

2 EXISTING CONDITIONS

A clear understanding of existing land use and transportation conditions and the adopted plans that provide policy direction to the corridor is critical to the planning process for the SR 29 corridor. This chapter provides a summary of existing conditions along the study corridor. Land use and community character are described, as well as transportation performance of all modes. Jurisdictions along the project's 13-mile length are considered, including: the cities of American Canyon, Napa, and Vallejo, and unincorporated Napa County. Relevant policies and growth projections from the Bay Area's regional agencies are also included.

LAND USE AND COMMUNITY CHARACTER

The character of the SR 29 corridor varies. The highway's design accounts for some of this variation, but most character-defining features are associated with the built environment that surrounds the highway. Figure 2-1 shows generalized land use designations along the corridor, based on the general plans of the various jurisdictions. Actual existing land use may dif-

fer from how the parcels are designated, but the overall pattern is similar. Different segments are characterized below, and relevant policies are also noted.

Vallejo

Existing Uses and Character

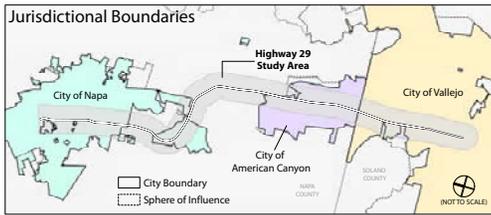
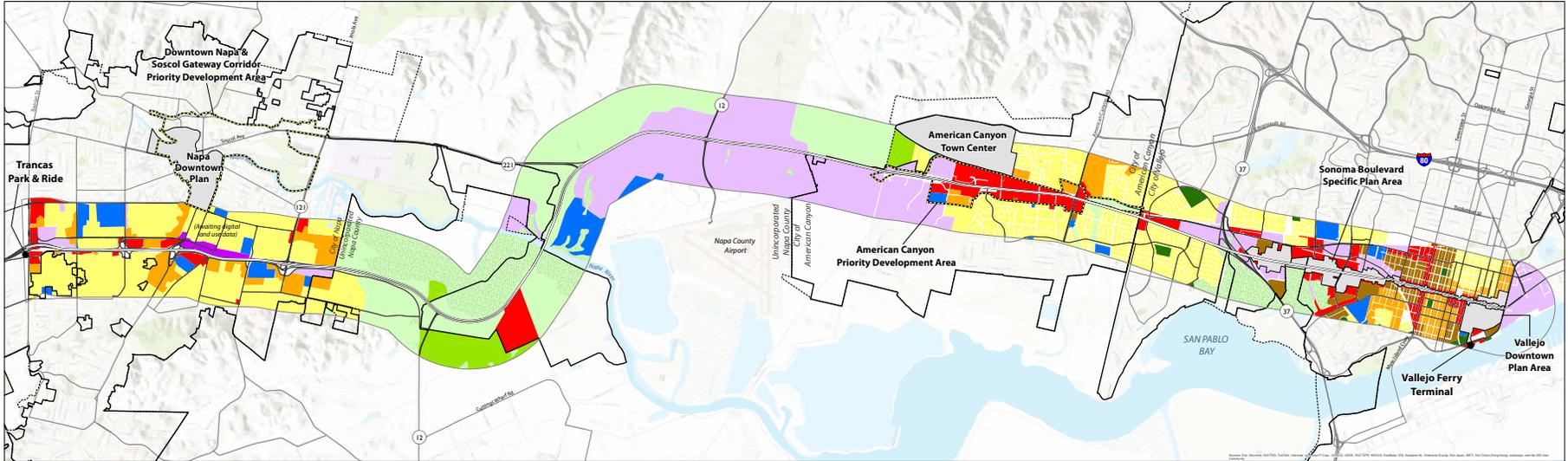
The study area begins in the south in the City of Vallejo. The Vallejo Ferry Terminal, while not located directly on SR 29, represents the southern terminus of the corridor. In Vallejo, the highway is known as Sonoma Boulevard and is the city's primary north-south thoroughfare.

Sonoma Boulevard is a mixed-use corridor, transitioning from urban to more suburban in character as it travels north. Development at the southern end is typically on small parcels and consists of a wide variety of uses, including residential, retail, office, and institutions. While proximate to downtown Vallejo in stretches, the uses along corridor are more automobile oriented, than in the heart of downtown.



South of SR 37 in Vallejo, SR 29 (also known as Sonoma Boulevard) is an urban thoroughfare with a mix of adjacent land uses, building heights, and architectural styles.

Figure 2-1: Generalized Land Use Designations



<p>American Canyon</p> <ul style="list-style-type: none"> Commercial Industrial Public Agriculture Open Space High Density Residential Medium Density Residential Low Density Residential 	<p>Vallejo</p> <ul style="list-style-type: none"> Commercial Employment Public/Semi-Public Neighborhood Park Open Space Wetland High Density Residential Medium Density Residential Low Density Residential 	<p>City of Napa</p> <ul style="list-style-type: none"> Commercial Mixed use Light Industrial/Office Public Multi Family Single Family 	<p>Napa County</p> <ul style="list-style-type: none"> Industrial/Office Public Agricultural Resource Agriculture, Watershed, & Open Space Rural Residential/Single Family Residential 	<ul style="list-style-type: none"> Priority Development Area (PDA) Regional Plan Area City Boundary Sphere of Influence Water Wetlands
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Sources: Napa County, 2012; City of Napa, 2012; Solano County, 2012; City of American Canyon, 2012; National Wetlands Inventory, 2012; ESRI, 2012; Dyett & Bhatia, 2012.

North of SR 37, the corridor transitions to lower intensity uses, characterized by small markets and liquor stores, fast food restaurants, more auto-oriented services, and some residential development. Buildings are predominantly one story. In the north, development occupies larger footprints and consists of predominantly auto-oriented service commercial uses.

Constraints to development along the corridor in Vallejo include an at-grade railroad crossing at Missouri Street and adjacent wetlands on the west side of the highway between Sereno Drive and Yolano Drive, just south of SR 37.

Planning and Policy Context

The City of Vallejo is preparing a Specific Plan for the Sonoma Boulevard Corridor, which is the same as the SR 29 corridor from downtown Vallejo to the SR 29/37 interchange. The Specific Plan will be developed at the same time and with the same consultant that will update Vallejo's General Plan.

A conceptual Design Plan for the corridor has been completed, and the City retained a consultant to complete the Specific Plan. The Design Plan was released in September 2012, and contains this vision statement for the corridor:

“As the ‘spine’ of the City of Vallejo, Sonoma Boulevard is an attractive, functional street that is human-scaled and consistently well-connected to encourage all modes of transportation between many distinct districts and destinations. Designed to celebrate Vallejo’s

unique, historic, and cultural character, Sonoma Boulevard promotes economic vitality, pedestrian safety, and social and environmental health for the Corridor and the entire City.”

The Sonoma Boulevard Corridor Design Plan also sets forth the following broad objectives or “transformative strategies:”

- Encourage job opportunities, thriving businesses, and a range of land uses;
- Develop destination nodes and distinct districts;
- Maintain functional, attractive, and well maintained streetscapes;
- Support a range of transportation modes;
- Prioritize accessible, walkable, bikeable, safe and connected streetscapes;
- Recognize the corridor as an adaptable and vibrant open space network; and
- Require sustainable and environmentally-friendly design.

Land use objectives set forth by the Sonoma Boulevard Design Plan call for: Regional/Destination Commercial uses immediately south of SR 37 (for large footprint commercial uses); Wetlands/Recreation where the Boulevard nears White Slough; and south of White Slough, a variety of mixed-use designations encourage new housing, small scale employment, and local commercial destinations.

The southernmost segment of the corridor falls within Vallejo's Downtown Specific Plan area. The Sonoma Boulevard Overlay land use policies encourage mixed-use buildings, prohibit residential uses on the ground floor, require buildings to define a street wall and face the street. Between Sonoma Boulevard and the Vallejo Ferry Terminal, Southwest Downtown land use policies call for residential uses at higher densities.

City of American Canyon

Existing Uses and Character

The character of SR 29 shifts as it enters American Canyon, which is also the boundary of Napa County. The highway is the only continuous north-south roadway through the city, both providing access to homes and local businesses but also acting as a substantial barrier to east-west local travel through the city. Residential development abuts the roadway on both sides at the southern end of the city, though it is buffered by landscaping. On the east side, the railroad also separates adjacent development from the highway.

Local- and community-serving commercial uses start just south of the intersection of SR 29 and American Canyon Road, and are the predominant land use between there and Napa Junction Road. Uses are auto-oriented, typically single story, and set back from the highway with surface parking and some landscaping. North of Napa Junction Road, land uses transition to light industrial on larger parcels, interspersed with vacant and agricultural land.



Adjacent commercial land uses in American Canyon include community-serving retail and hotels. Uses are auto-oriented, set back from the highway with landscaping and surface parking lots.

Constraints to development in American Canyon along the corridor include the PG&E substation at the northwest corner of SR 29 and American Canyon Road and the railroad right of way to the east of the highway.

Planning and Policy Context

The vision statement in American Canyon’s 1994 General Plan calls for “[t]he evolution of American Canyon as a special and distinct community in southern Napa County and the northeast San Francisco Bay Area.” General Plan objectives include:

- Be home to a residential population, with a mix of uses to serve local residents;
- Serve as a center of employment and commerce for the region, as well as for locals; and
- Capture visitors to the Napa Valley by providing uses that capitalize on its unique environmental setting.

The City adopted an update to its General Plan Circulation Element in March 2013. A principal focus of the update was compliance with Complete Streets legislation. The Element also seeks to improve access along and across SR 29 for local residents, better accommodate through traffic, enhance SR 29 to serve as a visually attractive gateway, and facilitate creation of a Town Center for the city.

Nearly the entire SR 29 corridor that runs through American Canyon has been designated

as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). ABAG/MTC give priority to PDAs when issuing technical assistance and capital grants, in exchange for a community’s commitment to compact growth and alternative modes within PDAs. The City intends to complete a Specific Plan for the PDA within the next several years.

Most of the PDA has a Community Commercial and Commercial Neighborhood designation under American Canyon’s General Plan (see Figure 2-1: Land Use Designations). These designations allow for a range of retail, office, personal services, and other commercial uses; these designations also allow 50 percent of a site to be used for multi-family residential development.

