

Napa County Transportation and Planning Agency

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, May 18, 2015

5:00 PM

NCTPA/NVTA Conference Room

Active Transportation Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC 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 ATAC, 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 ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC 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 ATAC on any item at the time the ATAC 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 ATAC Secretary. Also, members of the public are invited to address the ATAC 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 Technician, 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 – ATAC or go to [/www.nctpa.net/active-transportation-advisory-committee-atac](http://www.nctpa.net/active-transportation-advisory-committee-atac)

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. Committee Member and Staff Comments
5. Routine Accommodations/Complete Streets Checklist Review

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.

6. CONSENT AGENDA

- 6.1 Meeting Minutes of April 27, 2015 ATAC Meeting (Diana Meehan)

Recommendation: Approval

Attachments: [6.1 4-27-15 ATAC minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 Bike Loop Maps (Diana Meehan)

Recommendation: Information

Attachments: [7.1 Bike Loop Maps.pdf](#)

- 7.2 Bike/Pedestrian Safety Campaign (Diana Meehan)

Recommendation: Information

Attachments: [7.2 Bike-Pedestrian Safety Campaign.pdf](#)

- 7.3 Bicycle and Pedestrian Counts (Diana Meehan)

Recommendation: Information

Attachments: [7.3 Bicycle and Pedestrian Counts.pdf](#)

8. FUTURE AGENDA ITEMS

9. 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, May 14, 2015 /s/ Karalyn E. Sanderlin, NCTPA Board Secretary

Napa County Transportation and Planning Agency (NCTPA)

Active Transportation Advisory Committee (ATAC)

MINUTES

Monday, April 27, 2015

ITEMS

1. Call to Order

Meeting was called to order at 5:10 pm.

2. Roll Call / Introductions

Members Present:

Mike Costanzo (Vice Chair)
Eric Hagyard
Anne Darrow
James Eales
Barry Christian
Dieter Deiss
Joel King

Members Absent:

Paul Wagner
Donna Hinds

3. Public Comments

None

4. ATAC Members and Staff Comments

Anne Darrow reported on the success of the Safe Routes to School bike lessons.

Joel King announced Bike to Work day on May 14th and Bike Fest on May 17th.

Barry Christian announced the Vallejo City Council was scheduled to accept the Bay Train/Vine Trail feasibility Study at their April 28th council meeting. The City of American Canyon is working with the Vine Trail, City of Vallejo and Solano Transportation Authority on an ATP application for the American Canyon to Vallejo segment of the Vine Trail.

5. Routine Accommodations/Complete Streets Checklist Review

None

6. CONSENT ITEMS (6.1)

6.1 Approval of Meeting Minutes of March 23, 2015

MOTION MADE by Darrow SECONDED by King to APPROVE the February 23, 2015 minutes as presented. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

7.1 State of the Agency Update

Executive Director Kate Miller gave an overview of the NCTPA Annual Report

7.2 Countywide Transportation Plan Update

Executive Director Kate Miller presented an update on the Countywide Transportation Plan. Topics discussed were:

- Moving the plan to more formal/advocacy over strategic
- Blueprint Revenue Plan-Types of potential revenues to address shortfalls
- Issue Papers
- Cap & Trade-Related to transit
- Prioritization for projects-Goals and Objectives
- Bicycle and Pedestrian improvements

ATAC member requests:

- Percentage of total projects that are Bike/Ped
- Refined target for mode share
- Clear example of modes-spending vs. revenue on goal for shift

ATAC members were encouraged to act as advocates for their jurisdictions to support and encourage projects and programs for Bike/Ped.

7.3 ATAC Bylaws-amend Committee Bylaws

Staff discussed changes to the ATAC Bylaws that will proportionately reflect the voting structure of the NCTPA Board. If approved by the NCTPA Board in May, there will be 4 members representing the City of Napa, 2 members representing American Canyon and 1 each for Calistoga, St. Helena and Yountville.

MOTION MADE by King SECONDED by Christian to APPROVE the Bylaws Amendment as presented. Motion Approved, 6 Ayes; 1 Nay

8. FUTURE AGENDA ITEMS

- Imola Corridor Update
- Safety Campaign Update
- Loop Maps
- Bike Counts

9. Approval of Meeting Date of May 18, 2015 and Adjournment

Meeting Adjourned at 7:10 PM



May 18, 2015
ATAC Agenda Item 7.1
Continued From: New
Action Requested: **INFORMATION**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327/ Email: dmeehan@nctpa.net
SUBJECT: Napa Recreational Bicycle Loops/Trips

RECOMMENDATION

ATAC will review Napa Recreational Bicycle Loops/Trips.

EXECUTIVE SUMMARY

The City of Napa Bicycle and Trails Advisory Commission (BTAC) has developed and approved a set of recreational bicycle loop trips with maps and descriptions. The BTAC has asked for a review of the loops/trips by the NCTPA Active Transportation Advisory Committee. The eventual goal is to publish a map booklet for distribution to residents and visitors to encourage making trips by bicycle.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

In January 2015, the City of Napa Bicycle and Trails Advisory Commission approved a set of 8 bicycle loops/trips (Attachment 1). Each map includes the trip length and type of facility and average travel time for each trip. Also included on the maps are starting points with parking, adjacent shopping centers and other attractions along each trip.

The original goal of the loop maps was to identify immediately available, easy city routes on less traveled streets for families with children. After identifying multiple family

oriented routes, the BTAC included other more challenging routes for experienced riders linking to county routes. Anticipated users are residents and visitors wanting to travel the city more easily on bikes.

As a first step in development, the Google Map function was used to create the route loops. The BTAC is looking for assistance in creating a more defined electronic version of the maps for use by residents and visitors. The format should be easily updatable so newly completed segments can be added as infrastructure is improved. The ultimate goal is to make this information available both in print and electronically in order to provide information that will encourage trips made by bicycle.

This mapping concept allows an opportunity for other jurisdictions to follow suit by developing similar maps that could encourage bicycle use for shorter trips within the county. Staff is requesting review and feedback on the BTAC loop maps as well as suggested routes for other jurisdictions.

SUPPORTING DOCUMENTS

Attachment(s): (1) Napa Recreational Bicycle Loops/Trips

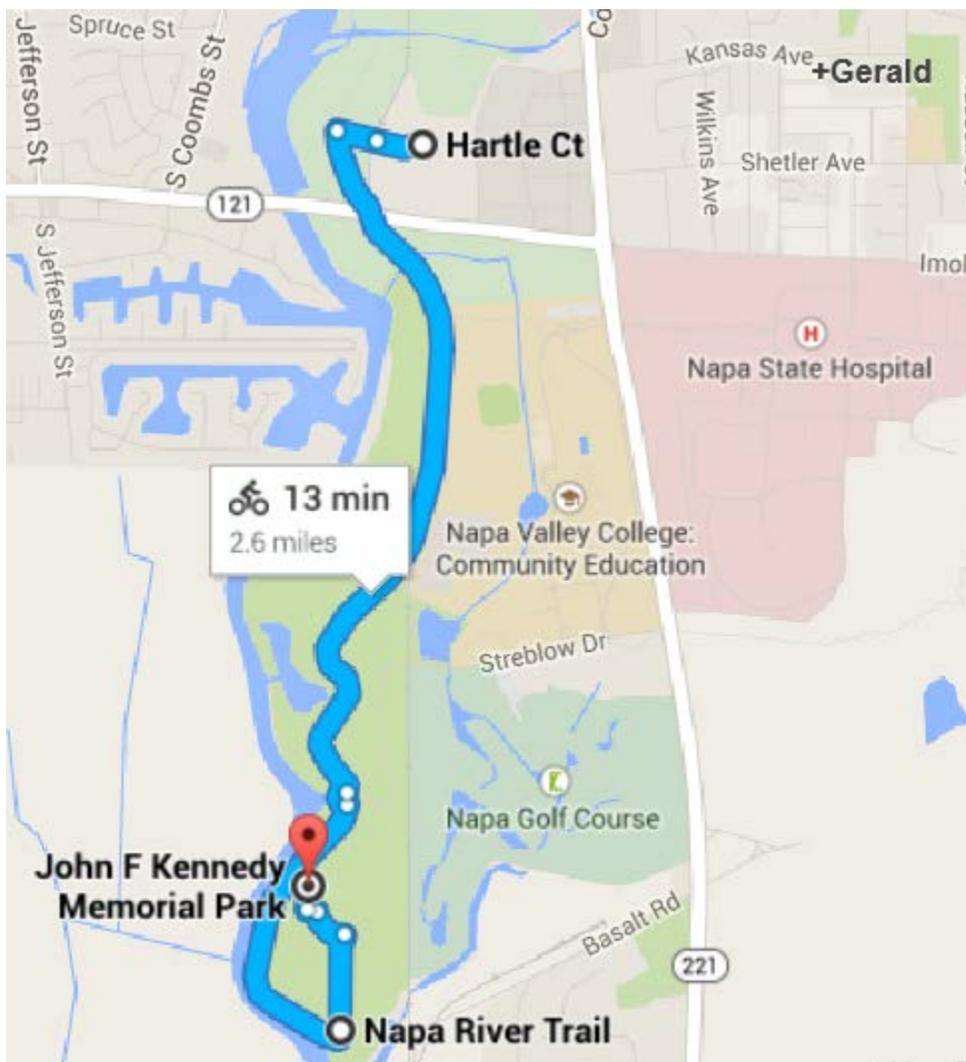
January 2015

Developed and Approved by the City of Napa Bicycle and Trails
Advisory Commission

Existing Napa Recreational Bicycle Loops/Trips

1. Kennedy Park to Hartle Court River Trail. Easy – for all ages

Round trip length/type of facility: 4.4 miles. Flat. All Class 1 Off Road Paved Trail.



Starting Points: *Either* end of Hartle Court which is adjacent to two shopping centers, or Kennedy Park at the end-of-Streblow-Drive parking lot.

Description: This flat trail generally follows along the Napa River and under Imola Avenue/Highway 121 to Kennedy Park, and provides open views of Kennedy Park, the River and south Napa. Kennedy Park has a golf course, restaurant, playground, playfields, restrooms by the playground and other facilities.

