

Napa County Transportation and Planning Agency

625 Burnell Street
Napa, CA 94559



Agenda - Final

Thursday, May 7, 2015

2:00 PM

NCTPA/NVTA Conference Room

Technical Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the TAC on any item at the time the TAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the TAC Secretary. Also, members of the public are invited to address the TAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – TAC or go to <http://www.nctpa.net/technical-advisory-committee-tac>.

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

1. Call To Order**2. Introductions****3. Public Comment****4. TAC Members and Staff Comments**

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

5. STANDING AGENDA ITEMS

5.1 Congestion Management Agency (CMA) Report*

Information

5.2 Project Monitoring Funding Programs*

Information

5.3 Transit Update (VINE Performance)

Information

5.4 Caltrans' Report*

Information

5.5 Vine Trail Update

Information

6. CONSENT ITEMS6.1 [15-036](#) Approval of Meeting Minutes of April 2, 2015 (Kathy Alexander)

Recommendation: Approve

Estimated Time: 3:35 p.m.

Attachments: [4-2-15 TAC Meeting Minutes DRAFT.pdf](#)

7. REGULAR AGENDA ITEMS7.1 [15-037](#) Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward (Alberto Esqueda)

Body: Staff will provide an update on the Countywide Transportation Plan and Community Based Transportation Plan

- Final review of issue papers
- Draft Blueprint Revenue Plan

- Summary comments received to date
- Modeling update from consultant
- Calendar of remaining events
- Approve Project and Program lists

Recommendation: Action

Estimated Time: 3:40 p.m.

Attachments: [Napa Countywide Transportation Plan.pdf](#)

7.2 [15-038](#) Pedestrian Plan Update (Diana Meehan)

Body: Staff will provide an update on the Pedestrian Plan

Recommendation: Information

Estimated Time: 4:00 p.m.

Attachments: [Countywide Pedestrian Master Plan.pdf](#)

7.3 [15-039](#) Regional Transportation Plan (RTP) Call for Project Guidelines (Alberto Esqueda)

Body: Staff will review the RTP Call for Projects Guidelines.

Recommendation: Information

Estimated Time: 4:10 p.m.

Attachments: [Regional Transportation Plan Call For Project Guidelines.pdf](#)

7.4 [15-025](#) Legislative Update and State Bill Matrix*

Recommendation: Information - TAC will receive the monthly Federal and State Legislative Update

Estimated Time: 4:25 p.m.

7.5 [15-008](#) NCTPA Board of Director's Agenda for May 20, 2015*

Recommendation: Information

Estimated Time: 4:25 p.m.

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Regular Meeting Date of June 4, 2015 and Adjournment

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NCTPA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., Thursday, April 30, 2015 /s/ Karalyn E. Sanderlin, NCTPA Board Secretary

* *Items will be made available at the meeting

Napa County Transportation and Planning Agency

**Technical Advisory Committee
(TAC)**

MINUTES

Thursday, April 2, 2015

ITEMS

1. Call to Order

Chair Kirn called the meeting to order at 2:04 PM.

Brent Cooper	City of American Canyon
Jason Holley	City of American Canyon
Mike Kirn, Chair	City of Calistoga
Rick Tooker	City of Napa
Julie Lucido	City of Napa
Nathan Steele	Town of Yountville
Rick Marshall	County of Napa
Ahmad Rahimi	Caltrans

2. Introductions

Philip Sales, Executive Director of the Napa Valley Vine Trail Coalition.

3. Public Comments

None

4. TAC Member and Staff Comments

Information Only / No Action Taken

County of Napa (Rick Marshall)

- Oakville Crossroads bridge replacement bids came in under budget.
- Solano Transit Authority (STA) and Sonoma County Transit Authority (SCTA) have been exploring a toll road regarding State Route 37.
- Highway Safety Improvement Program (HSIP) funded restriping projects have been delayed in environmental review at Caltrans. Ahmad Rahimi requested a list and permits be sent to Kelly Hirschberg and him, and that they be included in project correspondence.

- Federal Lands Access Program is co-funding 8 miles of Berryessa/Knoxville Road reconstruction. There may be a road closure before May.
- State Route 29 closure at the Whitehall Lane railroad crossing Sunday through Wednesday from 7 p.m. to 6 a.m. starting April 12, 2015 – instead of a 3 day closure.

City of Napa (Rick Tooker) - Three sections of a wall on Trower and Wine Country failed from the earthquake and needs resolved. The property owners do not have the resources to rebuild a cement/rebar wall. The rebuild would be a fence which will not stop a vehicle. Requested Caltrans remove the debris.

NCTPA (Herb Fredricksen) –

- E76 for Oak Knoll Vine Trail segment submitted to Caltrans.
- Talking with Napa County Fairgrounds regarding a sidewalk on the east side of Burnell Street.

Town of Yountville (Nathan Steele) –

- Complete Streets Compliance Element will be presented to Council this month.
- Hosting a storm water training on April 16, 2015.

City of American Canyon (Brent Cooper) – Housing & Community Development certified their housing element.

City of American Canyon (Jason Holley) –

- Working with a developer on the east corner of Napa Junction Road and SR29
- Two smaller construction projects are in process - Rio Del Mar out to bid, Park and Ride contract sent to NCTPA.

Metropolitan Transportation Commission (MTC) (Ahmad Rahimi) – Holding a Soscol Junction public meeting on April 14th at NCTPA.

NCTPA (Alberto Esqueda)

- Holding CTP workshops in April: 16th in American Canyon; 22nd at NCTPA; 23rd in St. Helena.
- Housing Element compliance deadline is May 31, 2015.
- Complete Streets compliance deadline is January 31, 2016.
- Data collection process for Association of Bay Area Governments (ABAG) Regional Transportation Plan (RTP) 2017 is under review. Updates requested include changes within the last 5 years to development, zoning, policies and planning. A Frequently Asked Questions document to be released in a couple of weeks.

NCTPA (Diana Meehan)

- Transportation Funds for Clean Air (TFCA) applications were due April 3, 2015, 5 p.m.
- Two Lifeline projects were submitted to MTC.
- Transportation Development Act (TDA) 3 item will be added to the agenda when more information has been received.
- Potential walk audit dates will be sent out, allow 4 hours per audit. Large jurisdictions will have two audits, smaller jurisdictions will have one.

NCTPA (Kate Miller) – MTC holding the Napa RTP meeting on May 7, 2015, 6 p.m. at the Elks Lodge.

5. **STANDING REGULAR AGENDA ITEMS**

Information Only / No Action Taken

5.1 **Congestion Management Agency (CMA) Report** (Kate Miller)

- Caltrans has released its draft Transportation Plan.
- Modifications are being made to the Highway Design Manual (HDM) – submit comments to NCTPA, we will forward them to the HDM work group.

5.2 **Project Monitoring Funding Programs** (Alberto Esqueda)

Alberto Esqueda summarized project delivery information providing an update on specific projects considered in the red zone.

5.3 **Transit Report (*VINE Ridership*)** (Kate Miller)

- The VINE is offering free transit on the April 25, 2015 Earth Day Celebration.
- Bottlerock tickets will include a ride on the VINE, hours of operation will be extended. Bottlerock will backfill the farebox.

5.4 **Caltrans Report** (Ahmad Rahimi)

Ahmad Rahimi reviewed the updates on Napa County Caltrans projects list.

Rick Marshall noted the Vine Trail update was not in the Standing Agenda Items, and he had a few updates.

MOTION MADE by STEELE SECONDED by MARSHALL to ADD the Vine Trail update to the agenda as Agenda Item 5.5. Motion Passed Unanimously.

5.5 VINE TRAIL REPORT (Rick Marshall)

- The Napa Valley Vine Trail is opening an office in Napa in June 2015.
- Vine Trail Board authorized the creation of a maintenance endowment fund and seeded it \$500,000 to help cover the costs of maintenance for the existing portions at this point. The intent is to increase the endowment as more sections of the trail are completed.
- The Vine Trail Board is working on beautification plans for the trail, including existing sections in the City of Napa.

6. CONSENT AGENDA ITEMS (6.1)

6.1 Approval of Meeting Minutes

MOTION MADE by TOOKER SECONDED by STEELE to APPROVE the March 5, 2015 minutes as presented. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

7.1 Napa Countywide Transportation Program (CTP) (Alberto Esqueda)

Information Only / No Action Taken

- The last Citizens Advisory Committee (CAC) was held, concerns were reviewed, and CAC will send a letter to the NCTPA Board.
- CTP adoption deadline has been moved to July.
- Finalizing issue papers for distribution to TAC.
- Please send blueprint expenditure plan comments to staff.
- Working on model, please send project descriptions to Alberto this week.
- A consultant will provide a cost estimate of the bike and pedestrian improvements.

7.2 Active Transportation Program (ATP) (Diana Meehan)

Information Only / No Action Taken

- The State and regional guidelines were adopted March 26, 2015.
- Call for Projects was opened March 26, 2015.
- Applications are due June 1, 2015, (postmarked 6-1-15 is acceptable), must submit regional supplemental application at the same time.
- MTC will hold an ATP application workshop at NCTPA on April 8, 2015, and April 21, 2015 at Caltrans.
- American Canyon Vine Trail to Vallejo to be added to the list, NCTPA Board will provide a letter of support.
- A meeting will be scheduled for the Calistoga/St. Helena Vine Trail segment to discuss application

7.3 NCTPA Board of Director's Agenda for April 15, 2015 (Kate Miller)

Information Only / No Action Taken

Kate Miller reviewed the agenda items and invited the Committee members to attend the Board retreat.

7.4 Legislative Update and State Bill Matrix (Kate Miller)

Information Only / No Action Taken

Kate Miller reviewed the legislative update and bill matrix. Kate further noted she and NCTPA's Board Chair, John Dunbar, attended meetings with legislators organized by MTC and hearings in Washington D.C. in March.

8. FUTURE AGENDA ITEMS

It was noted there will be a pre-meeting to discuss Vine Trail maintenance at 12:30 p.m.

9. ADJOURNMENT

The next regular meeting date is May 7, 2015.

Meeting was adjourned at 3:45 pm



May 7, 2015
Agenda File ID 15-037
Continued From: April 2, 2015
Action Requested: APPROVE

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Associate Planner
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: Update on Napa Countywide Transportation Plan: Vision 2040
Moving Napa Forward

RECOMMENDATION

TAC review and approve Countywide Transportation Plan (CTP) unconstrained project list, constrained project list and program list.

EXECUTIVE SUMMARY

As part of NCTPA's responsibilities under the interagency agreement with the Metropolitan Transportation Commission (MTC), the agency is tasked with developing long-range countywide transportation priorities to support regional planning and programming efforts. This effort informs MTC's Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) which is updated every four years. NCTPA last updated the countywide transportation plan in 2009.

NCTPA staff and its consulting team are in the midst of plan development with anticipated adoption of summer 2015. Important milestones that have been accomplished to date are as follows:

Public Outreach

- Three public workshops in April 2015 for Project Review
- Citizen Advisory Committee Meetings - held in April, September, December 2014 and March 2015
- 16 Community Based Transportation Plan (CBTP) stakeholder outreach meetings
- Additional presentations as invited

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- Public outreach efforts via KVON/KBBF and the NCTPA interactive web map
 - Kick-off public workshops held in spring 2014

Projects and Revenues

- Conducted a “call for projects” for a visionary 25-year list of projects and programs to be included in the Plan
- Round-Robin meetings with TAC to review project and program lists (March and October)
- Formation of a TAC ad-hoc revenue committee to review project and program list and come up with a constrained list of projects as well as discuss future revenue generating options for Napa County
- Compiled preliminary Revenue Projections
- Screened projects using Goals and Objectives – see Constrained Project List.

White Papers

- Created a series of White (issue and opportunity) Papers that define challenges and propose solutions for transportation in Napa over the 25 year period of the countywide plan including:
 - Mode shift and Travel Demand Management (TDM)
 - Travel Behavior
 - Transportation, Land Use and Development
 - Communities of Concern
 - Transportation Funding and New Revenue Sources
 - Prospects of Rail Transportation
 - Transportation and the Napa Economy Part 1: Jobs and Housing
 - Transportation and the Napa Economy Part 2: Good Movement
 - Traffic Operations and Corridor Management
 - Transportation and Environmental Concerns
 - Transportation and Health
 - Emerging Technologies

Modeling Results

- The focus of today’s meeting will to review the modeling results.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

At the January 15, 2014 Board retreat, the Board reaffirmed Goals and Objectives for the Napa Countywide Transportation Plan: Vision 2040 Moving Napa Forward. To be consistent with the regional process, a new countywide transportation plan (CTP) should be completed every four years. The last NCTPA 25-year Countywide Transportation Plan was adopted in 2009 and used to inform the One Bay Area Plan, the Metropolitan Transportation Commission's long range plan adopted in 2013. The 2015 plan will be completed in time to inform the next regional plan which is scheduled for adoption in 2017.

After the initial compilation of projects submitted by the jurisdictions in summer 2014, NCTPA staff conducted second round-robin meetings with each jurisdiction in early October to refine their project and program lists. Unlike the RTP, the CTP can be used as a visionary planning document and include financially unconstrained project and program lists. NCTPA will include a priority project list that will reflect the financially constrained projects and programs and a visionary list that will provide an unconstrained list of projects and programs for the next 25 years.

Based on preliminary fund projections, there will be a significant shortfall in funding available for CTP projects and programs. At their November meeting the TAC formed an ad-hoc revenue committee to review potential revenue sources that could alleviate this shortfall. The end result, once approved by the TAC and the Board, will form a blue print expenditure plan for future sales tax or other locally generated revenues. The CTP consultant team will work with the ad-hoc committee to come up with a revenue blueprint to better outline future funding opportunities as well as identify priority projects for the constrained project list. The ad-hoc revenue group had their first meeting on January 7, 2015 and has continued to meet and work collaboratively. A draft constrained list of projects was prepared and will serve as a framework to develop the expenditure blueprint for the plan.

A draft of the "white papers" which will be used to frame the chapters in the plan, have been distributed to the TAC for its review and comments. Comments received from jurisdictions were reviewed and most comments were incorporated into the paper. A summary of the final white paper drafts was presented at the Citizen Advisory Committee's last meeting on March 24, 2015 and the completed draft papers were made available via an online link.

PUBLIC OUTREACH

Most of the public outreach meetings have been completed. A special joint TAC/CAC meeting is being scheduled on June 4th. The Board is scheduled to receive an update at its May 20th meeting. A public hearing is scheduled for the June 17th Board meeting when the plan is expected to be in final draft form and adoption will be scheduled for the July 15th Board Meeting. Additional meetings with the Active Transportation Advisory

Committee, the Paratransit Coordinating Committee, and the VINE Consumer Advisory Committee will be held in July.

NEXT STEPS

Staff is currently refining the White Papers and linking goals and objectives to the issues raised and identifying projects and programs that address the challenges outlined in these papers. The modeling results have been completed and will be discussed at the May 7, 2015 meeting; comments will be elicited on whether additional modeling or refinement should be considered.

The final draft of the document will be presented at the June 4th joint TAC/CAC meeting.

SUPPORTING DOCUMENTS

Attachments:

- (1) Countywide Transportation Plan Project List
- (2) Countywide Transportation Plan Constrained Project List
- (3) Countywide Transportation Plan Program List
- (4) Countywide Transportation Plan Totals Summary Table
- (5) Countywide Transportation Plan Revenue Projection 2015-2040
- (6) Countywide Transportation Plan Draft Blue Print Revenue Plan
- (7) Countywide Transportation Plan Timeline of Upcoming Events
- (8) Central County Solano-Napa Travel Demand Model Run Results
- (9) Central-South County Solano-Napa Travel Demand Model Run Results
- (10) North County Solano-Napa Travel Demand Model Run Results

**Napa Countywide Transportation Plan
Project List**

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
1	AC	South Napa Junction Road	New Major Collector from SR 29 to extension of Newell Drive	Newell Drive	SR 29	Newell Drive	Vehicle		\$8,909,227	\$0		\$8,909,227	2016		
2	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29					\$500,000	\$220,000	TFCA	\$280,000	2015		
3	AC	Eucalyptus Drive/Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450' to the east, connecting at SR 29, Install roundabout.	Eucalyptus Drive	Theresa Avenue	SR 29	Vehicle		\$3,700,000	\$1,154,000	STIP	\$2,546,000	2017		
4	AC	Main Street	New Minor Collector from Eucalyptus to South Napa Junction	Main Street	Eucalyptus Drive	So Napa Junction	Vehicle		\$2,021,629	\$0		\$2,021,629	2025		
5	AC	Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	Devlin Road	Railroad overcrossing	Green Island Rd	Vehicle		\$7,795,573	\$1,962,000	STIP	\$5,833,573	2017		
6	AC	Eucalyptus Drive	Widen to 2-lane collector from Theresa to Wetlands Edge Rd.,	Eucalyptus Drive	Theresa Avenue	Wetlands Edge Rd	Vehicle		\$6,393,240	\$0		\$6,393,240	2020		
7	AC	American Canyon Multimodal Transit Center	Construct transit center	TBD			Bus, rail, bicycle, pedestrian, passenger vehicle		\$12,000,000	\$0	-	\$12,000,000	2025		No
8	AC	Highway 29 Pedestrian Safety Overcrossings	Construct three pedestrian crossings over Highway 29	TBD			Bicycle and pedestrian		\$9,000,000	\$0	-	\$9,000,000	2020		Yes
9	AC	Commerce Boulevard Extension	New Industrial Collector from southern terminus to Eucalyptus Drive	Commerce Boulevard	Eucalyptus Drive	Commerce Boulevard	Vehicle		\$8,073,987	\$0		\$8,073,987	2025		
10	AC	Eucalyptus Dr/Commerce Blvd. Intersection	Add excl. NBL & SBL, Add exclusive EBL and WBL, Add new sign	Eucalyptus Dr/Commerce Blvd. Intersection			Vehicle		\$840,240	\$0		\$840,240	2025		
11	AC	Newell Drive/So. Napa Junction Intersection	Add excl. NBL & SBR, Add exclusive EBL and EBR, New traffic signal	Newell Drive/So. Napa Junction Intersection			Vehicle		\$1,202,288	\$0		\$1,202,288	2016		
12	AC	Newell Drive	New 4-lane arterial from Donaldson Way to South Napa Junction Rd, Newell Drive Overcross Structure, New 2-lane arterial from South Napa Junction Rd to SR 29	Newell Drive	Donaldson Way	Napa Junction Road	Vehicle		\$37,398,160	\$0		\$37,398,160	2016	2020	
13	AC	Paoli Loop Road Widening	Widen road from Green Island to Newell Extension Industrial Collector standards	Paoli Loop Road	Green Island Road	Newell Extension	Vehicle		\$8,770,020	\$0		\$8,770,020	2025		
14	AC	Green Island Road Widening*	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards Widen railroad crossing to three lanes	Green Island Road	SR 29	Commerce Boulevard	Vehicle		\$3,516,599	\$2,550,000	EDA/Local funds	\$966,599	2016		
15	AC	29 South Kelly Road intersection*	Improve intersection safety and operations at South Kelly Road	SR 29	Napa Junction Road	South Kelly Road	Vehicle	CON	\$4,900,000	\$0	-	\$4,900,000	2020	2035	Yes
16	AC	SR 29 6-Lane* Parkway	6-lane Parkway from Napa Junction Road to South Kelly Road, including overpass structure	SR 29	South Kelly Road	American	Vehicle		\$29,000,000	\$0		\$29,000,000			
17	AC	SR 29 Gateway*	Highway 29 improvements, 6-lane modified boulevard, including pedestrian, transit and Vine Trail infrastructure.	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2016	2030	Yes
18	AC	Napa Junction Road Intersection	Phase 1 Improvements, Add 2nd excl. WBL and excl. WBR, Add 2nd excl. EBL and excl. EBR, Traffic signal relocation	Napa Junction Road	SR 29	SR 29	Vehicle		\$2,938,400	\$0	-	\$2,938,400	2018		
19	Calistoga	LSR Rehab	Lake Street Reconstruction and Complete Street Enhancements	Lake Street	Washington Ave	Grant St.	Vehicle	PSE/CON	\$1,950,000	\$0	-	\$1,950,000	2015	2016	No
20	Calistoga	Intersection Improvements at SR 29/128 & Lincoln Ave	Signalization of Intersection at SR 29/128 & Lincoln Ave	SR 29/128 & Lincoln Ave.	SR 29	SR 128	Vehicle	PID/PSE/CON	\$1,900,000	\$0	-	\$1,900,000	2017	2019	No
21	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No
22	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No
23	Calistoga	Safe Routes to School	Construct foot bridge over the Napa River at Pioneer Park	Pioneer Park and Napa River	Calistoga Community Center	Pioneer Park	Pedestrian	PSR/PSE	\$850,000	\$0	-	\$850,000	2017	2018	No
24	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	PSE/CON	\$1,200,000	\$0	-	\$1,200,000	2017	2018	No
25	Calistoga	Intersection Improvements at SR 128 & Berry Street	Widen SR 128 and install left turn lane onto Berry Street	SR 128 & Pet Forest Road	On SR 128 300' south of Berry St.	On SR 128 300' north of Berry St.	Vehicle	PID/PSE/CON	\$650,000	\$0	-	\$650,000	2018	2019	No
26	Calistoga	Intersection Improvements at SR 29 & Washington Ave	Convert Signal to protected left turn phasing at Intersection of SR 29 & Washington Ave	SR 29 & Washington Ave.	SR 29	Washington	Vehicle	CON	\$500,000	\$0	-	\$500,000	2020	2022	No
27	Calistoga	Intersection Improvements at SR 29 & Fair Way	Signalization of intersection at SR 29 & Fair Way	SR 29 and Fair Way	SR 29	Fair Way	Vehicle	CON	\$950,000	\$0	-	\$950,000	2021	2022	No
28	Calistoga	Intersection Improvements at SR 29 & Silverado Trail	Signalization of intersection at SR 29 & Silverado Trail	SR 29 and Silverado Trail	SR 29	Silverado Trail	Vehicle	CON	\$853,000	\$0	-	\$853,000	2027	2028	No

* Multi-jurisdictional Project

**Napa Countywide Transportation Plan
Project List**

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
				Location	Start Point	End Point									
29	Calistoga	Intersection Improvements at SR 128 & Petrified Forest	Signalization of Intersection at SR 128 & Petrified Forest	SR 128 & Pet Forest Road	SR 128	SR 128	Vehicle	CON	\$650,000	\$550,000	STIP/LM	\$100,000	2015	2017	Yes
30	Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR 29	Silverado Trail	Vehicle		\$7,000,000	\$0	-	\$7,000,000	2030		No
31	Calistoga	Lincoln Corridor Safety Enhancements	Signal modification, bicycle and pedestrian enhancements	Lincoln Avenue	SR 128	Silverado Trail	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2020		No
32	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Vehicle/ Ped/Bike	Planning	\$10,500,000	\$0	-	\$10,500,000	2020	2020-2040	No
33	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
34	City of Napa	South Terrace Bridge and Extension	New bridge at Cayetano Creek and extension of Terrace Drive from the southern terminus of Terrace Drive to the northerly terminus of South Terrace Drive	Terrace Drive	Southern terminus of Terrace Dr	Northern terminus of S Terrace Dr	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
35	City of Napa	Solano Bridge and Extension	New bridge at Napa Creek and extension of Solano Avenue south to connect with First Street	Solano Avenue	Southern terminus of Solano Ave	First Street	Vehicle/ Ped/Bike	Planning	\$7,000,000	\$0	-	\$7,000,000	2020	2020-2040	No
36	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Avenue	Vehicle/ Ped/Bike	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes
37	City of Napa	Salvador Avenue Widening	Widen Salvador Avenue from SR29 to Jefferson Street	Salvador Avenue	SR29	Jefferson Street	Vehicle/ Ped/Bike	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
38	City of Napa	Imola Corridor Sidewalk Improvements*	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Ped/Bike	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No
39	City of Napa	SR29 under Pueblo Avenue	Pueblo Avenue Overpass connecting Pueblo Avenue to West Pueblo Avenue	Pueblo Avenue	Pueblo Avenue	West Pueblo Avenue	Vehicle	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
40	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$30,000,000	\$0	-	\$30,000,000	2020	2020-2040	No
41	City of Napa	Jefferson/Laurel Signal	New signal at Jefferson Street/Laurel Street Intersection	Jefferson/ Laurel Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
42	City of Napa	Jefferson/Old Sonoma Signal	New signal at Jefferson Street/Old Sonoma Road Intersection	Jefferson/ Old Sonoma Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
43	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No
44	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
45	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Ped/Bike	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes
46	City of Napa	Soscol Avenue Widening *	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,000,000	\$0	-	\$22,000,000	2020	2020-2040	No
47	City of Napa	Lincoln/Jefferson Right Turn Lane(s)	Modify Lincoln/Jefferson intersection with right turn lanes	Jefferson/ Lincoln Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
48	City of Napa	Lincoln/Soscol Right turn Lane(s)	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/Soscol intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
49	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes
50	City of Napa	Soscol/Silverado Trail Modification	Soscol/Silverado intersection modification with Southbound dual left turn lanes on Silverado Trail	Soscol/ Silverado Trail Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No
51	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Vehicle/ Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No
52	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No
53	City of Napa	Salvador Creek Bike Trail	Construct a Class I multiuse path along Salvador Creek	adjacent to Salvador Creek	Maheer Street	Big Ranch Road	Ped/Bike	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	YES*
54	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes
55	City of Napa	Oxbow Preserve Pedestrian Bridge	Construct a pedestrian bridge from the Oxbow Preserve over the Napa River to the River Trail	Napa River	Oxbow Preserve	River Trail	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*
56	City of Napa	Oxbow District Pedestrian Bridge	Construct a pedestrian bridge from the River Trail over the Napa River to Third Street	Napa River	River Trail	Third Street	Ped/Bike	Planning	\$1,250,000	\$0	-	\$1,250,000	2020	2020-2040	YES*
57	City of Napa	Laurel Street Sidewalk	Construct sidewalks along Laurel Street from Laurel Park to Laurel Manor	Laurel Street	Laurel park	Laurel Manor	Ped	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
58	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Vehicle/ Ped/Bike	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	YES**
59	City of Napa	Sierra Avenue Sidewalks	Construct sidewalks along Sierra Avenue from Jefferson Street to SR29	Sierra Avenue	Jefferson Street	SR29	Pedestrian	Planning	\$800,000	\$0	-	\$800,000	2020	2020-2040	No
60	City of Napa	Foster Road Sidewalk	Construct sidewalks along Foster Road adjacent to Irene M. Snow Elementary School	Foster Road adjacent to Snow School	-	-	Pedestrian	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No

* Multi-jurisdictional Project

**Napa Countywide Transportation Plan
Project List**

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				Location	Start Point	End Point									
61	City of Napa	Terrace Drive Sidewalks	Construct Sidewalks along Terrace Drive where gaps are present	Terrace Drive	Coombsville Road	Southern terminus of Terrace Drive	Pedestrian	Planning	\$1,500,000	\$0	-	\$1,500,000	2020	2020-2040	No
62	City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Pedestrian	Planning	\$2,000,000	\$30,000	Local	\$1,970,000	2016	2020	No
63	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/Vehicle/ Rail	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No
64	City of Napa	SR29 Corridor Improvements (Urban Highway)*	Landscape enhancements to Urban Highway from Carneros Intersection to Trancas. SR29 at Imola Avenue, 1st Street, Lincoln Avenue, Trancas Street	SR29	Carneros Intersection	Trancas Street	Vehicle	Planning	250,000	\$0	-	\$250,000	2020	2020-2040	Yes
65	Napa County	Devlin Rd Extension*	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Vehicle	CON	\$5,500,000	\$1,300,000	TMF	\$4,200,000	2015	2020	Yes
66	Napa County	Silverado Trail intersections	Improve intersection safety and operations Oak Knoll Avenue, Yountville Crossroad, Oakville Crossroad, Deer Park Rd, Dunaweal Ln	Silverado Trail, various	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2020	2040	No
67	Napa County	Solano Ave flood improvement	Construct improvements to reduce flooding in corridor	Solano Ave	Yountville	Dry Creek	Vehicle	CON	\$300,000	\$0	-	\$300,000	2020	2025	Yes
68	Napa County	29 North County intersections*	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2025	2040	No
69	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	CON	\$5,200,000	\$0	-	\$5,200,000	2030	2040	No
70	Napa County	Carneros Intersection*	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121			Vehicle		\$500,000	\$0	-	\$500,000	2020	2030	Yes
71	Napa County	SR 29- Unincorporated Napa County/Carneros*	4-Lane Rural Highway, from unincorporated Napa County to Carneros intersections.	SR 29	Jameson	Napa City Limits	Vehicle		\$8,000,000	\$0	-	\$8,000,000			Yes
72	Napa County	SR-29 Unincorporated Napa/ AC*	4-Lane Rural Highway in unincorporated Napa County from South Kelly Road to Jameson Canyon	SR 29	South Kelly Road	Jameson Canyon Road	Vehicle		\$50,000,000	\$0	-	\$50,000,000			Yes
73	NCTPA	Vine Trail Fair Way Extension*	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bike	CON	\$1,200,000	\$0	-	\$1,200,000	2015	2016	No
74	NCTPA	Vine Trail (Redwood Rd Crossing)*	Construct a grade separated crossing across Redwood Road connecting the adjacent sections of the Vine Trail	Redwood Road	-	-	Bike/Ped/Vehicle	Planning	\$4,500,000	\$0	-	\$4,500,000	2020	2020-2040	YES*
75	NCTPA	Napa Valley Vine Trail - Calistoga*	Construct Class I mixed use path	SR 29	Silverado Trail	Bothe State Park	Bike/Ped	CON	\$6,000,000	\$200,000	Local Donation	\$5,800,000	2016	2018	Yes
76	NCTPA	Vine Trail (3rd-Vallejo)*	Construct Class I multiuse path between 3rd Street and Vallejo Street	adjacent to Soscol	Vallejo	Third Street	Ped/Bike	Planning	3,500,000	100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	Yes
77	NCTPA	Vine Trail*	Class I bike trails, including portions of American Canyon, St. Helena, and unincorporated Napa County.	Napa County	Bothe Park	South end of American Canyon	Bicycle	PE-CON	\$19,799,360	\$0	-	\$19,799,360	2015	2023	Yes
78	NCTPA	Soscol Junction*	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	PE	\$10,000,000	\$0	-	\$10,000,000	2015	2035	Yes
79	NCTPA	Airport Junction*	Construct grade separated interchange	SR 29/12/Airport			Vehicle	CON	\$73,000,000	\$0	-	\$73,000,000	2020	2040	Yes
80	St Helena	Downtown Pedestrian Improvements	Install traffic calming devices (e.g., bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	\$21,278	Local	\$378,722	2011	2018	No
81	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000	\$0	-	\$5,800,000	2020	2030	No
82	St Helena	Spring Mountain Road Class I Bikeway	Construct Class I Bikeway	Spring Mountain Road	Lower Reservoir	Spring Mountain Court	Bicycle		\$1,700,000	\$0	-	\$1,700,000	2020	2030	No
83	St Helena	Oak Avenue Extension	Extend Oak Avenue	Oak Avenue	Charter Oak Avenue	Grayson Avenue	Vehicle		\$1,800,000	\$0	-	\$1,800,000	2020	2025	No
84	St Helena	Starr Avenue Extension	Extend Starr Avenue	Starr Avenue	Hunt Avenue	Adams Street	Vehicle		\$617,000	\$0	-	\$617,000	2025	2030	No
85	St Helena	Adams Street Extension	Extend Adams Street	Adams Street	end	Starr Avenue	Vehicle		\$851,000	\$0	-	\$851,000	2025	2030	No
86	St Helena	New North-South Collector	Extend College Avenue, or Starr Avenue, or Allison Avenue	New	Mills Lane	Pope Street	Vehicle		\$1,900,000	\$0	-	\$1,900,000	2025	2030	No
87	St Helena	Mills Lane Safety Improvements	Improve Mills Lane to two lanes with bike/ped access	Mills Lane	Main Street (SR29)	End	Vehicle		\$3,500,000	\$0	-	\$3,500,000	2025	2030	No
88	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000	\$0	-	\$9,800,000	2030	2040	No
89	St Helena	New East-West Collector	Extend Adams Street or Mills Lane	New	End	Silverado Trail	Vehicle		\$2,900,000	\$0	-	\$2,900,000	2035	2040	No
90	St Helena	Fulton Lane Safety Improvements	Improve Fulton Lane to two lanes with bike/ped access	Fulton Lane	Railroad Ave	End	Vehicle		\$2,200,000	\$0	-	\$2,200,000	2035	2040	No
91	VINE	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No
92	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	TBD	-	-	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2018	No