A large part of American Canyon’s future growth is anticipated along the corridor and in the Town Center subarea that lies about a quarter mile east of SR 29 between Paoli Loop and Pico Way. The Town Center is conceived as a “downtown” for American Canyon. While most specifics for the Town Center have yet to be adopted, a 2010 Preannexation Agreement Memorandum of Understanding calls for 1,600 housing units. Under the ABAG/MTC Bay Area Plan, American Canyon’s PDA is projected to receive about 1,500 housing units and about 800 new jobs (see Chapter 3: Growth and Regional Plans).

Community Commercial land use designations give way to Industrial designations north of Napa Junction Road. Industrial uses include light manufacturing, business parks, warehouses, and supporting retail and restaurants.

South of American Canyon Road, public open space and single-family residential uses are designated, presently exist, and are likely to remain.

Unincorporated Napa County

Existing Uses and Character

Immediately north of the American Canyon city limits (and within American Canyon just north of Napa Junction Road), land uses adjacent to SR 29 consist primarily of business and light industrial parks. Many are to the west, clustered near the Napa County Airport, and support the wine industry. Most industrial parcels south of South Kelly Road connect directly to the highway, with intermittent access to roads shared among multiple parcels. This is not the case north of South Kelly Road. Business parks along this corridor typically exhibit a high level of design—buildings are separated from the highway with landscaping, and properties within the Business/Industrial Park portion of the Airport Area Specific Plan are subject to design review with regards to site planning, landscaping, signage, off-street parking, noise control, and outdoor storage facilities.

North of the industrial area, land uses adjacent to the highway are almost entirely rural, comprised of open space (wetlands surrounding the Napa River) and agricultural uses.

Planning and Policy Context

Napa County’s 2008 General Plan retains a growth management system per voter-adopted Measure A (approved 1980, readopted by Board in 2004). Major objectives of the General Plan are:

- Retain the county’s agricultural resources and character;
- Moderate and direct growth into existing urbanized areas accordingly; and
- Create a sustainable rural community with an agriculture-based economy, high quality of life, responsible and inclusive government.

Within unincorporated Napa County, parcels abutting SR 29 are generally designated either as Agriculture, Watershed and Open Space or Industrial by the County’s General Plan. Urban uses are not permitted on land designated as Agriculture, Watershed and Open Space; however County Policy AG/LU-40 says that “Hess Vineyard area” (just north of American Canyon and east of SR 29) is to be “considered for redesignation to an Industrial designation if [the] Newell Road [extension] is ever extended north of Green Island Road.” However, this is unlikely to occur, as a 2008 voter initiative by the City of American Canyon rerouted Newell Road to connect to SR 29 at Green Island Road specifically in order to preserve the Hess Vineyard.



There is a significant range of land uses and character in this part of the corridor. Close to the American Canyon and the Napa County Airport, industrial parks front the highway. Further north, the landscape becomes more rural.



SR 29 is designed as a freeway through the City of Napa, with adjacent land uses separated from the road by landscaped buffers and/or sound walls.

While most of the corridor is designed for agricultural or industrial uses, exceptions exist: just north and east of the Napa River crossing where the “Napa Pipe” site is slated to be redesignated for multi-family with some retail/commercial uses, and is likely to be annexed to the City of Napa; and south of SR 29 and just east of the Napa River, where land designated as Public-Institutional includes the Napa County Airport and allows for public and quasi-public uses, but also limited commercial uses.

Another asset of this area is the Grape Crusher statue, located just west of the SR 29/Highway 221 intersection. A tourist attraction and significant landmark, the statue helps to signify entrance to the Napa Valley.

City of Napa

Existing Uses and Character

The northern terminus of the corridor study area is in the City of Napa, approximately at the Trancas Park and Ride lot (a transfer point among multiple buses which, like the Vallejo Ferry Terminal, is not located directly on the highway). While SR 29 is a major route through the city, its design as a grade-separated freeway means that it does not interface directly with adjacent land uses, which are a mix of residential, commercial, office, and institutional developments, and are separated from the highway by landscaping and sound walls. Landscape improvements remain possible, along with gateway identity features at interchanges.

Planning and Policy Context

The City of Napa’s General Plan (adopted 1998 with partial updates 2009-2011) seeks to:

- Contain growth within a rural-urban limit line;
- Respects the small-town character and form of existing neighborhoods and commercial areas;
- Maintain a balance of housing and jobs;
- Protect the natural environment;
- Promote features that control flooding; and
- Develop a sustainable economy with a healthy downtown.

Land within the City of Napa’s boundaries extends into agricultural areas. Most of these areas are designated as Resource Areas, which allow very low intensity uses in areas that are visually sensitive, have sensitive habitat, or a resource to be conserved—but only if resource protection standards are maintained. One parcel in this area is designated for Tourist Commercial, which allows for hotels, resorts, and other visitor-serving commercial uses.

Where SR 29 passes alongside urban uses in the City of Napa, a freeway configuration limits access and land use designations vary. Parcels with commercial designations tend to surround freeway interchanges, while other frontages along the freeway include parcels with Corporate Park, multi-family residential, single-family residential and other designations.

The plan does not speak directly to the relationship between SR 29 and adjacent uses; rather, policies in the Circulation Element focus on maintaining acceptable levels of service city-wide and increasing access and connectivity for non-automotive modes of transportation.

GROWTH AND REGIONAL PLANS

Planning for SR 29 must occur within the context of growth and development in the North Bay, and with reference to planning efforts involving the Bay Area as a whole. By 2040, the region is projected to have a total of approximately 4.5 million jobs and 3.4 million housing units, or an additional 1.1 million jobs and 660,000 housing units from 2010 levels. The region’s population is expected to grow from 7.15 million people in 2010 to 9.3 million in 2040, as indicated by economic and demographic trends, housing production, and the Bay Area’s unique role in the national and state economies.

Regional centers (San Francisco, Oakland, and San Jose) and medium-sized cities account for the majority of the projected growth. Conversely, Napa and Solano counties account for just 1 percent and 3 percent, respectively, of the projected growth. Growth in the North Bay counties is certain to impact conditions on SR 29 and the surrounding roadways. Napa County is by far the smallest County in the region, accounting for under 2 percent of regional population, and is dwarfed by neighboring Sonoma (6.5 percent) and Solano (5.1 percent). However, as job growth in the Bay Area is regional

in nature, additional impacts to SR 29 will be caused by regional commuting patterns from beyond Napa and Solano counties as well.

ABAG and MTC—the regional planning agencies—recently prepared Plan Bay Area, informed by the Sustainable Communities Strategy required to implement SB 375. The plan projects growth in households and jobs through 2040, and identifies strategies for reducing greenhouse gas emissions from cars and light trucks through land use and transportation planning efforts. These strategies plan for future growth in a way that encourages compact development with a broad array of housing types and transportation choices. To accommodate the Bay Area’s projected growth while meeting environmental sustainability goals, Plan Bay Area focuses on directing development into PDAs. PDAs are locally identified nodes of develop-

ment (such as a corridor, a downtown, or an area around a transit station) that have substantial opportunity for infill housing that supports increased walkability and transit usage.

Region-wide, PDAs are proposed to absorb about 80 percent of new housing and 66 percent of new jobs on about five percent of the total regional land area. This pattern holds true for the one PDA identified in the SR 29 Corridor Planning Area, in American Canyon (see Figure 2-1: Generalized Land Use Designations). In this city, approximately 81 percent of new housing and 67 percent of new jobs are projected to be located in the PDA. One other PDA has been identified in Napa County: Downtown Napa/Soscol Corridor, north and east of the SR 29 Corridor Planning Area. In Vallejo, the Waterfront and Downtown PDA is located southwest of the Planning Area.

TABLE 2-1: PROJECTED GROWTH IN SELECTED AREAS				
Jurisdiction or Area	2010	2040	Growth by 2040	
	Existing Housing	Existing Jobs	New Housing	New Jobs
City of American Canyon	5,980	2,920	1,910 New (+32%)	1,240 New (+42%)
SR 29 Corridor (American Canyon-PDA)	440	1,280	1,540 New (+350%)	820 New (+64%)
City of Napa	30,150	33,950	3,260 New (+11%)	10,570 New (+31%)
Unincorporated Napa County	12,281	24,630	740 New (+6%)	5,380 New (+22%)
City of Vallejo	44,430	31,660	2,530 New (+6%)	11,400 New (+36%)

Source: ABAG and MTC Plan Bay Area Jobs-Housing Connection Strategy, May 2012

Table 2-1: Projected Growth in Selected Areas shows the projected increase in households and jobs in each of the jurisdictions through which the study corridor travels. The greatest percentage increase in both housing and job growth is seen in the American Canyon SR 29 PDA (see Figure 2-1: Generalized Land Use Designations). The City of American Canyon overall is projected to see the greatest percentage increase in housing and job growth than other relevant jurisdictions. The cities of Napa and Vallejo are projected to add a similar number of housing units and new jobs.

Context-sensitive roadway improvements can help accommodate growth while simultaneously enhancing community character and livability. For example, on the Peninsula south of San Francisco, the Grand Boulevard Initiative (GBI) is pursuing a Complete Streets program to reconfigure the El Camino Real as an attractive multimodal roadway, with a balanced approach for accommodating cars, transit, walking and biking, and is using these improvements to encourage street-facing pedestrian-friendly new development. The roadway's local access lanes and amenities have begun to attract development that will accommodate future growth.

TRANSPORTATION CONDITIONS

Motorized Travel

Existing Character

SR 29 serves as an essential north-south connection within the North Bay's transportation network, as well as providing connection to significant east-west access routes such as along Highway 12 (see Figure 2-2: Subregional Context). Notably, SR 29 is a critical commute corridor between Solano and Napa counties. From south to north, SR 29 starts in Vallejo, travels through American Canyon and Napa, and continues into Lake County to the north. In the project study area, SR 29 is a four-lane conventional highway in Vallejo, a four-lane highway/expressway in American Canyon to Highway 121, and a four-lane freeway through the City of Napa.

Many workers commute along the corridor to travel from affordable housing in Solano County to jobs in Napa or Sonoma counties. Over 90 percent of Solano residents commute to their jobs by car. This commute pattern creates congestion on northbound SR 29 during morning peak periods and on southbound SR 29 during evening peak periods.

In the other direction, pockets of congestion occur as Napa Valley residents commute to jobs in the greater Bay Area. Eighty-eight percent of Napa County residents commute to their jobs by car with a fraction of these motorists transferring to public transit, such as ferry service

from Vallejo Ferry Terminal, BART, and NCTPA's VINE commuter services.

Especially during the weekends and during summer and harvest time months, SR 29 plays a significant role as a principal route for tourists to access the Napa Valley wine region. Napa Valley wineries and associated attractions bring 5 million visitor-days per year to Napa County.