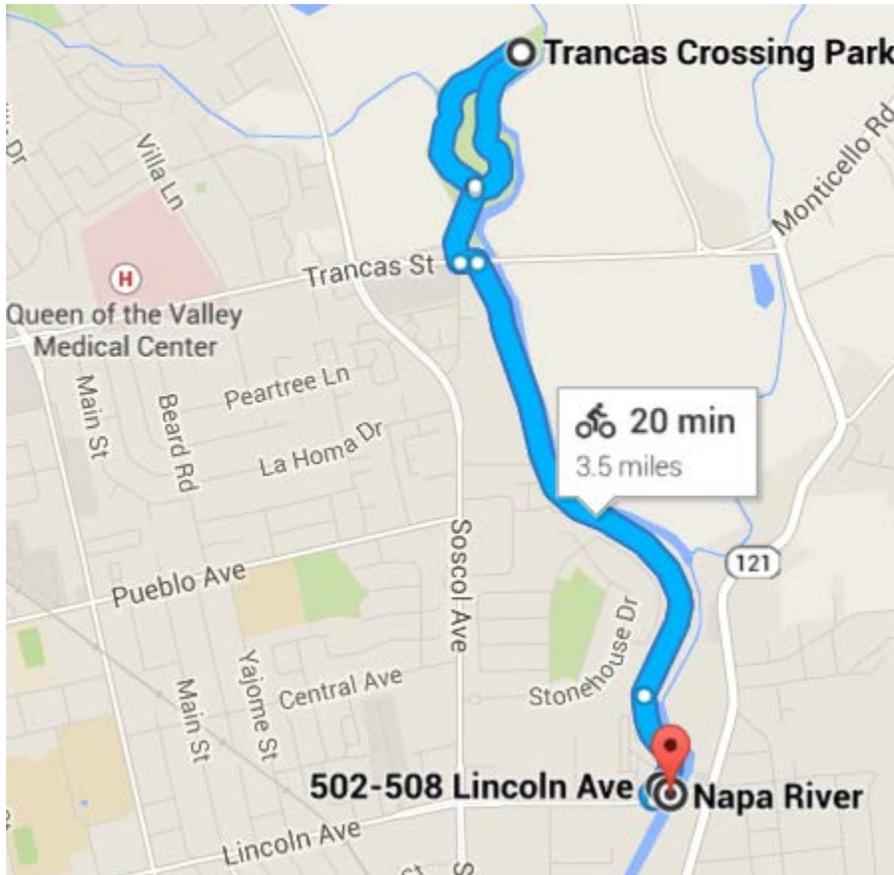
Highlights: Kennedy Park, South Napa Marketplace, Century Theater shopping complex

Connections:

- *To adjacent shopping centers: Easy, for most riders:* Hartle Court provides access to two shopping centers with a theater, restaurants, fast food, and shopping.
- *To Napa Valley College: Easy, for all riders:* South of Imola Avenue, an existing connecting easy Class 1 trail leads east to Napa Valley College
- *To Skyline Park: Somewhat challenging, for experienced mountain bikers.* A Class I trail continues along Streblov Drive, to a 1.5 mile trail (across Highway 221) that is narrow and hilly suitable for experienced mountain bikers that connects to other trails at Skyline County Park.

2. Trancas Crossing Park Loop and Trancas-to-Lincoln River Trail. Easy – for most cyclists

Round trip length/type of facility: 3.6 miles. Flat or gently rolling except for two short sections on either side of Trancas Street leading down from the road. These are two Class 1 Off Road Paved Trails, separated by a 650 foot connection across Trancas Street at a signalized intersection. There is a short gravel stretch near Lincoln Avenue.



Starting Points: Either end: There is a small parking lot and restroom of Trancas Crossing Park and street parking on the east side of Old Soscoville Avenue. At the south end, there is street parking on Lincoln Avenue.

Description: This route highlights riverside lands. The Trancas-to Lincoln section provides one of Napa's shadiest trails on a hot summer day. Trancas Crossing Park has a short slope down from the small parking lot into flat loop trails edged by riparian vegetation. The park offers open meadow and riparian views, Napa River access, informal seating, restrooms by the parking lot and trails. Inexperienced cyclists may want to walk through the parking lot to the signalized pedestrian crossings and along the Trancas Street sidewalk to the connecting Trancas-to-Lincoln River Trail. Silverado Plaza at the southwest corner of this intersection offers shopping and restaurants. The

River Trail resumes on the south side of Trancas Street about 400 feet east of Old Soscol Way. There is a short slope down at the entrance to the trail, which then offers shady views of the river as well as open areas. Residential developments generally line the trail's fenced, western edge. At Lincoln Avenue, the trail ends. There is a restaurant immediately to the south across Lincoln Avenue.

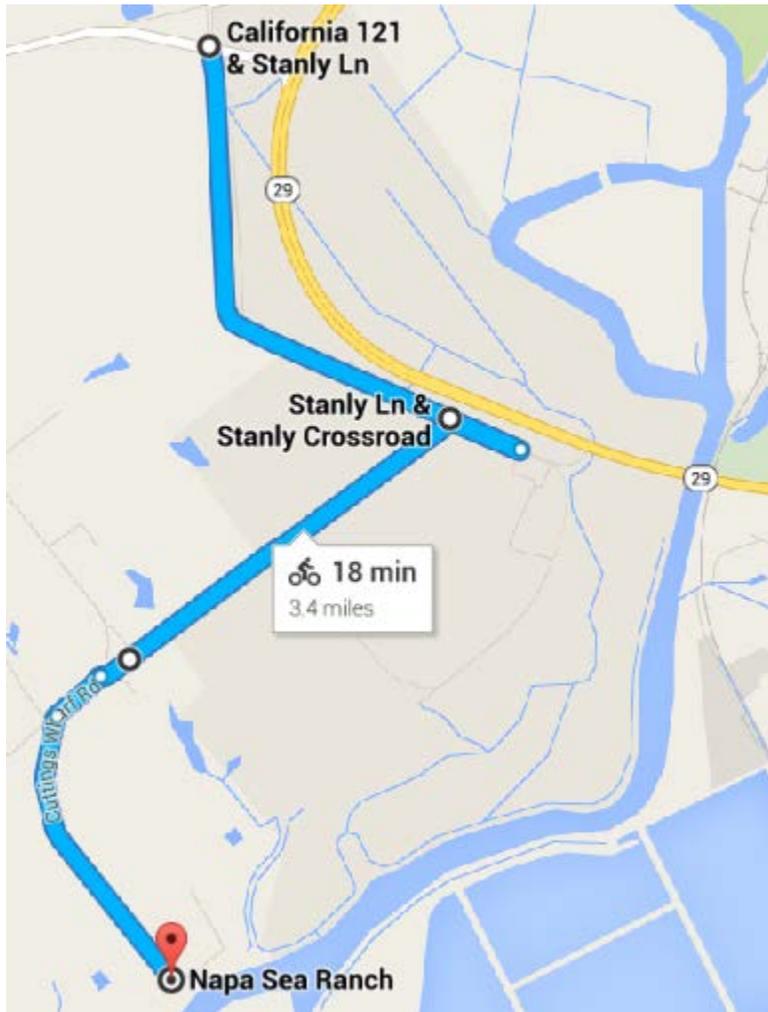
Highlights: Trancas Crossing Park, Trancas-to-Lincoln River Trail, Silverado Plaza Shopping Center, restaurant

Connections:

- *To nearby areas: Flat but busy streets for experienced riders:* Connecting streets with Class 2 bike lanes include Lincoln Avenue, Old Soscol Way, and Trancas Blvd. east of Old Soscol Way.
- *To Silverado Trail: Busy streets and some hills for experienced riders:* Trancas Street leads right/east to Silverado Trail. Silverado Trail, although a high volume, high speed County road with hills, has wide bike lanes, expansive vineyard and hill views, and numerous wineries along it.

3. Stanly Ranch to Cuttings Wharf at the Napa River. Moderately Easy – for most

Round trip length/type of facility: 6.6 miles. Flat to gently rolling topography. This is a Class 1 trail to Stanly Cross Road, a private road with a public trail on it and minimal to no traffic. Cuttings Wharf Road is a high speed road with Class 2 bike lanes.



Starting Points: Either end: There is an informal parking area at the north end of the Stanly Lane trail. At Cuttings Wharf there is a parking lot by the River.

Description: This route takes the rider through beautiful south Napa Vineyards to the Napa River. The Stanly Lane Trail begins just south of Highway 12/121 signal. The trail is roughly paved under tall eucalyptus tree rows for about $\frac{3}{4}$ mile, where a new, separate trail has been constructed. Until the property is developed with a planned hotel, Stanly Cross Road is a private road public trail with minimal traffic, as it is gated to motor vehicles at its western end. (When the property is developed, alternative facilities may be provided). A bicycle connection leads from Stanly Cross Road to Cuttings Wharf Road south to the Napa River where there is a small restaurant, rest rooms and docks.

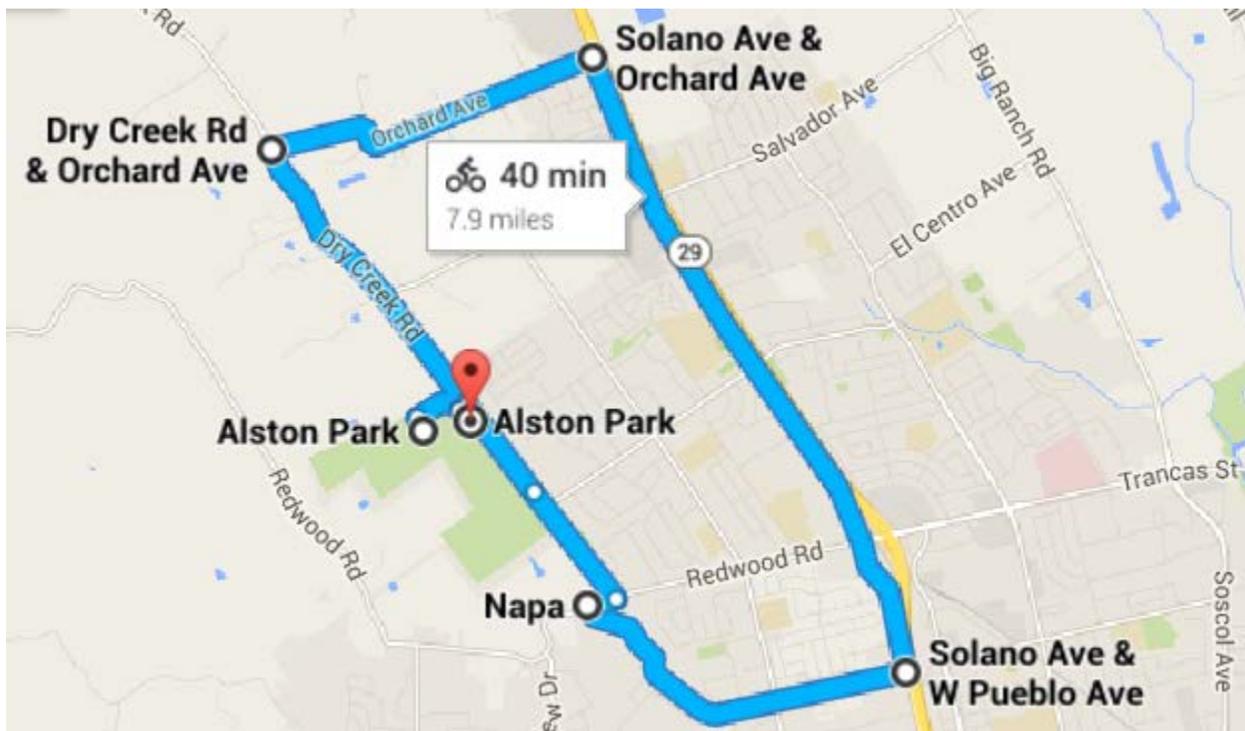
Highlights: Vineyards, Cuttings Wharf and Napa River.

