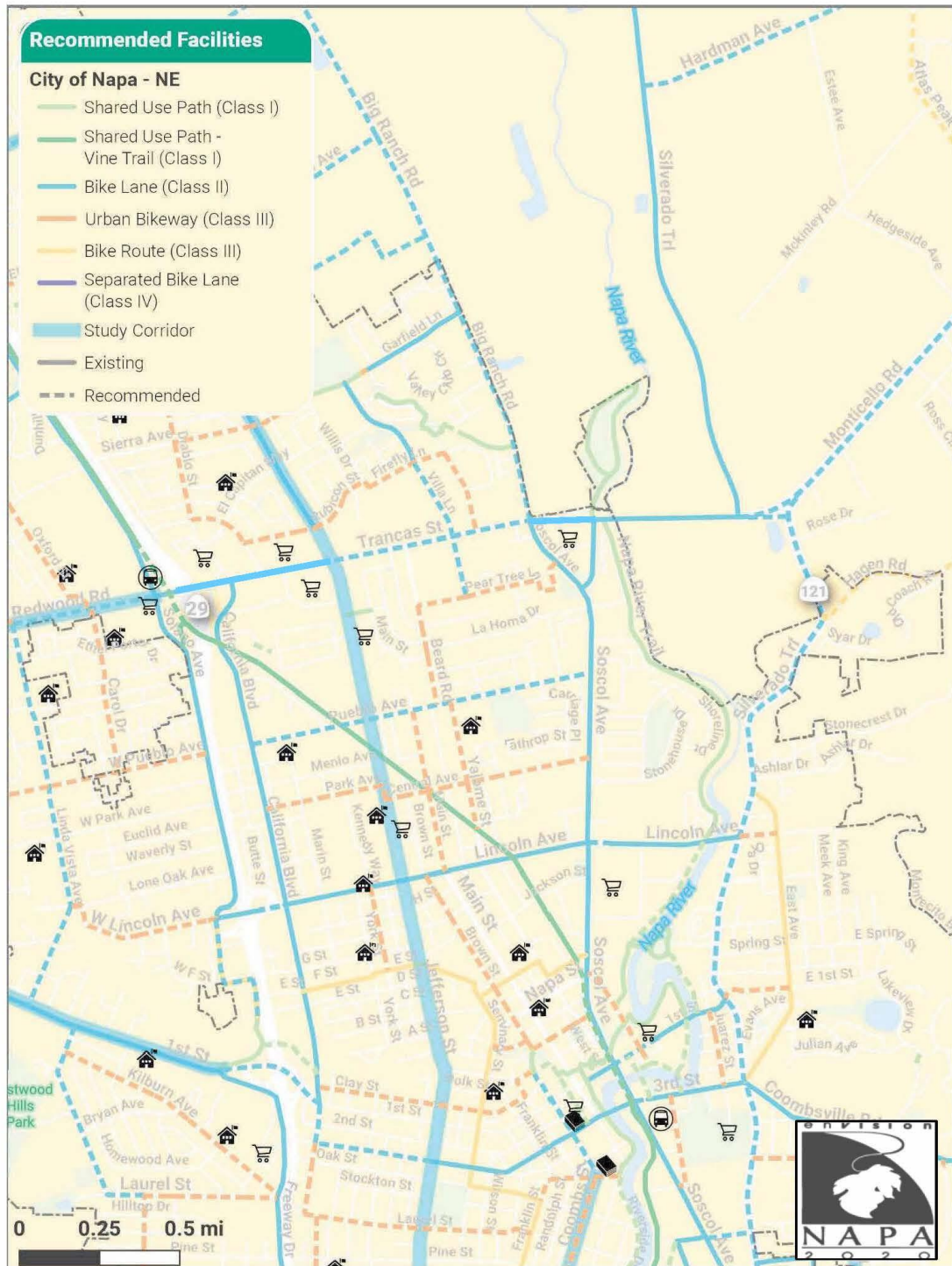


Figure 3-5(C) Existing and Proposed Bicycle Network – Northeast

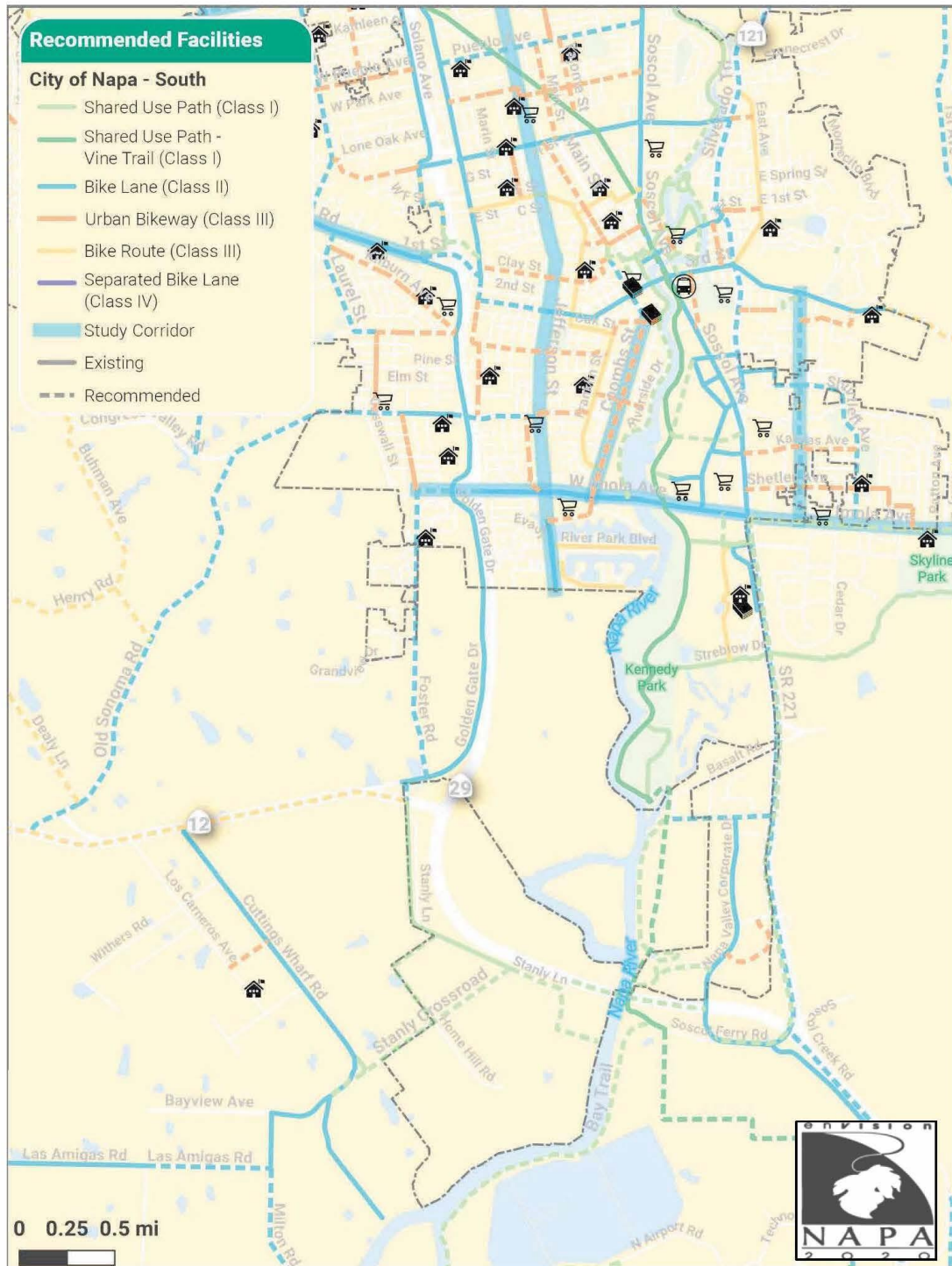


Figure 3-5(D) Existing and Proposed Bicycle Network – South

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GOAL Improve bicycle access for disadvantaged and/or underserved communities
T-7

POLICIES

T-7.1 Implement projects that improve access for disadvantaged and/or underserved communities, particularly those reliant on walking, biking and transit for transportation.

concurrent bicycle safety improvements and implement them where feasible, for example, through improved striping, signage, intersection enhancements, etc.