SR 29 also plays an important role in carrying local traffic. In American Canyon and Vallejo, the highway is lined with retail commercial uses and other destinations that serve residents and visitors. Local connections to gain access to these commercial uses are often limited solely to the highway itself. In addition, abutting urban areas have a limited number of north-south routes, and SR 29 is used for many local trips (see Figure 2-3: Existing Roadway and Planned Extensions). Planned extensions of Newell Drive, Devlin Road, South Napa Junction Road, and Commerce Boulevard will offer local travelers more north-south options when completed. Figures 2-4 and 2-5 display existing roadway volumes during the AM peak hour and PM peak hour, respectively.

It should be noted that travel demand models are calibrated and validated to mirror existing conditions on a regional scale, for a wide range of facility types and locations. As such, model estimates for specific locations may not exactly replicate existing conditions. Locally collected data such as vehicle traffic counts should always

supersede existing model estimates for planning purposes.

Because of this inherent error in the model (between the existing model estimate and locally collected data), future model estimates should also be used with caution for planning purposes. Future model estimates are used in conjunction with locally collected data to generate forecasted volumes that account for the errors from existing conditions. Forecasted volumes should always supersede future model estimates for planning purposes.

Existing Performance

For the most congested peak period, existing levels of service (LOS) along the roadway and intersecting roads have been evaluated and described diagrammatically (see Figure 2-6: Existing Roadway Level of Service – PM Peak). As defined by the Highway Capacity Manual, LOS is divided into six categories, ranging from LOS A to LOS F. LOS A represents free-flow travel, LOS B through D represent increasing vehicle density but primarily stable conditions, LOS E represents conditions at or near the capacity of the facility in question, and LOS F represents over-capacity, forced flow conditions.

From the SR 29/221 interchange through American Canyon and into Vallejo, SR 29 operates at LOS E or F during the PM peak hour, meaning that the roadway is operating near, at, or above capacity. Essentially, the roadway is trying to accommodate freeway-level demand along a corridor with many intersecting roadways that

Intersection #	Study Intersection	Traffic Control	Peak Hour	Existing Conditions ¹		Cumulative No Project Conditions (2035)	
				Delay (sec)	LOS	Delay (sec)	LOS
1	SR 37 WB Off/On-Ramp/SR 29	Signal	AM	8.6	A	10.2	B
			PM	16.6	B	18.1	B
2	American Canyon Rd/Newell Drive	Signal	AM	32.2	C	66.7	E
			PM	25.1	C	>80	F
3	American Canyon Rd/SR 29	Signal	AM	60.9	E	67.0	E
			PM	45.0	D	72.9	E
4	Donaldson Way/SR 29	Signal	AM	28.9	C	40.7	D
			PM	23.7	C	33.5	C
5	Napa Junction Road/SR 29	Signal	AM	49.9	D	>80	F
			PM	19.2	B	>80	F
6	Green Island Road/SR 29	Not Analyzed ²					
7	South Kelly Road/SR 29	Signal	AM	26.8	C	>80	F
			PM	16.2	B	>80	F
8	Jameson Canyon Road/SR 29	Signal/Interchange ³	AM	46.1	D	24.5 ⁴	C
			PM	44.3	D	61.7 ⁴	E
9	SR 29/SR 221 (Soscol)	Signal	AM	>80	F	>80	F
			PM	>80	F	>80	F
10	SR 12/SR 29/SR 121 (Carneros)	Signal	AM	53.9	D	>80	F
			PM	54.3	D	>80	F

1. The delays shown at Napa Junction Road and American Canyon Road do not include the preceding segment delay experienced by motorists approaching the intersections.
2. This intersection is not analyzed because it is not a full intersection. Since SR29 remains divided at this point there is no through E/W traffic and no EB South or SB East turns.
3. Future design for the Jameson Canyon intersection is characterized in Caltrans' current plans as a "tight diamond" interchange.
4. Diamond interchange consists of two intersections. Weighted average delay is reported for both intersections.

Source: Fehr & Peers, 2013.

Figure 2-2: Subregional Context

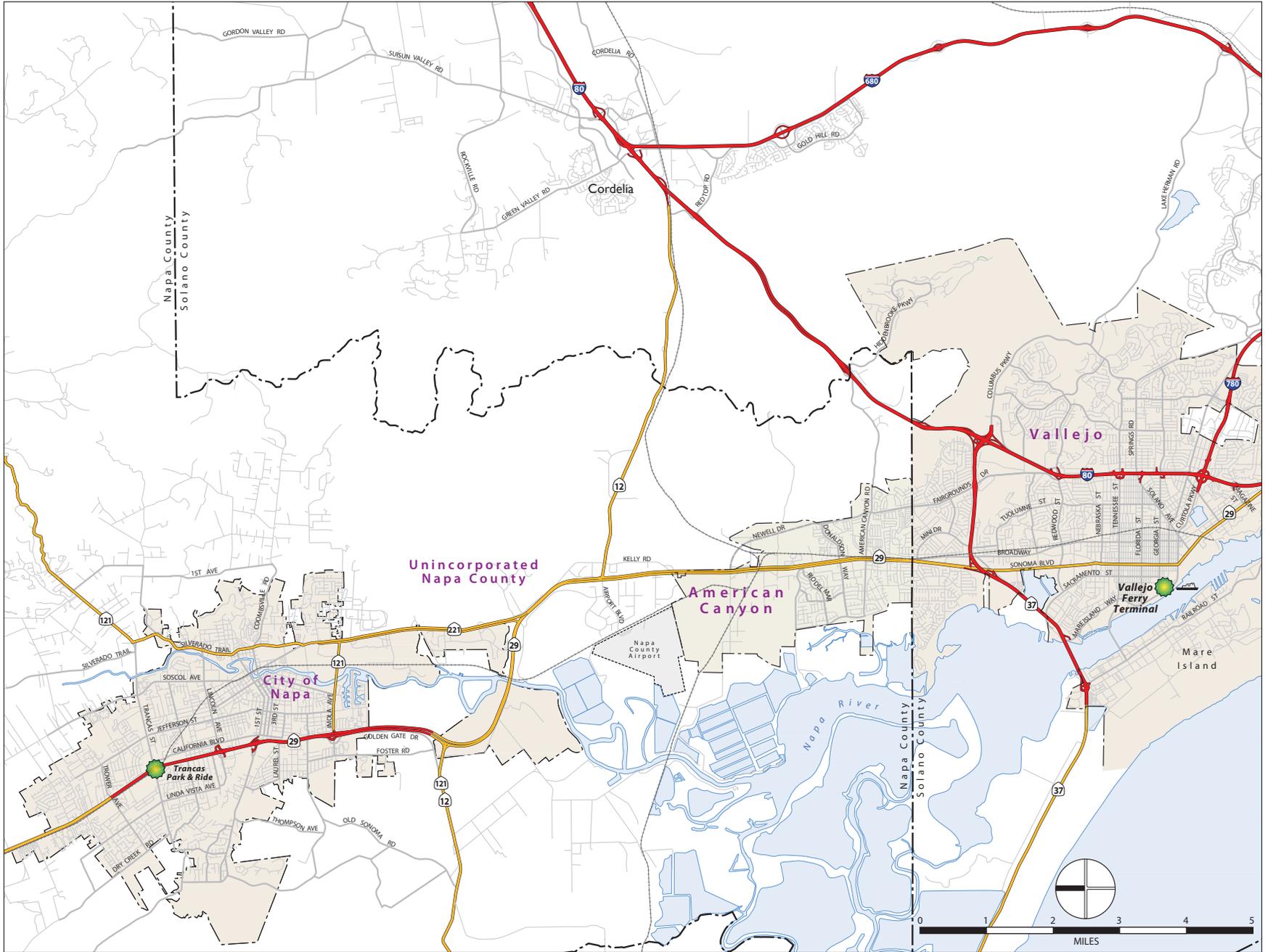
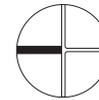
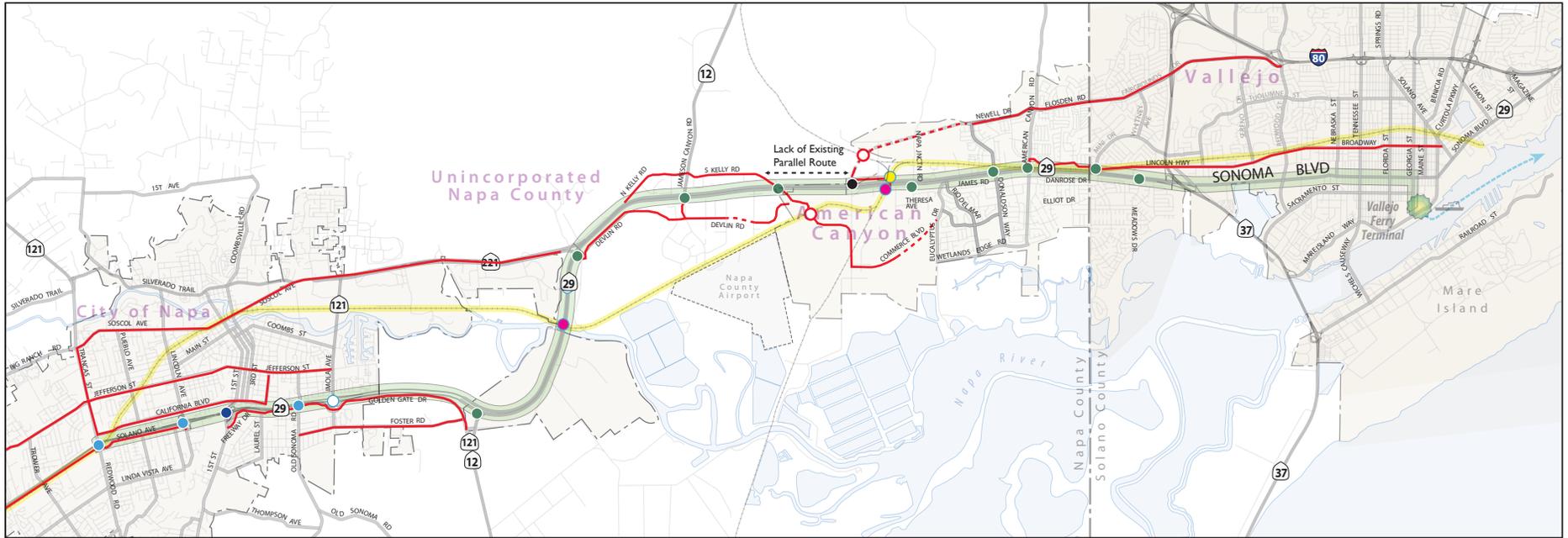
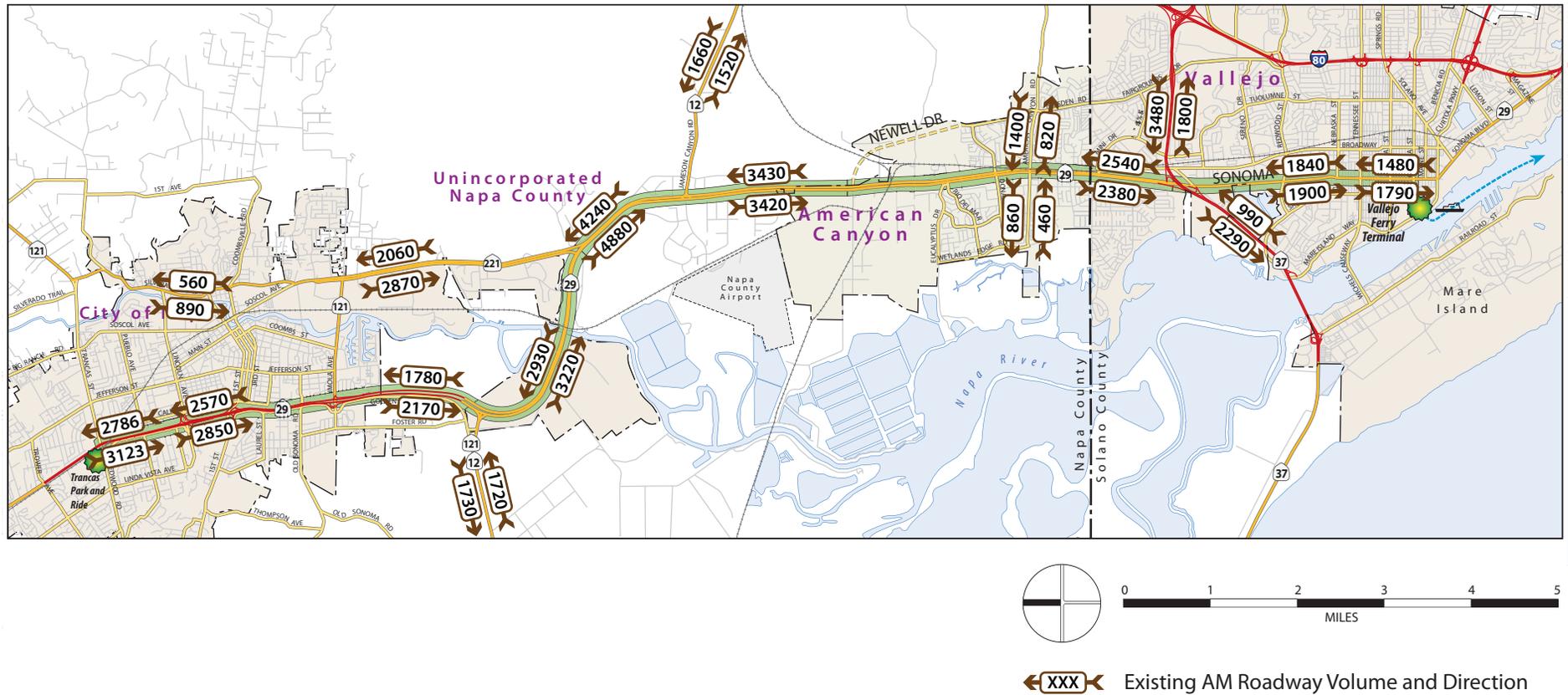