Connections

- *Toward Napa River: Easy, for all cyclists:* There is a short public trail spur that leads toward Napa River on Stanly Lane if cyclists continue straight at Stanly Cross Road. This trail spur ends where the private road crosses under the freeway.
- *To Downtown Napa through “Old Town” neighborhoods – flat, moderately easy for most cyclists:* Stanly Lane crosses Highway 12/121 at a signal and ends at Golden Gate Drive. Golden Gate Drive to the right is flat and has adequate shoulders and bike lanes to Highway 121/Imola Avenue. Imola Avenue to the right/east has designated bicycle lanes except for a short distance under the freeway. Busy Jefferson Street provides a signal to cross Imola Avenue to the north/left. A right on Spruce takes cyclists to a left on Franklin or Randolph, right on Pine and left on Riverside Drive to a right on Brown Street which leads to Downtown and the scenic Riverfront Promenade at the Napa Mill.
- *To county roads and Sonoma Valley, and an alternate connection back to Downtown Napa- Varying difficulty; all for experienced cyclists only:* Cuttings Wharf Road intersects with Las Amigas Road, a gently rolling narrow, high speed, low volume County road (partial bike lanes) that connects to the south/right to
 - Buchli Station Road which ends at a small parking lot and restrooms for the Napa Sonoma Marshes Wildlife Area, which has gravel paths to the Napa River; and to
 - Duhig Road. Duhig Road to the left is a lightly traveled, narrow flat road with bike lanes through open countryside that leads to Ramal Road. A left at Dale and a right at S. Central or Burndale provides the easiest route to Sonoma Valley, although busy Highway 12/121 must be crossed *with caution*.
 - A right turn on Duhig leads back to busy Highway 12/121, which can be crossed- *very carefully*- a short distance to the east at the Old Sonoma Road signal. Moderately busy Old Sonoma Road has narrow shoulders and two hills leading back to the City. When Old Sonoma Road ends at Jefferson Street, cyclists take Jefferson left/north to a right on Ash then left on Franklin or Randolph, right on Pine and left on Riverside Drive to a right on Brown Street which leads to Downtown and the Riverfront Promenade at the Napa Mill.

4. Dry Creek Road and North Napa Neighborhoods. Easy – for most cyclists except small children

Round trip length/type of facility: 7.9 miles. Flat. Class 2 bike lanes on Dry Creek Road and Solano Avenue; other streets are lightly to moderately traveled.



Starting Points: Redwood Road Park & Ride lot or Alston Park parking lot (or Solano Avenue hotels)

Description: This route includes pretty countryside views along Dry Creek Road and Orchard Avenue, then city streets. Beginning at Alston Park, which includes hiking trails and rest rooms, the route heads north/left on Dry Creek Road to Orchard Avenue, south on Solano Avenue to a potential stop at Redwood Plaza with its restaurants, stores, coffee and bike shops. Cyclists continue south on Solano then west on West Pueblo Avenue to its end at Redwood Road, where the cyclist turns right then left on Dry Creek Road back to Alston Park. Solano Avenue and Dry Creek Road have existing class 2 bike lanes. Orchard Road has good sight distances, and West Pueblo is a low speed road. Care must be taken at the left turn from Redwood Avenue to Dry Creek Road both of which are 35+ mph busy streets.

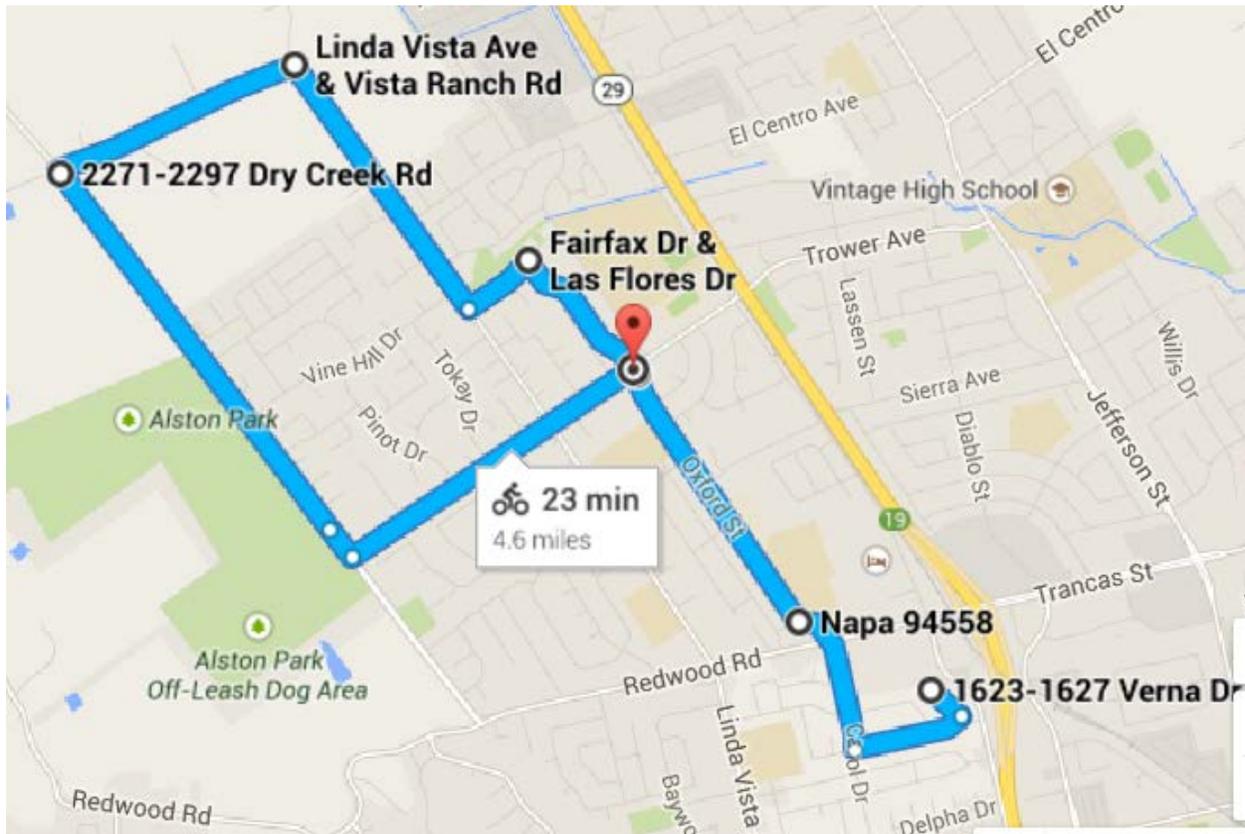
Highlights: Alston Park, Redwood Plaza Shopping Center, hotels and restaurants on Solano Avenue

Connections:

- *To county roads, Oakville and Sonoma Valley: Challenging, for experienced riders only:* Beyond Orchard Avenue, Dry Creek Road turns into a low volume, winding, narrow and hilly county road with nice views of the countryside, ultimately connecting to the right with Oakville Grade Road, a steep, winding and narrow downhill ride to Oakville and Highway 29. A left turn on Dry Creek Road at Oakville Grade Road leads to the narrow, winding and hilly Mount Veeder Road which turns into Redwood Road in the City of Napa and eventually loops back to Dry Creek Road. A left turn on Dry Creek Road also leads, beyond Mt. Veeder Road, to the winding, steep and narrow Trinity Road down to Highway 12 in the Sonoma Valley north of the town of Glen Ellen.
- *To Yountville: Easy, for most cyclists:* Solano Avenue heads north approximately 3.8 miles (one way) from Orchard Avenue to the town of Yountville, with its shops and fine restaurants. This route is flat, and Solano Avenue has bike lanes.
- *To Downtown Napa: Easy, for most cyclists:* South of Redwood Plaza and the Chablis Inn on Solano Avenue is the entrance to the flat, Class 1 crosstown connector, which takes riders in 1.7 miles to Vallejo Street just north of Downtown Napa. A right turn on Vallejo Street leads to Main Street, or a block further, to the less busy Brown Street where cyclists can turn left and cross a pedestrian bridge to reach Pearl Street Downtown. Note: Care should be taken crossing busy California Blvd. and other streets.

4.a. Dry Creek Road and North Napa Neighborhoods *alternate*. Easier than #4 (Shorter, more lightly traveled than route 4, and avoids the left turn from Redwood Road to Dry Creek Road)

Round Trip length/type of facility: 6.1 miles. Flat. Class 2 bike lanes on Dry Creek Road, Solano Avenue, and Trower; other streets are lightly traveled.



Starting Points: Redwood Road Park & Ride lot or Allston Park parking lot (or Solano Avenue hotels)

Description: This route, an alternate to #4, includes pretty countryside views along Dry Creek Road and the northern section of Linda Vista Avenue, then city neighborhoods. It avoids the Redwood Road left turn to Dry Creek, and Linda Vista Avenue at its northern end is more lightly traveled and slower than Orchard Avenue.