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				Location	Start Point	End Point									
93	VINE	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2018	No
94	VINE	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2020	2040	No
95	VINE	BRT Buses	Acquisition of 14 articulated buses for BRT from Vallejo Ferry Terminal to NVC	N/A	-	-	Bus	None	\$14,000,000	\$0	-	\$14,000,000	2025	2027	
96	VINE	Rapid Bus Project	4.7 miles of bus Rapid Corridor Enhancement	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2022	2040	No
97	VINE	BRT Buses	Acquisition of 6 articulated buses for BRT from NVC to Redwood Avenue Park and Ride	N/A	-	-	Bus	None	\$6,000,000	\$0	-	\$6,000,000	2022	2024	
98	Yountville	Oak Circle Parking Improvement	Parking improvements to existing infrastructure	Future Oak Circle Park, near Oak Circle and Vintner Ct	N/A	N/A	Vehicle	Planning, Design, Construction	\$75,000	\$0	-	\$75,000	2015	2018	No
99	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	At Veteran's Park, Washington St. South of California Dr	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$175,000	2020	2021	No
100	Yountville	Washington Park Sidewalk Project	Adding sidewalk to the Washington Park Subdivision	Washington Park	East of Washington, North of Forrester Ln	Washington, South of Yountville Cross Rd	Pedestrian	Planning, Design, Construction	\$850,000	\$0	-	\$850,000	2022	2023	No
101	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads	Yountville Cross Roads and Yount St	Yountville Cross Roads and Stags View Ln	Bike	Planning, Design, Construction	\$1,500,000	\$0	-	\$1,500,000	2030	2031	No
102	Yountville	Future Parking Garage Facility	New parking facility	To be determined	N/A	N/A	Vehicle	Planning, Design, Construction	\$5,500,000	\$0	-	\$5,500,000	2030	2031	No
103	Yountville	Transportation Infrastructure	Extend Yount Mill Road and Yountville Cross Rd, connecting the new development to the Town.	Northeast of Washington and Yountville Cross Rd	Entire Site	Entire Site	Ped/Bike/ Vehicle	Planning, Design, Construction	\$2,500,000	\$0	-	\$2,500,000	2030	2035	No
104	Yountville	SR-29 Interchange Project	Construct Interchange at Madison and SR-29	Madison & SR-29	N/A	N/A	Vehicle	Planning, Design, Construction	\$20,000,000	\$0	-	\$20,000,000	2030	2031	No

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				Location	Start Point	End Point										
6	AC	SR 29 6-Lane* Parkway	6-lane Parkway from Napa Junction Road to South Kelly Road, including overpass structure	SR 29	South Kelly Road	American	Vehicle		\$29,000,000	\$0		\$29,000,000				17
7	AC	SR 29 Gateway*	Highway 29 improvements, 6-lane modified boulevard, including pedestrian, transit and Vine Trail infrastructure.	SR 29	American Canyon Road	Napa Junction Road	Vehicle	CON	\$26,000,000	\$0	-	\$26,000,000	2016	2030	Yes	17
36	VINE	Fueling Station (Construction and O&M)	Construction of new fueling station	TBD	-	-	Bus	CON	\$3,792,000	\$0	-	\$3,792,000	2017	2018	No	17
35	VINE	VINE Maintenance Facility (Construction O&M)	Acquisition and construction of new maintenance facility	TBD	-	-	Bus	CON	\$38,300,000	\$0	-	\$38,300,000	2017	2018	No	16
12	City of Napa	Imola Corridor Sidewalk Improvements	Construct sidewalks along Imola Avenue where none exist or gaps are present from Foster Road to eastern City Limits	Imola Avenue	Foster Road	Eastern City Limits	Ped/Bike	Planning	\$6,500,000	\$20,000	NCTPA	\$6,480,000	2014	2020-2040	No	14
25	Napa County	Devlin Rd Extension*	Complete construction of collector road as parallel facility for SR 29 corridor	Airport Industrial Area	Soscol Ferry Rd	Green Island Rd	Vehicle	CON	\$5,500,000	\$1,300,000	TMF	\$4,200,000	2015	2020	Yes	14
8	Calistoga	Pedestrian Safety Improvements SR 29 & Cedar Street	In Pavement Lighting	SR 29 and Cedar Street	SR 29	Cedar St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No	13
9	Calistoga	Pedestrian Safety Improvements SR 29 & Brannan Street	In Pavement Lighting	SR 29 and Brannan Street	SR 29	Brannan St	Pedestrian	PSR/PSE	\$100,000	\$0	-	\$100,000	2017	2018	No	13
14	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	North bank Napa Creek	-	-	Ped/Bike	Design	\$850,000	\$97,000	BTA; TDA-3	\$753,000	2013	2017	Yes	13
27	Napa County	Route 221*	Improve corridor operations	SR 221 Napa Vallejo Highway	SR 29	SR 121	Vehicle	CON	\$5,200,000	\$0	-	\$5,200,000	2030	2040	No	13
29	NCTPA	Napa Valley Vine Trail - Calistoga*	Construct Class I mixed use path	SR 29	Silverado Trail	Bothe State Park	Bike/Ped	CON	\$6,000,000	\$200,000	Local Donation	\$5,800,000	2016	2018	Yes	13
30	NCTPA	Vine Trail (3rd-Vallejo)*	Construct Class I multiuse path between 3rd Street and Vallejo Street	adjacent to Soscol	Vallejo	Third Street	Ped/Bike	Planning	3,500,000	100,000	TDA-3; NVVT Coalition	\$3,400,000	2016	2020	Yes	13
43	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Length of Yountville Crossroads	Yountville Cross Roads and Yount St	Yountville Cross Roads and Stags View Ln	Bike	Planning, Design, Construction	\$1,500,000	\$0	-	\$1,500,000	2030	2031	No	13
2	AC	Eucalyptus Drive/ Theresa Avenue intersection, Complete Streets	Extend Eucalyptus 450' to the east, connecting at SR 29, Install roundabout.	Eucalyptus Drive	Theresa Avenue	SR 29	Vehicle		\$3,700,000	\$1,154,000	STIP	\$2,546,000	2017			12
3	AC	Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	Devlin Road	Railroad overcrossing	Green Island Rd	Vehicle		\$7,795,573	\$1,962,000	STIP	\$5,833,573	2017			12
16	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	1st/Freeway SR29 Ramp	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$0	-	\$8,500,000	2020	2020-2040	Yes	12
18	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Vehicle/ Ped/Bike	Design	\$8,500,000	\$3,500,000	Caltrans	\$5,000,000	2014	2019	Yes	12
32	St Helena	Downtown Pedestrian Improvements	Install traffic calming devices (e.g., bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping	Main Street (SR29)	Spring Street	Adams Street	Pedestrian	PE-CON	\$400,000	\$21,278	Local	\$378,722	2011	2018	No	12
33	St Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Sulphur Creek	Sulphur Springs Avenue	Napa River	Bicycle		\$5,800,000	\$0	-	\$5,800,000	2020	2030	No	12
15	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$22,000,000	\$0	-	\$22,000,000	2020	2020-2040	No	11
21	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Linda Vista Avenue	Southern terminus of Linda Vista	Robinson lane	Vehicle/ Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	11
37	VINE	Rapid Bus Project	13.5 miles of bus rapid corridor enhancements	Vallejo to Napa	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$25,000,000	\$0	-	\$25,000,000	2020	2040	No	11
38	VINE	BRT Buses	Acquisition of 14 articulated buses for BRT from Vallejo Ferry Terminal to NVC	N/A	-	-	Bus	None	\$14,000,000	\$0		\$14,000,000	2025	2027	No	11

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				Location	Start Point	End Point										
10	Calistoga	Washington Street Reconstruction	Complete Streets Enhancements along Washington Street	Washington Street	Lincoln	Oak	Vehicle	PSE/CON	\$1,200,000	\$0	-	\$1,200,000	2017	2018	No	10
17	City of Napa	Browns Valley Road Widening	Widen Browns Valley Road from Westview Drive to McCormick Lane	Browns Valley Road	Westview Drive	McCormick Lane	Vehicle/Ped/Bike	Planning	\$3,500,000	\$0	-	\$3,500,000	2020	2020-2040	No	10
22	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/Redwood Intersection	-	-	Vehicle/Ped/Bike	Planning	\$750,000	\$0	-	\$750,000	2020	2020-2040	No	10
34	St Helena	Napa River Class I Bikeway	Construct Class I Bikeway (River Trail)	Napa River	South City Limit	North City Limit	Bicycle		\$9,800,000	\$0	-	\$9,800,000	2030	2040	No	10
42	Yountville	Washington Park Sidewalk Project	Adding sidewalk to the Washington Park Subdivision	Washington Park	East of Washington, North of Forrester Ln	East of Washington, South of Yountville Cross Rd	Pedestrian	Planning, Design, Construction	\$850,000	\$0	-	\$850,000	2022	2023	No	10
4	AC	Green Island Road Widening	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards Widen railroad crossing to three lanes	Green Island Road	SR 29	Commerce Boulevard	Vehicle		\$3,516,599	\$2,550,000	EDA/Local funds	\$966,599	2016			9
11	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Avenue	Vehicle/Ped/Bike	Planning	\$5,500,000	\$0	-	\$5,500,000	2020	2020-2040	Yes	9
13	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Vehicle/Ped/Bike	Planning	\$3,000,000	\$0	-	\$3,000,000	2020	2020-2040	No	9
19	City of Napa	Traffic Operations Center	Citywide signal coordination	-	-	-	Vehicle/Ped/Bike	Planning	\$2,000,000	\$0	-	\$2,000,000	2020	2020-2040	YES**	9
23	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Jefferson/ Sierra Intersection	-	-	Vehicle/Ped/Bike	Planning	\$500,000	\$0	-	\$500,000	2020	2020-2040	No	9
28	NCTPA	Vine Trail Fair Way Extension*	Construct Vine Trail	Fairway	Fair Way	Washington St.	Bike	CON	\$1,200,000	\$0	-	\$1,200,000	2015	2016	No	9
5	AC	Napa Junction Road Intersection	Phase 1 Improvements, Add 2nd excl. WBL and excl. WBR, Add 2nd excl. EBL and excl. EBR, Traffic signal relocation	Napa Junction Road	SR 29	SR 29	Vehicle		\$2,938,400	\$0	-	\$2,938,400	2018			8
26	Napa County	29 North County intersections*	Improve intersection safety and operations Oakville Grade Rd, Oakville Crossroad, Rutherford Rd (SR 128), Deer Park Rd, Dunaweal Ln	SR 29	Napa	Calistoga	Vehicle	CON	\$2,500,000	\$0	-	\$2,500,000	2025	2040	No	8
1	AC	Highway 29 Signal ATS	Install Advance Traffic Signal	SR 29					\$500,000	\$220,000	TFCA	\$280,000	2015			7
20	City of Napa	Main Street Sidewalk Widening	Widening the sidewalk on Main Street from First Street to Third Street	Main Street	First Street	Third Street	Pedestrian	Planning	\$2,000,000	\$30,000	Local	\$1,970,000	2016	2020	No	6
31	NCTPA	Soscol Junction*	Construct SB 221 to SB 29/12 flyover structure	SR 29/12/221			Vehicle	PE	\$10,000,000	\$0	-	\$10,000,000	2015	2035	Yes	6
24	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	-	-	-	Bike/Ped/ Vehicle/ Rail	Planning	\$2,500,000	\$0	-	\$2,500,000	2020	2020-2040	No	5
39	VINE	Bus/Agency Signage	New NCTPA Image, Including Bus Stop Signage	Napa County			Bus	None	\$550,000	\$0	-	\$550,000	2015	2018	No	5
40	Yountville	Oak Circle Parking Improvement	Parking improvements to existing infrastructure	Future Oak Circle Park, near Oak Circle and Vintner Ct	N/A	N/A	Vehicle	Planning, Design, Construction	\$75,000	\$0	-	\$75,000	2015	2018	No	4
41	Yountville	South Veteran's Park Parking Improvements	Parking improvements to existing infrastructure	Park, Washington St. South of	N/A	N/A	Vehicle	Planning, Design, Construction	\$175,000	\$0	-	\$175,000	2020	2021	No	4
44	Yountville	Future Parking Garage Facility	New parking facility	To be determined	N/A	N/A	Vehicle	Planning, Design, Construction	\$5,500,000	\$0	-	\$5,500,000	2030	2031	No	3
TOTAL CONSTRAINED LIST FUNDING SHORTFALL												\$272,938,294				

**Napa Countywide Transportation Plan
Program List**

No.	Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
1	AC	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 1,468,000	\$ -	-	\$ 1,468,000	2015	2040	
2	AC	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 8,672,000	\$ -	-	\$ 8,672,000	2015	2040	Yes
3	AC	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 12,000,000	\$ -	-	\$ 12,000,000	2015	2040	
4	AC	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 25,000,000	\$ -	-	\$ 25,000,000	2015	2040	
5	AC	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 17,000,000	\$ -	-	\$ 17,000,000	2015	2040	No
6	AC	ITS	Intersection synchronization enhancements, traffic signal upgrade, electronic traffic management	Vehicle	\$ 1,000,000	\$ -	-	\$ 1,000,000	2015	2040	No
7	Calistoga	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 4,375,000	\$ -	-	\$ 4,375,000	2015	2040	No
8	Calistoga	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 8,000,000	\$ -	-	\$ 8,000,000	2015	2040	Yes
9	Calistoga	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 1,250,000	\$ -	-	\$ 1,250,000	2015	2040	Yes
10	Calistoga	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 5,580,000	\$ -	-	\$ 5,580,000	2015	2040	No
11	Calistoga	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 10,650,000	\$ -	-	\$ 10,650,000	2015	2040	Yes
12	Calistoga	Local Streets & Roads (Enhancements)	Road expansion, new road connections, dedicated turn lanes, safety improvements, complete streets elements	Vehicle	\$ 250,000	\$ -	-	\$ 250,000	2015	2040	Yes
13	City of Napa	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 175,000,000	\$3,000,000 FY14/15*	Local; Gas Tax	\$ 172,000,000	2015	2040	Yes
14	City of Napa	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 40,000,000	-	-	\$ 40,000,000	2015	2040	No
15	City of Napa	ITS	Intersection synchronization enhancements, traffic signal upgrade, electronic traffic management	Vehicle	\$ 4,500,000	-	-	\$ 4,500,000	2015	2040	Yes
16	City of Napa	Bicycle Network (Expansion)	Expansion of Class I, II, and III bicycle facilities	Bicycle	\$ 3,000,000	-	-	\$ 3,000,000	2015	2040	Yes
17	City of Napa	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of Class I bicycle facilities	Bicycle	\$ 10,000,000	-	-	\$ 10,000,000	2015	2040	No
18	City of Napa	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 156,000,000	\$1,500,000 FY14/15*	Local; Gas Tax; CDBG	\$ 154,500,000	2015	2040	Yes

**Napa Countywide Transportation Plan
Program List**

No.	Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
19	Napa County	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 228,750,000	7,840,000	General Fund	\$ 220,910,000	2015	2040	Yes
20	Napa County	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 40,000,000	-	N/A	\$ 40,000,000	2015	2040	Yes
21	Napa County	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 25,000,000	-	N/A	\$ 25,000,000	2015	2040	No
22	Napa County	Bicycle Network (Maintenance & Rehab)	Maintenance and rehabilitation of existing Class I bicycle facilities	Bicycle	\$ 2,500,000	-	N/A	\$ 2,500,000	2015	2040	Yes
23	Napa County	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 1,250,000	-	N/A	1,250,000	2015	2040	Yes
24	NCTPA	Park and Ride Lots, (Construction and O&M)	Park and Ride Lots throughout Napa County	Bus	\$ 2,025,000	\$ -	-	\$ 2,025,000	2015	2040	No
25	VINE	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion	Bus	\$ 27,510,000	\$ -	-	\$ 27,510,000	2017	2040	
26	VINE	New Transit Vehicles (REPLACEMENT)	Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for state of good repair	Bus	\$ 62,510,000	\$ -	-	\$ 62,510,000	2015	2040	
27	VINE	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	Bus	\$ 4,850,000	\$ -	-	\$ 4,850,000	2020	2040	No
28	VINE	Bus Shelter Program (REPLACEMENT)	Replacement of existing bus shelters throughout the county	Bus	\$ 3,000,000	\$ -	-	\$ 3,000,000	2015	2040	
29	VINE	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	Bus	\$ 2,800,000	\$ -	-	\$ 2,800,000	2018	2040	No
30	VINE	IT Equipment Upgrades & Replacement Program	Wi-Fi for all buses, Camera System & Real Time signage, Asset Management Database, sales office equipment, taxi scrip automated readers	Bus	\$ 480,000	\$ -	-	\$ 480,000	2015	2019	No
31	VINE	State of Good Repair/ PM	7 low-floor articulated buses, 7 low-floor 35' buses, 14 articulated buses	Bus	\$ 76,125,000	\$ -	-	\$ 76,125,000			
32	VINE	Local routes (1-8) - expanded service hours	Expand service hours from 4am-12am, add Sunday service	Bus	\$ 10,281,880	\$ -	-	\$ 10,281,880			
33	VINE	Regional routes (10/11)- expanded service hours	Expand service hours from 4am-12am, add Sunday service	Bus	\$ 10,346,000	\$ -	-	\$ 10,346,000			
34	VINE	Regional routes (10/11)- Enhanced frequency	Increase frequency from 30 peak, 60 midday and weekends to 15 peak and 30 midday and weekends.	Bus	\$ 39,431,210	\$ -	-	\$ 33,122,216	2018	2040	
35	VINE	State of Good Repair	Shop truck w/ hoist & push bar for road calls, Support Vehicle for Supervisors	Bus	\$ 115,000	\$ -	-	\$ 115,000			
36	VINE	BRT Operation	BRT Operation Cost for 6 buses from NVC to Redwood Park & Ride	Bus	\$ 13,346,000	\$ -	-	\$ 13,346,000	2025	2040	
37	VINE	BRT Operation	BRT Operation Cost for 14 buses from NVC to Vallejo Ferry Terminal	Bus	\$ 40,038,000	\$ -	-	\$ 40,038,000	2028	2040	
38	St Helena	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 18,855,473	\$ -	-	\$ 18,855,473	2015	2040	No

**Napa Countywide Transportation Plan
Program List**

No.	Sponsor	Program Category	Program Description	Mode	Total Cost	Total Committed	Types of funds Committed	Total Need	Start Year	End Year	Included in Plan Bay Area
39	St Helena	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 3,000,000	\$ -	-	\$ 3,000,000			
40	St Helena	Bridge / Culvert (Maintenance, rehab & replacement)	Rehabilitate, restore, preserve and rejuvenate local bridge and culvert pavement, replace or widen existing structures	Vehicle	\$ 2,100,000	\$ -	-	\$ 2,100,000			No
41	St Helena	Bicycle Network (Expansion)	Expansion of Class I bicycle facilities	Bicycle	\$ 3,000,000	\$ -	-	\$ 3,000,000			No
42	Yountville	Pedestrian Network (Maintenance, rehab & expansion)	Sidewalk improvement, expand the pedestrian network	Pedestrian	\$ 2,740,000	\$ 335,000	Gas Tax; Capital Projects Fund	\$ 2,405,000			No
43	Yountville	Local Streets & Roads (Maintenance & Rehab)	Rehabilitate, restore, and preserve pavement for local streets and roads	Vehicle	\$ 8,500,000	\$ 2,525,000	Gas Tax; Capital Projects Fund	\$ 5,975,000			Yes

**Napa Countywide Transportation Plan
Summary Table**

Attachment 4
TAC Agenda File ID 15-037
May 7, 2015

Jurisdiction	Constrained Project List Total	Unconstrained Project List Total	Program Total	Total Request
American Canyon	\$ 67,564,572	\$ 99,508,791	\$ 65,140,000	\$ 232,213,363
Calistoga	\$ 1,400,000	\$ 18,253,000	\$ 30,105,000	\$ 49,758,000
City of Napa	\$ 65,953,000	\$ 95,850,000	\$ 384,000,000	\$ 545,803,000
Napa County	\$ 11,900,000	\$ 61,300,000	\$ 289,660,000	\$ 362,860,000
St. Helena	\$ 15,978,722	\$ 15,468,000	\$ 26,955,473	\$ 58,402,195
Yountville	\$ 8,100,000	\$ 22,500,000	\$ 8,380,000	\$ 38,980,000
NCTPA	\$ 20,400,000	\$ 97,299,360	\$ 2,025,000	\$ 119,724,360
VINE	\$ 81,642,000	\$ 31,000,000	\$ 284,524,096	\$ 397,166,096
TOTAL	\$ 272,938,294	\$ 441,179,151	\$ 1,090,789,569	\$ 1,804,907,014

Countywide Plan
Revenue Projections 2015-2040



Source	Transportation Revenue	Amount (\$'000)
Federal		
	STP/CMAQ (Jurisdictions)	47,512
State		
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local		
	Measure T (FY2018-19 to FY2039-40)	349,172
	Transportation for Clean Air (TFCA)	4,862
Transportation Total		\$686,909
	Total Costs - Highway and Roads	\$1,395,741
	Total Shortfall - Highway and Roads	-\$708,831

Source	Transit Revenue	Amount (\$'000)
Federal		
	Federal Transit Administration (FTA Transit Funds)	\$58,958
State		
	State Transit Assistance (STA Transit Funds)	28,264
	Transportation Development Act- Transit (NCTPA)	159,912
	Low Carbon Transit Operating Program	874
Local		
Transit Total		\$248,008
	Total Costs - Transit	\$409,166
	Operating Costs	\$200,000
	Total Shortfall - Transit	-\$361,158

TOTAL FUNDING SHORTFALL **-\$1,069,990**

*All figures are for planning purposes and subject to updates/revisions.

Blue Print Revenue Plan

As State and Federal revenues continue to trend down and costs increase, a resulting revenue shortfall is inevitable. This has put greater and greater pressure on counties to identify new revenues to address both capacity and maintenance programs. Moreover, there is a growing trend around the state that prioritizes projects that are heavily funded by local revenue sources. Over the next 25 year period covered by Vision 2040, Napa County jurisdictions can anticipate roughly a \$667.3 million funding shortfall to address transportation enhancements and to maintain transportation systems in a state of good repair.

Table 1 summarizes the projects and programs requests submitted by Napa County jurisdictions. Table 2 below summarizes the projected revenues that NCTPA and its jurisdictions are expected to receive over the 25-year period relative to the projects and programs received. The discrepancy between funding and project need prompted NCTPA to convene a meeting with a select group of Public Works and Planning staff to identify concepts for generating new revenues in the County in order to fund the enormous revenue shortfall.

Jurisdiction	Constrained Project List Total	Unconstrained Project List Total	Program Total	Total Request
American Canyon	\$67,564,572	\$99,508,791	\$65,140,000	\$232,213,363
Calistoga	\$1,400,000	\$18,253,000	\$30,105,000	\$49,758,000
City of Napa	\$65,953,000	\$95,850,000	\$384,000,000	\$545,803,000
Napa County	\$11,900,000	\$61,300,000	\$289,660,000	\$362,860,000
St. Helena	\$15,978,722	\$15,468,000	\$26,955,473	\$58,402,195
Yountville	\$8,100,000	\$22,500,000	\$8,380,000	\$38,980,000
NCTPA	\$20,400,000	\$97,299,360	\$2,025,000	\$119,724,360
VINE	\$81,642,000	\$31,000,000	\$284,524,096	\$397,166,096
TOTAL	\$272,938,294	\$441,179,151	\$1,090,789,569	\$1,804,907,014

Table 2: Countywide Plan Revenue Projections 2015-2040		
Source	Highway and Roads Revenue	Amount (\$'000)
Federal		
	STP/CMAQ (Jurisdictions)	47,512
State		
	TDA Article 3 Bike/Pedestrian (TDA 3)	4,121
	Regional Improvement Program (RTIP)	75,405
	Gas Tax Subvention	90,662
	AB105 (Gas Tax Swap) Streets and Roads Funding	115,175
Local		
	Measure T (FY2018-19 to FY2039-40)	349,172
	Transportation for Clean Air (TFCA)	4,862
Transportation Revenue Total		\$686,909
Total Costs – Highway and Roads		\$1,395,741
Total Shortfall – Highway and Roads		-\$708,831
Source	Transit Revenue	Amount (\$'000)
Federal		
	Federal Transit Administration (FTA Transit Funds)	58,958
State		
	State Transit Assistance (STA Transit Funds)	28,264
	Transportation Development Act- Transit (NCTPA)	159,912
	Low Carbon Transit Operating Program	874
Transit Revenue Total		\$248,008
Total Costs - Transit		\$409,166
Operating Costs		\$200,000
Total Shortfall - Transit		-\$361,158

Reliance on Federal and State funding has waned in recent years. Transportation agencies are looking to alternative funding sources to help maintain transportation infrastructure and address growing congestion. Table 3 is a comprehensive summary of the revenues that were discussed in the ad hoc committee mentioned above. In these discussions, revenue concepts were prioritized based upon NCTPA’s oversight authority and the amount of estimated revenues that the fund source could generate annually. Table 3 summarizes the potential funding sources discussed.

Table 3: Comprehensive List of Potential New Revenue Sources

Revenue Type	User/Unit Fee	Estimated Revenues		Summary of Pros/Cons
		Per Year	2020-2040 (25yrs)	
Transportation Sales Tax	Additional Half cent	\$15 Million Per Year	\$319 Million over 25 Years	<ul style="list-style-type: none"> -Generates stable fund sources that can be used for capital and operating uses. -Requires ballot measure with 2/3 voter support -Is subject to annual fluctuation but can be mitigated with bonding authority -Is limited to projects and programs in approved Expenditure Plan
Vehicle Registration Fee	\$10/ Vehicle	\$1.41 Million Per Year*	\$40 Million over 25 Years *	<ul style="list-style-type: none"> -Generates annual funds that can be used for both capital and operating purposes contained in an Expenditure Plan -Funds expand or contract based on number of registered vehicles -Requires ballot measure with majority voter support -Limited to uses contained in the approved Expenditure Plan -Limited project use -Generates limited funds -Requires 2/3 voter support
Bike Facilities Vehicle Registration Fee	\$5/ Vehicle	\$700 Thousand Per Year	\$20 Million over 25 Years*	<ul style="list-style-type: none"> -Generates annual funds that can be used for both capital and operating purposes contained in an Expenditure Plan -Generates limited funds
Parcel Taxes**	\$50/ Parcel	\$2.27 Million Per Year**	\$56.75 Million over 25 Years**	<ul style="list-style-type: none"> -Generates a stable funding source that can be used for capital and operating uses -Funds flow from the County's Assessor's office to the entity that places the tax on the ballot -Flexibility in use of funds (not explicitly tied to Expenditure Plan) -Requires 2/3 voter support

Table 3: Comprehensive List of Potential New Revenue Sources

Regional Developer Impact Fees/ Traffic Impact Fee	TBD	Revenue difficult to estimate, likely anywhere from \$20-40 million over 25 years	Revenue generation difficult to estimate, likely anywhere from \$20-40 million over 25 years	<p>-If fee relates to the impact of the development, cities or counties can assess the fee without voter approval.</p> <p>-Creates a fund source that can be used for capital expenses such as signalization, bike and pedestrian improvements, or transit-related projects.</p> <p>-Relies on new development.</p> <p>-Requires jurisdictions to develop policies for assessing and/or collecting impact fees.</p> <p>-May be unpopular with jurisdictions who do not want to impact desirability of development environment.</p>
Road User Charge	\$.005/mile	\$9.5 Million Per Year***	\$237.5 Million over 25 Years ***	<p>-Has the potential to generate a large amount of revenue</p> <p>-Would encourage modified driving behavior</p> <p>-Supplements dwindling gas tax revenues</p> <p>-Extensive overhead and administration</p> <p>-May be costly to implement</p> <p>-Disadvantage to rural communities, where residents drive further to get to services</p>
SB142/Public Transit Assessment District	TBD	Dependent on location of potential transit improvements	Dependent on location of potential transit improvements	<p>-Provides funding mechanism for major rail or transit station investment</p> <p>-Funds cannot be used for operating expenses</p> <p>-Funds are limited to areas no more than a half mile from the center point of the transit station</p>
Property Based Business Improvement Districts (PBID)	TBD	Project specific	Project specific	<p>-Provides stable funding for the term of the Agreement</p> <p>-Can be administered by a third party to carry out functions identified in the District Agreement</p> <p>-Can be used for capital and operating expenses</p> <p>-Requires support by petition of property owners that will pay 50% or more of the fee.</p> <p>-Life of PBID is maximum of 5 years, requiring new petition for renewal.</p> <p>-Renewal can be for a term of up to 10 years.</p> <p>-BID is limited to programs/projects that are identified during the formation of the BID.</p>

Table 3: Comprehensive List of Potential New Revenue Sources

Business Based Business Improvement Districts	TBD	Project specific	Project specific	<ul style="list-style-type: none"> -Can be used to augment services or fund projects or programs that improve the image of their city -Requires support by petition of property owners that will pay 50% or more of the fee. -Life of PBID has maximum of 5 years, requiring new petition for renewal. -Renewal can be for a term of up to 10 years. -BID is limited to programs/projects that are identified during the formation of the BID.
HOV/HOT Lanes	TBD	Dependent on fee and number of trips	Dependent on fee and number of trips	<ul style="list-style-type: none"> -Rewards drivers who carpool -Reduces congestion on the road -Unsure of revenue generation potential -May be hard to implement on Napa roads because of limited lane capacity -Low return on investment -Potential equity issues
Toll Road	TBD	Dependent on toll and number of trips	Dependent on toll and number of trips	<ul style="list-style-type: none"> -Is a way to generate funds for maintenance of the roadway -Lack of public support -Equity issues -Limited alternative routes -Limited fund generation

*Assuming 1% annual growth in # of registered vehicles (autos, trucks, trailers & m/c)

**45,382 = Total # parcels in Napa County

***Assuming 1% growth rate in both registered vehicles & AVMT--Estimate is for Napa County only.

While various funding options might generate reasonable levels of new revenue, many pose both political and practical challenges. For example, aside from bridges, tolling is currently legislatively restricted to three roadways statewide. While discussions are underway to expand the Express Lane network, they have been largely restricted to freeways. Therefore tolling is not likely to be a feasible revenue generator for Napa because it lacks the transportation infrastructure to support such a proposal.