Figure 2-3: Existing Roadways and Planned Extensions



- Overpass Only
- Overpass + On/Off Ramp
- Underpass + On/Off Ramp
- Underpass
- Railroad Underpass
- Grade Separated Railroad Crossing
- At Grade Intersection
- No Crossing - On/Off Ramp Only
- Existing Parallel Routes
- - - Planned Extensions

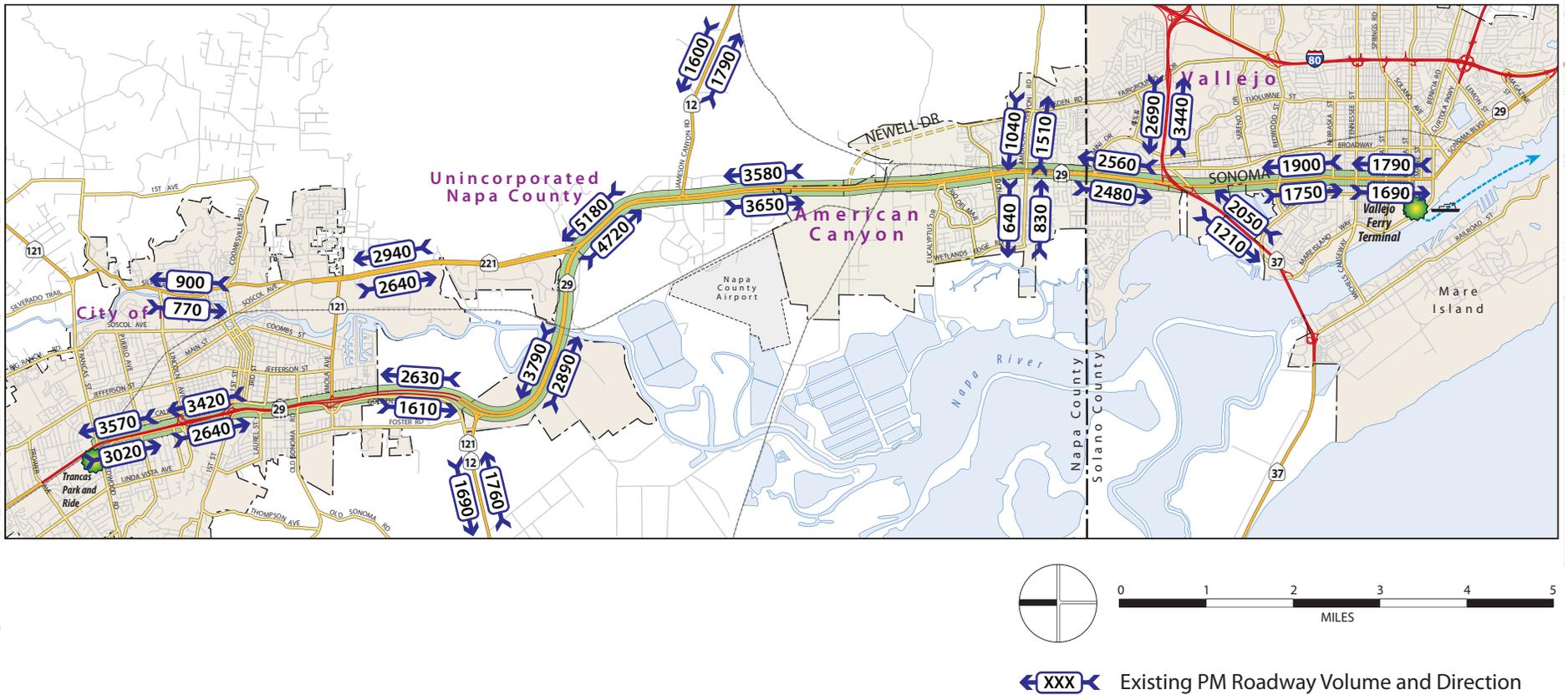
Figure 2-4: Existing Roadway Volumes: AM Peak



Source: Napa-Solano Travel Demand Model, Fehr & Peers 2012

Note: Volumes are estimated. Travel demand models are calibrated and validated to mirror existing conditions on a regional scale, for a wide range of facility types and locations. As such, model estimates for specific locations may not exactly replicate existing conditions. Locally collected data such as vehicle traffic counts should always supersede existing model estimates for planning purposes.

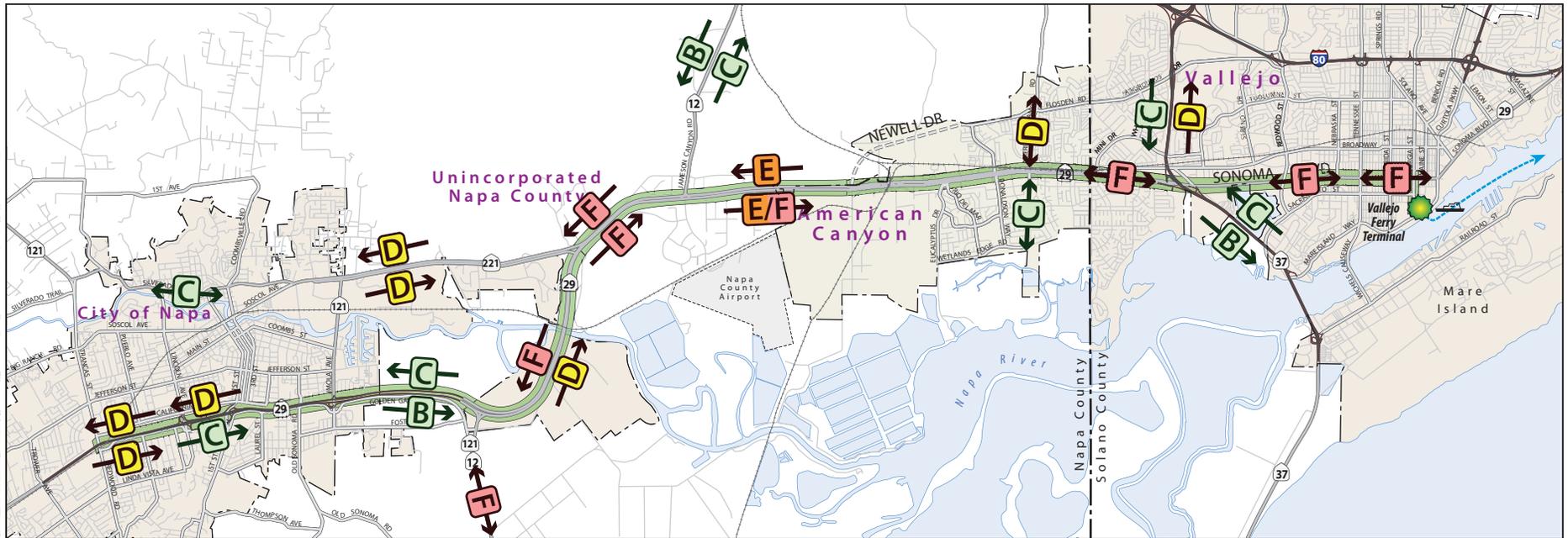
Figure 2-5: Existing Roadway Volumes: PM Peak



Source: Napa-Solano Travel Demand Model, Fehr & Peers 2012

Note: Volumes are estimated. Travel demand models are calibrated and validated to mirror existing conditions on a regional scale, for a wide range of facility types and locations. As such, model estimates for specific locations may not exactly replicate existing conditions. Locally collected data such as vehicle traffic counts should always supersede existing model estimates for planning purposes.