Beginning at Alston Park, which includes hiking trails, two parking lots, and portable rest rooms, the route heads north/left on Dry Creek Road, turns right at Linda Vista Avenue, past vineyards, then Las Flores Community Center and Park with its tennis courts, small playground and playfields. Cyclists then turn left at Las Flores Drive, then right at Fairfax Drive and continue across Trower Avenue on Oxford Street, jogging left at Carol Drive. The route continues on Carol Drive across Redwood Road to a left on Sandra,

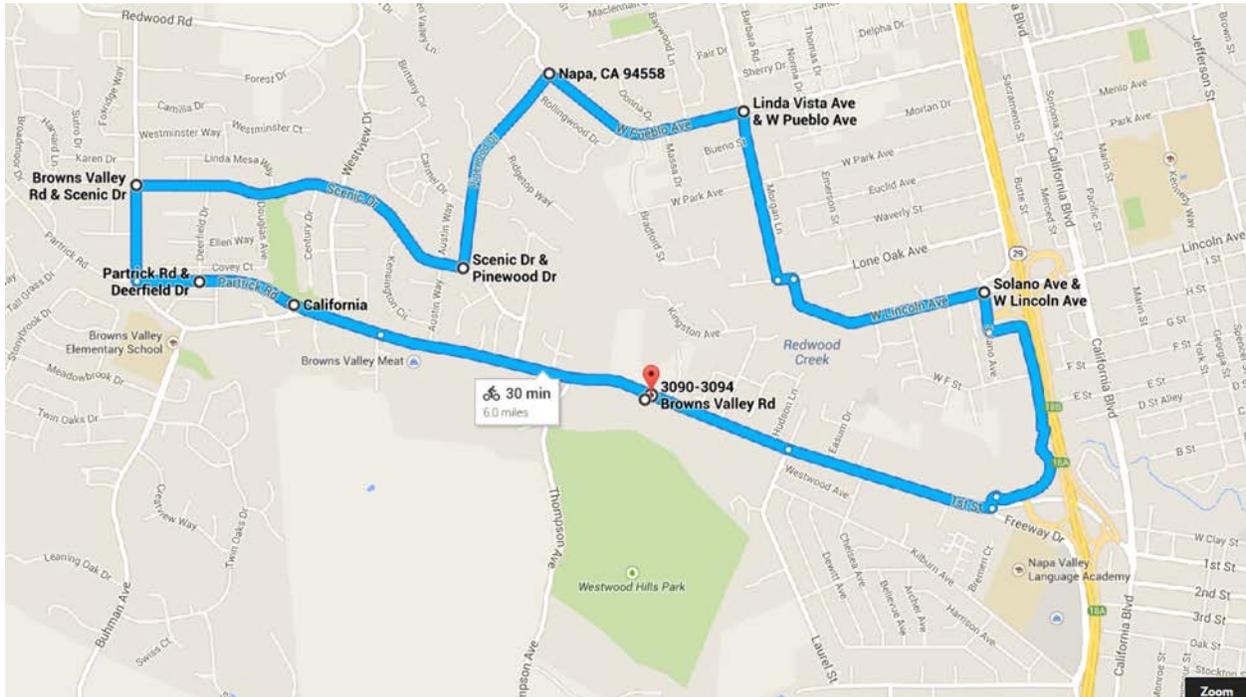
then left on Verna into Redwood Plaza Shopping Center for restaurants and shops including coffee and bike shops. The return follows the same initial route: south on Verna, right on Sandra, right on Carol across Redwood Road and right on Oxford to Trower Avenue. At Trower, a left turn provides a direct return to Alston Park.

Highlights: Alston Park, Las Flores Community Center and Park, Redwood Plaza.

Connections: Same as #4. Note that Redwood Plaza is bordered by Redwood Road and Solano Avenue, if cyclists wish to take the Solano Avenue connections identified in # 4 north to Yountville, or slightly south to Downtown via the crosstown connector bike path.

5. Browns Valley and West Pueblo Neighborhoods Loop. Easy—for most cyclists

Round trip length/type of facility: 6.0 miles; flat except for the Pinewood Drive hill. Class 2 bike lanes on Browns Valley Road and low speed, lightly traveled city streets.



Starting Points: Factory Outlet, Westwood Hills Park, other streets along the route.

Description: This loop includes the Factory Outlet Mall, parks and neighborhood street scenes and provides easy bicycle connections to nearby commercial areas and the crosstown connector path. Starting at the Factory Outlet, cyclists head left/north on Freeway Drive; turn left at the signal on Browns Valley Road passing Westwood Hills Park with its parking lot and hiking trails, and Browns Valley Shopping Center, stay to the right at the “V” with Partrick Road and head right again at the Browns Valley Road stop sign. The route turns right on Scenic Drive to Pinewood Drive. Turning left, cyclists head up over a hill to West Pueblo Avenue, which may be difficult for younger riders, but can be walked. Cyclists then turn right on West Pueblo Avenue, right at Linda Vista Avenue, left at Lone Oak Avenue then right on West Lincoln Avenue. The route then turns right on Solano Avenue, which jogs left on F Street then right on Coffield Avenue to the end of the street where there is a Class I bicycle path connection back to the intersection with Freeway Drive. A left turn leads back to the Outlet Mall.

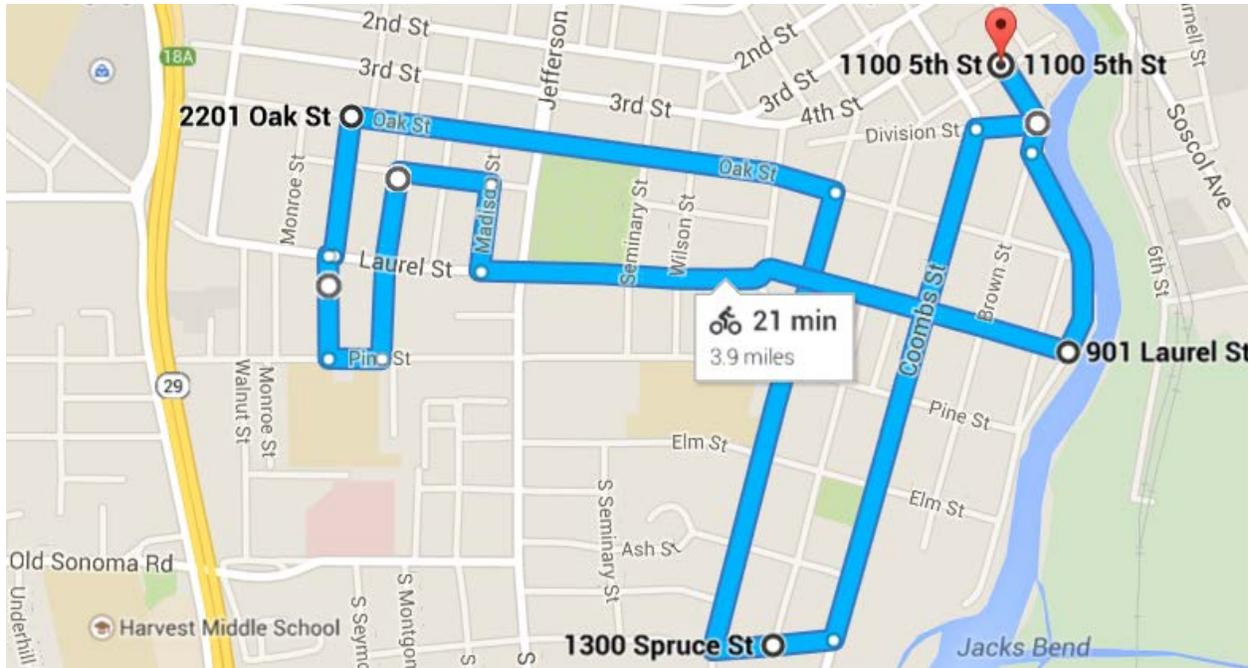
Highlights: Factory Outlet Mall, Browns Valley Shopping Center, Westwood Hills Park, Century Oaks Park; easy access to other commercial areas from the neighborhoods.

Connections:

- *To Redwood Plaza, Trancas area commercial, and crosstown connector to Downtown. Easy, for most cyclists.* Riders may continue east on West Pueblo Avenue and turn left where it ends at Solano Avenue.
 - Solano Avenue to the north leads to Redwood Plaza shops and restaurants. (Continuing on Solano Avenue across Redwood Road also leads to the Town of Yountville in 3.8 miles)
 - Solano Avenue also provides access to a bicycle path to the right (just south of the Chablis Inn) over Highway 29. Once over the highway at California Blvd., cyclists may alternatively head north on California Blvd. bike lanes to Bel Aire Plaza and adjacent commercial areas, or across California Blvd. to the Class 1 crosstown connector which ends just north of Downtown Napa. Use caution at crosstown connector street intersections, especially at California Blvd.

6. Old Town Napa Meanderings. Easy – for most cyclists

Round trip length/Type of Facility: 3.9 miles, Designated Class 3 signed streets and other lightly traveled, flat city streets.



Starting Points: Public parking garage at Coombs and Fifth streets, or street parking along the route.

Description: Cyclists will enjoy this easy trip through some of Napa’s historic residential neighborhoods. Lightly traveled streets have been selected, but riders may enjoy other streets and alleys in these grid neighborhoods as well. The Historic Napa Mill and adjacent Riverfront developments are excellent start and end points, with the adjacent public parking garage, their many fine restaurants and shops, as well as a riverfront promenade. This route begins heading south from the public parking garage on Brown Street, turning right at Division Street, heading past the County library and historic homes. Cyclists turn left on Randolph Street, traveling to its end, make a right on Spruce Street, and another right on Franklin Street which has a beautiful redwood-tree-lined section. At Oak Street, make a left. Oak Street heads past Fuller Park, the city’s oldest, with its large trees and walkways, playground, picnic areas and rest rooms, and provides a crosswalk across busy Jefferson Street. Continue to Seymour Street then make a left. Make a left on Pine Street and a left again at Montgomery Street to a right on Stockton Street. After two blocks, turn right on Madison Street, then left on Laurel Street. Heading east on Laurel Street, cyclists cross Jefferson Street at a 4-way stop sign. Continue on Laurel Avenue to its end at Riverside Drive and make a left, back to the Brown Street parking garage.

Highlights: Riverfront and Historic Napa Mill shops, restaurants and hotel; Napa County Library, Fuller Park, historic residential neighborhoods, and a redwood-lined section of Franklin Street.