The Ad Hoc committee also discussed other revenue generating opportunities including special districts such as Property Based Improvement Districts, Business Based Improvement Districts, and Public Transit Assessment Districts. Discretion for revenue sharing for the former two types of districts lies with the individual jurisdiction. The latter district is generally used in high density mixed-use destinations where business is thriving and parking is minimal.

SB 1077, signed into law by Governor Brown in 2014, authorizes a pilot program to study a mileage based user fee. While the revenue generation potential is sound, the overhead and administration of implementing such a system may prove costly to implement and challenging to police. User fees are considered to be more equitable because they impose taxation on individuals based on their use of the roadway infrastructure, but there are also a number policy questions to be resolved. A critical issue for Napa will be how user fees are redistributed. If revenues are distributed based on where users live, that would not compensate Napa County for the wear and tear of the roads caused by the millions of visitors that travel to the County each year.

After careful deliberation, the Ad Hoc Committee narrowed the revenues sources from Table 3 to focus on just five sources (Table 4).

- A **parcel tax** generates a stable funding source that is flexible source of funds, not necessarily bound by an expenditure plan, but this option would generate a limited amount of funds and a two-thirds voter support is necessary to pass.
- A **bike facilities vehicle registration** fee would consist of a \$5 fee per registered vehicle and although generated funds can be used for capital or operating uses, this option generates a limited amount of funds dependent on the number of registered vehicles in the county, but also requires a super majority of two thirds voter support.
- Similar to a bike facilities **vehicle registration fee**, a vehicle registration fee is voter-approved fee levied on each vehicle registration. In contrast to the bike facilities vehicle registration fee, the vehicle registration fee only need a simple majority of votes, but this revenue option generates a limited amount of funds and is dependent on the number of vehicles registered.
- A regional **Development/Traffic Impact Fee** is outside of NCTPA's statutory ability, but it is a streamlined option that each jurisdiction can implement. The challenge is to projected future revenue generations accurately because these revenues are based upon projected development, which fluctuates depending on the market, the economy, and competition with other communities. Also, uses tend to be highly prescriptive and usually require a nexus to a particular project.

Although a half cent transportation sales tax requires a two thirds vote, sales tax generates a comparably significant amount of revenues (currently estimated at \$15 million per year in 2015 values). Table 4 below summarizes the recommended revenues for the Blue Print and roughly the amount that is likely to be generated over the 25 year period.

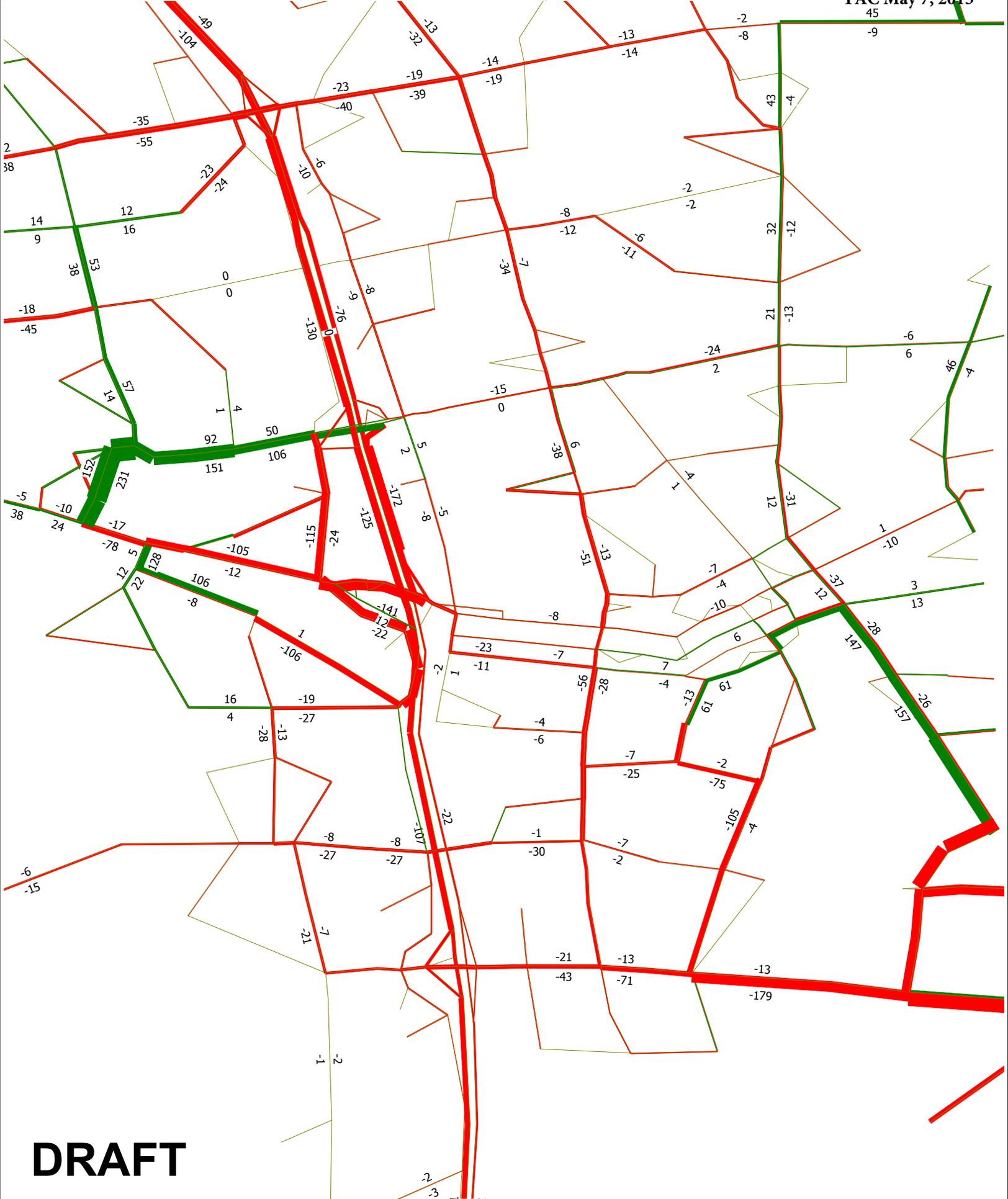
Table 4: Potential Funding Sources Matrix			
Revenue Type	User/Unit Fee	Estimated Revenues	
		Per Year	2020-2040 (25yrs)
Transportation Sales Tax	Additional Half cent	\$15 Million Per Year	\$319 Million over 25 Years
Vehicle Registration Fee	\$10/ Vehicle	\$1.41 Million Per Year*	\$40 Million over 25 Years *
Bike Facilities Vehicle Registration Fee	\$5/ Vehicle	\$700 Thousand Per Year	\$20 Million over 25 Years*
Parcel Taxes**	\$50/ Parcel	\$2.27 Million Per Year**	\$56.75 Million over 25 Years**
Regional Developer Impact Fees/ Traffic Impact Fee	TBD	Revenue difficult to estimate likely anywhere from \$20-40 million over 25 years	Revenue generation difficult to estimate likely anywhere from \$20-40 million over 25 years

Countywide Transportation Plan Timeline/Meeting Dates

Attachment 7
 TAC Agenda File ID 15-037
 May 7, 2015

*Dates/Times are subject to change

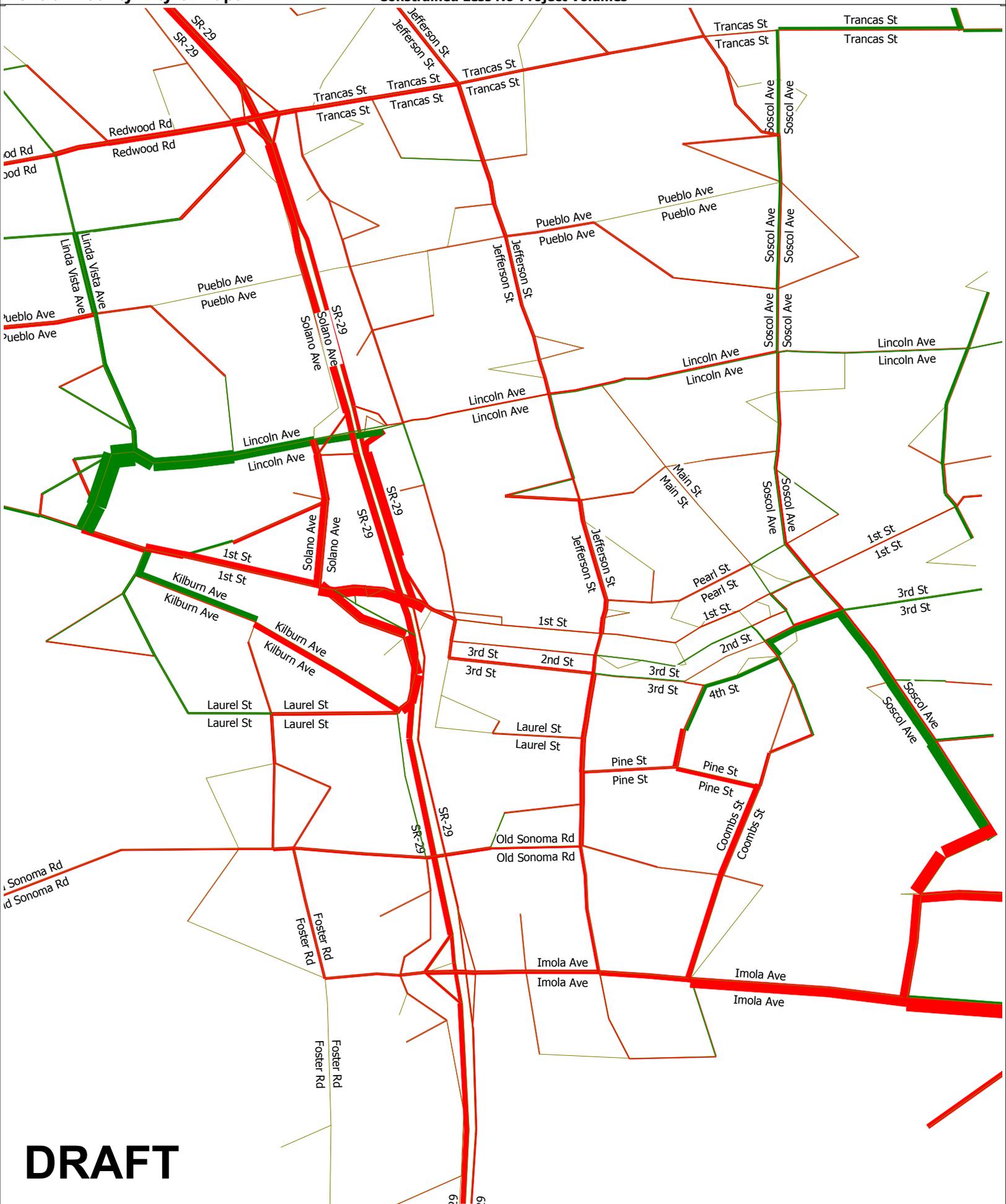
Date/Time	Meeting	Subject	Location
May 7, 2015 at 2:00 PM	TAC Meeting	Approve CTP Lists	NCTPA
May 18, 2015 at 5:00 PM	ATAC Meeting	Review CTP Lists	NCTPA
May 20, 2015 at 1:30 PM	NCTPA Board Meeting	Provide quarterly update on the CTP	NCTPA
May 29, 2015		Release Draft CTP/CBTP	
June 4, 2015 at 2:00 PM	TAC Meeting	Draft CTP/CBTP	NCTPA
June 17, 2015 at 1:30 PM	NCTPA Board Meeting	Draft Plan to NCTPA Board	NCTPA
June 22, 2015 at 5:00 PM	ATAC Meeting	Review CTP Lists	NCTPA
July 9, 2015 at 10:00AM	PCC Meeting	Final Draft CTP/CBTP	NCTPA
July 9, 2015 at 2:00 PM	TAC Meeting	Final Draft CTP/CBTP	NCTPA
July 9, 2015 at 6:00 PM	VCAC Meeting	Final Draft CTP/CBTP	NCTPA
July 15, 2015 at 1:30 PM	NCTPA Board Meeting	Final Plan to NCTPA Board	NCTPA
September 2015		RTP Projects due to MTC	



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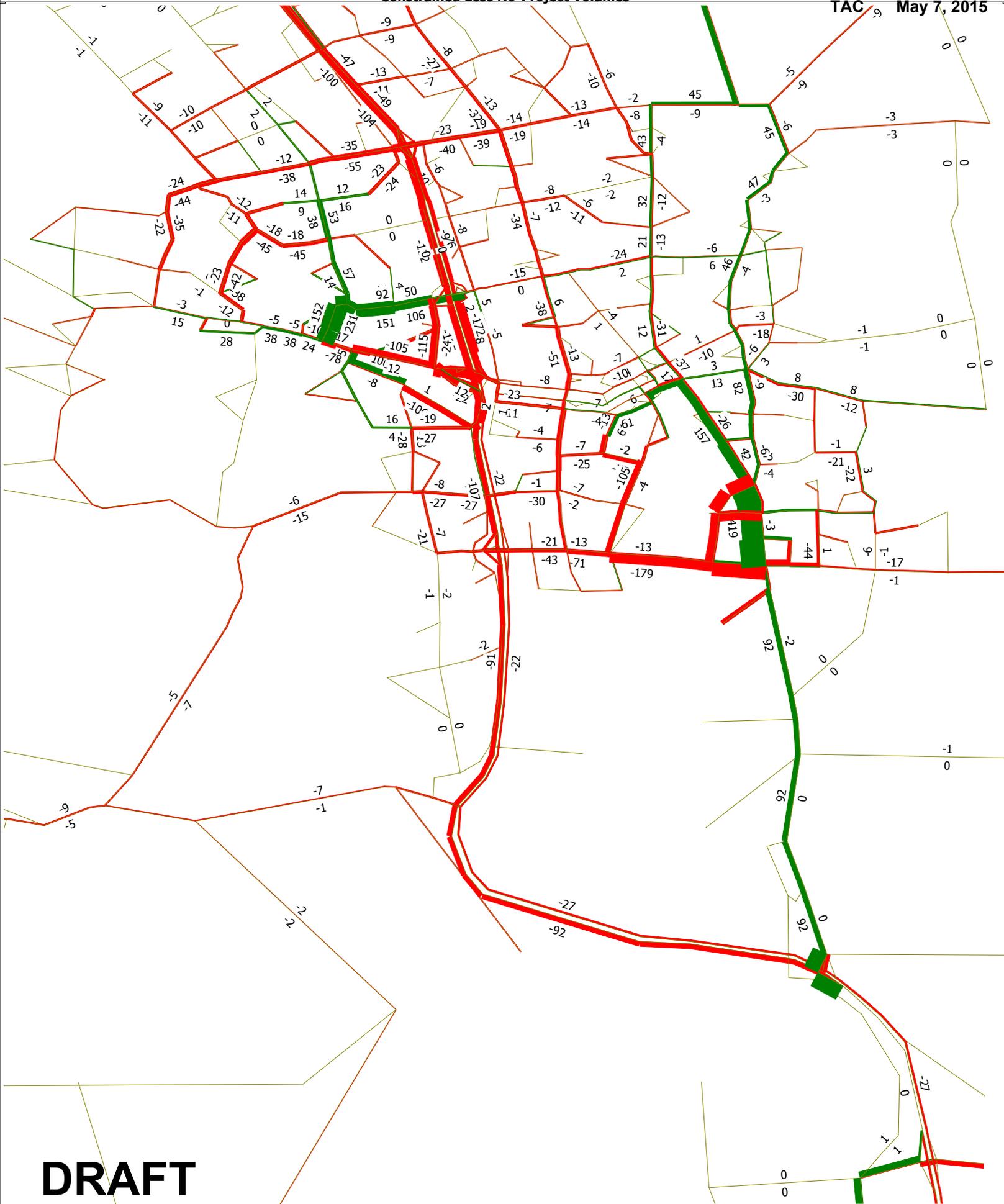
Bandwidth Plot - Green = Increase in volumes; Red = Decrease

Central County/City of Napa



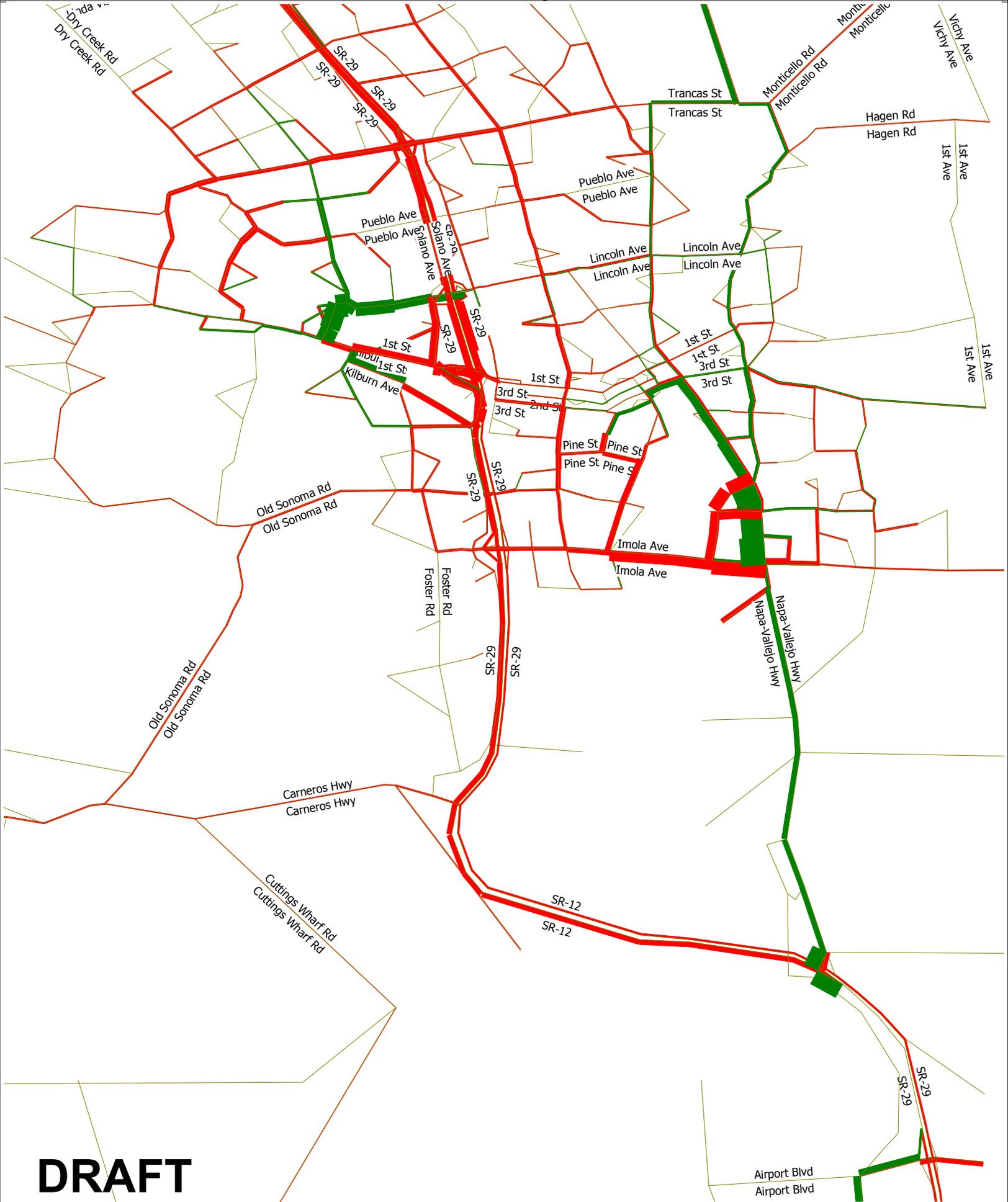
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Bandwidth Plot - Green = Increase in volumes; Red = Decrease



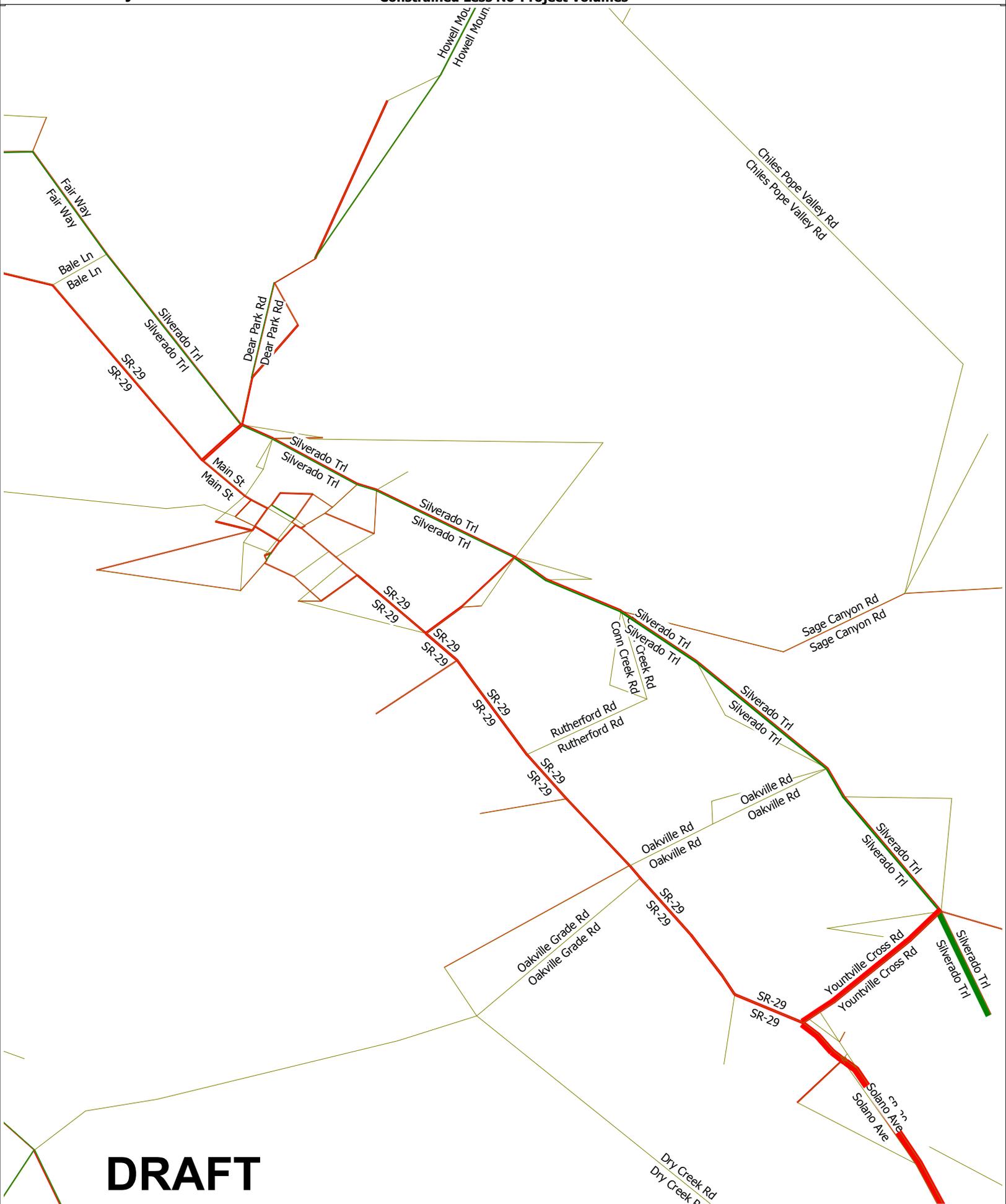
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NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: Countywide Pedestrian Master Plan Update

RECOMMENDATION

TAC will receive and update on the Countywide Pedestrian Master Plan (CPMP)

EXECUTIVE SUMMARY

NCTPA Staff and its consultants, Fehr & Peers, completed a series of public workshops for the Countywide Pedestrian Master Plan (CPMP) in January and early February. Fehr & Peers also met with staff in each jurisdiction to develop Benchmarking summary reports (Attachment 1) related to pedestrian facilities and programs. An Existing Conditions Report (ECR) is currently under review by jurisdiction and NCTPA staff. Walk audits to evaluate conditions and opportunities in key focus areas will be taking place in May.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

To identify and prioritize pedestrian projects, programs and planning efforts of countywide significance, NCTPA has contracted with Fehr & Peers to prepare a Countywide Pedestrian Plan. The Plan will provide baseline information, best practices, and recommendations to improve the active transportation network and system safety to encourage pedestrian/walking trips in Napa County. The plan will be an important component for the coordination of planning and programming pedestrian projects for all Napa County jurisdictions, and help NCTPA and the jurisdictions meet the planning requirements of certain grant programs.

The plan will be similar in structure to the countywide bicycle plan which was updated in 2012, but with specific focus on pedestrians. Once completed, both the Countywide

Bicycle Plan and Pedestrian Master Plan will be combined to form a Countywide Active Transportation Plan. An update of the entire Active Transportation Plan is scheduled for 2017-2018.

Consultants from Fehr & Peers met with staff in each jurisdiction to identify inventory within the pedestrian network, keeping the unique characteristics of each location in context. Inventory maps were created from these meetings and used in a series of public workshops held in January and February.

Large interactive maps and stations were used to gather input on the identified network in each jurisdiction. Workshop attendees were encouraged to draw on the maps to identify particular areas of concern or opportunity. Stations with information on pedestrian improvements and pedestrian related issues were also provided to elicit feedback.

These exercises provided Fehr & Peers with baseline information, including a Pedestrian Demand Index (PedIndex, Attachment 2) which is included as part of an Existing Conditions Report (ECR). The ECR will help inform staff on key focus areas. The draft ECR is currently under review by jurisdiction and NCTPA staff.

Walk audits (four hours each) will take place in identified key focus areas in all jurisdictions. Walk audits will focus on conducting visual surveys to observe physical characteristics and conditions while examining the connectivity and continuity of the area's surrounding pedestrian network. The audits will result in the development of a preliminary infrastructure improvement list for each area.

TAC members are encouraged to participate in the walk audits in their respective jurisdictions. Dates, times and locations for each walk audit will be announced as soon as they are determined.

Project Timeline:

- May: Walking Audits and Field Assessments in up to 10 key focus areas Countywide-Dates TBD
- May-July: Development of project lists
- July-September: Draft Plans & Guidelines
- October-January 2015: Environmental Review Process
- November-December: Presentation/Final Adoption of Plans

SUPPORTING DOCUMENTS

Attachment(s): (1) Countywide Pedestrian Plan Benchmarking Summaries
(2) PedIndex Memo

APPENDIX A: BENCHMARKING SUMMARIES

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

Plans, Policies, & Programs	Benchmark	Calistoga Response	Recommended Action Items
<p>Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.¹</p>	Key Strength	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p> <p>In Calistoga, health agencies are not involved in pedestrian planning on a regular basis at the local level.</p>	<ul style="list-style-type: none"> • Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by ensuring all necessary sidewalk repairs are included in the City's Capital Improvement Program (CIP), and including additional pedestrian infrastructure projects in the program. Consider incorporating public comment from the recommended online comment form below under <i>Public Involvement</i>. • Involve health agencies in the development review process, especially related to active transportation improvements. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.
<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	Key Strength	<p>The City of Calistoga has a Complete Streets Policy which follows the template provided by the Metropolitan Transportation Commission, and the policy is incorporated into the City's 2014 Circulation Element of the General Plan. According to the Circulation Element, Complete Streets practices must be integrated into public works projects and development projects as well as the retrofit or maintenance of existing streets.</p> <p>For implementation of the Complete Streets policy, development projects affecting the transportation system must be reviewed by the Active Transportation Advisory</p>	<ul style="list-style-type: none"> • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider maintaining a GIS database of data collected as part of the policy evaluation, to include pedestrian volumes collected in this Plan.