Figure 2-6: Existing Roadway LOS: PM Peak

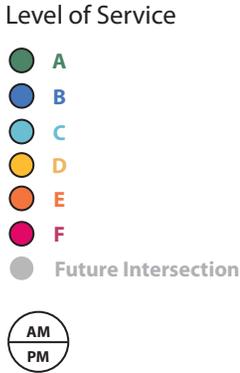
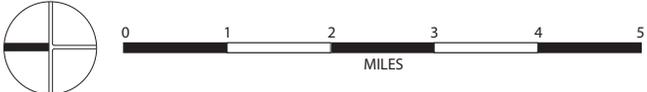
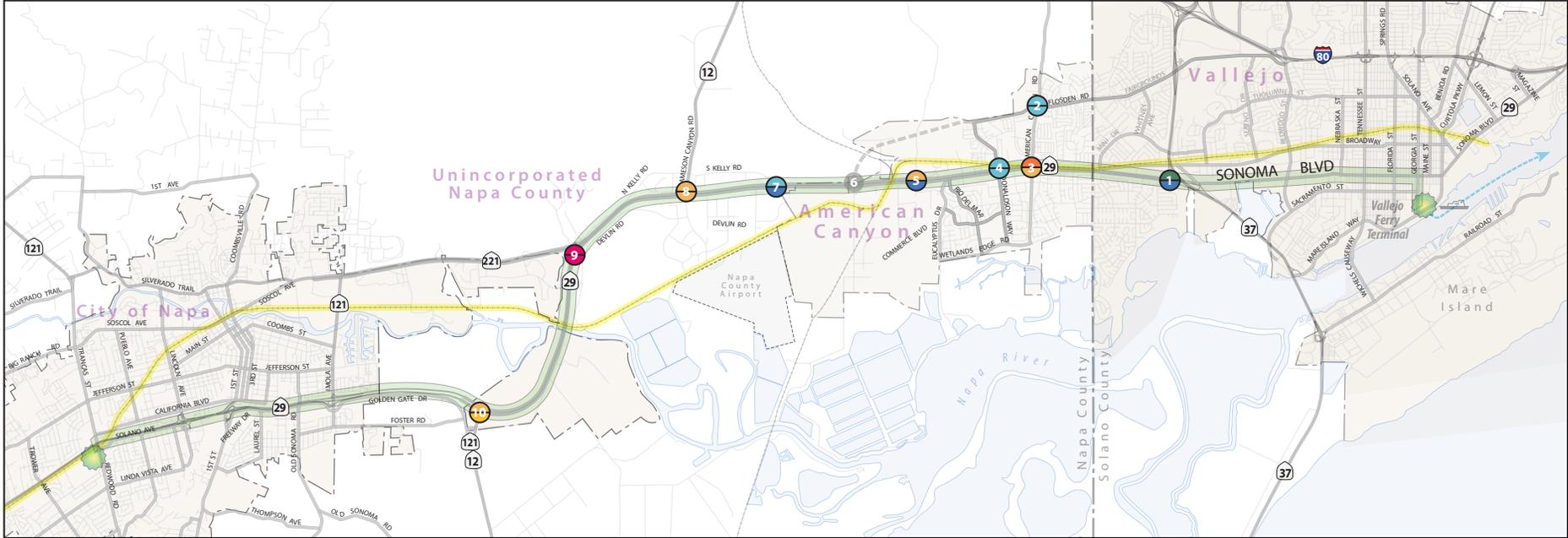


Level of Service

- A** LOS A
- B** LOS B
- C** LOS C
- D** LOS D
- E** LOS E
- F** LOS F

Source: Napa-Solano Travel Demand Model, Fehr & Peers 2012

Figure 2-7: Existing Intersection LOS (AM and PM Peak)



Source: Napa-Solano Travel Demand Model, Fehr & Peers 2012

Note: Reported intersection LOS at Napa Junction Road and American Canyon Road do not account for the preceding roadway segment delay experienced by motorists approaching the intersection.

have the effect of reducing north-south capacity. Significant delays through intersections and slow travel speeds along the corridor attest to these poor operating conditions.

North of the SR 29/221 interchange the roadway operates at or above capacity in the northbound direction to the SR 12/121 turnoff to Sonoma. The freeway segment in the City of Napa operates at an acceptable level of service due to full grade separation.

Table 2-2 summarizes the intersection LOS for the AM and PM peak under current conditions and projects the future (2035) intersection LOS in the “no project” condition (e.g., if modifications were not made).

Figure 2-7, Existing Intersection Level of Service, depicts the current performance of the 10 key intersections along the corridor and in the surrounding area.

The stretch of the corridor connecting Napa to American Canyon has intersections operating at LOS E or F during the PM peak hour. These include SR12/SR29, SR221/SR29, and Airport Blvd/SR29. Intersections through American Canyon are operating acceptably although American Canyon Rd/SR29 is operating at LOS D during the PM peak.

Currently Planned Future Roadway Improvements

The future roadway improvements currently planned for the corridor will alleviate specific bottlenecks at SR 29/SR 221 by constructing a flyover and at SR 29/Airport Boulevard by constructing a grade-separated interchange (see Figure 2-8: Planned Roadway Improvements).

Roadways that can serve as parallel routes to SR 29 are limited (see Figure 2-3: Existing Roadway and Planned Extensions). Parallel routes could help reduce traffic congestion on SR 29 as an alternative for local travel and some through trips. New parallel routes will be provided for local travel with the extensions of Devlin Road, Newell Drive, South Napa Junction Road, and Commerce Boulevard. Jameson Canyon Road (SR 12) also serves as an alternative route, and widening of this roadway to four lanes will be completed in 2014.

These currently planned improvements alone will not supply a comprehensive solution to corridor traffic. Thus, additional roadway modifications as well as ways to shift motorists into other modes and ways to encourage motorists to commute during non-peak hours will be considered as parts of this Plan.

Roadway Policy Context

For each jurisdiction or agency that would be affected by the SR 29 Gateway Corridor Improvement Plan, transportation planning and policy documents were reviewed to determine consistency or variation in visioning of the cor-

ridor. The various plans summarized below show a general consistency with reducing the traffic congestion along the corridor while envisioning a more multi-modal, complete streets network. Some variations include the City of American Canyon’s plan to increase the number of travel lanes on SR 29 to three in each direction within the City boundary, the Sonoma Boulevard Corridor Plan recommendation for lane reductions or road diets in certain segments in Vallejo, and Caltrans recommendation of maintaining SR 29 as a four-lane highway.

CALTRANS

Caltrans developed the Draft Corridor Plan State Route 29 (2010), which provides recommendations for multi-modal operational strategies for this state highway. This document is a preliminary draft. Caltrans has updated its guidance on developing Transportation Concept Reports (TCRs) for State Routes and will be updating the State Route 29 TCR after the Gateway Corridor Improvement Plan is adopted. Caltrans will use this plan to inform the State Route 29 TCR.

Some of the key roadway recommendations in the 2010 Draft Plan include: optimizing signal timing for throughput at a safe speed, increasing multi-modal mode share in the full length of the corridor, study the concept of constructing an HOV lane from City of Napa to the Vallejo Ferry Terminal, and utilizing Intelligent Transportation Systems (ITS) as a key strategy for allowing throughput increases without adding lanes. The plan suggests some ITS strategies,

including: increased driver information systems, advanced traffic signals, roadway and weather monitoring stations, highway advisory radio, closed circuit television cameras, and fiber optic communication. Implementing an HOV lane would require significant study and effort, and the Plan does not provide any additional detail regarding this recommendation.

VALLEJO

The Sonoma Boulevard Corridor Design Plan (2013) Planning Area spans 5.5 miles between Curtola Parkway in the south and State Route 37 in the north. The plan details the general location of land uses, streetscape design concepts, and proposed circulation patterns for all modes of transportation along Sonoma Boulevard. Recommendations range along the corridor and include installation of bicycle lanes, reduction in automobile travel lanes or travel lane widths, street reconfigurations, and various land use development focuses. The Plan does not focus on vehicle operations or capacity increases. The SR 29 Corridor Plan will not focus on the Vallejo area due to the recent detailed analysis completed for the Sonoma Boulevard Plan and the forthcoming Specific Plan for this area.

CITY OF AMERICAN CANYON

The American Canyon Circulation Element (2013 update) provides some specific policy guidance for SR 29. The City plans to design the system to discourage regional traffic from bypassing SR 29 and impacting local streets, while at the same time exploring a complete streets

approach that will expand the travel capacity of the roadway. The major SR 29 modification is to widen the four-lane arterial to a six-lane arterial (from the southern to northern limits of the city). Other improvements include completion of parallel routes for local travel, including Devlin Road, Newell Drive, South Napa Junction Road, and Commerce Boulevard. The signal at Rio Del Mar will be eliminated, and Eucalyptus Drive will be extended to SR 29.