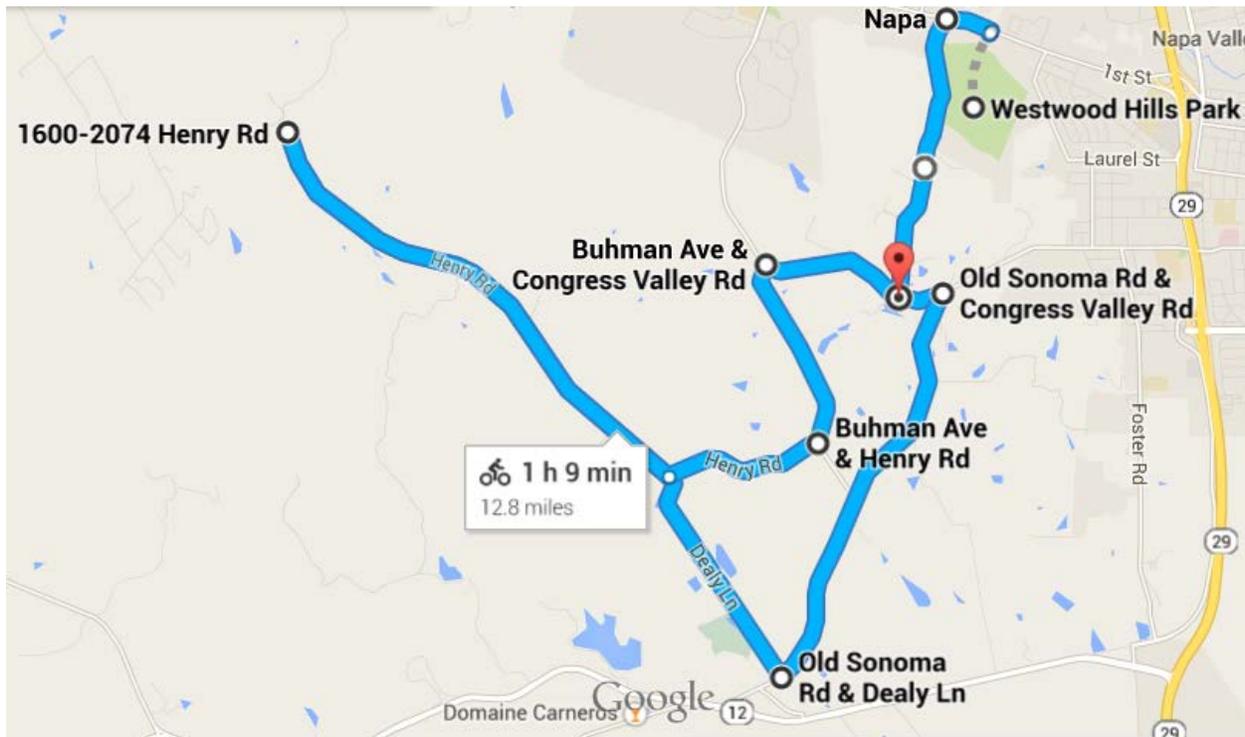
Connections

Other parts of Downtown: Flat but busy streets for experienced riders: Cyclists riding down Main Street can get to other parts of Downtown by making left turns on Third, Second or First Streets; and left or right turns on Clinton and Pearl Streets. These busy streets together comprise most of Downtown Napa.

To the Oxbow District and Oxbow Public Market: Flat but busy streets for experienced riders. Busy Main Street leads to a right turn on Third or First Streets, both of which have at least partial bike lanes. The Oxbow Public Market is at First and McKinstry streets across the high volume Soscol Avenue, which has bicycle lanes.

7. Carneros Vineyards Loop beginning in City. Challenging – for experienced cyclists only

Round trip length/type of facility: Approximately 13 miles. This loop uses primarily narrow, sometimes hilly county roads southwest of the City. Browns Valley Road in the City has Class 2 bike lanes.



Starting Points: Westwood Hills Park just east of Thompson Lane parking lot and street parking. Optionally, Henry Road has occasional pullouts.

Description: This route begins in the City but quickly heads over the hills into the Carneros Valley for pretty vineyard and hillside vistas. Dealy Lane and Henry Road are particularly attractive, lightly traveled roads.

At Westwood Hills Park, which has a parking lot and hiking trails, cyclists head west on Browns Valley Road then make an immediate left on Thompson Avenue and over a hill into the countryside. Cyclists may turn left on Congress Valley Road. Both Thompson and Congress Valley roads are narrow but generally lightly traveled. Turn right onto Old Sonoma Road, a moderately busy, high speed road with no shoulders until after the hill.* Turn right at Dealy Lane, a narrow but lightly traveled road to cycle past vineyards and wineries. Continue straight on Henry Road for a pretty, four mile out-and-back through Carneros Valley. Artesa Winery, up a right driveway on the return, provides spectacular vistas. At the Henry Road/Dealy Lane intersection, turn left on Henry Road,

a lightly traveled steep stretch with no shoulders. Make a left at Buhman Avenue. This section is moderately busy with no shoulders but is flat and mostly straight to its intersection with Congress Valley Road. Turn right, then left on Thompson Avenue to return to Browns Valley Road and Westwood Hills Park.

*Optionally, to avoid this section of Old Sonoma Road, cyclists may turn right on Congress Valley Road then make a left on Buhman Avenue to a right Old Sonoma Road and a right on Dealy Lane. Buhman Avenue has somewhat less traffic and is flat but narrow.

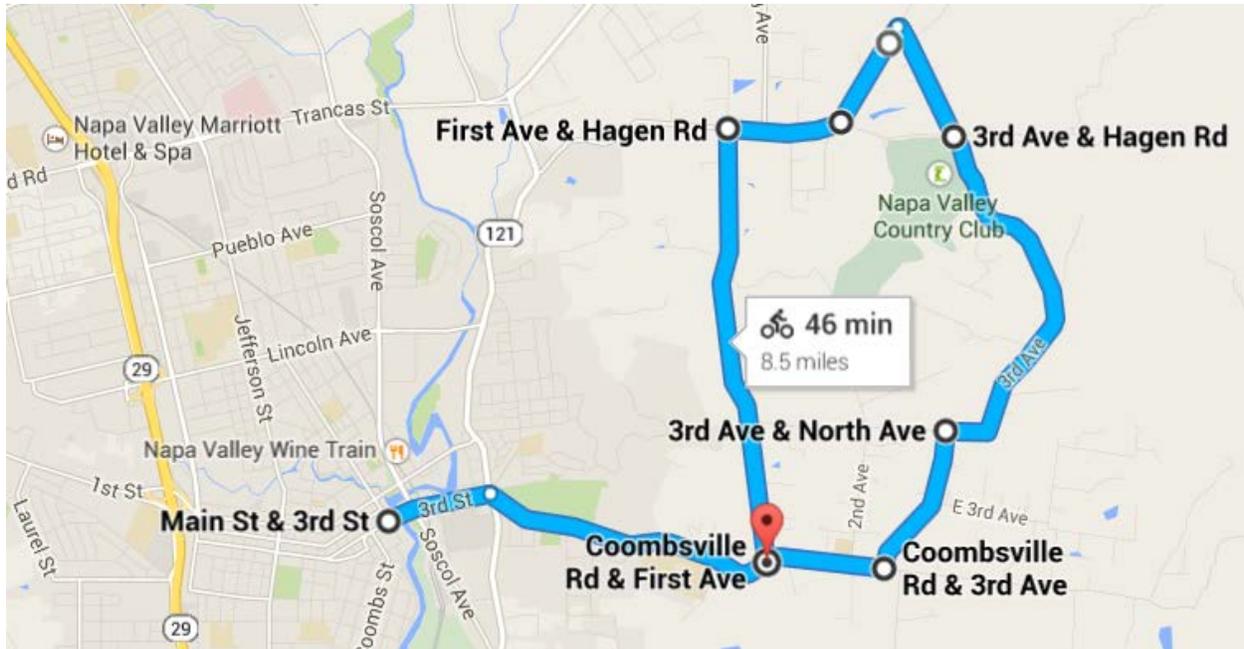
Highlights: Congress and Carneros Valley vineyards and wineries, Westwood Hills Park.

Connections:

- *To Downtown: Flat but busy streets and a challenging interchange over Highway 29 for experienced riders:* Head to the right/east on Browns Valley Road which changes its name to First Street. Continue over Highway 29 and onto Second or Third Streets which lead into Downtown Napa.

8. East Napa Vineyards and Countryside. Challenging – for experienced riders

Round trip length/type of facility: 8.5 miles: This loop uses narrow, sometimes hilly and winding county roads east of the City. Busy Third Street and Coombsville Road in the City have Class 2 bike lanes. Except for Hagen Road, county roads are lightly traveled; Vichy Avenue, Hagen Road and Coombsville Road have striped shoulders. Highway 121 is a busy, high speed road with striped shoulders. In the Optional Silverado Country Club loop, Atlas Peak Road has striped shoulders, Westgate Drive is a wide street and Hillcrest Drive has Class 2 bicycle lanes.



Starting Point: Downtown Napa Fifth Street Garage.

Description: This route takes cyclists through beautiful vineyard lands, countryside and rural residential areas east of the City of Napa. The optional loop includes the Silverado Resort and wineries.

Cyclists head north/left from the parking garage on Main Street to Third Street, then make a right, continuing across busy Soscol Avenue and Silverado Trail, where the street name changes to Coombsville Road. Take Coombsville Road to Third Avenue and turn left. At North Avenue, jog right, then left again on Third Avenue traveling past Napa Valley Country Club, continuing across Hagen Road to Olive Hill Lane, which makes a “V” back to Hagen Road. Turn right on Hagen Road then left on First Avenue and back to a right on Coombsville and eventually back into the City on Third Street.

- **Optional Silverado Resort loop; 6.6 miles:**

Once on Hagen Road, turn right on Vichy Avenue to Highway 121/Monticello Road and turn left. Turn right on Atlas Peak Road where cyclists ride past the main Silverado Resort entrance to a

right on Westgate Drive to Hillcrest Drive. Turn right on Hillcrest Drive back to Atlas Peak Road. Turn left on Atlas Peak and left on Highway 121/Monticello Road, then right on Vichy Avenue back to Hagen Road. Turn right on Hagen to return to the main loop, making make a left on First Avenue.

Highlights: East Napa vineyards and countryside, wineries, Silverado Resort (restaurant is open to the public); restaurant and shops in the 121/Vichy/Atlas Peak vicinity; Vichy Elementary on Vichy Avenue, Mt. George Elementary and Silverado Middle schools on Coombsville Road.