¹ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

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		<p>Committee for consistency with other City planning documents and recommendations for Complete Streets elements.</p> <p>The City collects development impact fees for traffic impact mitigations, used to pay for transportation capital improvements not covered by other funding sources. Pedestrian and bicycle improvements are included in the cost estimations and the allocation of monies.</p>	
<p>Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Key Strength	<p>Calistoga has a robust newspaper rack ordinance that addresses pedestrian safety and prohibits disruption of pedestrian flow. The policy also restricts the placement of newspaper racks anywhere that may obstruct a driver's line of sight.</p>	
<p>Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities.</p>	Key Strength	<p>Calistoga's tree ordinance includes requirements for maintaining vertical pedestrian clearances and installing root barriers to avoid sidewalk damage. Maintenance is the responsibility of the owner of the lot fronting the street where the tree is located. Calistoga has adopted the City of Santa Rosa's approved street tree list.</p>	
<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	Key Strength	<p>The City of Calistoga has a bicycle parking ordinance that includes requirements for residential and nonresidential. Racks or lockers are required to be placed in a safe and convenient location, adequately separated from vehicles and pedestrians.</p>	<ul style="list-style-type: none"> Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking.
<p>Collision Reporting Identifying and responding to</p>	Key Strength	<p>Collision data from the beginning of 2002 through the end of 2011 was mapped as part of Calistoga's Active</p>	<ul style="list-style-type: none"> Comprehensive monitoring using Crossroads software would allow for more proactive

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>		<p>Transportation Plan (ATP) and reviewed for trends related to pedestrian safety. The ATP also includes a policy to reduce pedestrian and bicycle collisions by 50 percent by the year 2020, based on 2011 collision data, as well as to review collision data annually to identify and prioritize applicable projects and programs.</p>	<p>pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant.</p> <ul style="list-style-type: none"> • Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Safe Routes to Schools Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic.</p> <p>Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons. Funding for programs and/or projects is available at the state and federal levels.</p>	<p>Key Strength</p>	<p>The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the County through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and plan to work with Calistoga Elementary School and Calistoga Jr/Sr High School in 2015.</p> <p>The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the County, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers.</p> <p>In Calistoga, Safe Routes to School routes have been mapped in the ATP to identify potential locations for infrastructure improvements, and the City is currently working on applications for SRTS infrastructure funding. The City also includes schools in the development review process.</p>	<ul style="list-style-type: none"> • Reference the public involvement, analysis, and prioritization efforts of the Countywide ATP and PSA when applying for grants to fund the top projects. • Seek partners to form school-specific committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school in Calistoga. Hold regular meetings to maintain stakeholder involvement. • Determine feasibility of rolling out Walking School Bus program for Calistoga Elementary School. • Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.
<p>Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and</p>	<p>Key Strength</p>	<p>Calistoga has a Citywide inventory of existing and proposed sidewalks, existing and proposed pathways, and ADA-compliant curb ramps collected as part of the 2014 Active</p>	<ul style="list-style-type: none"> • The Countywide ATP has created a GIS-based inventory to expand the City's existing inventory. Data collected includes

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>		<p>Transportation Plan (ATP) that is geo-referenced in GIS. Sidewalks are included in the City’s Capital Improvement Program and the annual funding level for sidewalk repairs or gap closures is approximately \$50,000.</p> <p>The City offers design guidance to developers building fronting sidewalks as well as a 50/50 cost sharing program for those repurposing an existing use. For new developments, pedestrian connectivity is required and if needed, the developer is responsible for the full cost of sidewalk construction. Property owners are generally responsible for the maintenance of fronting sidewalks; however the City uses 50/50 cost sharing for maintenance and repair efforts at their discretion, especially for sidewalks downtown along Lincoln Avenue.</p>	<p>crosswalks, existing and missing curb ramps, as well as additional features like sidewalk material and curb ramp direction. This facility inventory could be expanded to include proposed or planned pedestrian crossing improvements in the City.</p> <ul style="list-style-type: none"> • Consider mapping public comments received going forward to ensure all necessary sidewalk repairs and other pedestrian improvements are included in the City’s Capital Improvement Program (CIP).
<p>ADA Improvements Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p>	<p>Key Strength</p>	<p>For guidance on ADA compliance for buildings, the City follows CALDAG standards, a user-friendly manual and checklist that combines the 2013 California Building Code regulations with federal 2010 ADA requirements. For public roadway facilities, Calistoga has adopted the City of Santa Rosa Street Design and Construction Standards, which include standards for sidewalk obstruction transitions, ADA-compliant curb ramps, and designs to maintain a level sidewalk across the back of driveways. Standards do not include a detail for directional curb ramps except for those at mid-block locations. Updated City standards for curb ramps require non-yellow truncated domes.</p> <p>Lincoln Avenue and Foothill Boulevard are Caltrans highway facilities. According to the Active Transportation Plan (ATP), the City collaborates with Caltrans to create ADA-compliant facilities on state facilities.</p> <p>The City has a 2008 ADA Transition Plan which it uses to replace and retrofit non-compliant facilities in the public right-of-way. All new street and sidewalk construction projects must upgrade ramps in the area, and the City performs spot checks of new curb ramps.</p>	<ul style="list-style-type: none"> • Maintain the existing GIS database of ADA-compliant curb ramps to ensure new updates are recorded. Consider adding sidewalk deficiencies listed in the ADA Transition Plan to track progress on completed improvements. • Consider adopting a City Standard for directional curb ramps and implement the design where practical.
<p>Law Enforcement Enforcement of pedestrian right-of-</p>	<p>Key Strength</p>	<p>Calistoga shares data, expertise, and knowledge with the Sheriff’s Office at the City of St. Helena. Officers are involved</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA on efforts to train officers in Calistoga on pedestrian safety

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>way laws and speed limits is an important complement to engineering treatments and education programs.</p>		<p>in school drop-off activity along with school crossing guards.</p> <p>The police department’s educational outreach efforts are currently focused on bicycle safety, including distributing bicycle safety pocket cards and bike helmets. NCTPA is interested in collaborating with CHP officers to implement pedestrian education outreach efforts to motorists Countywide.</p> <p>In Calistoga, the Police Chief is involved in weekly project review.</p>	<p>enforcement principles and education outreach efforts.</p> <ul style="list-style-type: none"> Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media safety campaign that NCTPA is pursuing, as an opportunity for education.
<p>General Plan</p> <p>Planning principles contained in a city’s General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. A city’s General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	<p>Key Strength</p>	<p>Density in Calistoga is concentrated in the Central Business District on Lincoln Avenue and a few mixed-use zones are located in this area as well.</p> <p>The General Plan highlights the need to install crossings at pedestrian nodes on Lincoln Avenue and Foothill Boulevard, as well as a number of locations where crosswalk enhancements should be pursued at pedestrian nodes on Lincoln Avenue. In lieu of LOS standards, the General Plan includes a policy to balance the needs of all users during traffic evaluations, especially on Lincoln Avenue. The Plan also recommends assessing the feasibility of adjusting street standards to improve pedestrian conditions, such as reducing corner radii and narrowing streets.</p> <p>Although the demand for parking is increasing in downtown Calistoga, the General Plan discourages the use of additional large parking lots to preserve the pedestrian-friendly environment. The City currently uses in-lieu parking fees, charged to commercial developments that are unable to meet on-site parking requirements, to provide municipal parking and foster a “park once” environment.</p>	<ul style="list-style-type: none"> Explore opportunities for shared parking downtown and potential shuttle routes to key tourist sites to encourage “Car-Free” tourism.
<p>Pedestrian Master Plan</p> <p>This type of plan includes a large menu of policy, program, and practice suggestions, as well as site-specific (and prototypical) engineering treatment suggestions. A Pedestrian (or Active Transportation) Master Plan</p>	<p>Key Strength</p>	<p>Calistoga completed an Active Transportation Plan in 2014 which includes a citywide inventory of sidewalks, pathways, and curb ramps as well as a review of pedestrian collisions. The Plan prioritizes pedestrian facility improvements, develops pedestrian policies, recommends pedestrian programs and provides funding sources for pedestrian improvements.</p> <p>Currently the City’s Senior Planner serves as the</p>	<ul style="list-style-type: none"> Develop a comprehensive, Citywide crosswalk policy and toolbox as part of the Countywide Pedestrian Plan. Develop pedestrian safety and “eyes on the street” design guidelines as part of the Countywide Pedestrian Plan

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>documents a jurisdiction's vision for improving walkability and pedestrian safety; establish policies, programs, and practices; and outline the prioritization and budgeting process for project implementation.</p>		<p>Bicycle/Pedestrian Coordinator and dedicates 20% of his time to pedestrian related work.</p>	
<p>Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	<p>Enhancement</p>	<p>The City of Calistoga Public Works Department has online forms for the public to submit complaints, inquires, or requests and the City generally is able to respond or resolve an issue with 24 hours of a report. The City has a five-member Active Transportation Advisory Committee that focuses on improving active modes of transportation within Calistoga. A representative from the City's ATAC also sits on the ATAC for NCTPA to discuss Countywide issues.</p>	<ul style="list-style-type: none"> • Add a page to the City's website dedicated to receiving public input regarding transportation issues to include the existing comment forms and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or conditions of concern, and could be used to ensure all necessary pedestrian improvements are included in the CIP.
<p>Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	<p>Enhancement</p>	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p>	<ul style="list-style-type: none"> • Develop a policy that supports the "Car Free" tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car.
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding</p>	<p>Enhancement</p>	<p>The City's adopted street standards require tree planting to include root barriers and comply with a list of approved trees. Although the City has no adopted standards for bulb outs, standard cross-sections do include sidewalks and narrow lanes in some cases. Lanes as narrow as nine feet are the standard for neighborhood streets with low speeds and</p>	<ul style="list-style-type: none"> • Incorporate elements of the design guidelines presented in the Countywide Plan as part of the development review process and to existing infrastructure where feasible.

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>opportunities for pedestrian improvements.</p>		<p>volumes.</p> <p>The City's Residential Guidelines promote pedestrian-friendly neighborhoods by encouraging visual interest, scale and character as well as shade trees, pedestrian-scale lighting and pedestrian connections to adjoining facilities.</p> <p>The City's General Plan includes a recommendation to assess the feasibility of adjusting street standards to improve pedestrian conditions such as reducing corner radii and narrowing streets.</p>	
<p>Pedestrian Safety Education Program</p> <p>Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	<p>Enhancement</p>	<p>The City of Calistoga has advertised such events such as Bike to Work Day on the local news, and the Napa County Bike Coalition offers educational seminars for riding smart as well as bicycle safety laws and guidance on their website.</p> <p>In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant funding in November 2015 through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike".</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in Calistoga: • Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies. • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to community events.
<p>Open Space Requirements</p> <p>Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	<p>Enhancement</p>	<p>The City of Calistoga has development standards that require a certain percentage of lots to be landscaped. A Rural Residential – Hillside Zoning District was established to create incentives for increased density to preserve open space and to maintain and preserve natural landscaping and views.</p>	<ul style="list-style-type: none"> • Consider requiring provisions for pedestrian safety and accessibility as part of the Rural Residential – Hillside District.
<p>Sidewalk or Street Furniture Ordinance</p> <p>Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street</p>	<p>Enhancement</p>	<p>Calistoga has no specific street furniture ordinance, but does allow sidewalk dining within the public right-of-way with a permit. The City's sidewalk dining ordinance requires that the location of the sidewalk dining not interfere with pedestrian safety, access, or flow.</p> <p>The City does not have authority over street furniture within</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans as needed for street furniture permits on Lincoln Avenue.

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>		<p>Caltrans' right-of-way on Lincoln Avenue.</p>	
<p>Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility. They can be led by City staff, advocacy groups, neighborhood groups, or consultants.</p>	<p>Enhancement</p>	<p>Calistoga has not conducted comprehensive pedestrian walking audits before this Plan and PSA, although walking audits are part of the City's trip and fall assessment to identify trip hazards and the need for sidewalk repairs Citywide.</p>	<ul style="list-style-type: none"> • Conduct regular comprehensive walking audits as part of a citywide safety program for pedestrians. This effort could complement the "trip and fall" program or health-oriented programs within the City, as well as distribution of the media campaign NCTPA is pursuing.
<p>Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	<p>Enhancement</p>	<p>Existing crossing barriers in Calistoga include Lincoln Avenue, Foothill Boulevard, and Napa River crossings. The City's ATP includes a proposed Southern Crossing of the Napa River with "medium" priority.</p> <p>The City's General Plan highlights locations with high levels of pedestrian activity where designated crossings are needed across Lincoln Avenue and Foothill Boulevard.</p>	<ul style="list-style-type: none"> • Identify and create a comprehensive inventory of pedestrian barriers, to include the recommendations in the General Plan and the City ATP, along with appropriate remedies or projects.
<p>Institutional Coordination Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in Calistoga.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian</p>	<p>Enhancement</p>	<p>Caltrans has jurisdiction over Lincoln Avenue and Foothill Boulevard in Calistoga. Lincoln Avenue is a major pedestrian attractor in Calistoga, with multiple hotels and restaurants lining the corridor, and has also been identified as a crossing barrier.</p> <p>The City has had some challenges collaborating with Caltrans recently on the location of pedestrian curb ramps; however, they did reach agreement on the Vine Trail alignment in the City and have constructed ADA-compliant curb ramps on state facilities.</p> <p>The City has also had difficulty with constructing pathways due political and public safety concerns regarding new pathways through private property.</p>	<ul style="list-style-type: none"> • Proactively seek opportunities to collaborate with Caltrans to improve pedestrian safety and accessibility along and across Lincoln Avenue.

TABLE 1: CALISTOGA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

accommodation.			
<p>Historical Preservation</p> <p>Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	Opportunity	<p>Several historic sites exist in Calistoga, although not all are included in historic registries. Calistoga’s Historic District was created to maintain the pedestrian oriented environment and historic character within the commercial core.</p> <p>The local history museum, The Sharpsteen Museum, offers walking tours by appointment.</p>	<ul style="list-style-type: none"> • In coordination with The Sharpsteen Museum, develop a map to showcase natural or local sites of interest, including a walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the City.
<p>Speed Limits and Speed Surveys</p> <p>Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	Opportunity	<p>Minimal reviews of speed limits are completed by the City of Calistoga; however, speed surveys were completed in 2010 for all state facilities Speed limits are not posted in neighborhoods and are de facto 25 miles per hour.</p> <p>The City currently has one reduced speed limit zone of 15 mph that was implemented in response to a bicycle fatality. Enforcement is used when high speeds are present in pedestrian zones.</p>	<ul style="list-style-type: none"> • Proactively consider pedestrian volumes when setting speed limits, especially in school zones. Work with Caltrans to review speed limits in pedestrian zones on Lincoln Avenue and Foothill Boulevard. Consider traffic calming in pedestrian zones where speed surveys suggest traffic speeds are too high. • Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.
<p>Pedestrian Volumes</p> <p>Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	Opportunity	<p>The City of Calistoga does not collect pedestrian volumes routinely.</p>	<ul style="list-style-type: none"> • Use collected volumes in the Countywide Plan to monitor volume levels. • Routinely collect pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all traffic studies and manual intersection turning movement counts. • Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.
<p>Economic Vitality</p> <p>Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative</p>	Opportunity	<p>Calistoga does not have a BID or a façade improvement program.</p>	<ul style="list-style-type: none"> • Consider establishing a Business Improvement District that can fund streetscape and pedestrian improvements. • Consider implementing strategies like way-finding to reinforce a “park-once”

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<p>funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>			<p>environment along Lincoln Avenue.</p>
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	<p>Opportunity</p>	<p>The City of Calistoga uses MUTCD warrants for signals and stop signs.</p> <p>Calistoga currently has one traffic signal at Lincoln Avenue and Washington Street, operated by Caltrans, although no lead pedestrian intervals (LPIs) or pedestrian countdown timers are installed. Four new signals are proposed in the City’s General Plan. All four will be on Caltrans facilities.</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans to install pedestrian countdown timers at signals along Lincoln Avenue and evaluate future need for LPIs in areas of high pedestrian activity. • Consider using City-specific, pedestrian-friendly stop sign warrants for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory to include pedestrian-related markings and traffic signals with pedestrian facilities.
<p>Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and</p>	<p>Opportunity</p>	<p>The City of Calistoga has a pedestrian crossing policy in their Active Transportation Plan (ATP) to provide safety features at uncontrolled pedestrian crossings, especially within</p>	<ul style="list-style-type: none"> • Consider adopting a crosswalk policy as part of the Countywide Plan that reflects best practices and recent research to include

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<p>enhancement provides transparency in decision-making and creates a consistent application of treatments Citywide.</p>		<p>pedestrian districts and at intersections of arterials with Class I trails². The policy does not include criteria for appropriate enhancements.</p> <p>The City of Calistoga generally considers crosswalks at signals and high volume activity centers, especially near schools. The one existing signal is on Lincoln Avenue, a highway facility, and thus decisions regarding signalized crosswalk installation are made by Caltrans. Several uncontrolled crosswalks are installed on Lincoln Avenue at intersections with minor streets. The City does not install uncontrolled midblock crossings under current practice.</p>	<p>criteria for appropriate locations to install crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs.</p> <ul style="list-style-type: none"> • Coordinate with Caltrans to include criteria in the crosswalk policy for identifying, installing, and enhancing crossings where strong desire lines exist, especially across Lincoln Avenue. • Using the proposed crosswalk policy, conduct audits of the adequacy of current crosswalks.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	<p>Opportunity</p>	<p>The City of Calistoga does not have a Traffic Calming Program; however, radar speed detection signs are in use near the high school and were funded through an insurance pool for safety improvements.</p> <p>The City municipal code prohibits the use of speed humps in Calistoga.</p>	<ul style="list-style-type: none"> • Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents in Calistoga.
<p>Coordination with Emergency Response and Transit Providers Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the City and the respective departments.</p>	<p>Opportunity</p>	<p>The fire department represents emergency services and attends project review meetings to provide comments.</p> <p>Transit shelters were redesigned in 2009 and updated to meet ADA requirements. Transit providers are not currently involved in the pedestrian planning process, although the need for marked crosswalks at several bus stops has been identified.</p>	<ul style="list-style-type: none"> • Seek opportunities for technical collaboration and funding with transit providers for pedestrian improvements. • Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. • In accordance with the General Plan and the Napa Bike Plan, explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to transit connection points and transit centers.

² City of Calistoga Active Transportation Plan, 2014

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Plans, Policies, & Programs	Benchmark	St. Helena Response	Recommended Action Items
<p>Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.³</p>	<p>Key Strength</p>	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>In St. Helena, health agencies are involved in the development review process, but there is no special involvement for pedestrian facilities.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p>	<ul style="list-style-type: none"> • Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by ensuring all necessary sidewalk repairs are included in the City’s Capital Improvement Program (CIP), and including additional pedestrian infrastructure projects in the program. Consider a trip and fall monitoring program and/or incorporating public comment from the recommended online comment form under <i>Public Involvement</i> below. • Continue to involve health agencies in the development review process, especially related to active transportation improvements. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.
<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	<p>Key Strength</p>	<p>The City of St. Helena has a Complete Streets Policy resolution which follows the template provided by MTC. The next update to the General Plan will incorporate Complete Streets policies and principles; however, it has yet to be adopted.</p> <p>For implementation of the Complete Streets policy, designs of projects affecting the transportation system must be reviewed by the Active Transportation Committee for consistency with the Vine Trail plans and the Countywide Bicycle Plan. Routine data</p>	<ul style="list-style-type: none"> • Consider opportunities for Complete Streets, specifically pedestrian pathways and/or sidewalks, during restriping, repaving, new roadway construction, and utility installation projects. • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider maintaining a GIS database of data collected as part of the policy evaluation, to include pedestrian volumes collected in this

³ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, “San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records,” *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

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		<p>collection is also required to evaluate how well all users are being served by the transportation network.</p> <p>Commercial and residential development projects are required to include sidewalks and the City additionally requests ADA-compliant driveway designs during development review.</p>	Plan.
<p>Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Key Strength	<p>St Helena has an ordinance which requires the placement and maintenance of a newsrack not to interfere with building access or reduce the pedestrian travel way to less than six feet.</p>	
<p>Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities.</p>	Key Strength	<p>The St Helena Tree Committee developed the Master Street Tree List, a guide that organizes trees into categories depending on the recommended street type (large commercial, major in-town streets, and small neighborhood streets). The guide includes a list of undesirable trees, in accordance with the City's street tree ordinance, which lists trees that cannot be planted without proper root-control barriers due to their potential to cause damage to sidewalks.</p> <p>According to the St Helena tree ordinance, property owners are responsible for repairing sidewalk damage by trees fronting their property, while the City takes responsibility for trimming and maintaining trees on Main Street.</p>	
<p>Speed Limits and Speed Surveys Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	Key Strength	<p>Engineering speed studies are prepared every 5 years in St Helena, in accordance with state law. The City does use reduced speed limits of 15 mph in school zones as needed. De facto speed limits are 25 miles per hour.</p>	<ul style="list-style-type: none"> Proactively consider pedestrian volumes when setting speed limits, and consider traffic calming in pedestrian zones where speed surveys suggest traffic speeds are too high. Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.

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<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	<p>Enhancement</p>	<p>The City of St. Helena includes the option to require bicycle parking in its municipal code for any use which must provide 10 or more vehicular spaces.</p>	<ul style="list-style-type: none"> Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.
<p>Collision Reporting Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>	<p>Enhancement</p>	<p>According to collision history between 2003 and 2012, St Helena has the highest number of collisions Countywide besides the City of Napa. Collision locations and contributing factors are reviewed by City staff when there is a call for grant funding to identify candidate improvement projects.</p>	<ul style="list-style-type: none"> Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens’ pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	<p>Enhancement</p>	<p>The City of St Helena does not have a formal online feedback process, but residents may call the Planning or Public Works office for specific complaints and concerns. The City has an Active Transportation Committee with 5 members and 2 alternates. They are not linked directly to the ATAC for NCTPA, which has a separate representative from St Helena.</p>	<ul style="list-style-type: none"> Add a page to the City’s website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Designate time during the ATC meetings to address Countywide issues and opportunities with the representative on the NCTPA ATAC. Alternatively, a new position could be created on the City’s ATC to be assumed by the NCTPA ATAC representative to ensure collaboration and input on Countywide pedestrian topics.
<p>Transportation Demand Management Transportation Demand Management (TDM)</p>	<p>Enhancement</p>	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to</p>	<ul style="list-style-type: none"> Consider implementing a “park-once” strategy downtown and along Main Street.

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<p>programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>		<p>their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p>	<ul style="list-style-type: none"> • Develop a policy that supports the “Car Free” tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car.
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	<p>Enhancement</p>	<p>The typical street cross-section in the General Plan is 2 lanes with a center two-way left turn lane, a pedestrian friendly design. Building orientation and setback requirements are included in the City’s zoning ordinance.</p>	<ul style="list-style-type: none"> • Incorporate elements of the design guidelines presented in this Plan as part of the development review process. • Develop a Streetscape Master Plan for the City.
<p>Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	<p>Enhancement</p>	<p>Numerous historical sites throughout the City are listed in the Master Historical Resources List, but pedestrian access is not addressed.</p> <p>The St Helena municipal code includes a Historic Preservation Overlay District but does not address pedestrians.</p>	<ul style="list-style-type: none"> • Develop a map to showcase natural or local sites of interest, and link key sites on the Master Historical Resources List, including a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the City.
<p>Pedestrian Safety Education Program Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	<p>Enhancement</p>	<p>In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh’s Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan “someone you care about rides a bike”. The OTS will release a call for projects around November 2015 for their 2017 funding cycle.</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in St Helena: • Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to community events.
<p>Safe Routes to Schools Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle</p>	<p>Enhancement</p>	<p>The Napa County Office of Education (NCOE) currently administers a Safe Routes To School (SRTS) Program across the County, and has hosted events such as Walk and Roll to School Day, where students</p>	<ul style="list-style-type: none"> • Pursue SRTS grant funding for pedestrian infrastructure projects. • Seek partners to form school-specific

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<p>to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic.</p> <p>Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons. Funding for programs and/or projects is available at the state and federal levels.</p>		<p>compete for the Golden Sneaker Trophy, awarded to classrooms with the best participation.</p> <p>A Safe Walking education presentation is offered to elementary schools Countywide for students in grades K-3. Brochures are handed out during this program as well as at staff meetings, PTA/parent meetings, community health fairs, and farmers markets. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>While program leaders have a goal of reaching every interested school by the end of the grant term in 2016, reaching all schools on a weekly or yearly basis has been difficult due to understaffing and scarcity of volunteers</p>	<p>committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school. Hold regular meetings to maintain stakeholder involvement.</p> <ul style="list-style-type: none"> • Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for St Helena Elementary School. • Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.
<p>Open Space Requirements Residents typically rate open space as among a jurisdiction’s key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	<p>Enhancement</p>	<p>The St Helena municipal code includes an Open Space District - designated areas associated with stream corridors in the City - but does not provide specific pedestrian accommodations for this area.</p>	<ul style="list-style-type: none"> • Consider requiring provisions for pedestrian safety and accessibility as part of the Open Space District.
<p>Economic Vitality Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>	<p>Enhancement</p>	<p>St Helena does not have a BID or a façade improvement program. A parking impact overlay zone does reduce off-street parking requirements in the central business district, which helps to preserve the pedestrian orientation of the street frontage and create a “park-once” environment.</p>	<ul style="list-style-type: none"> • Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. • Consider way-finding strategies downtown to reinforce the “park-once” environment while managing parking spillover into residential areas.
<p>Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	<p>Opportunity</p>	<p>St Helena has no specific street furniture ordinance, but sidewalk dining is allowed with a permit in the zoning code. A four feet clear path of travel must be maintained.</p>	<ul style="list-style-type: none"> • Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities, other than those associated with transit stops, as appropriate.

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<p>Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	<p>Opportunity</p>	<p>The City does not have a GIS inventory of sidewalks or other pedestrian facilities, although trails and pathways are shown graphically in the City Bicycle Master Plan.</p> <p>Sidewalks are included in the City's Capital Improvement Program and has budgeted approximately \$17,000/year for the last 3 years for sidewalk repairs, although not all of it was spent.</p>	<ul style="list-style-type: none"> • This Plan has developed a GIS-based inventory of sidewalks, curb ramps, crosswalks, and paths Citywide. This facility inventory could be expanded to include informal pathways and potential pedestrian opportunity areas in the City. • Consider implementing a trip and fall monitoring program and/or mapping public comment from the recommended comment form to ensure all necessary sidewalk repairs are included in the City's Capital Improvement Program (CIP).
<p>Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility. They can be led by City staff, advocacy groups, neighborhood groups, or consultants.</p>	<p>Opportunity</p>	<p>St. Helena has not conducted pedestrian walking audits before this Plan.</p>	<ul style="list-style-type: none"> • Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a "trip and fall" program or health-oriented programs within the City, as well as distribution of the media campaign NCTPA is pursuing.
<p>Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	<p>Opportunity</p>	<p>The City of St Helena does not collect pedestrian volumes as a matter of routine.</p>	<ul style="list-style-type: none"> • Use collected volumes in this Plan to identify pedestrian nodes in the next update to the General Plan. • Routinely collect pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all traffic studies and manual intersection turning movement counts. • Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.
<p>ADA Improvements Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility,</p>	<p>Opportunity</p>	<p>Standard drawings for the City of St Helena include minimum sidewalk widths of 4 feet and curb ramps that include grooving details or a rougher surface than the surrounding sidewalk, which help users</p>	<ul style="list-style-type: none"> • Seek funding opportunities for ADA deficiency areas identified as part of this Plan. • Conduct ADA field surveys of additional

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<p>but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>		<p>detect the presence of the ramp and to provide a non-slip surface. City standards also include a detail for sidewalk obstruction transitions.</p> <p>Curb return standards show curb ramps to be located at the center of the curb return and the City does not have a detail for directional curb ramps.</p>	<p>priority corridors listed in this Plan to add to a City-maintained GIS database.</p> <ul style="list-style-type: none"> • Consider adopting a City Standard for directional curb ramps and implement the design where practical. • Review and revise standard drawings to align with PROWAG recommendations. • Consider adopting an ADA Transition Plan to track ADA improvements and create a plan for future priorities and enhancements.
<p>Identifying Crossing Barriers</p> <p>Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	<p>Opportunity</p>	<p>Crossing barriers in St Helena include the highway, which coincides with Main Street, the Wine Train tracks, and several creeks.</p> <p>The City does not maintain an inventory of pedestrian crossing barriers, and many existing crossings do not have pedestrian facilities.</p>	<ul style="list-style-type: none"> • Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</p> <p>Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a</p>	<p>Opportunity</p>	<p>The City of St Helena uses MUTCD warrants for signals and stop signs.</p> <p>All traffic signals are along Main Street/Highway 29 and are operated by Caltrans. No lead pedestrian intervals (LPIs) or pedestrian countdown timers are installed.</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans to install pedestrian countdown timers at signals along Main Street and evaluate need for LPIs in areas of high pedestrian activity. • Consider using City-specific, pedestrian-friendly stop sign warrants for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory to include pedestrian-related markings and traffic

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<p>"head start" signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>			<p>signals with pedestrian facilities.</p>
<p>Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments Citywide.</p>	<p>Opportunity</p>	<p>The City of St Helena does not have a formal crosswalk policy, and many uncontrolled crosswalks exist on Main Street and Pope Street.</p>	<ul style="list-style-type: none"> • Consider adopting a crosswalk policy as part of this Plan that reflects best practices and recent research to include criteria for appropriate locations to install crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs. • Include criteria in the crosswalk policy for identifying, installing, and enhancing crossings where strong desire lines exist, especially across Main Street. • Using the proposed crosswalk policy, conduct audits of the adequacy of current crosswalks.
<p>Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	<p>Opportunity</p>	<p>Law enforcement is usually only involved in the planning and development process when a bar is under consideration.</p> <p>Additionally, NCTPA is interested in training CHP officers to implement pedestrian education outreach efforts to motorists Countywide.</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA to train officers in St Helena on pedestrian safety enforcement principles and education outreach efforts. • Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. • Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media safety campaign that NCTPA is pursuing, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	<p>Opportunity</p>	<p>The City of St. Helena does not have a Traffic Calming Program; however, the General Plan does not allow four lane roads.</p> <p>The high school is concerned with cut-through traffic from Main Street. Although the highest vehicle volumes in the City are on Main Street, traffic is</p>	<ul style="list-style-type: none"> • Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents in St Helena. • Coordinate with the high school to evaluate traffic calming measures along the school frontage.

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		congested, providing a form of traffic calming on the corridor.	
<p>General Plan</p> <p>Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	Opportunity	<p>Density in St Helena is concentrated downtown, with very few high-density areas and no mixed use zones. Although mixed-use is proposed in the Central Business and Service Commercial Districts for the General Plan update, it is not yet adopted.</p> <p>Parking policies include a parking impact overlay district, located generally within the central business district, which allows lower off-street parking requirements for buildings built before February 1980. Any new property in this district can pay an in-lieu fee. Senior Housing is allowed reduced off-street parking requirements.</p> <p>The primary pedestrian node in St Helena is Main Street. While the current General Plan does not focus on accommodating pedestrians, the pending update to the General Plan will.</p>	<ul style="list-style-type: none"> • Establish transit and auto-vehicle policies in the General Plan that are pedestrian-friendly and support a balanced multi-modal transportation network. • Identify pedestrian nodes in future updates to the General Plan. • Develop roadway typologies in the next update to the General Plan to identify any prioritized corridors for pedestrians.
<p>Coordination with Emergency Response and Transit Providers</p> <p>Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the City and the respective departments.</p>	Opportunity	<p>There is little coordination between transit planning and pedestrian planning in St Helena, and emergency responders are involved in the development review process but not specifically in pedestrian projects.</p>	<ul style="list-style-type: none"> • Seek opportunities for technical collaboration and funding with first responders and transit providers for pedestrian improvements. • Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. • Explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to transit connection points and transit centers.
<p>Institutional Coordination</p> <p>Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to</p>	Opportunity	<p>Caltrans has jurisdiction over Main Street in St Helena, which is one of St Helena's busiest pedestrian corridors and coincides with downtown. Several signals on Main Street do not include pedestrian countdown heads and several uncontrolled</p>	<ul style="list-style-type: none"> • Proactively seek opportunities to collaborate with Caltrans to improve pedestrian safety along and across Main Street.

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<p>improve walking in St. Helena.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>		<p>crosswalks exist across the corridor.</p> <p>Coordination with Caltrans is necessary due to the potential difference in policies regarding pedestrian accommodation, although recent policies within Caltrans now require the agency to consider multimodal needs.</p>	
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TABLE 3: YOUNTVILLE PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

Plans, Policies, & Programs	Benchmark	Yountville Response	Recommended Action Items
<p>Coordination with Health Agencies</p> <p>Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.⁴</p>	<p>Key Strength</p>	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking. Town staff is partnering with the County to coordinate goals in the CHIP related to the built environment with the Town’s Capital Improvement Program.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p>	<ul style="list-style-type: none"> • Continue efforts to bolster the Town’s Capital Improvement Program to meet built environment goals in the CHIP by incorporating feedback from SpeakUp Yountville related to pedestrian infrastructure improvements. • Involve health agencies in the development review process, especially related to active transportation improvements. • Seek partnership opportunities between health agencies and Safe Routes to School to align with goals in the CHIP to expand the reach of education and promotion of walking.
<p>Collision Reporting</p> <p>Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be</p>	<p>Key Strength</p>	<p>Yountville generates quarterly collision reports which are reviewed with Council.</p>	<ul style="list-style-type: none"> • Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS

⁴ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, “San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records,” *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

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<p>combined with proactive measures).</p>			<p>efforts may be funded through an Office of Traffic Safety grant.</p> <ul style="list-style-type: none"> • Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	<p>Key Strength</p>	<p>The Town of Yountville recently developed an online community engagement platform called SpeakUp Yountville, a forum for the public to post ideas and provide feedback as well as comment on specific items or legislation on the agenda for upcoming public meetings.</p>	<ul style="list-style-type: none"> • Add a page to SpeakUp Yountville dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. • Consider forming a Town ATAC to review development projects and address issues and opportunities for active transportation improvements in Town and Countywide.
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	<p>Key Strength</p>	<p>Although the Town of Yountville's street network is primarily built-out, Public Works standards do include a gravel or decomposed granite path on both sides of residential streets and sidewalks on both sides of commercial streets. However, design standards in the municipal code discourage the use of new concrete sidewalks to preserve the rural character of the town.</p> <p>The Yountville Bike Plan provides design guidelines for the path along Hopper Creek and the municipal code includes policies to provide new segments of the path. Additional policies in the municipal code intended to preserve the walkable aspect of Town include requiring active pedestrian-oriented uses on Washington Street within the Retail Overlay designation and locating parking behind commercial buildings</p>	<ul style="list-style-type: none"> • Incorporate elements of the design guidelines presented in this Plan as part of the development review process and to existing facilities when possible.