CITY OF NAPA

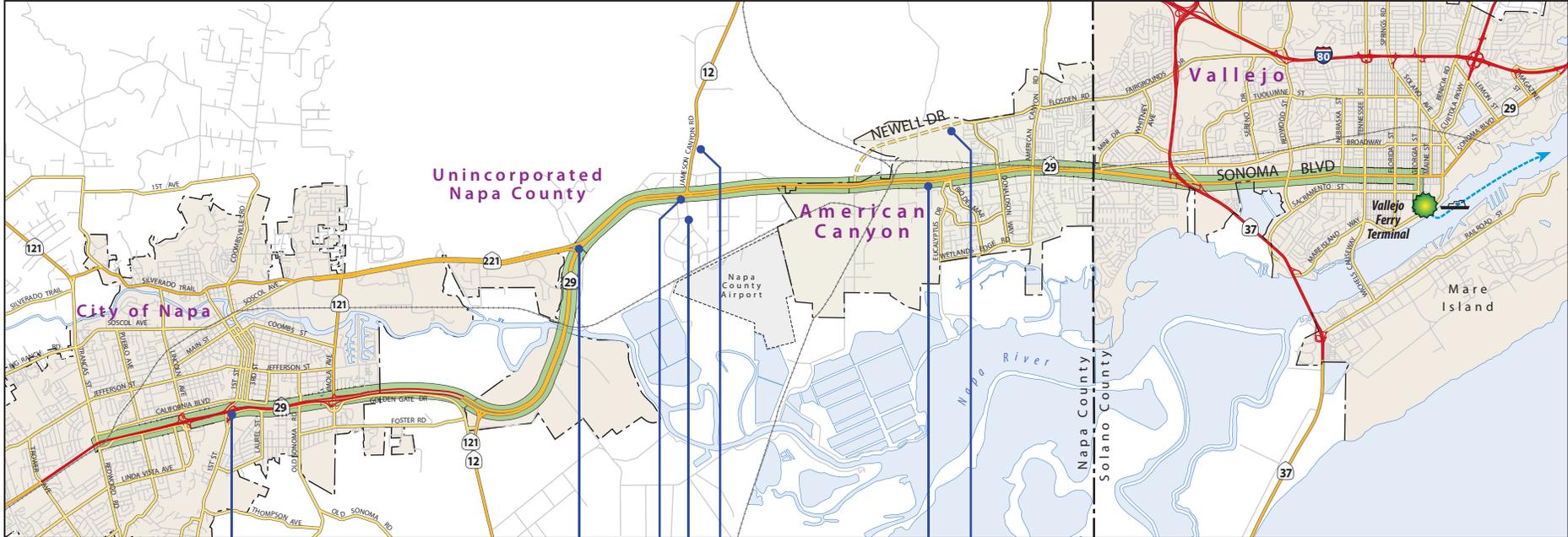
The City of Napa General Plan (2011 update) has several major transportation objectives: develop a transportation infrastructure that provides for an acceptable traffic flow and provides access to all destinations, create a multi-modal citywide transportation system, and minimize the negative effects of additional automobile traffic and other transportation. The Plan has no specific emphasis on SR 29, which functions as a free-way within the City.

NAPA COUNTY

In the Napa County General Plan Circulation Element (2008), the County seeks to provide a roadway system that maintains current roadway capacities in most locations and is both safe and efficient in terms of providing local access. The County also seeks to discourage increases in commuter traffic passing through the County on all roadways except I-80 by designing County roadways to meet local rather than regional needs and by supporting improvements to alternative facilities outside Napa County (e.g., State Route 37). The General Plan circu-

lation map shows a six-lane “Rural Throughway” for the entire length of the unincorporated area included in this study. The General Plan includes the following roadway modifications relevant to this study, including: widening of Jameson Canyon Road (SR12), interchange at the intersection of SR12, Airport Boulevard, and SR 29, extension of Newell Road to Green Island Road, extension of Devlin Road between Soscol Ferry Road and Green Island Road, widen SR 29 in American Canyon, and synchronize traffic signals along SR 29 in American Canyon.

Figure 2-8: Currently Planned Roadway Improvements



Operational improvements to northbound ramp, local improvements to intersections, roundabout construction

Construct flyover ramp at the SR 29/SR 12/SR 121 intersection

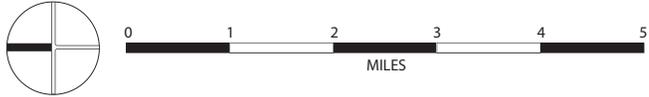
Construct SR 12/Airport Boulevard interchange

Extend Devlin Road to Green Island Road

Widen Jameson Canyon Road to 4 lanes

Widening of SR 29 to 6 lanes south of Airport Boulevard

Extend Newell Drive to Green Island Road



Public Transit

Existing Character

Based upon analysis presented in the 2008 VINE Short Range Transit Plan and 2011 Market Segmentation Study, in recent years significant investments were made in public transit in the Napa Valley impacting the study corridor. These include new local and regional bus routes with increased service frequencies and reduced travel times, the introduction of inter-county express bus service, the addition of park-and-ride lots, new buses, new technology and a new multi-modal transit center and rapid transit corridor within the City of Napa. In 2010, American Canyon Transit local bus service was also redesigned. The result has been a significant growth in commuter use of public transit and improved system on-time performance.

Existing Performance

Transit access along the SR 29 corridor between Napa, American Canyon, and Vallejo has been significantly enhanced in recent years. The study area is served by VINE Transit, American Canyon Transit, SolTrans and Amtrak bus lines (see Figure 2-9: Existing Transit Service). Five regional routes (discussed below) provide mobility to transit customers in the study area, with three operating on weekends.

VINE Route 11 provides service between Napa and Vallejo Ferry Terminal via American Canyon and unincorporated Napa County. The route operates every 45 to 60 minutes, all day, seven days a week. Because of its frequent stops,

the one-way travel time of one hour between downtown Napa and downtown Vallejo make it difficult for bus service to compete with the automobile and even more so with potential customers with origins or destinations more than a ¼ mile walk from a bus stop. In spite of this, the route's primary riders are commuters with buses operating at standing room only capacity, and turning away passengers at stops, during peak AM and PM commute hours.

VINE Route 29 is an express route that offers service between Calistoga, the Vallejo Ferry and the El Cerrito Del Norte BART Station via Napa and American Canyon. The route operates with thirteen outbound and eleven inbound trips each weekday to/from BART. This route primarily serves commuters and due to its limited stops and ability to use the carpool lane, travel time approximates that of a single occupancy vehicle. The buses feature wi-fi, reclining seats, and tray tables.

VINE Route 21 is an express bus service between Napa, Fairfield and the Suisun Train Depot. The route travels through Jameson Canyon and makes seven round trips per day on weekdays. Buses feature wi-fi and reclining seats. The service connects to the public transit system in Fairfield as well as the Capital Corridor train service.

All VINE routes are aligned to connect to the City of Napa's recently enhanced bus system and take advantage of the City's new multi-modal transit facility and rapid transit corri-

dor, permitting quick and convenient transfers between local and regional routes.

American Canyon Transit is the local bus service for that community. It operates Weekdays from 6AM to 6:45 PM. Its deviated fixed routes are designed to service commuters by connecting local neighborhoods to the VINE routes 11 and 29 and Soltrans Route 1.

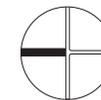
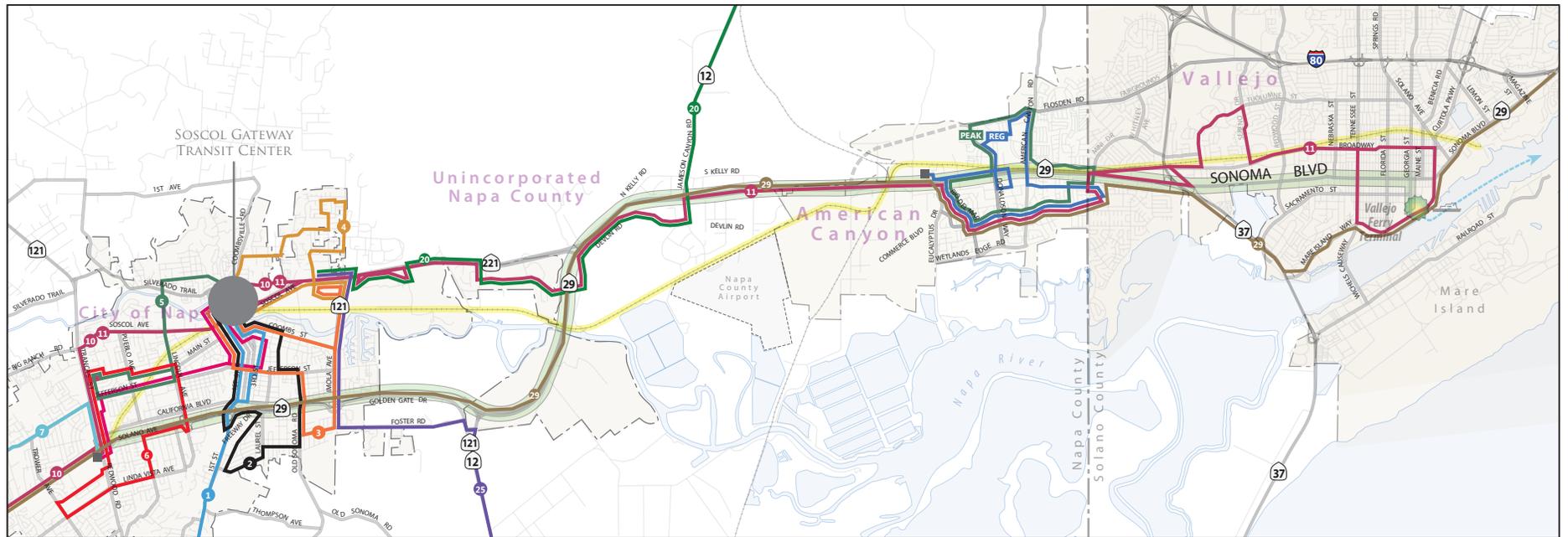
Soltrans Route 1 runs between the Vallejo Transit Center and Mini Drive and operates seven days a week with frequency varying between every 30 to 60 minutes depending on time of day and day of week.

Amtrak provides connector bus service between Napa and the train station in Martinez with two stops in Vallejo. The service operates three Northbound and two Southbound runs, seven days a week.

Future Improvements

In general, future public transit improvements discussed in plan documents are at the policy level rather than identifying specific route additions, changes, or improvements. For the American Canyon Circulation Element Update, the Plan discusses building a multi-modal transit center on SR 29 within the designated Community Center or Town Center. In addition, it recommends providing transit linkages between the Community Center or Town Center and regionally related transit such as BART, commuter railway and the Vallejo ferry. Current VINE routes 11 and 29, as well as American

Figure 2-9: Existing Transit Service



- Study Area
- Future Potential Passenger Rail Corridor
- Local/Regional Transit Route
- PEAK
- REG

Canyon Transit, would benefit from such a facility.

Public Transit Policy Context

The plans summarized below show a consistent desire to expand and improve public transit, particularly by improving regional connections and emphasizing its use as an alternative to vehicle commute trips. Policies also emphasize the importance of funding improvements, but acknowledge limited funding options and generally avoid making specific recommendations.

CALTRANS

In its Draft Corridor Plan State Route 29 (2010), Caltrans makes transit recommendations that include: encouraging use of excess right-of-way for bus stops and park and ride facilities, increase the reliability and frequencies of existing public transit (particularly VINE route links to the Vallejo Ferry Terminal), upgrading mass transit services (consider lane additions, bus rapid transit, parallel routes in the southern county and Jameson Canyon), and promoting increased housing density and transit-oriented development along the corridor. The recommendation of an HOV lane (previously noted) was envisioned as a transit beneficial strategy.