Responsibility: Public Works Department
Time Frame: Ongoing

T-8.C 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.

GOAL Improve safety for all ages and abilities
T-8

POLICIES

T8.1 Work to reduce the number and severity of bicycle collisions.

T8.2 Work to reduce bicycle fatalities to zero by 2035.

T8.3 Improve locations that have high incidences of bicycle collisions, and/or impediments or conflicts to bicyclists.

T8.4 Implement Complete Streets policies that ensure accommodation and enable safe access for users of all ages and abilities.

T8.5 Implement appropriate, well-designed bicycle facilities using accepted design standards, including intersection and other crossing improvements.

Responsibility: Public Works Department
Time Frame: Ongoing

T-8.D 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-8.E 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-8.F 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.

Responsibility: Public Works Department
Time Frame: Ongoing

IMPLEMENTATION PROGRAMS

T-8.A 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.

Responsibility: Public Works Department
Time Frame: Ongoing

T-8.B When improvements are made within the public right of way on designated bicycle routes, the City shall assess the potential for

T-8.G 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

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	sections, etc.		Responsibility: Police Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-8.M	When siting bikeways, the safety and security of adjacent land owners should be considered.
T-8.H	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.		Responsibility: Public Works Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-8.N	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.
T-8.I	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.		Responsibility: Public Works Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-8.O	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.
T-8.J	Safety improvements in the vicinity of schools, public transportation, and community destinations shall be given a high priority for implementation.		Responsibility: Public Works Department; Parks and Recreation Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-8.P	The City shall retain its publicly accessible web-based reporting system for logging and responding to bicycle maintenance issues.
T-8.K	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.		Responsibility: Public Works Department Time Frame: Ongoing
	Responsibility: Public Works Department Time Frame: Ongoing	T-8.Q	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.
T-8.L	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.		Responsibility: Public Works Department Time Frame: Ongoing
		T-8.R	The City shall encourage public-private partnerships to expand maintenance activities of bicycle facilities (i.e. annual trail cleanup, etc.).

EXHIBIT C

Chapter 3, Transportation

Responsibility: Public Works Department;
Parks and Recreation
Department
Time Frame: Ongoing

Responsibility: Public Works Department
Time Frame: Ongoing

T-9.D 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.

Responsibility: Public Works Department;
Community Development
Department
Time Frame: Ongoing

GOAL T-9

POLICIES

- T9.1 Encourage education programs for all users of the roadway in all jurisdictions and school districts.
- T9.2 Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

T-9E 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.

Responsibility: Public Works Department
Time Frame: Ongoing

IMPLEMENTATION PROGRAMS

- T-9.A 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.

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

- T-9.B 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.

Responsibility: Public Works Department
Time Frame: Ongoing

- T-9.C 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.

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-10 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-10.1 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-10.2 The City shall require appropriate pedestrian access in all new developments.
- T-10.3 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-10.4 The City shall connect the city's major planned