TABLE 3: YOUNTVILLE PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

		to preserve the street frontage. Pedestrian-oriented design standards are provided in the municipal code for the Old Town Commercial District and include guidance for building façades and setbacks, pedestrian amenities like street furniture and public art, pedestrian-scaled signage, and pedestrian pathways.	
<p>Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	Key Strength	<p>The Town of Yountville has several properties identified in the California Register, a master list of State historical resources. The Old Town Commercial District was created to maintain the historic character of Yountville and encourage pedestrian-oriented design.</p> <p>The Yountville Chamber of Commerce provides Historical Walking Tour & Pathway Maps to the public.</p>	<ul style="list-style-type: none"> • Include the Walking Tour map online and consider installing way-finding signs, maps, and plaques throughout the Town to align with the route.
<p>ADA Improvements Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	Key Strength	<p>Town Standards require pedestrian clearances behind driveways and curb ramps and include ADA-compliant slopes and detectable warning surfaces. The Town does not have a standard for directional curb ramps, although a few have been installed around Town.</p> <p>New developments and those applying for a change in use must comply with ADA requirements. The Town makes ADA improvements every year to existing facilities using the ADA Transition Plan as a guide.</p> <p>The City is developing a 2015 update to the ADA Transition Plan.</p>	<ul style="list-style-type: none"> • Develop and maintain a GIS database of ADA-compliant facilities to track the progress of the ADA Transition Plan. • Consider adopting a Town Standard for directional curb ramps. • Review and revise standard drawings to align with current PROWAG recommendations.
<p>General Plan Planning principles contained in a General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of</p>	Key Strength	<p>Average densities in Yountville are around 5-8 dwelling units/acre. The Town is primarily residential, and commercial uses are concentrated on Washington Street, Yountville’s main pedestrian corridor. Pedestrian-oriented policies that apply to Washington Street include minimizing the number of driveways, building street-oriented commercial uses, and allowing vertical and horizontal mixing of housing and commercial uses.</p> <p>The Old Town Commercial district also allows the mixing of residential and commercial uses and focuses on creating an attractive environment for pedestrians by embodying the</p>	

TABLE 3: YOUNTVILLE PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>		<p>historic character of early development in Yountville.</p> <p>Practices for commercial development include locating parking behind buildings and allowing shared parking and access for adjoining properties where feasible.</p> <p>Policies in the General Plan address combining pedestrian routes along Hopper Creek and creating pedestrian links to open space as well as to link residential areas to parks, schools, and the commercial core.</p>	
<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	<p>Enhancement</p>	<p>The Town of Yountville has a Complete Streets policy that is based on a model provided by the Metropolitan Transportation Commission (MTC) that applies to the development review process. The Town will incorporate Complete Streets policies and concepts into the next update of the Circulation Element.</p> <p>The Town collects Traffic Facility Impact Fees from developers to finance capital projects related to circulation improvements, which can include pedestrian improvements.</p>	<ul style="list-style-type: none"> • Consider opportunities for Complete Streets, specifically pedestrian pathways and/or sidewalks, during restriping, repaving, and utility installation projects. • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider maintaining a GIS database of data collected for the policy evaluation, to include pedestrian volumes collected in this Plan.
<p>Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities.</p>	<p>Enhancement</p>	<p>The Town of Yountville has a Master Tree List that designates the types of trees that may be planted in or overhanging public streets. The municipal code also includes a list of prohibited trees to avoid sidewalk damage and other potential liability.</p>	<ul style="list-style-type: none"> • Consider adopting a Street Tree Ordinance including all development types and specifying where and how often street trees may be planted/ replaced.
<p>Speed Limits and Speed Surveys Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	<p>Enhancement</p>	<p>The de facto speed on the majority of roadways in the Town of Yountville is 25 mph, and speeds are reviewed on an as-needed basis.</p>	<ul style="list-style-type: none"> • Proactively consider pedestrian volumes when setting speed limits and consider traffic calming in pedestrian zones where speed surveys suggest traffic speeds are too high. • Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming. • Consider implementing reduced speed

TABLE 3: YOUNTVILLE PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

			zones of 15 mph in school zones.
<p>Transportation Demand Management</p> <p>Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	Enhancement	Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.	<ul style="list-style-type: none"> Develop a policy that supports the “Car Free” tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car.
<p>Pedestrian Safety Education Program</p> <p>Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	Enhancement	In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh’s Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan “someone you care about rides a bike”. The OTS will release a call for projects around November 2015 for their 2017 funding cycle.	<ul style="list-style-type: none"> Coordinate with NCTPA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in Yountville: <ul style="list-style-type: none"> Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to community events.
<p>Safe Routes to Schools</p> <p>Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic.</p> <p>Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons.</p>	Enhancement	<p>The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the County through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and have reached out to Principals at Yountville Elementary School for participation in 2015.</p> <p>The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the County, reaching schools on a weekly or</p>	<ul style="list-style-type: none"> Pursue SRTS grant funding for pedestrian infrastructure projects. Seek partners to form school-specific committees of community agencies, parents, advocates, Town staff, community health representatives, and other stakeholders to administer SRTS programs at each school. Hold regular meetings to maintain stakeholder involvement. Determine feasibility of rolling out Walking School Bus program for Yountville Elementary School. Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local

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<p>Funding for programs and/or projects is available at the state and federal levels.</p>		<p>yearly basis has not been possible due to understaffing and scarcity of volunteers.</p>	<p>sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.</p>
<p>Economic Vitality Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>	<p>Enhancement</p>	<p>According to the Town’s General Plan, recent economic studies show a continued demand for tourism and recommend that this be accommodated by concentrating retail uses around the existing business core on Washington Street. A retail overlay designation in the area establishes criteria for proposed uses to create pedestrian activity and interest. Design standards for buildings along Washington Street within the Old Town Commercial District include pedestrian-scaled signage, minimal driveways and criteria for attractive, pedestrian oriented building facades and design.</p> <p>The Town of Yountville’s Tourism Improvement District, comprised of local hoteliers and other tourism-related business owners, often provides funds for infrastructure improvements.</p>	<ul style="list-style-type: none"> • Consider establishing a directive for the Tourism Improvement District to fund streetscape and pedestrian improvements. • Consider way-finding strategies downtown to reinforce a “park-once” environment while managing parking spillover into residential areas.
<p>Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	<p>Enhancement</p>	<p>Yountville maintains an inventory of street signs in GIS. An assessment system for these signs is in development to ensure the city is meeting the California MUTCD standards.</p> <p>While Yountville does not have an inventory of other pedestrian infrastructure such as sidewalks, the Town’s Circulation Element does identify pathways and opportunity areas.</p> <p>Sidewalk improvements are included in the Town’s Capital Improvement Program and the Town has an annual funding level of approximately \$160,000 to replace sidewalks and fill gaps. Property owners are responsible for sidewalk maintenance by ordinance. The Home Owners Associations help pay for residential sidewalk repairs and the Town offers partnership reimbursement on a case by case basis, including replacement of asphalt sidewalks with concrete.</p>	<ul style="list-style-type: none"> • This Plan has developed a GIS-based inventory of sidewalks, curb ramps, crosswalks, and paths throughout the Town. This facility inventory could be expanded to include informal pathways and potential pedestrian opportunity areas in the Town. • Consider mapping public comment from SpeakUp Yountville to ensure all necessary sidewalk repairs are included in the Town’s Capital Improvement Program (CIP).
<p>Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian</p>	<p>Enhancement</p>	<p>Yountville does not have any wide arterials, and many main roadways in Town have several pedestrian crossings. On roadways that transition from the unincorporated area into Town, however, vehicles maintain higher speeds, making it</p>	<ul style="list-style-type: none"> • Create an inventory of existing pedestrian barriers along with appropriate remedies or projects for those that are not addressed in this Plan.

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<p>access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>		<p>difficult for pedestrians to cross and walk along these streets.</p> <p>Hopper Creek runs east-west and north-south through Town and several pedestrian bridges cross the creek to connect neighborhoods to multi-use paths.</p> <p>Most roadways that cross the creek have pedestrian facilities including pedestrian bridges separated from the roadway, although a couple locations do not accommodate pedestrians.</p> <p>The Wine Train Tracks and Highway 29 also border the Town and crossings of both are used by seniors from the Veterans Home along California Drive. These crossings lack enhancements like lighting and ADA-compliant features and are often only provided on one side of the street.</p>	
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</p> <p>Providing all-way stop or control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing stop signs.</p>	<p>Enhancement</p>	<p>The Yountville Municipal Code allows for traffic control devices, including stop signs, to be installed based on engineering judgment by the Town Engineer.</p>	<ul style="list-style-type: none"> • Consider using Town-specific, pedestrian-friendly stop sign warrants for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory to include pedestrian-related markings and signs.
<p>Crosswalk Design Guidelines</p> <p>A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments Townwide.</p>	<p>Enhancement</p>	<p>The Yountville municipal code includes a crosswalk policy that allows the Town Engineer the authority to establish marked crosswalks at intersections and at mid-block locations on blocks of 400 feet or greater. Several mid-block crosswalks exist along Washington Street and the elementary school frontage. Decisions regarding crosswalk installation and enhancements are made based on engineering judgment.</p>	<ul style="list-style-type: none"> • Consider adopting a crosswalk policy as part of this Plan that reflects recent research to include criteria for appropriate locations to install crosswalk enhancements such as bulb outs, advanced yield markings, or in-roadway pedestrian signs. • Include criteria in the crosswalk policy for identifying, installing, and enhancing crossings where strong desire lines exist. • Using the proposed crosswalk policy,

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			conduct audits of the adequacy of current crosswalks.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Enhancement	A Draft Implementation Plan was developed in 2005 to develop priorities for potential traffic calming enhancements in Town. The Town has constructed several bulb-outs in Town and installed a radar speed sign with rumble strips along Yountville Cross Road. Efforts to decrease speeds by increasing enforcement have been successful along roads such as Yountville Cross Road.	<ul style="list-style-type: none"> Refresh and adopt the Traffic Calming Implementation Plan to reflect current needs. Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents in Yountville. Coordinate with the unincorporated County to evaluate traffic calming measures along Finnell Road and additional measures along Yountville Cross Road.
<p>Institutional Coordination Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in Yountville.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	Enhancement	<p>Yountville has identified some of the barriers to improving pedestrian infrastructure including public and political will, the desire to preserve the rural and historic character of the Town, as well as lack of jurisdictional control in some areas such as the Veterans Home, the mobile home parks, and the surrounding unincorporated area.</p> <p>Successful institutional cooperation efforts include the recent Council approval of a sidewalk on Yount Street from Adams Road to Yountville Cross Road.</p>	<ul style="list-style-type: none"> Proactively seek opportunities to collaborate with the Veterans Home and Caltrans to improve pedestrian safety along and across California Drive. Proactively seek opportunities to collaborate with the unincorporated County engineers to improve pedestrian safety along Yountville Cross Road and Finnell Road. Seek opportunities to connect existing pedestrian pathways between neighborhoods and to the Town's commercial core.
<p>Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Opportunity	The Town of Yountville does not have a newspaper rack ordinance.	<ul style="list-style-type: none"> Consider adopting a Newspaper Rack Ordinance that specifies the number and location of allowable newspaper racks and ensures the maintenance of a clear pedestrian sidewalk area.
<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and</p>	Opportunity	The Town of Yountville does not have a Bicycle Parking ordinance.	<ul style="list-style-type: none"> Consider implementing a bicycle parking ordinance to that distinguishes and provides for both long-term and short-term bicycle

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<p>convenient bicycle parking is essential for encouraging bicycle and pedestrian travel (especially in-lieu of vehicle travel).</p>			<p>parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.</p>
<p>Open Space Requirements Residents typically rate open space as among a jurisdiction’s key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	<p>Opportunity</p>	<p>The Yountville municipal code includes provisions for the maintenance responsibility of open space and the inclusion of open space with residential uses. Open space is also required for uses in the commercial district to provide public space such as courtyards to visitors and shoppers.</p>	<ul style="list-style-type: none"> Consider requiring provisions for pedestrian safety and accessibility as part of preserving open space such as the Yountville Hills and surrounding area along Yount Mill Road.
<p>Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	<p>Opportunity</p>	<p>Street furniture is encouraged in the Old Town Commercial District on private property as part of the pedestrian-oriented design standards for the area.</p>	<ul style="list-style-type: none"> Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities in the public right-of-way, other than those associated with transit stops, as appropriate.
<p>Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	<p>Opportunity</p>	<p>Yountville does not routinely collect pedestrian volumes, and they are not typically collected for traffic studies.</p>	<ul style="list-style-type: none"> Use collected volumes in this Plan to monitor volume levels. Routinely collect and geocode pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all traffic studies and manual intersection turning movement counts.
<p>Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	<p>Opportunity</p>	<p>The Town of Yountville contracts with the Napa County Sheriff’s Office to provide services for the Town. Enforcement efforts related to active transportation are primarily bicycle-oriented. Although no officers are dedicated to pedestrian safety efforts, NCTPA is interested in training CHP officers to implement pedestrian education outreach efforts to motorists Countywide.</p>	<ul style="list-style-type: none"> Identify training opportunities for officers in Yountville on pedestrian safety enforcement principles and education outreach efforts. Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media safety campaign they are pursuing as an educational opportunity to distribute

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			pedestrian safety pamphlets in-lieu of, or in addition to, citations.
<p>Walking Audit Program</p> <p>Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility. They can be led by Town staff, advocacy groups, neighborhood groups, or consultants.</p>	Opportunity	Yountville has not conducted comprehensive pedestrian walking audits before this Plan although annual sidewalk audits are completed as part of the Town’s “trip and fall” program to evaluate the need for maintenance or expansion.	<ul style="list-style-type: none"> Conduct comprehensive walking audits to evaluate the need for additional safety features at intersections, mid-block crossing locations, and existing desire lines. This effort could complement the “trip and fall” program or health-oriented programs within the Town, as well as distribution of the media campaign NCTPA is pursuing. An initial round of walking audits will be completed with this Plan.
<p>Coordination with Emergency Response and Transit Providers</p> <p>Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the Town and the respective departments.</p>	Opportunity	<p>Emergency response officials and transit operators in Yountville are not regularly involved in project review.</p> <p>Although the Yountville Shuttle and on-demand Yountville Trolley operators are not involved in the planning or design of pedestrian facilities, sidewalks do connect to all existing transit stops in the Town vicinity.</p>	<ul style="list-style-type: none"> Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. In accordance with the Napa Bike Plan, explore ways to implement a Safe Routes to Transit Program that prioritizes pedestrian access to Yountville Shuttle stops to include crosswalk installation.

TABLE 4: NAPA PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

Plans, Policies, & Programs	Benchmark	Napa Response	Recommended Action Items
<p>Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Key Strength	<p>The City is currently assembling a GIS-based inventory of existing or missing sidewalks and curb ramps through their Asset Management Plan, which is separate from the inventory collection process for this Plan.</p> <p>Sidewalk projects are funded through the CIP and the sidewalk maintenance program, which has an annual funding level of approximately \$1,500,000. This program includes maintaining curb ramps, repairing tree damage, and constructing missing sections of sidewalk.</p> <p>The City offers partial reimbursement of funds for repairs of displaced or damaged sidewalks to property owners through the Sidewalk Repair Program.</p>	<ul style="list-style-type: none"> Combine inventory from Asset Management Program with inventory collected as part of this Plan to create a consolidated database. Expand the GIS sidewalk inventory to include informal pathways and key pedestrian opportunity areas in the City. Coordinate efforts for the 10-mile repaving program with sidewalk repair projects to combine resources if possible.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Key Strength	<p>The City of Napa has a Traffic Calming Program that considers non-vertical elements first, such as striping, radar speed signs, or enforcement. Vertical installation, like speed humps, are prohibited on primary response routes.</p> <p>Funding is limited for data collection and surveys required to justify traffic calming, and residents are given the option to raise private funds. The Traffic Advisory Committee is responsible for providing guidance on securing funds for developing a Neighborhood Traffic Calming Plan as each request is submitted.</p>	<ul style="list-style-type: none"> Consider identifying specific alternate traffic calming tools to be used on key emergency response routes. This could include adding additional specifications on speed cushions to accommodate the wheel base of a City of Napa fire truck. Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements.
<p>Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	Key Strength	<p>The Downtown Napa Specific Plan (NCSP) identifies pedestrian barriers in the downtown area, along with a proposed network of multi-use paths through downtown that will connect to existing Napa River crossings. Additional shared use crossings are proposed in the downtown area across the Napa River, the Wine Train tracks, and high-volume streets like Soscol Avenue, Third Street and below First Street.</p>	<ul style="list-style-type: none"> Secure funding for proposed crossings in the NCSP and the 2040 Countywide Transportation Plan.

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		<p>Outside of downtown, several suggested crossings are identified along proposed routes in the City of Napa Bike Plan. An undercrossing at SR 29 along Napa Creek and a Vine Trail connection across Redwood Road are proposed for the 2040 Countywide Transportation Plan Project List.</p>	
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	<p>Key Strength</p>	<p>The City has developed and adopted the 2012 Downtown Napa Specific Plan (DNSP), providing local design guidelines for walkability and pedestrian facilities. The DNSP also includes a proposed streetscape plan and typical cross-sections with minimum sidewalk widths for identified “Core Streets” and “Secondary Streets”. Zoning overlays govern the allowed Building Forms for development that contribute to a “sense of place” in Downtown Napa.</p> <p>The DNSP also recommends adopting a policy to balance the design requirements of delivery vehicles and pedestrians downtown by designating pedestrian-oriented streets and delivery vehicle-oriented streets with appropriate design guidelines for each.</p> <p>Pedestrian-friendly design is included in the development guidelines for the Soscol / Downtown Riverfront Design Guidelines, with a focus on human-scale design and streetscape improvements. The 2004 Residential Design Guidelines emphasize place making for infill neighborhoods in evolving areas and encourage new projects to consider pedestrian connections, avoid parking that separates the project from the street edge, include a streetscape plan, and fully integrate parks and community facilities.</p>	<ul style="list-style-type: none"> • Implement Residential Guidelines policy H-3.D, which requires the City to study street standards for new subdivisions to improve their pedestrian friendly quality and traffic calming features, and apply similar treatments to existing streets to the extent possible. • With this Plan, create design guidelines for delivery vehicle-oriented streets and pedestrian-oriented streets and designate streets for the appropriate application.
<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	<p>Key Strength</p>	<p>The City of Napa has a Complete Streets Policy that is compliant with MTC requirements and applies to development review. Routine data collection is also required to evaluate how well all users are being served by the transportation network.</p> <p>Impact fees are assessed for transportation impact mitigations and are available for pedestrian</p>	<ul style="list-style-type: none"> • Consider using multi-modal level of service criteria. • Consider maintaining a GIS database of data collected as part of the policy evaluation, to include pedestrian volumes collected in this Plan. • Coordinate the 10-mile repaving program with

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		improvements.	<p>sidewalk repair projects to more efficiently use available resources, when possible.</p> <ul style="list-style-type: none"> • Develop a checklist for project review to ensure routine application of the Complete Streets policy.
<p>Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities.</p>	Key Strength	Napa has a street tree ordinance specifying the responsibility of maintenance of street trees and the permitting requirements for planting and removal of street trees. The Tree Advisory Committee maintains a tree species list that is approved to prevent root damage to sidewalks.	
<p>Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility. They can be led by City staff, advocacy groups, neighborhood groups, or consultants.</p>	Key Strength	Project-specific walking audits have been conducted in the City of Napa, including one for the Imola Boulevard corridor. The City is planning another walking audit for the Vine Trail gap from 3 rd Street to Vallejo Street.	<ul style="list-style-type: none"> • Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement the “trip and fall” program and other health-oriented programs within the City, as well as aid the distribution of the media campaign that Napa County Transportation and Planning Agency (NCTPA) is pursuing.
<p>Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the</p>	Key Strength	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>The City of Napa does not include health agencies or professionals in the planning and design of pedestrian facilities, although they may attend public meetings if</p>	<ul style="list-style-type: none"> • Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by including additional pedestrian infrastructure projects in the City’s Capital Improvement Program (CIP). • Involve health professionals in the development review process, especially related to active transportation improvements. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand

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<p>medical community in pedestrian safety planning.⁵</p>		<p>they are a key stakeholder in the area.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p>	<p>the reach of education and promotion of walking.</p>
<p>ADA Improvements</p> <p>Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	<p>Enhancement</p>	<p>The City of Napa follows state design standards for curb ramps which include truncated domes and grooving details as well as required pedestrian clearances. All new construction or modifications require ADA upgrades.</p> <p>City-specific standards for curb returns show curb ramps to be placed at the center of the curb return, and do not include a detail for directional curb ramps.</p> <p>The City has a 2008 ADA Transition Plan which prioritizes facility improvements that provide access to or within City Buildings. According to the Plan, the City has a number of programs dedicated to making the City's streets and sidewalks more accessible, including annual installation, repair, and maintenance programs, a complaint/request process, and pedestrian-related capital projects.⁶</p>	<ul style="list-style-type: none"> • Implement directional curb ramps where practical, and consider replacing Caltrans Standards for curb ramps with a City Standard for directional curb ramps. • Review and revise standard drawings to align with PROWAG recommendations. • Per recommended actions in the ADA Transition Plan, consider developing a schedule for surveying the remaining City-maintained curb ramps and sidewalks.
<p>Pedestrian Volumes</p> <p>Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	<p>Enhancement</p>	<p>Napa does not regularly collect pedestrian counts, but does require some project-specific traffic studies to collect pedestrian counts with manual intersection counts.</p>	<ul style="list-style-type: none"> • Use collected volumes in this Plan to identify pedestrian nodes in the next update to the General Plan. • Routinely collect pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all manual intersection turning movement counts. • Geo-code existing and future volumes with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to

⁵ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

⁶ City of Napa ADA Self-Evaluation & Transition Plan, 2008

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			pedestrian safety.
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</p> <p>Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	Enhancement	<p>Napa follows MUTCD requirements for both stop sign and signal warrants.</p> <p>The City of Napa requires countdown signals and LED indications to be installed when an existing signal is modified or a new signal is installed. The City is in the process of collecting an inventory of stop signs, sidewalks, curb ramps, trees, and lighting for a GIS database as part of their Asset Management Plan.</p> <p>No LPIs are installed in Napa.</p>	<ul style="list-style-type: none"> • Consider developing City-specific signal and stop sign warrants that are pedestrian friendly for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory to include pedestrian-related markings and traffic signals with pedestrian facilities. • Install LPIs in areas of high pedestrian activity throughout the City, providing a right-turn-on-red restriction as necessary per recent research findings⁷.
<p>Speed Limits and Speed Surveys</p> <p>Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	Enhancement	<p>In Napa, speed surveys are conducted every five years following MUTCD guidelines. The City has reduced speed limits to 25 mph in selected school zones, but this does not meet recommended best practices of 15 mph in all school zones. Traffic calming is considered in known pedestrian zones like downtown if speeds are higher than the posted limit. Residents may also submit a request for traffic calming in areas of specific concern. Tactics like police enforcement or striping are the first tools considered for traffic calming.</p>	<ul style="list-style-type: none"> • Proactively consider pedestrian volumes when setting speed limits. • Consider implementing reduced speed limits of 15 mph in school zones. • Continue to employ traffic calming strategies in locations where speed surveys suggest traffic speeds are too high for pedestrian areas. • Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.
<p>Crosswalk Design Guidelines</p>	Enhancement	<p>The City currently does not have a crosswalk policy, but design guidelines for enhanced crosswalks are</p>	<ul style="list-style-type: none"> • Consider adopting a crosswalk policy as part of this Plan that reflects best practices and recent

⁷ Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

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<p>A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments Citywide.</p>		<p>included in the Downtown Napa Specific Plan, which also recommends considering additional mid-block crossing locations.</p> <p>The City makes decisions regarding crosswalks on a case by case basis, and prefers crosswalks to be located at signalized crossings rather than mid-block. The City has removed mid-block crossings downtown and requires strong justification for new mid-block crossings to be approved, although no specific thresholds are provided.</p>	<p>research to include criteria for appropriate locations to install crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs.</p> <ul style="list-style-type: none"> • Include criteria for identifying, installing, and enhancing midblock crossings where strong desire lines exist in the crosswalk policy. • Using the proposed crosswalk policy, conduct audits of the adequacy of current crosswalks.
<p>General Plan Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	<p>Enhancement</p>	<p>Residential densities in Napa range from 2 to 60 dwelling units/acre. Mixed-use is encouraged in designated areas by Napa's General Plan, with three tiers of density designated downtown as part of the Building Form Zones in the Downtown Napa Specific Plan.</p> <p>A Parking Exempt (PE) District has been established downtown, which allows lower off-street parking requirements to maintain a pedestrian-scaled street frontage and encourage drivers to "park once" when arriving downtown. The DNSP recommends several parking policies downtown, which are under consideration.</p> <p>The City's General Plan highlights the importance of maintaining walkability downtown and identifies the proposed River Trail and a trail along the Wine Train tracks as potential "pedestrian arterials" to connect neighborhoods to downtown. The General Plan does not establish a street typology framework, but the DNSP uses a typology hierarchy of "Core Streets" and "Secondary Streets" to apply streetscape features to downtown streets.</p>	<ul style="list-style-type: none"> • Develop an implementation plan for some of the recommended parking policies in the DNSP that reinforce a park-once environment: <ul style="list-style-type: none"> ○ Market pricing ○ Residential permitting ○ Valet parking ○ New parking structures ○ Shared parking in mixed-use districts ○ Expansion of the PE district • Establish transit and auto-vehicle policies in the General Plan that are pedestrian-friendly and support a balanced multi-modal transportation network. • Identify pedestrian nodes in future updates to the General Plan. • Consider relaxing auto Level of Service standards in pedestrian-oriented overlay zones such as downtown and the Soscol-Riverfront, and prioritizing sidewalk improvement projects in these areas. • Develop roadway typologies in the next update to the General Plan to identify prioritized corridors for pedestrians.
<p>Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking</p>	<p>Enhancement</p>	<p>The Downtown Napa Specific Plan stresses preserving historic sites and includes design guidelines for historic resources, and the public realm. Specific historic sites from the City's Historic Resource</p>	<ul style="list-style-type: none"> • Develop a map to showcase natural or local sites of interest, and link key features in the City, including a possible walking route between the sites. Maps of the tour route and

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<p>and enhance economic vitality.</p>		<p>Inventory are covered in the Historic Resources Guidelines, but they refer to the Soscol Corridor/Downtown Riverfront Development and Design Guidelines for pedestrian-oriented considerations.</p> <p>The City does not have a historic walking route, map, or wayfinding program; however, information on historic interest sites is available on the City's website for visitors.</p>	<p>historic documentation materials could be made available online and wayfinding signs, maps, and plaques could also be provided throughout the City.</p>
<p>Open Space Requirements Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	<p>Enhancement</p>	<p>The City of Napa has multiple zoning districts allocated for public lands devoted to public open spaces and trails, greenways, parkways, and nature preserves, including the Downtown Public land use district and the Parks and Open Space District. The Downtown Parks and Open Space land use district is intended for passive and active recreational uses including public gatherings and events. Pedestrian access to open space is only addressed in ordinances for specific sites, such as those for the Gasser Master Plan district.</p> <p>Some ordinances reference the requirement of an approved landscaping plan for open space areas, but no requirement of pedestrian access is mentioned. The DNSP does recommend requiring open space improvements for development downtown to connect to the network of pedestrian-friendly sidewalks, courtyards, and plazas and includes open space guidelines that accommodate pedestrians.</p>	<ul style="list-style-type: none"> Consider expanding open space requirements to include provisions for pedestrian safety and accessibility.
<p>Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	<p>Enhancement</p>	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p> <p>The DNSP includes TDM strategies for downtown including employer based programs, parking pricing strategies, car-sharing and ridesharing, which are still</p>	<ul style="list-style-type: none"> As part of a comprehensive TDM program for the City of Napa: Hire or identify a part-time TDM Coordinator Create a TDM program and accompanying website with separate pages for employees, residents, and visitors Develop a TDM policy which: Explores transit improvements downtown proposed in the DNSP, such as restoring the

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		under consideration.	<p>Napa Downtown Trolley, development of a Bus Rapid Transit system, and potential rail service</p> <ul style="list-style-type: none"> • Implements ideas from the DNSP like car-sharing and parking pricing strategies • Supports the “Car Free” tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car
<p>Public Involvement</p> <p>Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions.</p> <p>Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens’ pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	Enhancement	<p>The City also provides an on-line service center for residents to file complaints for safety improvements on City streets, and the information is sent directly to street crews.</p> <p>The City has a Bicycle and Trails Advisory Commission (BTAC) that is required to cover pedestrian issues by the MTC. The BTAC members include the chair of the Active Transportation Committee for NCTPA as well as a representative from the Parks and Rec department.</p> <p>The City of Napa Police Department posts advisory notices, road closures, and other neighborhood-specific information on their website. Each neighborhood has a separate webpage, where residents can also post concerns and sign up for neighborhood meetings.</p>	<ul style="list-style-type: none"> • Consider adding a page to the City’s website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. • Establish a directive for the BTAC to separately address pedestrian needs. • Consider organizing neighborhood groups from the active participants in the neighborhood meetings that identify street needs, including greening and traffic calming.
<p>Economic Vitality</p> <p>Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>	Enhancement	<p>Napa does not have a BID; however the Downtown Napa Specific Plan does include façade improvement design guidelines with an emphasis on visual interest for pedestrians.</p> <p>Downtown parking guidelines emphasize the appearance of and access to parking. A park once environment is desired downtown, and is reinforced by the Parking Exempt District and reduced parking ratios downtown, as well as recommendations for mixed-use high-density development and restoring the Downtown trolley service.</p>	<ul style="list-style-type: none"> • Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. Implementation of the DNSP may provide an opportunity to establish a BID. • Consider adding transit-oriented overlay zones to the zoning code.
<p>Pedestrian Safety Education Program</p> <p>Education is a critical element for a complete</p>	Enhancement	In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant	<ul style="list-style-type: none"> • Coordinate with NCTPA on pursuing a media safety campaign, and consider the following

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<p>and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>		<p>funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh’s Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan “someone you care about rides a bike”. The OTS will release a call for projects around November 2015 for their 2017 funding cycle.</p>	<p>methods to distribute the campaign in the City of Napa:</p> <ul style="list-style-type: none"> • Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, community school courses, public service announcements, and/or brochures distributed by law enforcement, among many other strategies • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to City events.
<p>Safe Routes to Schools Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic.</p> <p>Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons. Funding for programs and/or projects is available at the state and federal levels.</p>	<p>Enhancement</p>	<p>Napa has applied for Safe Routes to School funding in multiple years for lighted crosswalks, but did not receive it. The City was unsuccessful in obtaining funding for a pedestrian undercrossing, but city staff plan to reapply for funding in 2015.</p> <p>The Napa County Office of Education (NCOE) currently administers a Safe Routes To School (SRTS) Program, and has hosted events such as “Walk and Roll” to School Day at schools in Napa, where students compete for the Golden Sneaker Trophy, awarded to classrooms with the best participation.</p> <p>A Safe Walking education presentation is offered to elementary schools in Napa for students in grades K-3. Brochures are handed out during this program as well as at staff meetings, PTA/parent meetings, community health fairs, and farmers markets. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>While program leaders have a goal of reaching every interested school by the end of the grant term in 2016, reaching schools on a weekly or yearly basis has been difficult due to understaffing and scarcity of volunteers.</p>	<ul style="list-style-type: none"> • Seek partners to form school-specific committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school in Napa. Hold regular meetings to maintain stakeholder involvement. • Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for schools in Napa. • Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.
<p>Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement</p>	<p>Enhancement</p>	<p>The City of Napa Police Department supports a staff position dedicated to the traffic calming program. The Police Department is part of the development review</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA to train officers in Napa on pedestrian safety enforcement principles and education outreach efforts.