Connections:

To North Napa and Silverado Trail: Flat; for experienced riders. Streets are busy but do have shoulders or bike lanes: From the optional Silverado Country Club loop, instead of turning left on busy Highway 121/Monticello Road to return to Vichy Avenue, cyclists may turn right/west on Highway 121/Monticello Road, continuing to the Trancas Street intersection where Silverado Trail is to the right, with its wide shoulders and vineyard views. (An earlier left on Silverado Trail leads back to the City but is not recommended due to high volumes of traffic and a lack of shoulders). Continuing straight through the intersection on Trancas Street leads riders, just east of the Napa River, to the Trancas-to-Lincoln Class 1 River Trail, and to Silverado Plaza. (See Route #2 for more information). Riders can easily cross Trancas at the Old Soscol Road signal.

To Skyline Regional Park for experienced riders: Continue east on Coombsville to a right on Fourth Avenue, which heads south to the Park entrance at Imola Avenue. Fourth Avenue is a narrow, hilly, lightly traveled road that jogs right, left, right and left before it ends at the park.

Atlas Peak continuation for experienced riders: Atlas Peak Road is a winding, narrow, steep road with valley views that continues nearly 9 miles further up into the hills before it ends.



May 18,2015
ATAC Agenda Item 7.2
Continued From: New
Action Requested: **INFORMATION**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327/ Email: dmeehan@nctpa.net
SUBJECT: Bike/Pedestrian Safety Campaign Update

RECOMMENDATION

ATAC will review concepts and next-steps for the Napa Countywide Bicycle and Pedestrian Safety Campaign.

EXECUTIVE SUMMARY

With increases in bicycle and pedestrian travel modes within the County, there has also been an increase in accidents and incidents involving bicyclists and pedestrians. The Napa Countywide Bicycle Plan identifies a Countywide Traffic Safety Campaign as a high priority project. The plan recommendation is to:

- Implement a coordinated Countywide Traffic Safety Campaign. The campaign should consist of a variety of multi-media activities designed to reach target audiences including motorists, adult bicyclists, recreational bicyclists, students, migrant workers, employers, etc.

NCTPA is currently in the process of creating a countywide pedestrian master plan. Much like the countywide bicycle plan, the pedestrian plan will include similar program components so that both plans can be combined to create an active transportation plan in Napa County. Pedestrian safety will also be included as part of a coordinated Countywide Traffic Safety Campaign.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Last year, committee members discussed launching a Countywide Traffic Safety Campaign inclusive of both bicycle and pedestrians safety. Because safety issues surrounding each are unique, the decision was made to put the campaign forward in a two-part approach. The first approach would be focused on bicycle safety and the other on pedestrian safety.

Currently, the primary funding identified by staff for launching the campaign is through the Office of Traffic Safety (OTS). Grants are typically administered by law enforcement agencies although other agencies are eligible for funding. Approximately \$70 million in funding is available on an annual basis and funds various types of safety programs. NCTPA could potentially partner with local law enforcement agencies for grant funding. (Attachment (1) Federal Fiscal Year (FFY) 2014 list of grantees and amounts)

Staff met with Napa County Sheriff John Robertson in December 2014 to discuss the opportunity for partnering with NCTPA for campaign funding through an OTS grant. The Sheriff's Department was supportive of the idea, but cautioned dedicating staff to writing the grant might be difficult. The OTS funding is on a federal fiscal cycle (October 1-September 30) with applications available December 1st and due by the end of January. There was insufficient time to complete the FFY 2015-16 application.

To launch the safety campaign, staff intends to apply for FFY 2016-17 grant funds in January 2016 which if successful, would become available in October 2016. Staff is investigating other opportunities for continued funding.

The next steps in the process and timeline for launching the campaign are:

- Research and develop campaign messages (Bike and Pedestrian)-June 2015 (Attachment 2, Bike Pittsburg example)
 - Identify Audience
 - Use mass media to reach a wide variety of road users
- Meet with Napa County Sheriff to refine project scope (tentative)-July 2015
- Write grant application-August/September 2015
- Collect Bike and Pedestrian Counts-September 2015
- Application review/refinement-October/November 2015
- Submit application-January 2016

SUPPORTING DOCUMENTS

Attachment(s): (1) Bike Pittsburg Ad Campaign example

FIREFIGHTER. DAD. RIDES A BIKE.

SLOW DOWN,
WHERE'S THE FIRE?



Doug Weaver
Firefighter



BIKEPGH.ORG

TOP SURGEON. GRANDFATHER. RIDES A BIKE.

GIVE HIM SOME
OPERATING ROOM.



Freddie Fu
Orthopedic Surgeon



BIKEPGH.ORG

FAMILY. LIVES DOWN THE STREET. RIDES BIKES.

DRIVE NEIGHBORLY.



Sean Garrett-Roe & Kristen Engle
Family



BIKEPGH.ORG

CHEF. DAUGHTER. RIDES A BIKE.

DON'T CUT ME OFF.



Jamika Burgos
Chef



BIKEPGH.ORG

DAUGHTER. BUSINESS OWNER. RIDES A BIKE.

MANAGE YOUR SPEED.



Amy Carhart
Small Business Owner



BIKEPGH.ORG

ATTORNEY. GRANDFATHER. RIDES A BIKE.

THERE'S NEVER A FEE FOR
DRIVING CAREFULLY.



Edgar Snyder
Attorney



BIKEPGH.ORG



May 18,2015
ATAC Agenda Item 7.3
Continued From: New

Action Requested: **INFORMATION/DISCUSSION**

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327/ Email: dmeehan@nctpa.net
SUBJECT: Bicycle and Pedestrian Counts

RECOMMENDATION

ATAC will (1) review and make recommendations for count locations in each jurisdiction and (2) review and update survey

EXECUTIVE SUMMARY

To help prioritize and plan for bicycle and pedestrian infrastructure improvements throughout the county, data on the use of the facilities and users will be collected. The purpose of this memo is to evaluate and recommend bicycle and pedestrian count locations for future counts.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Bicycle and pedestrian counts and surveys are necessary to evaluate existing facilities, who uses these facilities, and why. Data collected over time can also be used to compare to earlier data collected to make projections on potential future use.

The Metropolitan Transportation Commission (MTC) (see Attachment 1) conducted regional counts and surveys in 2002 with updates to counts through 2012. There were nine (9) count locations throughout Napa County. The MTC effort will also provide a critical baseline for how bicycling has changed over time. The count locations were selected using the following 5 criteria:

1. High bicycle collision rates.
2. On the local or regional bicycle network (existing or proposed).
3. Proximity to major transit facilities.
4. Proximity to schools and colleges/universities.
5. Proximities to local or regional attractions/destinations.

Surveys were also administered at two (2) of the following County locations: Calistoga: Lincoln (SR29) at Washington and Napa: Lincoln at Jefferson (see Attachment 2).

In order to provide the most current information to assist with prioritizing bicycle and pedestrian programs and projects, staff is requesting the committee:

1. Review previous MTC count locations from 2012
2. Review bike plan count location recommendations for each jurisdiction
3. Recommend Count locations for September 2015 counts (MTC locations must be included for comparison)
4. Review previously used surveys, make recommendations for updating

There is an opportunity for participation in the National Bicycle and Pedestrian Documentation Project, a joint effort between the Institute of Transportation Engineers (ITE), Alta Planning and Design and the Pedestrian and Bicycle Council. The project provides all training, information and materials for participation. Counts take place annually and Information gathered will become part of a national database. All participants will have access to data collections for use. The next official count date will be September 15-20 2015.

NCTPA will have two summer interns that can assist in recruiting and scheduling volunteers for training over the summer in order to participate in the September counts. For more information on the National Bicycle and Pedestrian Documentation Project follow this link:

<http://bikepeddocumentation.org/>

SUPPORTING DOCUMENTS

Attachment(s): (1) MTC Bicycle and Pedestrian Counts Summary
(2) Survey
(3) Bike Plan recommended count locations (All jurisdictions)

Bicycle Counts

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	1059	1918	2411	2624	37%	9%
Contra Costa	586	649	1042	1202	85%	15%
Marin	731	1165	2360	2018	73%	-14%
Napa	274	342	458	612	79%	34%
San Francisco	1575	4330	4696	4548	5%	-3%
San Mateo	389	620	998	1137	83%	14%
Santa Clara	904	1725	1984	2057	19%	4%
Solano	233	235	423	455	94%	8%
Sonoma	448	560	753	1144	104%	52%

Pedestrian Counts

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	4304	5372	5701	6423	20%	13%
Contra Costa	4319	3361	3927	4240	26%	8%
Marin	2983	5707	8635	9594	68%	11%
Napa	2267	4170	4158	4163	-0.2%	0.1%
San Francisco	10540	27042	28064	24958	-8%	-11%
San Mateo	1710	3709	4299	4464	20%	4%
Santa Clara	4089	9632	10852	10620	10%	-2%
Solano	923	1460	1603	1860	27%	16%
Sonoma	2325	3914	3986	4294	10%	8%

Bike and Pedestrian Total

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	5363	7290	8112	9047	24%	12%
Contra Costa	4905	4010	4969	5442	36%	10%
Marin	3714	6872	10995	11612	69%	6%
Napa	2541	4512	4616	4775	6%	3%
San Francisco	12115	31372	32760	29506	-6%	-10%
San Mateo	2099	4329	5297	5601	29%	6%
Santa Clara	4993	11357	12836	12677	12%	-1%
Solano	1156	1695	2026	2315	37%	14%
Sonoma	2773	4474	4739	5438	22%	15%