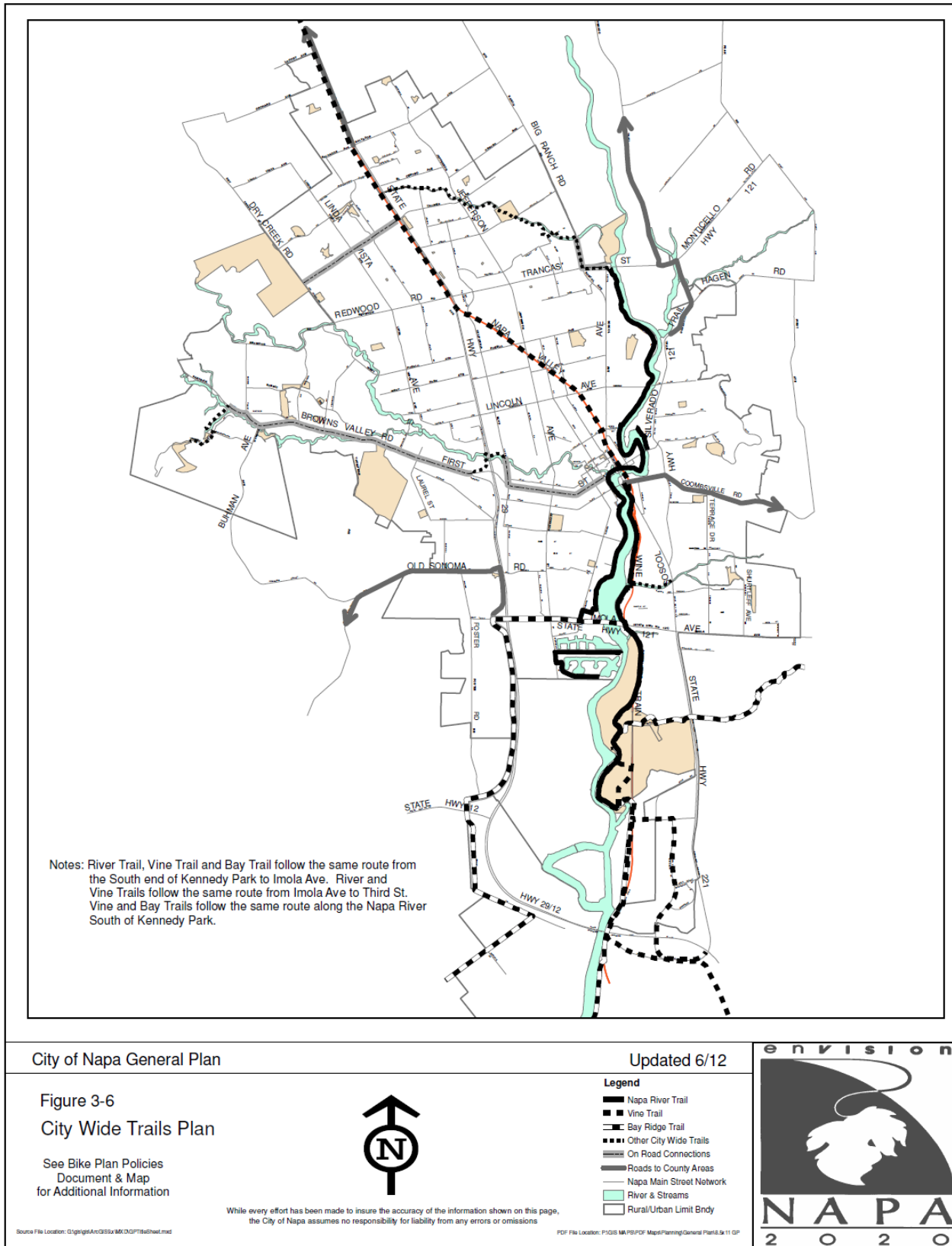
trails (as identified in Chapter 5, Parks and Recreation), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.

- T-10.5 The City shall maintain a pedestrian-oriented downtown area, with retail uses oriented to the sidewalk.
- T-10.6 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-10.7 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-10.8 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-10.9 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-10.10 The City shall promote the improvement of the pedestrian environment whenever feasible, particularly on high traffic volume streets.

IMPLEMENTATION MEASURES

- T-10.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



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-11

To provide convenient access for residents and businesses to a variety of modes of transportation.

POLICIES

- T-11.1 The City shall encourage private owners to maintain existing rail lines and rights-of-way for future use.
- T-11.2 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-11.3 The City shall, if rail lines are to be abandoned by private companies, consider public acquisition for rail or trail use.
- T-11.4 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-11.5 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.

EXHIBIT C

Chapter 3, Transportation

- T-11.6 The City shall encourage the continuation of private airport transit service.