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<p>to engineering treatments and education programs.</p>		<p>process and has also been involved in pedestrian education activities at local schools. Additionally, the Police Department has a page on their website where residents can sign up for neighborhood meetings to discuss local issues and concerns.</p> <p>NCTPA is currently working to train California Highway Patrol (CHP) officers in how to educate county motorists about pedestrian safety.</p>	<p>Consider including specific pedestrian concerns in the Police Department neighborhood meetings.</p> <ul style="list-style-type: none"> • Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. • Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media safety campaign that NCTPA is pursuing, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.
<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	<p>Enhancement</p>	<p>According to the City of Napa municipal code, bicycle parking is required for nonresidential uses which require 10 or more vehicle parking spaces. Bicycle lockers are optional.</p>	<ul style="list-style-type: none"> • Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.
<p>Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	<p>Opportunity</p>	<p>The City of Napa does not currently have a newspaper rack ordinance.</p>	<ul style="list-style-type: none"> • Consider adopting a Newspaper Rack Ordinance that specifies the permitted number and location of newspaper racks and ensures that racks do not interfere with pedestrian sidewalk access.
<p>Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	<p>Opportunity</p>	<p>The City of Napa does not currently have a street furniture ordinance, although the municipal code requires that street furniture in Landmark Districts be appropriate and not interfere with the historic character.</p>	<ul style="list-style-type: none"> • Consider adopting a Street Furniture Ordinance that provides guidance on the design of transit stops and the placement of additional street furniture amenities, other than those associated with transit stops, as appropriate.

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<p>Collision Reporting Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>	<p>Opportunity</p>	<p>The City of Napa currently has no set practices for reviewing collision data, but periodic reviews may occur by public works staff to help identify CIP projects or evaluate development in the area. The Police Department files accident data, and public works staff can run queries as needed.</p>	<ul style="list-style-type: none"> • Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. • Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program City CIP funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Coordination with Emergency Response and Transit Providers Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the City and the respective departments.</p>	<p>Opportunity</p>	<p>Police and Fire Department staff is involved in the City’s plan-check process.</p> <p>Transit agencies are a key stakeholder in pedestrian-related improvements since many transit riders walk to and from their destinations on either end of their transit trip. There is minimal coordination between transit planning and pedestrian planning in Napa, although the General Plan does include a policy to consider a Safe Routes to Transit Program.</p>	<ul style="list-style-type: none"> • Seek opportunities for technical collaboration and funding with first responders and transit providers. • Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. • In accordance with the General Plan and the Napa Bike Plan, explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers.
<p>Institutional Coordination Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking conditions in Napa.</p>	<p>Opportunity</p>	<p>City of Napa staff noted that institutional obstacles vary by project, and they did not identify any specific challenges.</p>	<ul style="list-style-type: none"> • Continue to seek opportunities to collaborate with local schools to improve pedestrian safety around transit stops. • Proactively seek opportunities to collaborate with Caltrans and/or local jurisdictions to improve pedestrian safety.

TABLE 5: AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

Plans, Policies, & Programs	Benchmark	American Canyon Response	Recommended Action Items
<p>ADA Transition Plan Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	Key Strength	<p>American Canyon’s Engineering Design Standards require curbs with grooves facing towards the center of the intersection at all street crossings and curb returns. The Standards do not include truncated domes or directional curb ramps.</p> <p>The City has an ADA Transition Plan from 2008 that includes an inventory of needed improvements for deficient sidewalks and curb ramps in the public right-of-way along priority corridors.</p>	<ul style="list-style-type: none"> • Consider tracking ADA improvements using practices recommended in ADA Transition Plan, updated as part of this Plan, to be implemented by the ADA Coordinator • Implement directional curb ramps where practical and truncated domes in all cases. Review and revise standard drawings to align with PROWAG recommendations.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Key Strength	<p>American Canyon has a Traffic Calming Program that outlines the steps for a community interested in traffic calming, defines the various traffic calming options and appropriate uses, and establishes guidelines for installing the traffic calming measures. There is no specific funding set aside for these improvements.</p>	<ul style="list-style-type: none"> • Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements. • Encourage the routine use of traffic calming measures beyond speed humps.
<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	Key Strength	<p>The City’s Complete Streets policy, adopted in 2012, includes principles, implementation strategies, and exemptions from complete streets requirements. As part of implementation, the City of American Canyon Open Space Advisory Committee, serving as the City’s Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, reviews transportation projects to provide recommendations regarding Complete Streets.</p> <p>Routine data collection is also required to evaluate how well all users are being served by the transportation network.</p>	<ul style="list-style-type: none"> • Consider maintaining a GIS database for data collected as part of the policy evaluation, to include pedestrian volumes collected in this Plan. • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider using multi-modal level of service criteria.
<p>Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian</p>	Key Strength	<p>American Canyon residents (or visitors) may file requests for safety improvements on City streets via phone or email. Additionally, the City’s “SeeClickFix” app allows people to report non-emergency issues on a web-based map of the City. Residents can submit information directly to the city regarding damaged sidewalk, deficient lighting, or other non-emergency issues.</p>	<ul style="list-style-type: none"> • Consider adding a page to the City’s website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Encourage broad use of the

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<p>collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens’ pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>		<p>Public involvement occurs through several groups including the Parks and Community Services Commission, the Open Space Advisory Committee (OSAC), and the Senior Council. The OSAC serves as the City’s Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, and is involved with site plan review and the review of transportation projects to provide Complete Streets recommendations.</p>	<p>“SeeClickFix” app for pedestrian issue and opportunity input.</p> <ul style="list-style-type: none"> • Consider creating a formal Active Transportation Advisory Committee (ATAC) for City-specific issues. This Committee could include the American Canyon representative on the ATAC for NCTPA. • Consider organizing neighborhood groups that identify street needs, including greening and traffic calming.
<p>Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.</p>	<p>Enhancement</p>	<p>While American Canyon has collected pedestrian and bicycle counts for some projects, the City does not regularly collect pedestrian or bicycle counts, nor does it require that bicycle or pedestrian counts be collected with manual intersection counts.</p>	<ul style="list-style-type: none"> • Use collected volumes in this Plan to identify pedestrian nodes in the next update to the General Plan • Routinely collect pedestrian volumes with all transportation impact studies (TIAs). • Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.
<p>Speed Surveys and Speed Limits Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	<p>Enhancement</p>	<p>In American Canyon, speed surveys are conducted in response to reported concerns, frequent collisions, or at the request of citizens or the Napa County Sheriff’s deputies, who patrol the streets in the City.</p>	<ul style="list-style-type: none"> • Proactively consider pedestrian volumes when setting speed limits. • Explore the use of reduced speed limits in school zones. • Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.
<p>Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is</p>	<p>Enhancement</p>	<p>American Canyon does not have a policy in place for identifying pedestrian barriers, but the City staff listed several barriers, including SR-29, the California Northern railroad, running parallel to SR-29 to the Napa Junction and continuing to the west north of City Hall, and American Canyon Creek running through the Vintage Ranch neighborhood. The Vine Trail efforts include looking for opportunities to reduce those barriers through additional crossings, and a project to identify three overcrossings over SR-29 addresses that barrier indirectly.</p>	<ul style="list-style-type: none"> • Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.

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<p>essential for improving walkability and pedestrian safety.</p>			
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	<p>Enhancement</p>	<p>American Canyon does not have City-wide design recommendations outside of this Plan for walking facilities. Several local plans, including the Watson Ranch Specific Plan Draft (2014) and the County-generated plan for SR-29, do support pedestrian connectivity.</p>	<ul style="list-style-type: none"> • Use elements of the design guidelines presented in this Plan as part of the development review process. • Develop a Streetscape Master Plan for the City.
<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	<p>Enhancement</p>	<p>American Canyon’s municipal code has a bicycle parking requirement for commercial and employment areas. According to the municipal code, “bicycle parking should be located in highly visible locations and should be lockable.”⁸</p>	<ul style="list-style-type: none"> • Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.
<p>Pedestrian Safety Education Program Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	<p>Enhancement</p>	<p>In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh’s Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan “someone you care about rides a bike”. The OTS will release a call for projects around November 2015 for their 2017 funding cycle.</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in American Canyon: <ul style="list-style-type: none"> ○ Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, community school courses, public service announcements, and/or brochures distributed by law enforcement, among many other strategies. • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to City events.

⁸ American Canyon Municipal Code, 19.21.050 Bicycle parking requirements: <http://qcode.us/codes/americancanyon/>

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<p>Institutional Coordination Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in American Canyon.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	<p>Enhancement</p>	<p>American Canyon shares jurisdiction over components of the transportation network with Caltrans.</p> <p>The City's working relationship with Caltrans was a challenge in the past, but it has been improving in recent years. The City has also coordinated effectively with area schools to pursue Safe Routes to School grants.</p> <p>According to staff, funding is the biggest obstacle the City faces in project implementation.</p>	<ul style="list-style-type: none"> • Continue to seek opportunities to collaborate with local transit agencies to improve pedestrian safety around transit stops. • Proactively seek opportunities to collaborate with Caltrans and/or local jurisdictions to improve pedestrian safety along SR-29. • Reference the public involvement, analysis, and prioritization efforts of this Plan when applying for grants to fund the top projects
<p>Safe Routes to School Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic. Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons. Funding for programs and/or projects is available at the state and federal levels.</p>	<p>Enhancement</p>	<p>The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the County through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and plan to work with Canyon Oaks Elementary School and Donaldson Way Elementary School in 2015.</p> <p>The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the County, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers.</p> <p>The American Canyon Public Works Department created a map of suggested routes to American Canyon High School in 2010 that includes American Canyon transit stop locations.</p>	<ul style="list-style-type: none"> • Pursue SRTS grant funding for pedestrian infrastructure projects. • Seek partners to form school-specific committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school in American Canyon. Hold regular meetings to maintain stakeholder involvement. • Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for schools in Napa. • Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.
<p>Collision Reporting</p>	<p>Opportunity</p>	<p>American Canyon does not have a regular practice of reviewing</p>	<ul style="list-style-type: none"> • Geo-coding (mapping) and comprehensive

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<p>Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>		<p>collision data. Engineering staff review collision reports as needed on a case-by-case basis. City engineers previously received regular reports from SWITRS, but this data now goes straight to the Police Department.</p>	<p>monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant.</p> <ul style="list-style-type: none"> • Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program City CIP funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</p> <p>Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a "head start" signal timing before vehicles on the parallel</p>	<p>Opportunity</p>	<p>American Canyon roughly follows MUTCD requirements for both stop sign and signal warrants; however, even when staff's recommendations follow the requirements, City Council does not always follow those recommendations. Additionally, there are some all-way stop control intersections in American Canyon that were based on judgment rather than MUTCD recommendations.</p> <p>There is not a comprehensive inventory of signs, markings, and signals in American Canyon. Partial inventories are available through specific projects.</p> <p>American Canyon does not have any LPIs installed.</p>	<ul style="list-style-type: none"> • Consider developing City-specific signal and stop sign warrants that are pedestrian friendly for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory created with this Plan to include pedestrian-related markings and traffic signals with pedestrian facilities • Consider installing LPIs in areas where vehicle yielding may be an issue, providing a right-turn-on-red restriction as necessary per recent research findings⁹.

⁹ Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

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street are allowed to proceed through an intersection.			
<p>Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Opportunity	<p>The City does not have a GIS inventory of sidewalks or other pedestrian facilities, although developments built after 1996 all have sidewalks (often only one side of the street).</p> <p>While sidewalk projects do not have a set annual budget, they tend to comprise approximately \$100,000 of the annual capital improvements program funding.</p>	<ul style="list-style-type: none"> Expand the GIS-based facility inventory, created as part of this Plan, to include informal pathways and key pedestrian opportunity areas in the City.
<p>Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility. They can be led by City staff, advocacy groups, neighborhood groups, or consultants.</p>	Opportunity	American Canyon has not conducted pedestrian walking audits before this Plan.	<ul style="list-style-type: none"> Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a "trip and fall" program or health-oriented programs within the City, as well as distribution of the media campaign NCTPA is pursuing.
<p>Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments Citywide.</p>	Opportunity	The City currently does not have a crosswalk policy and makes decisions regarding crosswalks on a case by case basis.	<ul style="list-style-type: none"> Consider adopting a crosswalk policy as Part of this Plan that reflects best practices and recent research to include criteria for installing crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs. Include criteria in the crosswalk policy for identifying, installing, and enhancing midblock crossings where strong desire lines exist.
<p>General Plan Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. A city's General Plan is also a key</p>	Opportunity	<p>According to the General Plan, residential densities in American Canyon are allowable up to 10-20 dwelling units/acre. There are currently some areas of three-story residential development, and new four-story residential buildings have been approved but not built. Density is concentrated along SR-29, although the Watson Ranch development will also have higher density. The City does allow for both vertical and horizontal mixed-use (only horizontal mixed-use has been built).</p> <p>American Canyon does not officially designate pedestrian nodes,</p>	<ul style="list-style-type: none"> Identify pedestrian nodes in future updates to the General Plan Consider defining opportunities for mixed-uses by ordinance, particularly in pedestrian priority areas identified in this Plan. Identify future priority areas in the City where varied densities could accommodate or attract pedestrian activity. Consider relaxing auto Level of Service standards in pedestrian-oriented overlay

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<p>opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>		<p>but staff identified a pedestrian node in the commercial district of American Canyon at the Walmart, a park, and a cluster of several other stores. This node is part of a Priority Development Area (PDA) which will eventually have more transit via enhanced bus service. Developments at Watson Ranch, the industrial development south of the Airport, and the former Eucalyptus Grove area will also have higher density and the potential to become pedestrian nodes.</p>	<p>zones that align with focus areas in this Plan, and prioritizing sidewalk improvement projects in these areas.</p>
<p>Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	<p>Opportunity</p>	<p>The ruins of the Standard Portland Cement Company plant, while not eligible for the National or California Historic Register, are locally recognized in American Canyon. The site is part of a preservation plan within the Watson Ranch Specific Plan Draft. The plan proposes a mix of preservation approaches, including rehabilitation, alteration, addition, selective demolition, stabilization, and converting the uses to a winery, chapel, event space, farmers' market, and beer garden.</p>	<ul style="list-style-type: none"> • Develop a map to showcase natural or local sites of interest, including the Portland Cement plant, with a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and way-finding signs, maps, and plaques could also be provided throughout the City.
<p>Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	<p>Opportunity</p>	<p>American Canyon's Municipal Code does not include a newspaper rack ordinance.</p>	<ul style="list-style-type: none"> • Consider adopting a Newspaper Rack Ordinance that specifies the number and location of allowable newspaper racks and ensures the maintenance of a clear pedestrian sidewalk area.
<p>Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	<p>Opportunity</p>	<p>American Canyon's Municipal Code does not include street furniture requirements.</p>	<ul style="list-style-type: none"> • Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities, other than those associated with transit stops, as appropriate.

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<p>Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities.</p>	<p>Opportunity</p>	<p>American Canyon does not have a street tree ordinance.</p>	<ul style="list-style-type: none"> Consider adopting a Street Tree Ordinance including all development types, that specifies where and how often street trees may be planted/ replaced, and which types of trees are appropriate.
<p>Open Space Requirements Residents typically rate open space as among a jurisdiction’s key assets and needs. Open space may encourage walking, especially for recreational trips.</p>	<p>Opportunity</p>	<p>American Canyon does not have an open space requirement, but subdivision requirements do contain park dedication requirements.</p>	<ul style="list-style-type: none"> Consider open space requirements that include provisions for pedestrian safety and accessibility. Consider modifying subdivision requirements to include pedestrian provisions in park requirements.
<p>Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>	<p>Opportunity</p>	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p> <p>Additionally, the NCTPA has a contract with an agency in Solano to facilitate rideshare matching.</p>	<ul style="list-style-type: none"> As part of a comprehensive TDM program for American Canyon: Hire or identify a part-time TDM Coordinator Create a TDM program and accompanying website with separate pages for employees, residents, and visitors. Develop a TDM policy which: Supports the “Car Free” tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car
<p>Economic Vitality Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade</p>	<p>Opportunity</p>	<p>American Canyon does not have a BID, façade improvement program, or Downtown Parking District.</p>	<ul style="list-style-type: none"> Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. Consider implementing a façade improvement program.

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<p>improvement programs can lead to more active pedestrian areas and encourage walking</p>			
<p>Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.¹⁰</p>	<p>Opportunity</p>	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>American Canyon does not coordinate with health agencies or professionals in the planning and design of pedestrian facilities.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p>	<ul style="list-style-type: none"> • Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by including additional pedestrian infrastructure projects in the City's Capital Improvement Program (CIP). • Involve the emergency response community in pedestrian planning to encourage complete reporting of pedestrian-vehicle collisions • Involve health professionals in the development review process, especially related to active transportation improvements. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.
<p>Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	<p>Opportunity</p>	<p>The American Canyon Police Department has an active Citizen Volunteer Program, which consists of local citizen volunteers that assist the Department at Elementary Schools and with the Radar Trailer Program. There are also 2 officers assigned to motorcycles for traffic education and enforcement, as well as a community resource officer and an officer assigned to the high school.</p>	<ul style="list-style-type: none"> • Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media campaign that is being pursued, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations. • Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. • Coordinate with NCTPA to train officers in

¹⁰ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

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			<p>American Canyon on pedestrian safety enforcement principles and education outreach efforts.</p>
<p>Coordination with Emergency Response and Transit Providers Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the City and the respective departments.</p>	<p>Opportunity</p>	<p>There is minimal coordination between transit planning and pedestrian planning in American Canyon, and the fire department is not involved in pedestrian projects.</p>	<ul style="list-style-type: none"> • Seek opportunities for technical collaboration and funding with first responders and transit providers. • Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. • Explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers.

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

Plans, Policies, & Programs	Benchmark	County Response	Recommended Action Items
<p>Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).</p>	Key Strength	The Napa County municipal code has an ordinance for bicycle parking, which includes the required number of spaces and dimensions. It also requires bicycle parking to be near the entrance to the building if feasible, as well as the provision of covered spaces, which may include bicycle lockers or indoor parking.	<ul style="list-style-type: none"> Expanding the bicycle parking ordinance to include provisions for bicycle parking at transit stops, pedestrian clearances, as well as support facilities where long-term bicycle parking is provided.
<p>Collision Reporting Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>	Key Strength	All collisions are reviewed by staff as they arrive and monitored for recurring patterns.	<ul style="list-style-type: none"> Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. Sufficient pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program funding. Volunteers can collect pedestrian volumes and other data at collision locations.
<p>Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.</p>	Key Strength	<p>The County has a road safety form on their website which allows the public to send emails reporting roadside hazards, potholes, flooding, or streetlight outages.</p> <p>The Napa County Transportation and Planning Agency has an Active Transportation Advisory Committee that addresses pedestrian and bicycle issues Countywide.</p>	<ul style="list-style-type: none"> Consider adding a page to the County's website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions.
<p>Transportation Demand Management</p>	Key Strength	Employers of 50 or more full-time workers in the Bay Area	<ul style="list-style-type: none"> Develop a policy that supports the "Car

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<p>Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.</p>		<p>are required to provide commuter benefits to their employees through The Bay Area Commuter Benefits Program to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p>	<p>Free” tourism program of the Napa Valley Destination Council and NCTPA, which provides information to visitors so they can plan a trip without relying solely on a car. Prioritize improved access to transit in the unincorporated areas as part of this policy.</p>
<p>Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.¹¹</p>	<p>Key Strength</p>	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>Live Healthy Napa County is also working to complete the first ever Napa County Community Obesity Prevention Plan, which addresses the need to increase active transportation options Countywide.</p>	<ul style="list-style-type: none"> • Seek opportunities to include sidewalk projects and other pedestrian improvements in the County’s Capital Improvement Program to align with goals in the CHIP for improving the built environment to encourage active transportation. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and SRTS to expand the reach of education and promotion of walking.
<p>Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.</p>	<p>Enhancement</p>	<p>The Napa County 2011 Road and Street Standards include typical cross-sections for roadways based on development density. Cross-sections for new high-density development include sidewalks on both sides of the street. Although the Standards state that an improved walkway will be provided on both sides of urban arterials and collectors in low density developments, typical cross sections for low density show an asphalt concrete sidewalk on one side of the road.</p> <p>For development on existing bus routes, the Standards require collaborating with the Napa County Transportation and Planning Agency.</p> <p>The Airport Industrial Area Specific Plan includes sidewalks and parkways as part of its typical street sections.</p>	<ul style="list-style-type: none"> • Review the County Road and Street Standards to ensure improved walkways are provided on both sides of urban arterials and collectors for low density development. • Develop a pedestrian typology hierarchy for existing unincorporated roadways and assign appropriate pedestrian cross-sections for each. Include roadways with transit stops as a higher pedestrian priority. Identify baseline safety enhancements for roadways where separate pedestrian facilities will not be provided, potentially due to remote location, narrow right-of-way, high speeds, or a safety concern for pedestrians.

¹¹ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, “San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records,” *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.</p>	<p>Enhancement</p>	<p>The County of Napa has a Complete Streets policy that was adopted in 2013. The policy applies to public works projects only; however, the General Plan does include a policy to evaluate development projects on the extent of integrating pedestrian access to parking lots.</p> <p>As part of policy implementation, all transportation projects in the County must be reviewed by the Active Transportation Advisory Committee (ATAC) of NCTPA early in the planning stages to provide comments and recommendations. Routine data collection is also required to evaluate how well all users are being served by the transportation network.</p> <p>Sidewalks and parkways are the responsibility of each fronting property owner to construct during development, as impact fees are minimal and pay for traffic projects (typically lane expansions) only.</p>	<ul style="list-style-type: none"> • Consider additional opportunities for Complete Streets, specifically pedestrian pathways and/or sidewalks, during restriping, repaving, new roadway construction, and utility installation projects. • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider mapping data collected as part of the policy evaluation in GIS, to include pedestrian volumes collected in this Plan.
<p>ADA Improvements Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.</p> <p>An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.</p>	<p>Enhancement</p>	<p>ADA accessibility is a concern in the unincorporated County near transit stops, especially along Solano Avenue.</p>	<ul style="list-style-type: none"> • Consider adopting an ADA Transition Plan to track ADA improvements and create a plan for future priorities and enhancements. • Set aside funding for identified ADA improvements in this Plan. • Conduct detailed ADA field surveys of additional priority corridors listed in this Plan to document potential deficiencies.
<p>Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.</p>	<p>Enhancement</p>	<p>The Community Character Element of the General Plan highlights historic and cultural resources in the County and the importance of preserving the history of the native tribes that lived in the Napa region. Multiple historic resources are listed in the Element and include a variety of houses, wineries, resorts, and bridges.</p> <p>Policies in the Community Character Element focus on creating a more comprehensive inventory of historic resources and improving public awareness of cultural preservation through education, public outreach, and</p>	<ul style="list-style-type: none"> • Expand the listed public awareness programs in Community Character Element Policy CC-20 to include development of a map to showcase natural or local sites of interest, with links to key features in the County. Identify feasibility of a walking tour/route map between sites, especially for historic buildings and sites on open space/conservation land. • Maps of the recommended tour route and historic documentation materials could be

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

		partnerships with other stakeholders.	made available online along with way-finding signs and plaques, recommended in the Community Character Element, throughout the County.
<p>Pedestrian Safety Education Program Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	Enhancement	In accordance with policies in the Napa Bike Plan and the General Plan, NCTPA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh’s Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan “someone you care about rides a bike”. The OTS will release a call for projects around November 2015 for their 2017 funding cycle.	<ul style="list-style-type: none"> Coordinate with NCTPA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in the unincorporated County: <ul style="list-style-type: none"> Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies. Pedestrian safety brochures should be distributed to the public independent of the media campaign to promote walking to community events.
<p>Safe Routes to Schools Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off, as much as 30% of morning peak hour traffic.</p> <p>Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons. Funding for programs and/or projects is available at the state and federal levels.</p>	Enhancement	<p>The Napa County Office of Education currently has a three year grant to administer a Safe Routes To School Program through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and plan to work with schools in American Canyon, Napa, Howell Mountain, and Calistoga in 2015.</p> <p>Events such as Walk and Roll to School Day have been hosted in Napa, as well as Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at staff meetings, PTA/parent meetings, community health fairs, and farmers markets. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the County, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers.</p>	<ul style="list-style-type: none"> Seek partners to form school-specific committees of community agencies, parents, advocates, City staff, community health representatives, and other stakeholders to administer SRTS programs at each school in Napa. Hold regular meetings to maintain stakeholder involvement. Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for unincorporated schools. Coordinate with NCTPA to seek additional funding for SRTS, to include allocating local sales tax money or starting a transportation tax to emulate local jurisdictions such as Marin and Sonoma.
<p>Open Space Requirements Residents typically rate open space as</p>	Enhancement	Rural urban limit lines prevent development in the unincorporated areas, preserving vast areas of open space.	<ul style="list-style-type: none"> Adopt open space requirements for PCAs to include provisions for pedestrian safety

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

among a jurisdiction’s key assets and needs. Open space may encourage walking, especially for recreational trips.		The County has designated priority opens spaces as part of the Association of Bay Area Governments (ABAG) Priority Conservation Area (PCA) program.	and accessibility.
Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.	Opportunity	The unincorporated County maintains a Countywide GIS database, but it does not include pedestrian facilities.	<ul style="list-style-type: none"> • Maintain the GIS facility database created by this Plan by updating the inventory as facilities are added or changed and to the extent that staff has local knowledge, expand inventory to areas outside of initial 50 miles. • Expand the GIS sidewalk inventory to include informal pathways and potential pedestrian opportunity areas in the County.
Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.	Opportunity	The County of Napa does not collect pedestrian volumes as a matter of routine.	<ul style="list-style-type: none"> • Routinely collect pedestrian volumes with all transportation impact studies (TIAs). Consider using volumes for collision monitoring and justification for pedestrian improvements. • Use collected pedestrian volumes from this Plan to identify pedestrian nodes in the next update to the General Plan.
Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying and removing barriers, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.	Opportunity	<p>Pedestrian facilities are continued along County overcrossings of roadways with existing pedestrian accommodations.</p> <p>General barriers to walking include terrain and topography as well as high speed roadways, which often have narrow shoulders and serve as roadways to carry vehicles through the County. The low rural density of development also limits walking to many destinations in the County.</p>	<ul style="list-style-type: none"> • Identify specific locations where potential crossing barriers exist in this Plan. This could include needs for improved trail crossings, access to transit stops, or tourist areas.
Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or	Opportunity	The County does not have a street tree ordinance.	<ul style="list-style-type: none"> • Ensure proper maintenance and pedestrian clearance for any street trees that may be planted in residential areas or near transit stops.

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>maintained, may cause damage to adjacent public utilities.</p>			
<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	<p>Opportunity</p>	<p>The County uses MUTCD warrants for signals and stop signs.</p> <p>The County of Napa has few traffic signals, and relies on the City of Napa for maintenance and operation. Countdown signals have not been installed at any of the County signals.</p>	<ul style="list-style-type: none"> • Consider using pedestrian-friendly signal and stop sign warrants for unincorporated roadways that border incorporated areas or potential pedestrian generators. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory to include pedestrian-related markings and traffic signals with pedestrian facilities.
<p>Speed Limits and Speed Surveys Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.</p>	<p>Opportunity</p>	<p>In Napa County, speed surveys are conducted every five years, along with an Engineering & Traffic Survey, following MUTCD guidelines.</p> <p>For unincorporated roadways without posted speed limits, the de facto speed limit is 55 mph.</p>	<ul style="list-style-type: none"> • Proactively consider pedestrian volumes when setting speed limits. • Consider employing traffic calming strategies in potential pedestrian locations near incorporated areas or other pedestrian generators where speed surveys suggest traffic speeds are too high for pedestrian areas. • Ensure design standards do not contribute to a routine need for traffic calming in potential pedestrian areas.
<p>Crosswalk Design Guidelines</p>	<p>Opportunity</p>	<p>The County uses the MUTCD warrants for decisions on</p>	<ul style="list-style-type: none"> • Consider adopting a crosswalk policy as

TABLE 6: UNINCORPORATED COUNTY PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS

<p>A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments Citywide.</p>		<p>placing crosswalks. Crosswalks are not always placed on all approaches of signalized intersections.</p>	<p>part of this Plan that reflects best practices and recent research to include criteria for appropriate locations to install crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs.</p> <ul style="list-style-type: none"> • Include criteria in the cross walk policy for identifying, installing, and enhancing crossings where strong desire lines exist, especially near transit stops in the County.
<p>Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.</p>	<p>Opportunity</p>	<p>Traffic enforcement in the unincorporated area is covered by the California Highway Patrol. While the County has no designated traffic safety officers, traffic safety is incorporated into all officer positions.</p> <p>An officer from the Golden Gate Division of the CHP who partners with the Napa Police Department recently made outreach efforts to educate motorists about pedestrian safety laws at community events and has attended ATAC meetings. NCTPA is working to train CHP officers to work on similar efforts Countywide.</p>	<ul style="list-style-type: none"> • Coordinate with NCTPA to train officers in pedestrian safety enforcement principles and education outreach efforts. Invite officers to ATAC meetings on a quarterly basis. • Seek opportunities for increased enforcement of speeding on unincorporated roadways near incorporated areas and potential pedestrian nodes. • Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity at unincorporated schools. • Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NCTPA on the media safety campaign that NCTPA is pursuing, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.
<p>Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	<p>Opportunity</p>	<p>The County of Napa does not have a Traffic Calming Program.</p>	<ul style="list-style-type: none"> • Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents who live in or near unincorporated roadways. This could be a hybrid of existing programs in the incorporated areas of the County.

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<p>General Plan</p> <p>Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas.</p> <p>A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	<p>Opportunity</p>	<p>Density is very low in the unincorporated area. Pockets of commercial development exist in Rutherford and Oakville and are within walking distance of small residential developments. There are also areas of commercial and residential development on the fringes of incorporated areas, as well as several schools.</p> <p>While the General Plan supports and encourages pedestrian activity, it also has a policy to preserve the rural character of the roadways outside urbanized areas.</p> <p>A Ridge Trail crossing for pedestrians and bicyclists over Jamieson Canyon Road is listed as a supported improvement to be implemented when funding becomes available. The General Plan also includes an objective to decrease the percentage of single-occupant vehicle work trips in the County to 50% by the year 2030.</p>	<ul style="list-style-type: none"> • Use collected pedestrian volumes from this Plan to identify pedestrian nodes in the next update to the General Plan, especially near transit stops in the County. • Develop roadway typologies in this Plan to identify any prioritized corridors for pedestrians.
<p>Coordination with Emergency Response and Transit Providers</p> <p>Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the City and the respective departments.</p>	<p>Opportunity</p>	<p>EMS is involved in some aspects of the general planning process, and recently weighed in on road improvements for the SR 29 channelization.</p>	<ul style="list-style-type: none"> • Seek opportunities for technical collaboration and funding with first responders and transit providers. • In accordance with the General Plan and the Napa Bike Plan, explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers.

MEMORANDUM

Date: April 9, 2015
To: Diana Meehan, NCTPA
From: Kendra Rowley, Steve Crosley, Taylor Rulien, Fehr & Peers
Subject: **Napa Countywide Pedestrian Master Plan – Pedestrian Demand Index**

SF15-0786.00

This memorandum presents the approach to estimating pedestrian demand within Napa County and summarizes the methodology and preliminary results. The results of this task will help inform the decision for priority focus areas and walking audit locations; additional factors that were considered to provide context for that future decision are discussed under *High Improvement Need*. In addition to choosing focus areas for this Plan, further recommended next steps are listed at the end of this memo.