Bicycle and Pedestrian Counts, 2002 to 2012

MTC ID #	Sheet	County	N/S:	E/W:	CITY	Bicycle Counts						Pedestrian Counts						Bike and Pedestrian Total					
						2002	2010	2011	2012	2010-2012	2002-2012	2002	2010	2011	2012	2010-2012	2002-2012	2002	2010	2011	2012	2010-2012	2002-2012
AL01	4	Alameda	PARK AVENUE	OTIS DRIVE	ALAMEDA	78	144	142	90	-38%	15%	357	469	520	444	-5%	24%	435	613	662	534	-13%	23%
AL02	8	Alameda	MILVIA STREET	HEARST AVENUE	BERKELEY	235	711	750	695	-2%	196%	810	708	672	568	-20%	-30%	1045	1419	1422	1263	-11%	21%
AL03	11	Alameda	SAN PABLO AVENUE	VIRGINIA STREET	BERKELEY	128	145	257	379	161%	196%	181	275	257	473	72%	161%	309	420	514	852	103%	176%
AL04	15	Alameda	SCARLETT DRIVE	DUBLIN BOULEVARD	DUBLIN	28	95	116	141	48%	404%	44	100	88	122	22%	177%	72	195	204	263	35%	265%
AL05	17	Alameda	CHRISTIE STREET	POWELL STREET	EMERYVILLE	16	75	71	53	-29%	231%	88	263	396	219	-17%	149%	104	338	467	272	-20%	162%
AL06	20	Alameda	FREMONT BOULEVARD	MOWRY AVENUE	FREMONT	140	96	108	194	102%	39%	332	1014	997	1120	10%	237%	472	1110	1105	1314	18%	178%
AL07	27	Alameda	AMADOR STREET	WINTON AVENUE	HAYWARD	38	44	49	79	80%	108%	220	472	440	896	90%	307%	258	516	489	975	89%	278%
AL08	32	Alameda	EAST STREET	VASCO ROAD	LIVERMORE	17	112	90	138	23%	712%	10	27	27	37	37%	270%	27	139	117	175	26%	548%
AL09	44	Alameda	STATEN AVENUE	GRAND AVENUE	OAKLAND	100	255	293	345	35%	245%	958	1090	1203	1329	22%	39%	1058	1345	1496	1674	24%	58%
AL10	37	Alameda	SAN LEANDRO STREET	66TH AVENUE	OAKLAND	130	77	127	120	56%	-8%	234	285	325	405	42%	73%	364	362	452	525	45%	44%
AL11	52	Alameda	MAIN STREET	BERNAL AVENUE	PLEASANTON	37	27	16	22	-19%	-41%	209	99	96	123	24%	-41%	246	126	112	145	15%	-41%
AL12	55	Alameda	BANCROFT AVENUE	ESTUDILLO AVENUE	SAN LEANDRO	40	30	117	96	220%	140%	547	238	314	254	7%	-54%	587	268	431	350	31%	-40%
AL13	63	Alameda	DECOTO ROAD	ALVARADO-NILES ROAD	UNION CITY	72	107	275	272	154%	278%	314	332	366	433	30%	38%	386	439	641	705	61%	83%
Alameda Total						1059	1918	2411	2624	37%	148%	4304	5372	5701	6423	20%	49%	5363	7290	8112	9047	24%	69%
CC01	64	Contra Costa	L STREET	18TH STREET	ANTIOCH	41	37	44	83	124%	102%	619	202	361	345	71%	-44%	660	239	405	428	79%	-35%
CC02	65	Contra Costa	BRENTWOOD BOULEVARD	OAK STREET	BRENTWOOD	14	29	54	26	-10%	86%	36	117	95	97	-17%	169%	50	146	149	123	-16%	146%
CC03	66	Contra Costa	GRANT STREET	CONCORD BOULEVARD	CONCORD	48	41	111	98	139%	104%	319	479	554	618	29%	94%	367	520	665	716	38%	95%
CC04	67	Contra Costa	JONES ROAD	TREAT BOULEAVRD	CONTRA COSTA COUNTY/P.	104	20	36	93	365%	-11%	468	262	260	335	28%	-28%	572	282	296	428	52%	-25%
CC05	68A	Contra Costa	SAN RAMON VALLEY BOULEVARD	RAILROAD AVENUE (SOUTH)	DANVILLE	13	56	62	82	46%	531%	91	84	136	157	87%	73%	104	140	198	239	71%	130%
CC06	69	Contra Costa	OHLONE GREENWAY	FAIRMONT AVENUE	EL CERRITO	202	176	228	349	98%	73%	941	562	747	813	45%	-14%	1143	738	975	1162	57%	2%
CC07	70	Contra Costa	MORAGA ROAD	MT. DIABLO BOULEVARD	LA FAYETTE	53	42	65	72	71%	36%	422	384	363	430	12%	2%	475	426	428	502	18%	6%
CC08	71	Contra Costa	PACHECO ROAD	ARNOLD ROAD	MARTINEZ	6	23	21	22	-4%	267%	15	17	13	11	-35%	-27%	21	40	34	33	-18%	57%
CC09	72	Contra Costa	MORAGA WAY	IVY DRIVE	ORINDA	11	75	87	45	-40%	309%	376	253	169	15	-94%	-96%	387	328	256	60	-82%	-84%
CC10	73	Contra Costa	BAILEY ROAD	DELTA DE ANZA TRAIL	PITTSBURG	13	36	162	105	192%	708%	68	169	329	406	140%	497%	81	205	491	511	149%	531%
CC11	74	Contra Costa	MARINA WAY	MAC DONALD AVENUE	RICHMOND	73	81	104	182	125%	149%	732	743	772	883	19%	21%	805	824	876	1065	29%	32%
CC13	76	Contra Costa	WALNUT BOULEVARD	YGNACIO VALLEY ROAD	WALNUT CREEK	8	33	68	45	36%	463%	232	89	128	130	46%	-44%	240	122	196	175	43%	-27%
Contra Costa Total						586	649	1042	1202	85%	105%	4319	3361	3927	4240	26%	-2%	4905	4010	4969	5442	36%	11%
MA02	77	Marin	BOLINAS ROAD	BROADWAY	FAIRFAX	167	194	264	256	32%	53%	159	629	723	609	-3%	283%	326	823	987	865	5%	165%
MA03	78	Marin	ANDERSON DRIVE	CAL PARK TUNNEL PATH	LARKSPUR	80	62	123	123	98%	54%	181	38	109	117	208%	-35%	261	100	232	240	140%	-8%
MA04	84	Marin	REDWOOD BOULEVARD	GRANT AVENUE	NOVATO	27	56	62	101	80%	274%	210	272	373	528	94%	151%	237	328	435	629	92%	165%
MA05	83	Marin	ALAMEDA DEL PRADO	NAVE DRIVE	NOVATO	31	187	82	89	-52%	187%	136	43	81	146	240%	7%	167	230	163	235	2%	41%
MA07	86	Marin	B STREET	4TH STREET	SAN RAFAEL	44	89	152	190	113%	332%	566	2309	2292	2476	7%	337%	610	2398	2444	2666	11%	337%
MA08	88	Marin	BRIDGEWAY STREET	PRINCESS STREET	SAUSALITO	150	275	1212	749	172%	399%	971	1886	4033	3800	101%	291%	1121	2161	5245	4549	111%	306%
MA09	81	Marin	MILL VALLEY PATH	E. BLITHEDALE AVENUE	MILL VALLEY	170	160	216	224	40%	32%	109	108	184	229	112%	110%	279	268	400	453	69%	62%
MA10	89	Marin	MAIN STREET	TIBURON BOULEVARD	TIBURON	62	142	249	286	101%	361%	651	422	840	1689	300%	159%	713	564	1089	1975	250%	177%
Marin Total						731	1165	2360	2018	73%	176%	2983	5707	8635	9594	68%	222%	3714	6872	10995	11612	69%	213%
NA01	90	Napa	HWY 29	AMERICAN CANYON ROAD	AMERICAN CANYON	8	17	50	44	159%	450%	9	79	86	163	106%	1711%	17	96	136	207	116%	118%
NA02	91	Napa	LINCOLN STREET	WASHINGTON STREET	CALISTOGA	47	92	159	94	2%	100%	1001	1475	1446	1281	-13%	28%	1048	1567	1605	1375	-12%	31%
NA03	92	Napa	DRY CREEK ROAD	ORCHARD AVENUE	NAPA COUNTY	31	9	53	66	633%	113%	15	6	7	6	0%	-60%	46	15	60	72	380%	57%
NA04	93	Napa	OLD SONOMA ROAD	HWY 121	NAPA COUNTY	0	10	6	21	110%		0	27	22	3	-89%		0	37	28	24	-35%	
NA05	94	Napa	JEFFERSON STREET	LINCOLN STREET	NAPA	66	85	86	108	27%	64%	121	970	846	780	-20%	545%	187	1055	932	888	-16%	375%
NA06	95	Napa	SCHOOL STREET	1ST STREET	NAPA	51	26	21	49	88%	-4%	515	401	623	795	98%	54%	566	427	644	844	98%	49%
NA07	96	Napa	SILVERADO TRAIL	OAKVILLE CROSS ROAD	OAKVILLE	3	41	33	98	139%	3167%	0	0	0	7			3	41	33	105	156%	3400%
NA08	97	Napa	MAIN STREET	ADAMS STREET	ST. HELENA	30	21	21	61	190%	103%	471	1135	1095	1099	-3%	133%	501	1156	1116	1160	0%	132%
NA09	98	Napa	YOUNTVILLE STREET	FINNELL STREET	YOUNTVILLE	38	41	29	71	73%	87%	135	77	33	29	-62%	-79%	173	118	62	100	-15%	-42%
Napa Total						274	342	458	612	79%	123%	2267	4170	4158	4163	0%	84%	2541	4512	4616	4775	6%	88%
SF01	99	San Francisco	HOWARD STREET	3RD STREET	SAN FRANCISCO		507	746	987	95%		4925	8576	8486	6338	-26%	29%	4925	9083	9232	7325	-19%	49%
SF02	100	San Francisco	THE EMBARCADERO	WASHINGTON STREET	SAN FRANCISCO	296	900	957	261	-71%	-12%	834	5967	5975	4366	-27%	424%	1130	6867	6932	4627	-33%	309%
SF03	101	San Francisco	FOLSOM STREET	7TH STREET	SAN FRANCISCO	358	419	556	539	29%	51%	1599	2067	2418	2481	20%	55%	1957	2486	2974	3020	21%	54%
SF04	102	San Francisco	DIVISADERO STREET	GEARY BOULEVARD	SAN FRANCISCO		98	80	105	7%		2593	3725	4113	4291	15%	65%	2593	3823	4193	4396	15%	70%
SF05	103	San Francisco	BAKER STREET	FELL STREET	SAN FRANCISCO	261	980	844	873	-11%	234%		695	676	738	6%		261	1675	1520	1611	-4%	517%
SF06	104	San Francisco	SCOTT STREET	HAIGHT STREET	SAN FRANCISCO	469	986	1072	1167	18%	149%		1022	1035	1118	9%		469	2008	2107	2285	14%	387%
SF07	105	San Francisco	VAN NESS AVENUE	TURK STREET	SAN FRANCISCO	118	126	131	202	60%	71%		3188	3284	3393	6%		118	3314	3415	3595	8%	2947%
SF08	106	San Francisco	GENEVA AVENUE/PHELAN AVENUE	OCEAN AVENUE	SAN FRANCISCO		145	139	217	50%		589	1482	1782	1893	28%	221%	589	1627	1921	2110	30%	258%
SF09	107	San Francisco	3RD STREET	16TH STREET																			