VALLEJO

As discussed in the Roadway section, the Sonoma Boulevard Corridor Design Plan (Draft 2012) details the general location of land uses, streetscape design concepts, and proposed circulation patterns for all modes of transportation along Sonoma Boulevard.

CITY OF AMERICAN CANYON

The American Canyon Circulation Element (2013 update) provides policies to promote the use of public transportation and emphasizes continued collaboration with other agencies and jurisdictions to promote local and regional public transit. In terms of local transit, American Canyon calls for expanding and improving local transit operations, the City's demand-responsive transit system, and maintaining consistency with the NCTPA Congestion Management Plan.

CITY OF NAPA

The City of Napa General Plan (2011 update) has a public transit goal to develop and maintain an efficient and convenient transit system with connections to Napa County and the region. Some recommended performance targets include increasing transit mode split to five percent by 2020, locating bus routes within one quarter-mile of 85 percent of city residences (90 percent of city activity centers), and operating at half-hour intervals for 60 percent of bus routes. The latter recommendation was met and exceeded with the VINE's system redesign in 2012. While Napa's General Plan recognizes the need to increase transit service to meet these targets, it acknowledges the lack of available public subsidies and conditions some transit policies on the availability of funding.

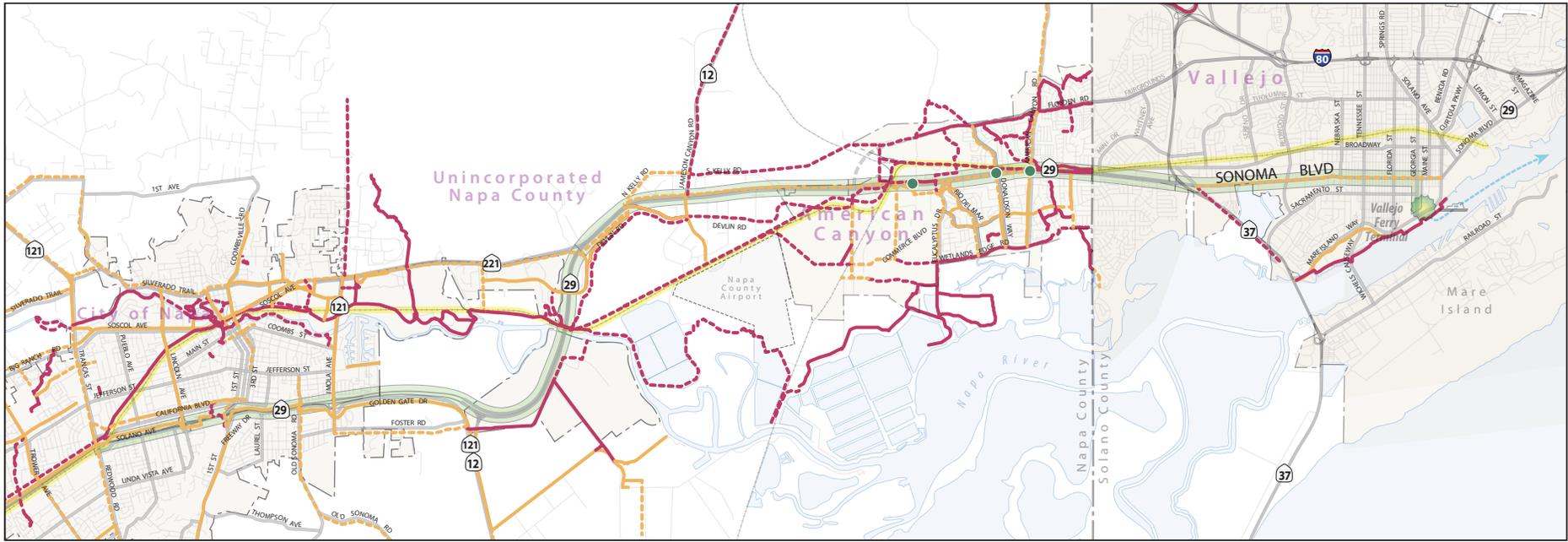
NAPA COUNTY

In the Napa County General Plan Circulation Element (2008), the County is focusing on

increasing the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing municipalities and urbanized areas and the use of transit by visitors to Napa County. These general policy goals do not include specific actions. There is also emphasis on reducing the percentage of work trips that are by private, single-occupant vehicles by 2030 such that Napa County's percentage decreases to 50 percent. Some of the policies identified to help meet this goal include: working with NCTPA to conduct regular reviews of public transit use and opportunities for its expansion in Napa County and encouraging implementation of transportation demand management programs with the County of Napa and other major employers.

The NCTPA Short Range Transit Plan (SRTP) (2013) presents service plan concepts but is careful not to label them as recommendations due to financial constraint concerns. Some of the key concepts not already implemented include: expanded weekend and evening service in the City of Napa, increase service hours for American Canyon Transit, and increase marketing efforts.

Figure 2-10: Existing and Proposed Bicycle Facilities



- Study Area
- Class I Bike Path
- Class II Bike Lane
- Proposed Class I Bike Path
- Proposed Class II Bike Lane
- Proposed Pedestrian Bridge

Bicycle Facilities

Existing Character

The county's mountains, valleys, and scenery attract recreational and tourist cyclists who are looking for a physically challenging and beautiful bicycle ride excursion. Along the corridor itself, the terrain is relatively flat and compact, characteristics that are optimal for inter-city commuting and intra-city utilitarian trips. Currently, inter-city travel on the valley floor via bicycle can be challenging because of limited paths, roads with high speed traffic, and geographic barriers including the Napa River.

Existing Performance

There are no existing bicycle facilities that connect the entire length of the SR 29 corridor, and there are few bicycle connections between cities (see Figure 2-10: Existing and Proposed Bicycle Facilities). Planned facilities such as the Vine and Bay Trails will greatly improve mobility for both experienced and casual cyclists.

Some parallel routes are available to bicyclists, however. Currently, more experienced cyclists can travel on bicycle friendly roads that parallel SR 29, such as Devlin Road, Golden Gate Road, and Foster Drive, however SR 29 provides the only continuous connection between American Canyon and Napa and does not include bicycle facilities nor is it a safe or attractive roadway for bicycling due to high traffic volumes and travel speeds.

Future Improvements

The Napa County Bicycle Plan (2012) recommends the following additions or improvements to interregional bicycle facilities in the Plan area:

- The Vine Trail, a continuous Class I multi-use path between the communities of Napa County and the Vallejo Ferry Terminal (running along SR 29 from Calistoga to North Napa, then along the Wine Train corridor across Napa and along the east side of the Napa River south to the Butler Bridge);
- Two parallel Class I multi-use paths parallel to SR 29: the Vine Trail (along Devlin Road and under SR 29 via the Paolo Loop and Watson Line north of American Canyon, then along Newell Road and Broadway through American Canyon) and the Bay Trail (along the east side of the Napa River through American Canyon); and
- Additional Class II and Class III bicycle facilities within the City of Napa and American Canyon that help close route gaps.

In Vallejo, the Sonoma Boulevard Corridor Plan continues the proposed Class II bike lane along SR 29 to connect to the Vallejo Ferry Terminal.

Policy Context

The various plans summarized below express a similar desire to expand and improve bicycle connections. References to specific locations for improvements are consistent because city bicycle plans were developed in coordination with the County of Napa.

CALTRANS

In its Draft Corridor Plan State Route 29 (2010), Caltrans made important bicycle and pedestrian recommendations including: constructing Class I multi-use paths on SR 29 right-of-way, planning and constructing a network of bike-ways connecting the Vallejo Ferry Terminal to just south to Calistoga.

VALLEJO

As discussed in the Roadway section, the Sonoma Boulevard Corridor Design Plan (Draft 2012) details the general location of land uses, streetscape design concepts, and proposed circulation patterns for all modes of transportation along Sonoma Boulevard. The Plan does provide some specific improvements for bicyclists. Continuous Class II bike lanes (northbound and southbound) are envisioned along the entire length of their study area from Curtola Parkway to Lewis Brown Drive just south of SR 37.

AMERICAN CANYON

The American Canyon Circulation Element (2013 update) contains high-level policies to promote bicycling, meet the mobility needs of all users, and develop a safe and efficient non-motorized circulation system. There is also a focus on maintaining and updating street standards that provide for "Complete Streets." The Circulation Element incorporates the County-wide Bicycle Master Plan and includes cross sections for SR 29 and each street and arterial classification, which includes a requirement for Class II bicycle lanes.

CITY OF NAPA

The local bicycle plan in the City of Napa supplements and incorporates the Napa Countywide Bicycle Plan. See discussion below.

NAPA COUNTY

The NCTPA Countywide Bicycle Plan (2012) was developed in collaboration with all cities in Napa County. The plan’s objective is to establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the county to 10 percent of all trips by 2035. It intends to reach this goal by developing a local and countywide network connecting the communities, developing contiguous Class I pathways, and ensuring all transportation projects improve bicycle facilities.

Pedestrian Facilities

Existing Character and Performance

For the most part, SR 29 in the Study Area is not heavily used by pedestrians. However, especially within the city limits of American Canyon, the roadway also serves as a local street, and pedestrian access is important. Currently, pedestrian access along SR 29 in American Canyon is irregular and disconnected.

Future Improvements

Within American Canyon, future pedestrian improvements cited in the 2013 Circulation Element include up to three pedestrian bridges (potentially located at American Canyon Road, Donaldson Way, and Napa Junction Road).

Policy Context

The various plans summarized below express a similar desire to expand and improve pedestrian connections.

CALTRANS

In its Draft Corridor Plan State Route 29 (2010), Caltrans made pedestrian recommendations including: constructing Class I multi-use paths on SR 29 right of way; increasing sidewalk inventory on SR 29; studying pedestrian overcrossings in American Canyon; increasing infill development; and recommending sidewalks, countdown signals, and other pedestrian amenities where appropriate.

VALLEJO

As discussed above, the Sonoma Boulevard Corridor Design Plan (Draft 2012) details the general location of land uses, streetscape design concepts, and proposed circulation patterns for all modes of transportation along Sonoma Boulevard. The Plan does provide some specific improvements for pedestrians. New sidewalks and sidewalk widening are proposed along several sections of the corridor.

AMERICAN CANYON

The American Canyon Circulation Element (2013 update) contains high-level policies to promote walking, meet the mobility needs of all users, and develop a safe and efficient non-motorized circulation system. There is also a focus on maintaining and updating street standards that provide for “Complete Streets.” The Circulation Element includes cross sections for SR 29 and each street and arterial classification, which include requirements for sidewalks. The Circulation Element also includes policies to develop and implement a Pedestrian Master Plan.