Methodology

Fehr & Peers used existing GIS data to develop a pedestrian demand model that identifies variations in pedestrian activity and potential demand on streets throughout Napa County. Pedestrian demand is based on several variables, including proximity, built environment, demographic, and zoning factors that are considered indicators for pedestrian activity. The variables, sources and scoring criteria are summarized in **Table 1**. Each heading is defined below:

- **Input Factor** – pedestrian demand variable considered
- **Source/Format** – data source and GIS format (either point or polygon)
- **Range of Factor** – range of possible values associated with the factor, grouped for scoring purposes
- **Variable Score** – score assigned to reflect importance of value range for pedestrian demand, from zero to 100
- **Processing** – description of how factor is mapped and scored



- Significance and Weighting Factor** – significance of variable to overall pedestrian demand, and relative scoring factor, applied when all factors are considered together for the total pedestrian demand score of each roadway segment. The weighting factors listed in the table add up to 100, so the compiled scores range from zero to 100.

Table 1: List of Variables Used in GIS Pedestrian Demand Model					
Input factor	Source / Format	Range of Factor	Variable Score	Processing	Significance and Weighting Factor
Built Environment (Density and Diversity of Land Uses)					
Population Density – per acre	Census 2010/ Polygon	0-3 persons per acre	0	Uses kernel density (persons per acre) to derive average density within a 1 mile buffer using census block group data Assigns average grid value to street centerline	High 14/100
		3-6	20		
		6-9	40		
		9-12	60		
		12-15	80		
		15+	100		
Employment Density – per acre	Smart Database Job Locations/ Polygon	0-3 persons per acre	0	Uses kernel density (per acre) to derive average number of employees within a 1 mile buffer using census block group data Assigns average grid value to street centerline	High 14/100
		3-6	20		
		6-9	40		
		9-12	60		
		12-15	80		
		15+	100		
Intersection Density	Smart Database – Street Intersection Density	0-50	0	Calculates total intersection density, weighted to reflect connectivity for pedestrian and bicycle travel. The denominator is total land area.	High 14/100
		50-100	25		
		100-150	50		
		150-200	75		
		200+	100		
Land Use Mix – ratio in each census block group	Smart Database Jobs-to-Population Ratio/ Polygon	0-.1	0	Calculates the jobs to population ratio for census block group Assigns average grid value to street centerline <i>**Census block groups with a population density less than 3 persons/sq. mile were excluded in the analysis to filter out rural areas that may otherwise get a high score</i>	Medium 10/100
		0.1-0.2	25		
		0.2-0.3	50		
		0.3-0.4	75		
		40+	100		
Proximity Factors (Destinations)					



Table 1: List of Variables Used in GIS Pedestrian Demand Model					
Input factor	Source / Format	Range of Factor	Variable Score	Processing	Significance and Weighting Factor
Schools – distance in feet	City/ Polygon	0-330 feet	100	Uses buffer to define ranges of distance to nearest school Assigns average grid value to street centerline	Medium 9/100
		330-660	95		
		660-1320	85		
		1320-2640	50		
		2640-5280	25		
		5280+	0		
Parks – distance in feet	City/ Polygon	0-330feet	100	Uses buffer to define ranges of distance to nearest park Assigns average grid value to street centerline	Medium 9/100
		330-660	75		
		660-1320	50		
		1320-2640	25		
		2640+	0		
Transit Proximity, Bus Stops – distance in feet	City, MTC/ Points	0-330feet	100	Uses buffer to define ranges of distance to nearest bus stop Assigns average grid value to street centerline	Medium 9/100
		330-660	95		
		660-1320	85		
		1320-2640	75		
		2640+	0		
		660-1320	95		
		1320-2640	75		
		2640-5280	50		
		5280+	0		
Major Retail Destinations/ Downtown/Community Commercial Zone – distance in miles	Neighborhood Shopping Districts and other Retail Areas (city zoning plans)/Polygons	0 miles	100	Uses buffer to define ranges of distance to nearest retail corridor Assigns average grid value to street centerline	Medium 9/100
		0-.5	50		
		.5+	0		
		660-1320	75		
		1320-2640	50		
		2640-5280	25		
		5280+	0		
Demographics					
Age - % under 18 and over 65	Census 2010/ Polygons	0-15 %	0	Calculates percentage of under 18 and over 65 population in census block group Assigns average grid value to street centerline	Low 4/100
		15-35	25		
		35-40	50		
		40-43	75		
		43+	100		
Income - % below poverty level	Census 2010/ Polygons	0-.5 %	0	Calculates percentage of population below poverty level in census block group Assigns average grid value to street centerline	Low 4/100
		.5-1	20		
		1-2	40		
		2-3	60		
		3-4	80		
		4+	100		
Vehicle	Census	0-10 %	0	Calculates percentage of	Low



Table 1: List of Variables Used in GIS Pedestrian Demand Model					
Input factor	Source / Format	Range of Factor	Variable Score	Processing	Significance and Weighting Factor
Ownership - % households with 1 or fewer vehicles	2010/ Polygons	10-20	20	households with 1 or fewer vehicles in census block group Assigns average grid value to street centerline	4/100
		20-30	40		
		30-40	60		
		40-50	80		
		50+	100		

Each weighted variable is combined into a single heat map for each jurisdiction (Calistoga, St. Helena, Yountville, City of Napa, American Canyon and the Unincorporated Areas) to identify the highest and lowest areas of pedestrian demand¹ within each area based on the composite score.

Results

The results of the Pedestrian Demand model are illustrated in the Pedestrian Index maps, **Figure 1** through **Figure 6**, where the range of pedestrian demand across each jurisdiction is shown with a color gradient from dark purple to light green. Locations with a relatively high population or employment density and proximity to significant destinations immediately rise to the top and are given the highest scores, as shown in the darkest colors – black and purple. The lowest scores are found in the areas with low to no housing or employment and are represented in a pale green color. Since the majority of the data used in the PedINDEX comes from the Census (Census 2010 and the Smart Database), the data is applied at the Census block-level rather than an individual block-level, which can cause the resulting “heat” or colors of some of the maps to appear in large sections rather than on a finer-grained scale. Census blocks are polygons created around a cluster of blocks for which the results are reported for the entire group to address privacy concerns. The following findings stand out on the Demand figures for the jurisdictions.

Highest Pedestrian Demand Areas

High pedestrian demand areas are found in and around the downtown cores, close to important economic activity generators, and where schools and parks are located in areas with relatively dense population. The downtown cores have the highest concentration of destinations in the

¹ This relative demand measure reflects latent demand, and does not account for the barriers that may prevent demand from being realized. Identifying and reducing these barriers is a key opportunity for this Plan to maximize demand.



cities and town, including retail corridors and employment density. Most of the variables listed in **Table 1** are found in the Downtown Core.

In American Canyon, the absence of a downtown core pulls the emphasis around other variables such as population density, schools and parks. For example, the area south of American Canyon Road to the east of SR 29 includes American Canyon Apartments, a high-density housing complex, making it one of the higher concentrations of population in a City where the majority of housing is low-density single family homes. This relatively high population density, a variable ranked with high significance in the model, and the presence of multiple parks and schools nearby, both variables ranked with medium significance, make this an area of high pedestrian demand. Portions of The Preserve, Rancho Del Mar, and Napa Glen neighborhoods that are within walking distance of Donaldson Way Elementary School, American Canyon Middle School and multiple parks also receive a high pedestrian demand score.

Other high pedestrian demand areas are located in unincorporated areas in the center of the City of Napa or along the border of the City, and are shown in greater detail on Figure 6, the Unincorporated Area Pedestrian Index. These areas are near multiple schools and parks as well as a mix of residential and commercial land uses. Parks and schools are both highly weighted in the model, so the proximity to both of these destinations increases pedestrian demand. The shorter blocks and more grid-like patterns of the road network in these unincorporated areas also result in a higher intersection density, which contributes to the high demand level.

Medium Pedestrian Demand Areas

Medium pedestrian demand areas are found farther from the core of the incorporated jurisdictions. Neighborhoods in these areas usually have a low mix of land uses but may have reasonably high population density, which is weighted with one of the highest significance factor among all 11 variables. They also are often relatively close to schools, parks, or the downtown area. For example, the residential area in the City of Napa east of Soscol Avenue and north of Lincoln Avenue, which includes Vineyard Terrace Apartments, Kentwood Apartments, and Glen View Garden Apartments, has a medium pedestrian demand score. This area has no employment centers and a low mix of land use; however, it does include medium-density housing, a park, and is within a half mile of a few other parks and schools. It is also adjacent to Soscol Avenue, a transit corridor for Vine Transit, with five bus stops bordering this area north of Lincoln Avenue.



The residential neighborhood in the City of Calistoga west of Lincoln Avenue between Grant Street and the northern City border is also a medium pedestrian demand area. This area borders Napa County Fairgrounds and includes several resorts or hotels. It is also adjacent to two schools - Calistoga Junior-Senior High School and Palisades Continuation High School – which are weighted with a high significance factor.

Low Pedestrian Demand Areas

Low pedestrian demand areas are found in portions of the jurisdictions with low population density, few destinations other than parks, and primarily residential land use (low land use mix). Areas near the outer edges of the Cities and Town and within the open space of the eastern unincorporated areas stand out for their low demand scores.

High Improvement Need

Barriers to Pedestrian Connectivity

Gaps in pedestrian infrastructure connectivity may result in barriers to pedestrian movement and discourage walking. Understanding where barriers exist within the countywide pedestrian network helps inform where improvements could be most beneficial. Examples of physical barriers include freeways or arterials with limited or difficult pedestrian crossings, such as State Route (SR) 29.

The PedINDEX demand maps illustrate many high demand areas that exist near the key north-south physical barrier in the county, SR 29. New pedestrian connections can be prioritized in areas near barriers and a high pedestrian demand, such as potential enhanced crossings of SR 29 in St. Helena and Calistoga through the downtown areas. While the area between Eucalyptus Drive and American Canyon Road along SR 29 in American Canyon does not stand out in the PedINDEX demand maps with respect to existing development, areas of future development such as the Watson Ranch Town Center may be more telling of the need and location of potential pedestrian crossings.

Pedestrian Infrastructure Gaps

In addition to removing high priority barriers, the conditions of the physical infrastructure supporting walking, such as sidewalks, is an important consideration in identifying where improvements are needed. The Pedestrian Index maps include an overlay of gaps in the sidewalk



network on top of the pedestrian demand results to visualize the interaction between these two variables. The flow chart below illustrates this concept by demonstrating how these two factors should work in conjunction to determine future needs for high demand areas. In general, places with high pedestrian demand and a high infrastructure need demonstrate target areas that could be prioritized for pedestrian improvements.



For example, the unincorporated County neighborhood located within the center of the City of Napa, called out on Figure 6, has one of the highest demand scores in the unincorporated areas. A high concentration of the unincorporated population is in this area, which also has a high intersection density compared to the rest of the unincorporated areas. As seen on Figure 4a, the neighborhood is also near multiple schools. Adding sidewalks or trails to this neighborhood, which currently lacks sidewalk coverage, could improve connectivity for school children and residents to ensure that any pedestrian demand is met with adequate facilities. The neighborhoods between Calistoga Junior-Senior High School and the Napa County Fairgrounds, two potential pedestrian destinations, present an additional opportunity for pedestrian infrastructure improvements. The grid pattern of the streets in this area contributes to a higher intersection density which drives the demand up in the model and provides good pedestrian connectivity to the two adjacent destinations. However, the lack of sidewalks and trails in this neighborhood, particularly between Grant Street and Fair Way, are a potential barrier to pedestrians and could be a candidate for improvements where speeds and traffic volume levels warrant.

Collisions

Pedestrian collisions are an important consideration when determining where to invest in pedestrian improvements. Prioritizing locations with high latent demand that also have a high frequency of pedestrian-involved collisions can encourage more of the latent demand to be realized, rather than be inhibited due to potential safety issues. By focusing improvements on areas where these two variables overlap, cities can work towards removing collision hot spots as a barrier to walking and giving pedestrian demand the chance to fully realize. If effectively



implemented and demand fully realized, improvements in these high-potential areas can result in a good return-on-investment scenario in terms of benefit/costs.

Areas with Lower Pedestrian Demand

The information gathered from the GIS model provides a technical methodology for making informed decisions about areas which would most benefit from improvements. However, focusing improvements only on areas with highest pedestrian demand will not address all of the needs within the County. There may be areas, such as rural areas or streets around schools and senior centers, which have a lower pedestrian demand but would still be important areas for pedestrian improvements of countywide significance.

Some areas may fit the low demand criteria for the PedINDEX demand maps and still be appropriate locations for a trail network, especially near parks in the eastern region of Napa County. Existing trails collected as part of the inventory in the *Countywide Napa Pedestrian Plan*, along with those available in GIS from jurisdiction staff, were overlaid on the PedINDEX maps to identify important investment opportunities related to potential areas of connectivity that the PedINDEX variables do not highlight.

Next Steps

The pedestrian demand analysis will be used to:

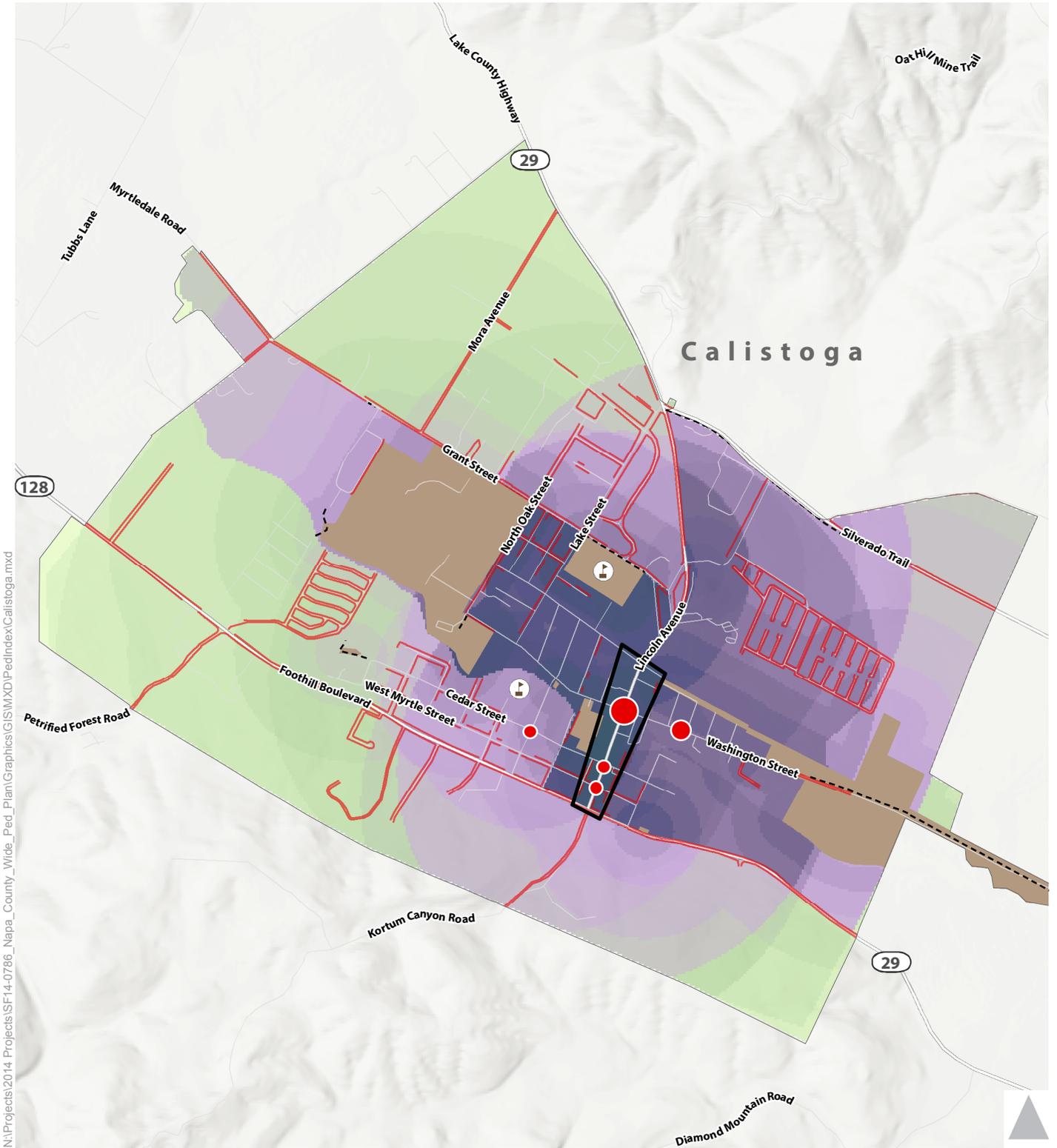
- Provide a point of comparison to the public comment maps to understand the interaction between latent pedestrian demand and public concerns
- Inform the selection of walk audit locations

In addition, the pedestrian demand analysis may be used in the following ways:

- To guide the development of policies and programs relating to specific geographic areas, destinations, built environment factors and demographics
- To inform recommendations for pedestrian infrastructure and design guidelines, which can be tailored and context specific based on the built environment and areas of varying demand
- As a guide for prioritizing future Capital Improvement Program lists and other investments, in particular as it relates to removing barriers or deficiencies in high potential areas



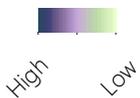
Attachments: Latent Pedestrian Demand Maps with Deficiency Overlays



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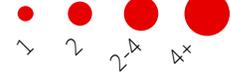
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



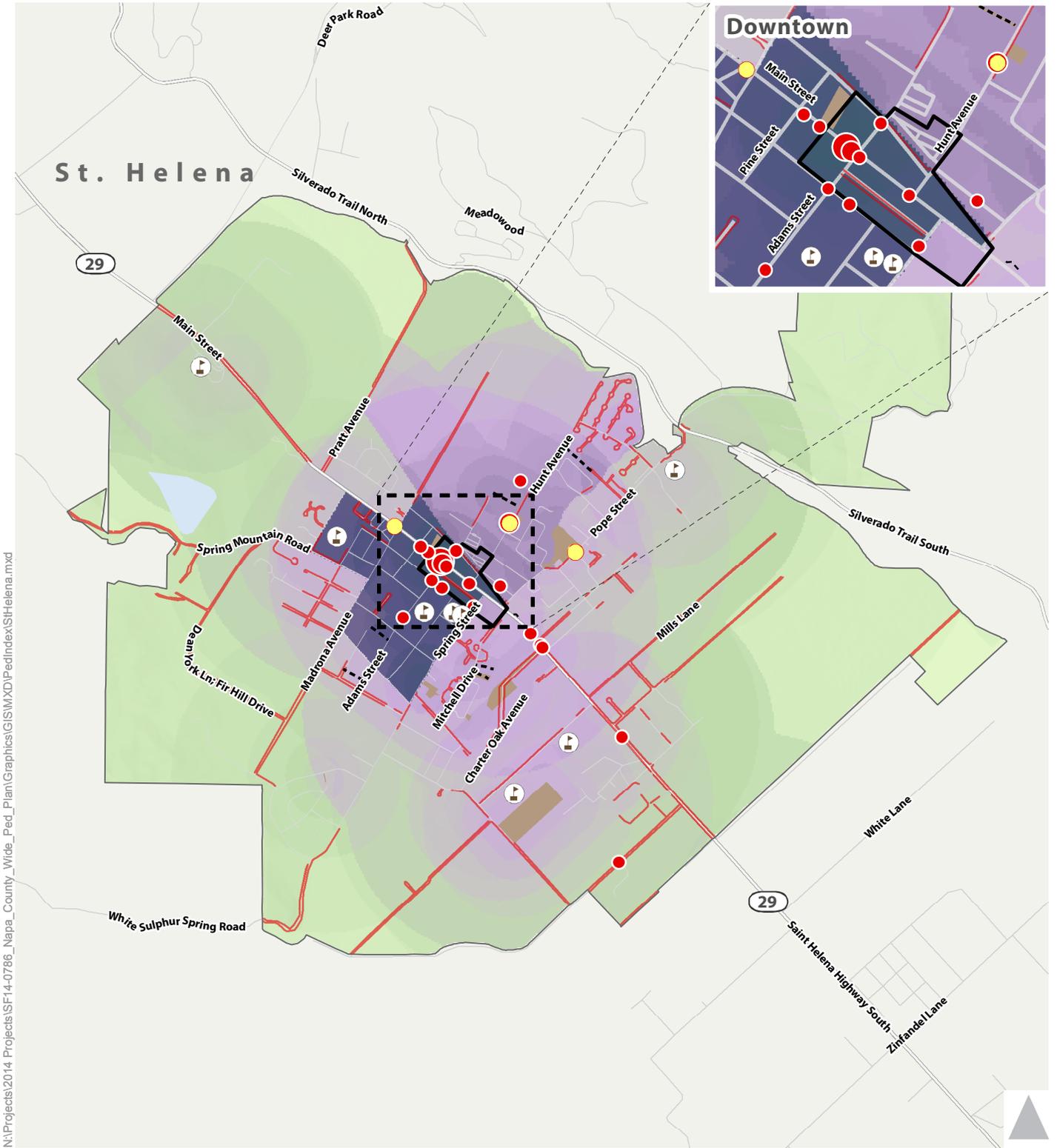
-  Pedestrian Fatality
-  Missing Sidewalks

Legend:

-  Downtown
-  Parks
-  Trail/Path
-  School

Figure 1
Calistoga - Pedestrian Index
Demand & Deficiencies

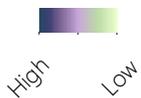




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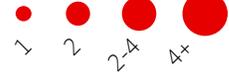
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



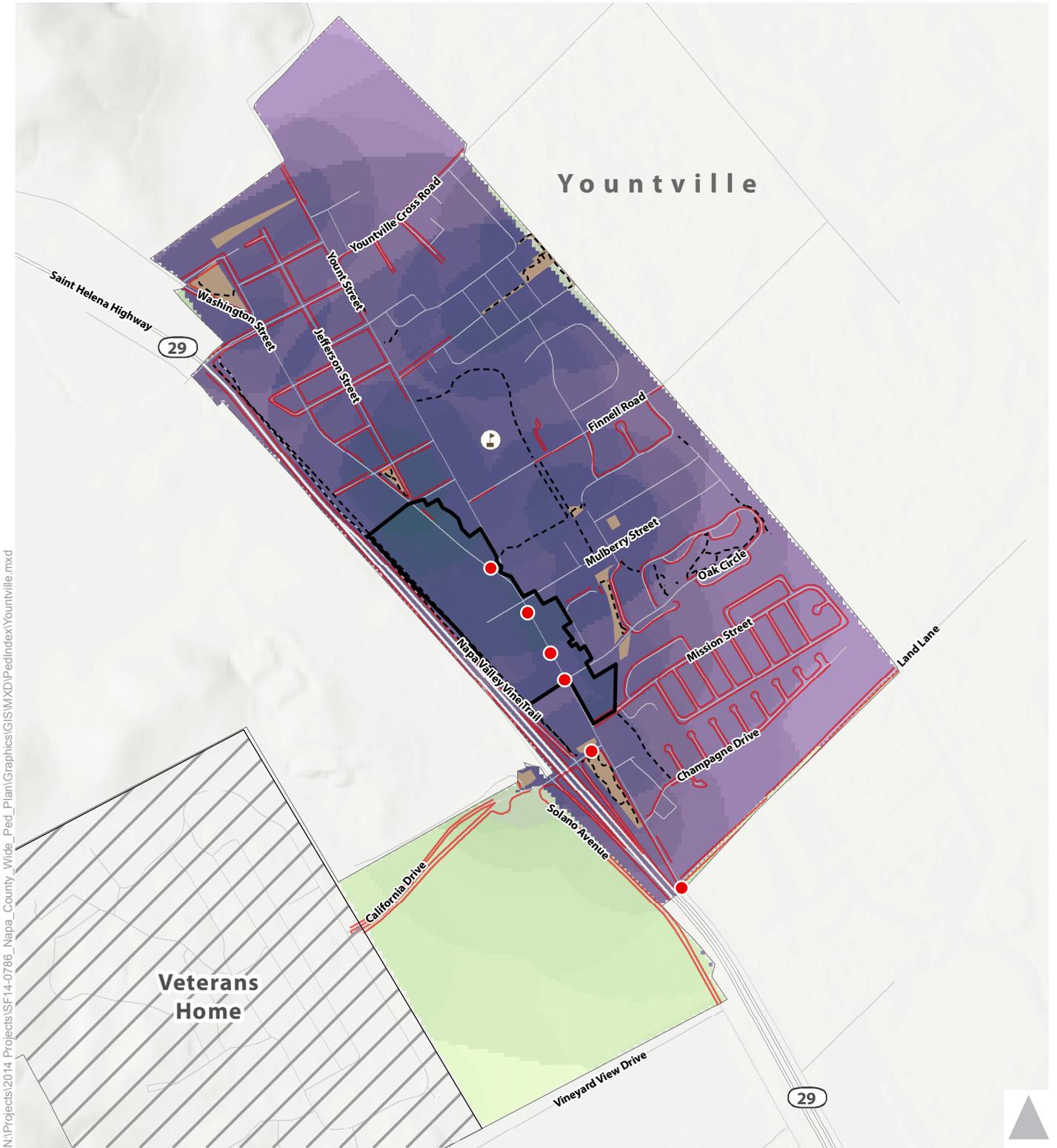
- Pedestrian Fatality
- Missing Sidewalks

Legend:

- Downtown
- Parks
- Trail/Path
- School



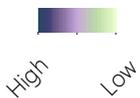
Figure 2
St. Helena - Pedestrian Index
Demand & Deficiencies



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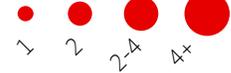
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



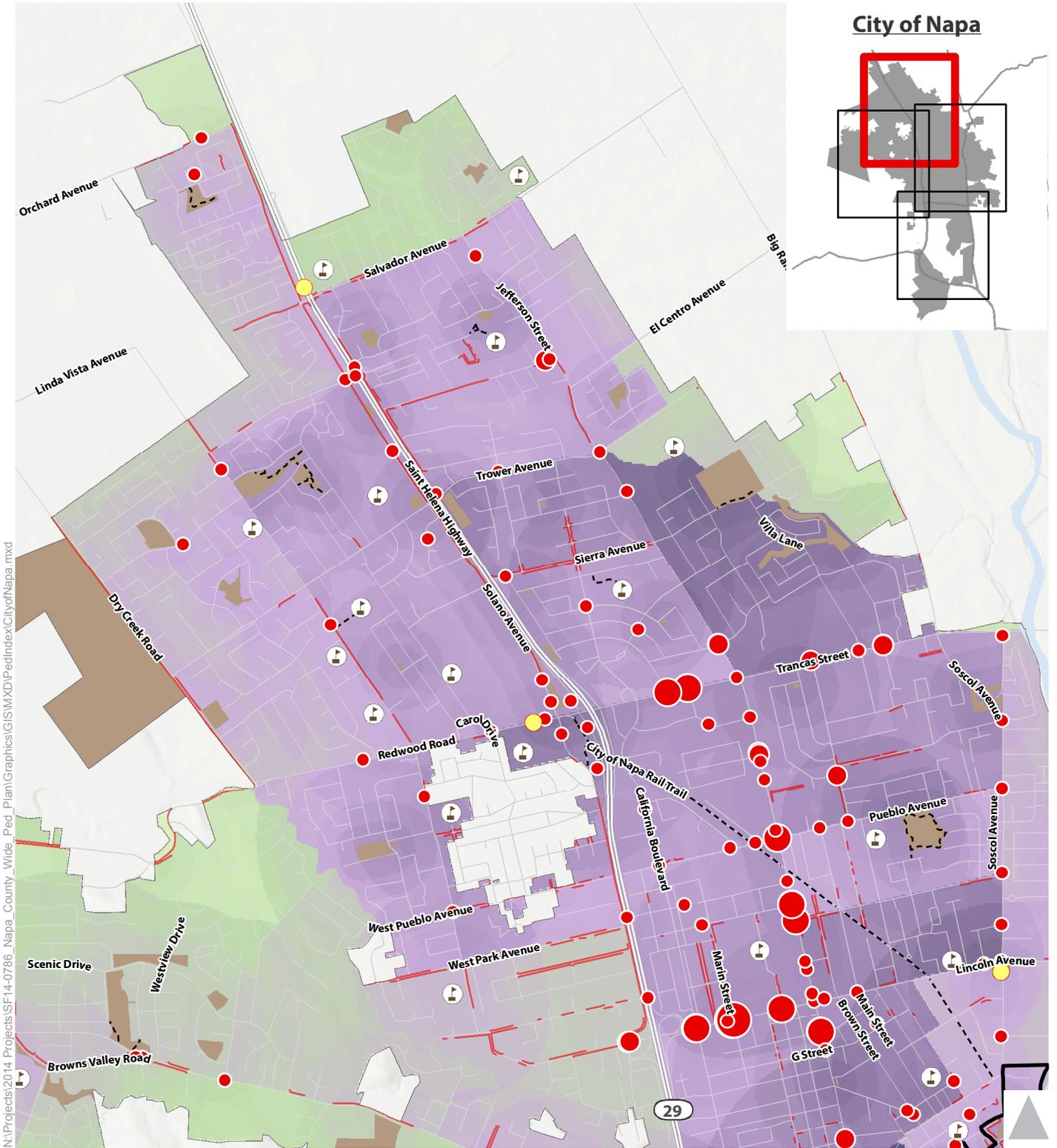
- Pedestrian Fatality
- Missing Sidewalks

Legend:

- Downtown
- Parks
- Trail/Path
- School



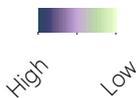
Figure 4
Yountville - Pedestrian Index Demand & Deficiencies



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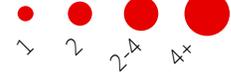
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