CITY OF NAPA

The City of Napa General Plan (2011 update) has a pedestrian services goal 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.

Matrix of Applicable Policies

Policies with direct application to the SR 29 corridor are summarized in the following matrix and provide an at-a-glance resource. The matrix was also developed to help ensure that recommendations in this study conform with existing policies, unless non-conforming recommendations are critical to attaining corridor objectives. See Figure 2-11.

Figure 2-11: Existing Policy Matrix

POLICIES		VALLEJO	AMERICAN CANYON	CITY OF NAPA	COUNTY AND OTHER			Noted Conflicts		
		Sonoma Blvd Corridor Design Plan (2013)	Circulation Element (2013)	GP (2011 update)	Napa County GP Circulation Element (2008)	Draft Corridor Plan SR29 (Caltrans, 2010)*	NCTPA Short Range Transit Plan (2013)		NCTPA Countywide Bike Plan (2012)	
Roadway	Specific	Reduction in automobile travel lanes or travel lane widths south of SR37	Widen the SR29 four-lane arterial to a six-lane arterial (from the southern to northern limits of the City)	Parallel route improvement - extension of Solano Avenue from Lincoln Street to 1st Street (west of SR29)	Roadway improvements relevant to our study, including: widen Jameson Canyon Road (SR12), interchange at the intersection of SR12, Airport Boulevard, and SR29, extension of Newell Road to Green Island Road, extension of Devlin Road between Soscol	Optimize signal timing for throughput at a safe speed			Some variations include the City of American Canyon's plan to increase the number of travel lanes on SR29 to three in each direction within the City boundary, the Sonoma Boulevard Corridor Plan recommendation for lane reductions or road diets in certain segments in Vallejo, and Caltrans recommendation of maintaining SR29 as a four-lane highway.	
		Street reconfigurations	Completion of parallel routes, including Devlin Road, Newell Drive, South Napa Junction Road, and Commerce Boulevard			Study the concept of constructing an HOV lane from City of Napa to the Vallejo Ferry Terminal				
		Various land use development focuses				Utilize ITS as a key strategy for allowing throughput increases without adding lanes, including: increased driver information systems, advanced traffic signals, roadway and weather monitoring stations, highway advisory radio, closed circuit television cameras, and fiberoptic communication.				
	General			Design circulation system to discourage regional traffic from bypassing SR29 and impacting City streets.	Develop a transportation infrastructure that provides for an acceptable traffic flow and provides access to all destinations	Provide a roadway system that maintains current roadway capacities in most locations and is both safe and efficient in terms of providing local access	Note that this plan has been developed provisionally and will be revised to reflect the outcomes of this SR29 Gateway Corridor Study.	Service improvement for regional services included transfer location capital improvements, relocating the Highway 29 stop to allow the service to stay on route, and Highway 29 corridor improvements such as transit signal priority and queue jump lanes.		General consistency with improving the traffic congestion along the corridor while envisioning a more multi-modal, complete streets network.
				Explore a complete streets approach that will expand the travel capacity of SR29	Minimize the negative effects of additional automobile traffic and other transportation	Discourage increases in commuter traffic passing through the county on all roadways except I-80 by designing county roadways to meet local rather than regional needs and by supporting improvements to alternative facilities outside the County (e.g., State Route 37)		Marketing a distinct identity for the VINE to concentrate on increasing ridership, improving the customer experience and improving its image and appeal.		
				Maintain and update street standards that provide for "Complete Streets."						

* This refers to a preliminary draft document. Caltrans has updated its guidance on developing Transportation Concept Reports (TCRs) for State Routes and will be updating the SR 29 TCR after the Gateway Corridor Improvement Plan is adopted. Caltrans will use the Plan to inform the SR 29 TCR.

POLICIES		VALLEJO	AMERICAN CANYON	CITY OF NAPA	COUNTY AND OTHER			Noted Conflicts
		Sonoma Blvd Corridor Design Plan (2013)	Circulation Element (2013)	GP (2011 update)	Napa County GP Circulation Element (2008)	Draft Corridor Plan SR29 (Caltrans, 2010)*	NCTPA Short Range Transit Plan (2013)	
Transit	Specific	Transit amenities (e.g. bus shelters) along the corridor.	Build multi-modal transit center on SR29 within the designated Community Center or Town Center			The recommendation of an HOV lane (previously noted) was envisioned as a transit beneficial strategy.	In coordination with SR 29 Planning Study, identify improvements along Route 10 and 29 in American Canyon, which could include securing property for and opening Park and Ride lot(s) with the priority a Highway 29 location in American Canyon.	No inconsistencies
		Transit-oriented development node at Sonoma Blvd/Couch/railroad tracks					Creation of new Route 11 to serve southern Napa County with a link to the Vallejo Ferry Terminal	
	General		Provide transit linkages between the Community Center or Town Center and regionally-related transit such	Develop and maintain an efficient and convenient transit system with connections to Napa County	Promote the use of transit by visitors to Napa County.	Encourage use of excess right-of-way (ROW) for bus stops and Park & Ride facilities		The various plans show consistency with expressing the desire to expand and improve public transit, particularly emphasizing improving regional connections and utilizing public transit to reduce vehicle commute trips. The plans also emphasize the lack of funding available for improvements and tend to avoid making any specific recommendations.
			Continued collaboration with other agencies and jurisdictions to promote local and regional public transit.	Increase transit mode split to five percent by 2020	Work with NCTPA to conduct regular reviews of public transit use and opportunities for its expansion in Napa County	Increase the reliability and frequencies of existing public transit (particularly VINE route links to the Vallejo Ferry Terminal)		
			Expand and improve local transit operations, the City's demand-responsive transit system, and maintaining consistency with the NCTPA Congestion Management Plan	Locate bus routes within ¼ mile of 85 percent of city residences (90 percent of city activity centers)		Upgrade mass transit services (consider lane additions, bus rapid transit, parallel routes in the southern county and Jameson Canyon)		
		Operate at half-hour intervals for 60 percent of bus routes						

POLICIES		VALLEJO	AMERICAN CANYON	CITY OF NAPA	COUNTY AND OTHER			Noted Conflicts	
		Sonoma Blvd Corridor Design Plan (2013)	Circulation Element (2013)	GP (2011 update)	Napa County GP Circulation Element (2008)	Draft Corridor Plan SR29 (Caltrans, 2010)*	NCTPA Short Range Transit Plan (2013)		NCTPA Countywide Bike Plan (2012)
Multimodal	General	Create an improved and environmentally sustainable streetscape area; and implement a cohesive approach to enhance the character and development of the corridor	High level policies to promote walking and bicycling, meet the mobility needs of all users, and develop a safe and efficient non-motorized circulation system.	Create a multi-modal citywide transportation system	Promote transit-oriented development in existing municipalities and urbanized areas	Increase multi-modal mode share in the full length of the corridor		The various plans show consistency with expressing the desire to focus on multi-modal planning.	
					Reduce the percentage of work trips that are by private, single-occupant vehicles by 2030 such that Napa County's percentage decreases to 50 percent.	Promote increased housing density and transit-oriented development along the corridor			
					Encourage implementation of transportation demand management programs with the County of Napa and other major employers.				
					The County supports a coordinated approach to land use and circulation planning to promote a healthier community by encouraging walking, bicycling, and other forms of transportation which decrease motor vehicle use.				
					The County shall work with the incorporated cities and town, the Napa County Transportation and Planning Agency, and Caltrans to develop a coordinated approach to roadway design to enhance driver and pedestrian safety, particularly for children and senior citizens.				

POLICIES		VALLEJO	AMERICAN CANYON	CITY OF NAPA	COUNTY AND OTHER			Noted Conflicts		
		Sonoma Blvd Corridor Design Plan (2013)	Circulation Element (2013)	GP (2011 update)	Napa County GP Circulation Element (2008)	Draft Corridor Plan SR29 (Caltrans, 2010)*	NCTPA Short Range Transit Plan (2013)		NCTPA Countywide Bike Plan (2012)	
Bicycle	Specific	Continuous Class II bike lanes (northbound and southbound) are envisioned along the entire length of their study area from Curtola Parkway to Lewis Brown Drive just south of SR37.	Provide bicycle facilities as documented in the bike plan.	Develop bicycle routes highlighted on the City's bicycle route map (e.g., developing Vine Trail (Class I), Class II bike lane along SR121 to SR221), etc.)	The County shall work with Caltrans and other agencies to construct or designate approximately 40 miles of additional bicycle lanes in Napa County by 2030, consistent with priorities identified in the Napa Countywide Bicycle Master Plan.	Class I multi-use paths on SR29 right-of-way		Vine Trail – provide a continuous Class I multi-use path between the communities of Napa County and the Vallejo Ferry Terminal (running along SR29 in the City of Napa, then crossing the City to run east along Napa River, and then continue on Devlin Road into American Canyon to the Ferry Terminal)	The various plans show consistency with expressing the desire to expand and improve pedestrian and bicycle connections. Where specifics are provided, the plans are consistent since the city bicycle plans were developed in coordination with the County of Napa.	
	General		High level policies to promote walking and bicycling, meet the mobility needs of all users, and develop a safe and efficient non-motorized circulation system.	Establish a comprehensive, safe, connected countywide bicycle transportation and recreation system to support increases in bicycle trips made throughout the County to 10 percent of all trips by 2035.	Install safety improvements on rural roads and highways throughout the county including but not limited to new signals, bike lanes, bikeways, shoulder widening, softening sharp curves, etc.	Plan and construct a network of bikeways connecting the Vallejo Ferry Terminal to just south to Calistoga		Develop and maintain a safe and comprehensive countywide bicycle transportation and recreation system that provides access, opportunities for healthy physical activity, and reduced traffic congestion and energy use.		
Pedestrian	Specific	New sidewalks and sidewalk widening are proposed along several sections of the corridor.	Pedestrian bridges at American Canyon Road, Donaldson Way, and Napa Junction Road.			Class I multi-use paths on SR29 right-of-way			The various plans show consistency with expressing the desire to expand and improve pedestrian and bicycle connections.	
	General		High level policies to promote walking and bicycling, meet the mobility needs of all users, and develop a safe and efficient non-motorized circulation system.	Pedestrian services goal 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.		Increase sidewalk inventory on SR29			The various plans show consistency with expressing the desire to expand and improve pedestrian and bicycle connections.	
							Study pedestrian overcrossings in American Canyon			
			Establish a requirement for sidewalks on all arterial and collector streets				Recommend sidewalks, overcrossings, countdown signals, other pedestrian amenities where appropriate.			
		Develop and implement a pedestrian master plan.								