- Pedestrian Fatality
- Missing Sidewalks

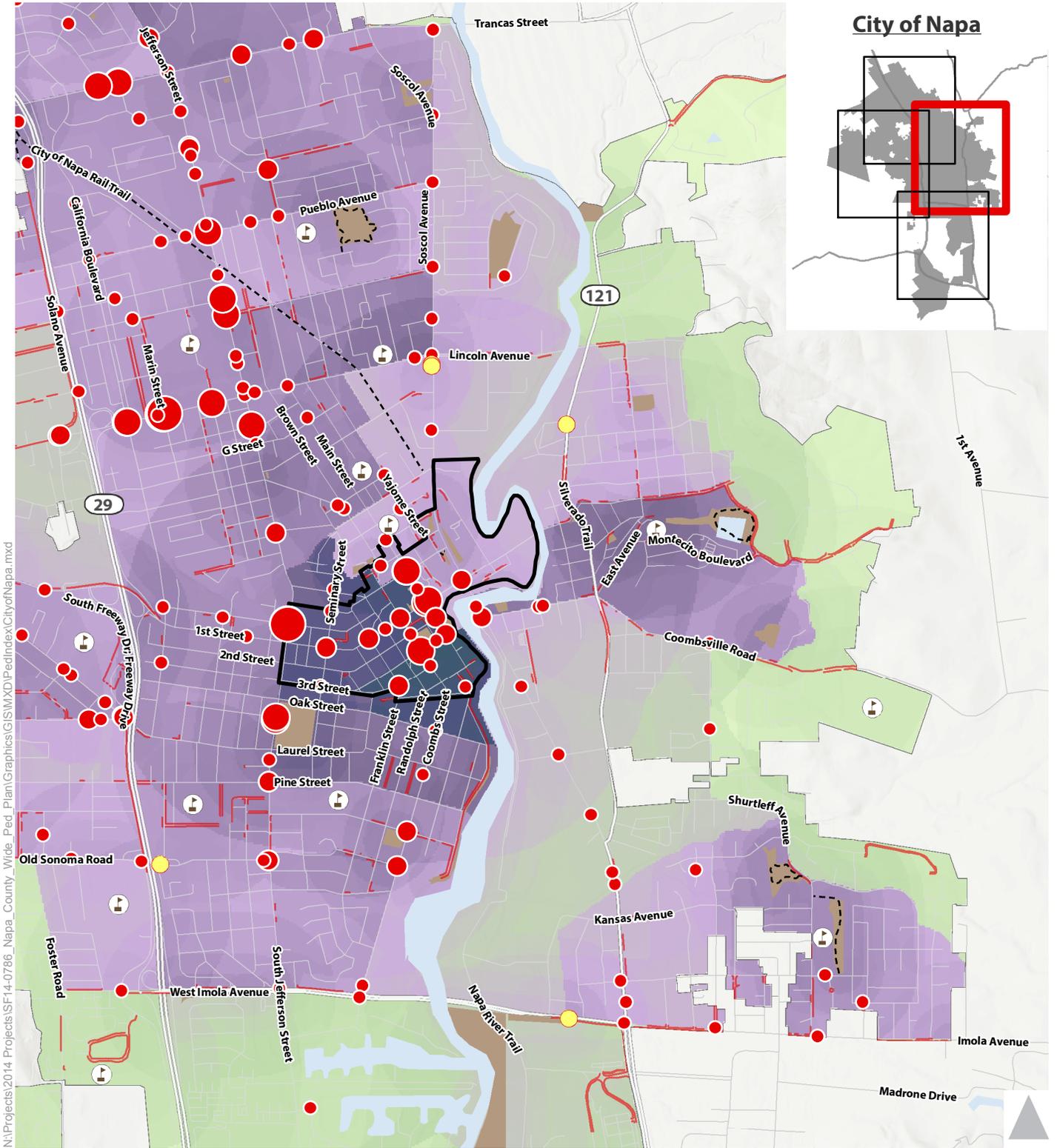
Legend:

- Downtown
- Parks
- Trail/Path
- School



Figure 4a

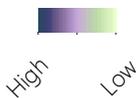
North Napa - Pedestrian Index Demand & Deficiencies



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Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)

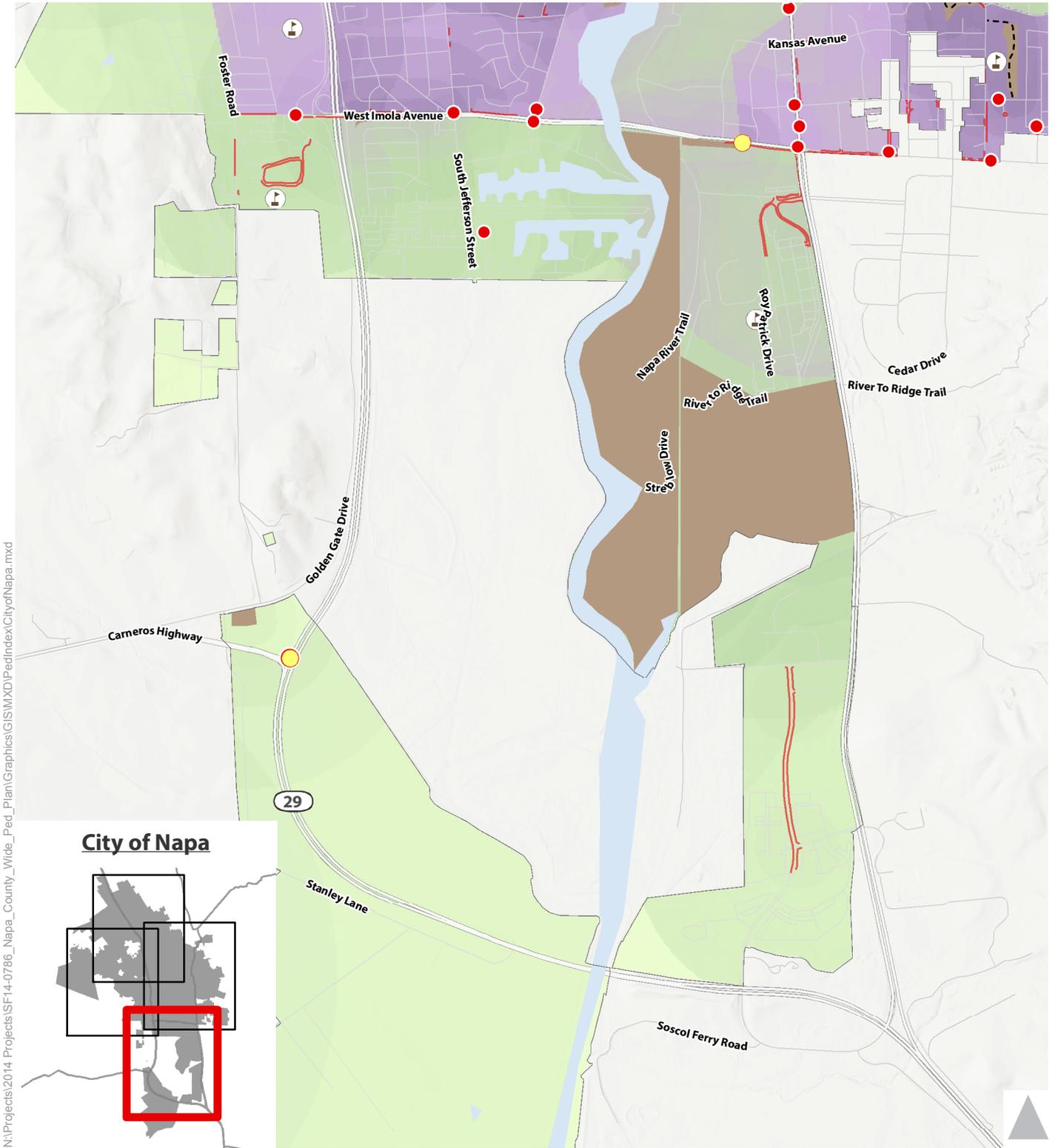


- Pedestrian Fatality
- Missing Sidewalks

Legend:

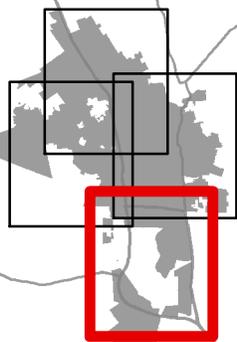
- Downtown
- Parks
- Trail/Path
- School

Figure 4b
East Napa - Pedestrian Index
Demand & Deficiencies



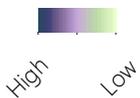
N:\Projects\2014 Projects\SF\4-0786_Napa_County_Wide_Ped_Plan\Graphics\GIS\MapXD\PedIndex\CityofNapa.mxd

City of Napa



Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



- Pedestrian Fatality
- Missing Sidewalks

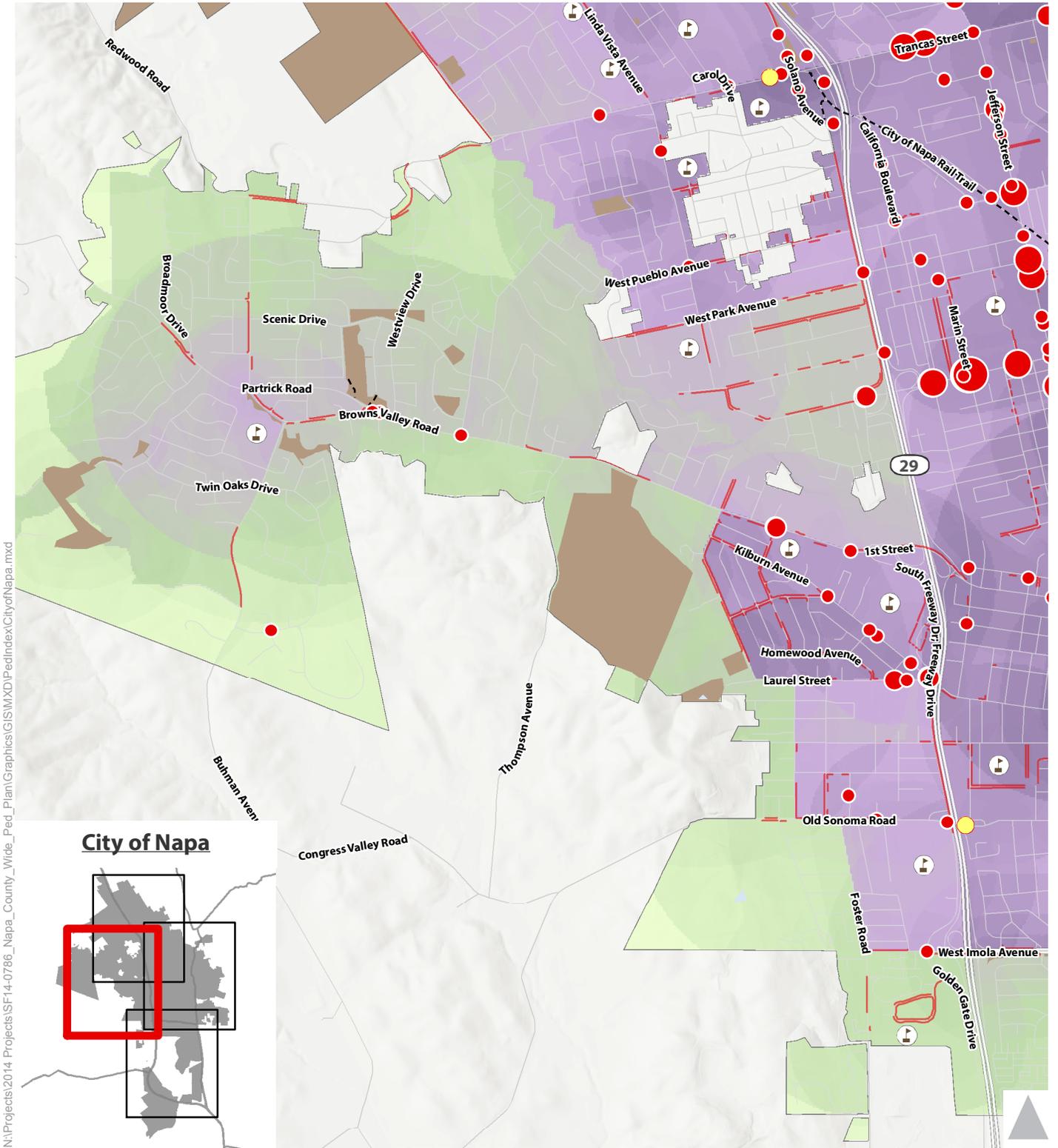
Legend:

- Downtown
- Parks
- Trail/Path
- School

Figure 4c

South Napa - Pedestrian Index Demand & Deficiencies

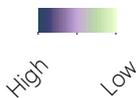




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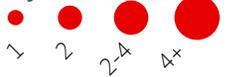
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



- Pedestrian Fatality
- Missing Sidewalks

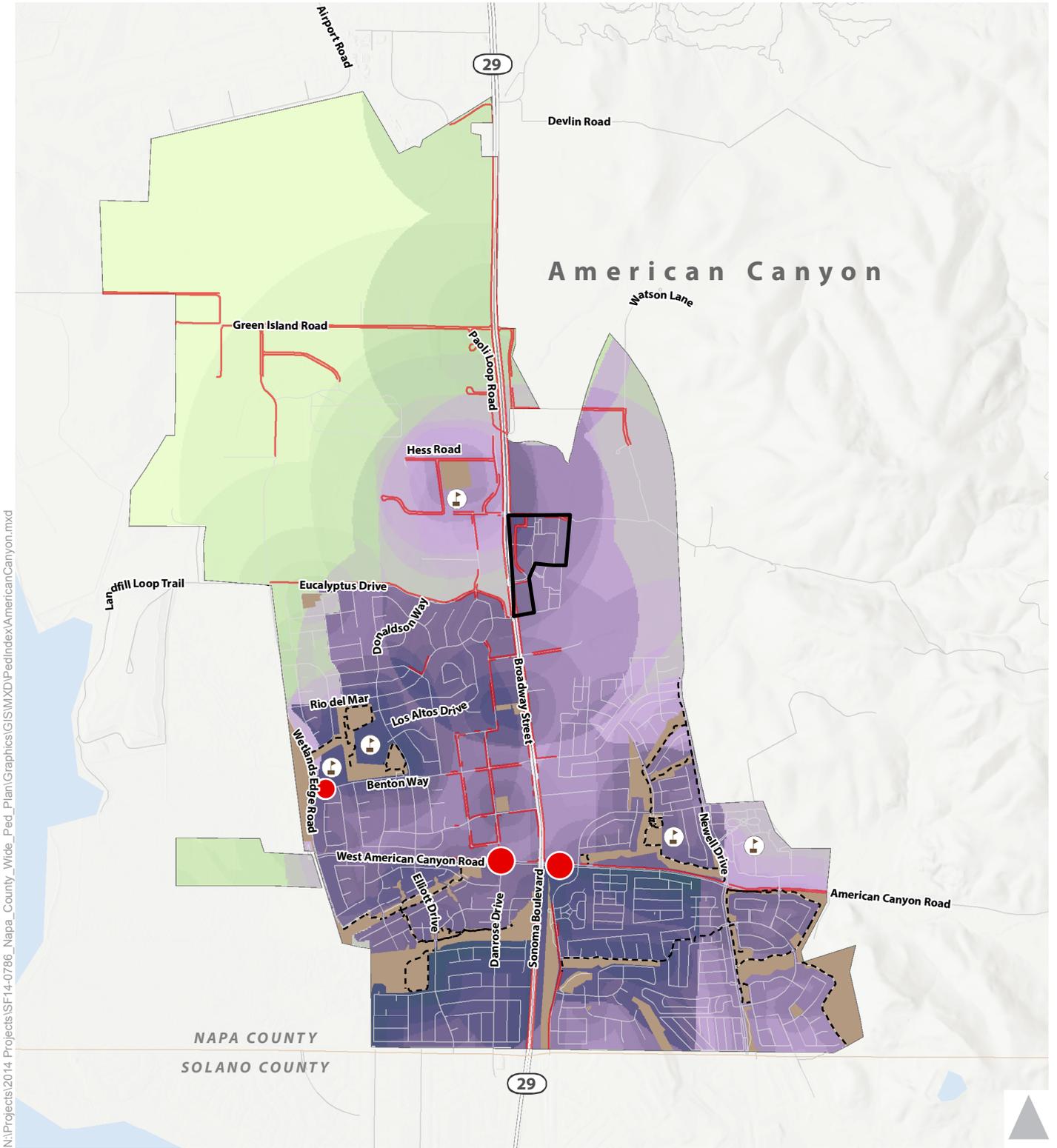
Legend:

- Downtown
- Parks
- Trail/Path
- School



Figure 4d

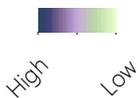
West Napa - Pedestrian Index Demand & Deficiencies



N:\Projects\2014 Projects\SF14-0786_Napa_County_Wide_Ped_Plan\Graphics\GIS\MXD\PedIndex\AmericanCanyon.mxd

Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



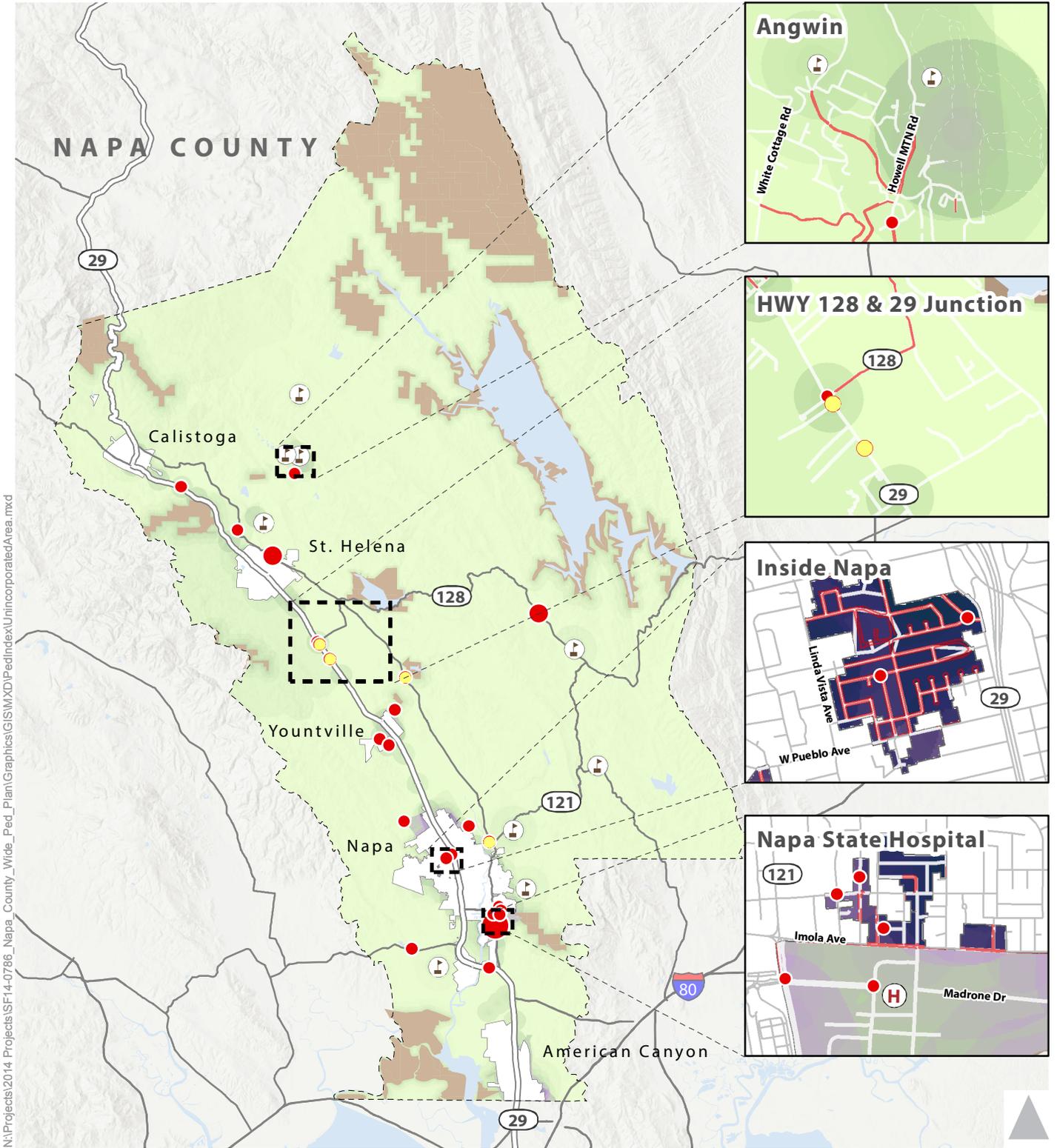
- Pedestrian Fatality
- Missing Sidewalks

Legend:

- Major Retail
- Trail/Path
- Parks
- ⬇ School

Figure 5

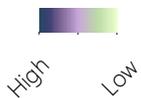
American Canyon - Pedestrian Index Demand & Deficiencies



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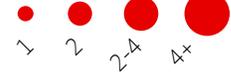
Demand:

Pedestrian Index Score



Deficiencies:

Pedestrian Collisions (Injuries)



Pedestrian Fatality

Legend:

School

Parks

Figure 6

Unincorporated Area - Pedestrian Index Demand & Deficiencies





May 7, 2015
TAC Agenda File ID 15-039
Continued From: New

Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Associate Planner
(707) 259-5976 / Email: aesqueda@nctpa.net
SUBJECT: 2017 Regional Transportation Plan (RTP) Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) has issued an open “Call for Projects” for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is the 25-year Regional Strategic Transportation Plan that is revised every four (4) years. This RTP will promote policies created by SB 375 that mandate a companion “Sustainable Communities Strategy”, which must demonstrate how the RTP will achieve reductions in Greenhouse Gas emissions due to cars and light trucks.

Final project submittals are **due to MTC by September 30, 2015**. TAC will evaluate RTP requirements in context of the Vision 2040: Moving Napa Forward draft constrained project list and refine it is necessary. The discussion on RTP project selection will be continued at the June TAC meeting and a final project submittal list will be approved by the NCTPA Board at the September 16, 2015 board meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The Regional Transportation Plan (RTP) update is a 25-year plan that serves as framework for the regional planning process to establish consistent and sustainable planning goals throughout the nine county Bay Area region. This long-range

transportation and land use plan aims to link transportation and housing in future regional growth. The plan specifically addresses the requirements of SB 375 (the 2008 California Sustainable Communities and Climate Protection Act), to reduce greenhouse gas emissions implementing a Sustainable Community Strategy and advancing compact and mixed-use development. Integrating and promoting transportation linkages to new development to foster walkable communities and provide more access to schools, local jobs and retail and encourage the use of alternative transportation modes.

Having an up-to-date land use database is equally as important in the development of an accurate 2040 land use forecast. As part of this effort, ABAG and MTC are requesting 2015 land use data to update the 2010 database used in the previous 2013 RTP. Data requested from jurisdictions include growth and zoning policies that have impact on intensity of development, a listing of large development projects completed since 2010 and known future developments.

The RTP 25-year vision is supported by a similar 25-year investment plan comprised of project and programs submitted by jurisdictions based on need and contributed improvements to the community. In addition to identifying local projects and programs the plan determines the delivery order of identified projects. The projects and programs are collected through a Call for Projects through NCTPA in a process similar to the CFP in the fall of 2014. MTC issued a CFP on May 1, 2015 for the update of the RTP. TAC will review projects submitted under the 2015 Countywide Transportation Plan and select projects for the 2017 RTP CPF.

SUPPORTING DOCUMENTS

Attachments:

- (1) Plan Bay Area 2040—Project Update, Call for Projects and Needs Assessment Guidance Memo
- (2) ABAG/MTC Existing Land Use Data Collection Strategy



April 29, 2015

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schauf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

RE: Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance

To: Caltrans, Congestion Management Agencies, and Transit Operators

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is fluid and cursive, with a long horizontal line extending to the right.

Alix A. Bockelman
Deputy Executive Director, Policy

AB:AN:WB

<https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx>

Attachments

- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is available in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:

- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public.** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
 - Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
 - Post notices of public meetings on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
 - To the extent possible, hold public meetings in central locations that are accessible for people with disabilities and by public transit.
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- Document the outreach effort undertaken for the Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:
 - Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvement projects in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.
 - Assist community-based organizations, communities of concern and any other underserved community interested in submitting projects.
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process.
 - For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf.

4. Project Funding Plans

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committed Projects and Funds Policy defines:

- **Committed** funding sources as -funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.
 - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO_4182.pdf
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

A. County Target Budgets

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.
 - County target budgets are intended to place a cap on project/program submittals by CMAs.
 - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
 - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
 - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
 - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
 - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

County Target Budgets (in billions of Year-of-Expenditure \$)

A	B	C	B + C = D	E
County	RTIP	OneBayArea Grant	Total Funds	Anticipated Local Revenue**
Alameda	\$2.03	\$0.62	\$2.65	n/a
Contra Costa	\$1.39	\$0.45	\$1.84	\$5.40
Marin	\$0.38	\$0.10	\$0.48	n/a
Napa	\$0.25	\$0.09	\$0.34	n/a
San Francisco	\$1.03	\$0.38	\$1.41	\$7.00
San Mateo	\$1.05	\$0.27	\$1.32	n/a
Santa Clara	\$2.41	\$0.87	\$3.28	\$5.80
Solano	\$0.63	\$0.19	\$0.82	\$1.60
Sonoma	\$0.77	\$0.24	\$1.01	\$1.60
Total	\$9.92	\$3.21	\$13.13	\$21.40

**Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

B. Regional Discretionary Requests

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

5. Cost Estimation Review

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf.

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates, http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf.

6. Programmatic Categories

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:
 - Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
 - Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
 - Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

7. Project Application

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:
 - Update/modify Plan Bay Area project/program information.
 - Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
 - Add new projects/programs.
- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditorium.

8. Submittal Process

- Submit to MTC as part of the official project/program submittal:
 - Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
 - Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
 - Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting (anoelting@mtc.ca.gov, 510.817.5966).

B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is available in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

9. Transit Operating Needs Assessment

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:
 - Projected costs to operate at existing service levels over the period of the Plan.
 - Projected costs and service levels associated with planned, committed projects.
 - Projected revenue from local sources to be used for transit operations.
- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).
- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon (wbacon@mtc.ca.gov, 510.817.5628).

10. Transit Capital Asset Needs Assessment

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC’s new web-based application. Sponsors will be able to:

- Update/modify their existing transit capital asset information.
 - Remove assets that are no longer part of the inventory.
 - Add new assets or assets that have not previously been included in the RTCI.
- The web-based application form will be available May 1, 2015.
 - Additional details and guidance on the transit capital needs assessment, RTCI, and MTC’s web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy (mchoy@mtc.ca.gov, 510.817.5607).

11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state’s cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell (tromell@mtc.ca.gov, 510.817.5772).

C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<i>Guidance</i>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<i>Project Submittals</i>		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept’ 30
Submit New Projects/Programs	May 1	Sept’ 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct’ 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
 - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
 - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
 - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (10) Maintain the transportation system in a state of good repair:
 - (a) Increase local road pavement condition index (PCI) to 75 or better;
 - (b) Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
 - (c) Reduce average transit asset age to 50 percent of useful life.

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

		PROJECT PURPOSE			
		Expansion	System Management	Preservation	Operations
TRANSPORTATION SYSTEM	Local Road	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended roadway (more than ¼ mile) • New lane on existing roadway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • Road diet (more than ¼ mile) 	<ul style="list-style-type: none"> • Intersection improvements (less than ¼ mile) • Management systems • Safety and security • Multimodal streetscape improvements (less than ¼ mile) • Travel demand management • Congestion pricing 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	State Highway	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended highway (more than ¼ mile) • New lane on existing highway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • New I/C, I/C modification (with added capacity) 	<ul style="list-style-type: none"> • Management systems • Safety and Security • Minor Highway Improvements (less than ¼ mile) • Travel demand management • I/C modifications (no added capacity) 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Public Transit	<ul style="list-style-type: none"> • New/extended fixed guideway (rail, BRT, ferry) • New/expanded station/terminal (including parking facilities) • Fleet/service expansion 	<ul style="list-style-type: none"> • Management systems • Safety and security • Minor transit improvements 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Tollway	<ul style="list-style-type: none"> • New/extended toll/express lanes • Lane conversion • New toll bridge 	<ul style="list-style-type: none"> • Management systems • Safety and Security 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Freight	<ul style="list-style-type: none"> • New/expanded terminal • New/extended truck lanes (in urban areas) • New trackage 	<ul style="list-style-type: none"> • Minor freight improvements • Safety and security • Track reconfiguration 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	
	Other		<ul style="list-style-type: none"> • Travel demand management • Land use • Planning • Emission reduction technologies 		

*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

Project Types and Programmatic Categories Description

A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

Expansion

1. New Bicycle and Pedestrian Facilities

Systems: Local Road, State Highway

Types: New and extended bike and pedestrian facilities (less than ¼ mile)

System Management

2. Management Systems

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media

3. Safety and Security

Systems: Local Road, State Highway, Public Transit, Freight

Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers

4. Travel Demand Management

Systems: Local Road, State Highway, Other

- Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information
- 5. Intersection Improvements**
 - Systems: Local Road
 - Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)
- 6. Multimodal Streetscape Improvements**
 - Systems: Local Road
 - Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)
- 7. Minor Highway Improvements**
 - Systems: State Highway
 - Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)
- 8. Minor Transit Improvements**
 - Systems: Public Transit
 - Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities
- 9. Minor Freight Improvements**
 - Systems: Freight
 - Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)
- 10. Land Use**
 - Systems: Other
 - Types: Land conservation projects; TOD housing projects
- 11. Planning**
 - Systems: Other
 - Types: Planning and research that does not lead directly to construction
- 12. Emission Reduction Technologies**
 - Systems: Other

Preservation

13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

Operations

14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS.

Project types that must be included individually are listed below:*

Expansion

1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

System Management

15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

2. COMMITTED STATUS

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?
If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

3. BASIC INFORMATION

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does. <i>(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street)</i>	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does. <i>(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)</i> Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

4. COST

Field	Description	Requirements
Capital Cost (2017\$)	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	\$, rounded up to the nearest \$100,000
<i>Environmental / Design (2017\$)</i>		
<i>Right-of-Way (ROW) (2017\$)</i>		
<i>Construction (2017\$)</i>		
<i>Rolling Stock (2017\$)</i>		
Operations & Maintenance Start (2017\$)	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter \$0.	\$, rounded up to the nearest \$100,000
<i>Operations (2017\$)</i>		
<i>Maintenance (2017\$)</i>		

Notes:

1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017\$.
2. All 2017\$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

*Example: YOE = [(Construction End – Construction Start) / 2 + Construction Start] or
YOE = [(2025 – 2020) / 2 + 2020] = 2023*

5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
<i>Environmental / Design</i>		
<i>Right-of-Way (ROW)</i>		
<i>Construction</i>		
<i>Rolling Stock</i>		
Operations & Maintenance Start Year	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year
<i>Operations</i>		
<i>Maintenance</i>		

7. MODELING

Field	Description	Requirements
Notes	<p>Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project.</p> <p>We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.</p>	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	\$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	\$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
<i>OneBayArea Grant</i>	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	\$
<i>RTIP</i>	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	\$
<i>Anticipated Local Discretionary Funds</i>		\$
<i>Regional Discretionary Funds</i>	Please identify your request for other regional discretionary funds.	\$

9. CONTACT

Field	Description	Requirements
First Name	Please identify the project/program manager and their contact information.	Text
Last Name		Text
Title		Text
Phone		Text
Agency		Text
Email		Text

ABAG/MTC Existing Land Use Data Collection Strategy Call For Input

ABAG and MTC are beginning the process of updating our base year land use database for analysis and UrbanSim modeling for the 2017 Regional Transportation Plan and Sustainable Communities Strategy. We will be collecting new data and comments through December 2015 and would appreciate your help in ensuring we have comprehensive and up-to-date information for the region's cities and counties.

Development Projects or Pipeline List

1. A list of buildings built or started between 2010 and 2015 to make sure we have recent construction fully captured
2. A list of (large) projects planned for construction in *future* years
3. The lists should cover key project info (address, building type, units, square footage, year built, entitlement status of the project and, if known, completion year)

Zoning and Growth Policy Updates

1. Zoning or General Plan maps with allowed *uses* and *intensities* (e.g., FAR, DUA)
2. Urban growth boundaries
3. Development caps
4. Impact fees and applicable geographies, when they vary in the jurisdiction

Because each jurisdiction uses different approaches and formats to record its information, we aim to offer a flexible means of data collection. If a jurisdiction or agency is interested in contributing data updates please:

1. Email Tom Buckley at MTC (tbuckley@mtc.ca.gov)
2. Tom will provide you with access to an online folder in MTC's Box Drive
3. In this folder, we have placed
 - a. A table on where and when we collected information previously
 - b. A guide to the type of information and variables we are trying to collect
4. Participants can upload information in a range of formats including:
 - a. A shapefile or other GIS data
 - b. Microsoft office files
 - c. PDFs
 - d. A note simply stating that we should update our information for a particular jurisdiction with any known information on how to find the new data

If you already have the data in a map or database we would be happy to take it that way, but any format will do. Please do not spend a lot of time creating new data for this effort.

Thank you for helping ABAG and MTC to update our regional land use data.