Bicycle and Pedestrian Counts, 2002 to 2012

MTC ID #	Sheet	County	N/S:	E/W:	CITY	Bicycle Counts					
						2002	2010	2011	2012	2010-2012	2002-2012
SM12	119	San Mateo	EL CAMINO REAL	SNEATH LANE	SAN BRUNO	32	17	28	62	265%	94%
SM13	120	San Mateo	DELAWARE STREET	3RD AVENUE	SAN MATEO		72	77	122	69%	144%
SM14	121	San Mateo	AIRPORT BOULEVARD	GRAND STREET	SOUTH SAN FRANCISCO	55	49	90	62	27%	13%
		San Mateo	Total			389	620	998	1137	83%	192%
SC01	122	Santa Clara	BASCOM STREET	HAMILTON STREET	CAMPBELL	123	95	91	166	75%	35%
SC02	123	Santa Clara	DE ANZA BOUVELVARD	STEVEN CREEK BOULEVARD	CUPERTINO	64	105	244	156	49%	144%
SC04	125	Santa Clara	N. MILPITAS BOULEVARD	DIXON LANDING	MILPITAS	17	70	74	130	86%	665%
SC05	126	Santa Clara	MONTEREY STREET	MAIN AVENUE	MORGAN HILL	35	61	75	152	149%	334%
SC06	127	Santa Clara	ESCUELA AVENUE	CALIFORNIA STREET	MOUNTAIN VIEW	196	187	207	190	2%	-3%
SC07	128	Santa Clara	FOOTHILL EXPRESSWAY	PAGEMILL ROAD	PALO ALTO	145	229	267	189	-17%	30%
SC08	129	Santa Clara	UNIVERSITY	EMERSON STREET	PALO ALTO	122	247	276	228	-8%	87%
SC09	130	Santa Clara	7TH STREET	SAN FERNANDO STREET	SAN JOSE	59	404	450	398	-1%	575%
SC10	131	Santa Clara	MONTGOMERY STREET	SANTA CLARA STREET	SAN JOSE	50	163	159	193	18%	286%
SC11	132	Santa Clara	EL CAMINO REAL	BENTON STREET	SANTA CLARA	43	53	53	86	62%	100%
SC12	133	Santa Clara	KIELY BOULEVARD	HOMESTEAD ROAD	SANTA CLARA	50	111	88	169	52%	238%
		Santa Clara	Total			904	1725	1984	2057	19%	128%
SL01	134	Solano	E. 2ND STREET	MILITARY WEST	BENICIA	3	33	32	58	76%	1833%
SL03	136	Solano	N. 1ST STREET	E. C STREET	DIXON	0	33	53	57	73%	
SL04	138	Solano	REDDTOP ROAD	HWY 12 JAMESON CANYON ROAD	FAIRFIELD	0	2	3	4	100%	
SL05	137	Solano	N. TEXAS STREET	TRAVIS BOULEVARD	FAIRFIELD	50	37	108	105	184%	110%
SL06	139	Solano	DOWNTOWN WATER FRONT	MAIN STREET	RIO VISTA	2	3	4	13	333%	550%
SL07	140	Solano	MAIN STREET	LOTZ WAY	SUISUN CITY	4	24	27	64	167%	1500%
SL08	142	Solano	NUT TREE ROAD	ALAMO DRIVE	VACAVILLE	86	32	12	18	-44%	-79%
SL09	141	Solano	DOBBINS STREET	E MONTE VISTA AVENUE	VACAVILLE	84	17	111	17	0%	-80%
SL10	144	Solano	COLUMBUS PARKWAY	ADMIRAL CALLAGHAN PARKWAY	VALLEJO	4	8	12	38	375%	850%
SL11	143	Solano	WATERFRONT BIKE PATH	150' SOUTHWEST OF THE MARE ISLAND WAY & G VALLEJO		0	46	61	81	76%	
		Solano	Total			233	235	423	455	94%	95%
SN01	145	Sonoma	OLD REDWOOD HIGHWAY	COTATI AVENUE	COTATI	45	16	25	67	319%	49%
SN02	146	Sonoma	HEALDSBURG AVENUE	MATHESON STREET	HEALDSBURG	48	47	112	156	232%	225%
SN04	148	Sonoma	PETALUMA HILL ROAD	ROHNERT EXPRESSWAY	ROHNERT PARK	17	24	16	8	-67%	-53%
SN05	150	Sonoma	SANTA ROSA AVENUE	2ND STREET	SANTA ROSA	46	66	128	158	139%	243%
SN06	149	Sonoma	MENDOCINO AVENUE	PACIFIC AVENUE	SANTA ROSA	130	180	166	225	25%	73%
SN07	151	Sonoma	PETALUMA AVENUE	JOE RODOTA TRAIL	SEBASTROPOL	34	82	107	180	120%	429%
SN08	153	Sonoma	SONOMA HIGHWAY (HWY 12)	VERANO AVENUE	SONOMA	70	64	102	206	222%	194%
SN09	152	Sonoma	BROADWAY	NAPA STREET	SONOMA	58	81	97	144	78%	148%
		Sonoma	Total			448	560	753	1144	104%	155%
		Total				6199	11544	15125	15797	37%	155%

Pedestrian Counts						
2002	2010	2011	2012	2010-2012	2002-2012	
245	277	344	328	18%	34%	
	351	348	511	46%		
229	489	483	444	-9%	94%	
1710	3709	4299	4464	20%	161%	
101	1135	867	1004	-12%	894%	
175	653	740	751	15%	329%	
84	261	309	362	39%	331%	
135	235	209	326	39%	141%	
896	972	951	874	-10%	-2%	
9	17	235	32	88%	256%	
852	2865	3339	3110	9%	265%	
1305	2665	3448	3298	24%	153%	
225	342	299	275	-20%	22%	
79	171	148	176	3%	123%	
228	316	307	412	30%	81%	
4089	9632	10852	10620	10%	160%	
34	111	142	240	116%	606%	
3	114	87	106	-7%	3433%	
1	1	2	4	300%	300%	
189	262	249	283	8%	50%	
28	119	101	139	17%	396%	
90	160	158	249	56%	177%	
155	131	133	69	-47%	-55%	
234	77	254	237	208%	1%	
2	3	12	39	1200%	1850%	
187	482	465	494	2%	164%	
923	1460	1603	1860	27%	102%	
62	54	54	72	33%	16%	
294	1070	1057	1113	4%	279%	
2	172	106	69	-60%	3350%	
471	751	859	791	5%	68%	
643	542	584	680	25%	6%	
486	253	199	260	3%	-47%	
63	156	160	231	48%	267%	
304	916	967	1078	18%	255%	
2325	3914	3986	4294	10%	85%	
33460	64367	71225	70616	10%	111%	

Bike and Pedestrian Total					
2002	2010	2011	2012	2010-2012	2002-2011
277	294	372	390	33%	41%
0	423	425	633	50%	
284	538	573	506	-6%	78%
2099	4329	5297	5601	29%	167%
224	1230	958	1170	-5%	422%
239	758	984	907	20%	279%
101	331	383	492	49%	387%
170	296	284	478	61%	181%
1092	1159	1158	1064	-8%	-3%
154	246	502	221	-10%	44%
974	3112	3615	3338	7%	243%
1364	3069	3898	3696	20%	171%
275	505	458	468	-7%	70%
122	224	201	262	17%	115%
278	427	395	581	36%	109%
4993	11357	12836	12677	12%	154%
37	144	174	298	107%	705%
3	147	140	163	11%	5333%
1	3	5	8	167%	700%
239	299	357	388	30%	62%
30	122	105	152	25%	407%
94	184	185	313	70%	233%
241	163	145	87	-47%	-64%
318	94	365	254	170%	-20%
6	11	24	77	600%	1183%
187	528	526	575	9%	207%
1156	1695	2026	2315	37%	100%
107	70	79	139	99%	30%
342	1117	1169	1269	14%	271%
19	196	122	77	-61%	305%
517	817	987	949	16%	84%
773	722	750	905	25%	17%
520	335	306	440	31%	-15%
133	220	262	437	99%	229%
362	997	1064	1222	23%	238%
2773	4474	4739	5438	22%	96%
39659	75911	86350	86413	14%	118%

ABOUT YOU....

- 1. Gender Male Female
- 2. Age Under 16 16 - 39 40 - 64 65+
- 3. Household Income Under \$25,000 \$25,000 - \$49,999 \$50,000-74,999 \$75,000+
- 4. Do you own a car? Yes No

ABOUT YOUR TRIP TODAY....

- 5. What is the primary purpose of your trip today? Check one.
 - Work Commute School Commute Other _____
 - Recreation/Exercise Shopping/Errands/Food
- 6. Which other modes of transportation will you use on your trip today? Check all that apply.
 - Walk Motorcycle Bus Other Rail
 - Bicycle Auto BART Ferry
- 7. Where did you start your trip today?
 - Home Work School Other: _____
 - What city? _____ Nearest Intersection: _____
- 8. Where did you end your trip today?
 - Home Work School Other: _____
 - What city? _____ Nearest Intersection: _____

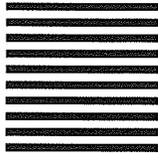
ABOUT YOUR ACCIDENT EXPERIENCE....

- 9. Have you ever been involved in a crash or accident with a vehicle while walking or bicycling?
 - Yes No
- 10. If yes, what was the extent of the injury?
 - None/Property Damage Only Minor Physical Injury Serious Physical Injury
- 11. If yes, was the accident reported to the police?
 - Reported Not Reported

COMMENTS....

(continue survey on the inside...)

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Metropolitan Transportation Commission
Attn: Trent Lethco
Joseph P. Bort MetroCenter
101 Eighth St.
Oakland, CA 94607-9965

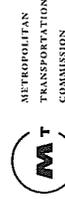
**BAY AREA
PEDESTRIAN &
BICYCLIST
SURVEY**

Thank you for taking a survey form for pedestrians and bicyclists. We hope you will complete and return the form — it should take only a few minutes to complete. Once you've completed the survey, you can leave it with the person who gave it to you or drop it in the mail. Please be sure the survey is sealed and mailed back by **October 9, 2002.**

For more information on this project, please contact: Trent Lethco at (510) 464-7737 — tlethco@mtc.ca.gov or Nancy Okasaki at (510) 464-7759 — nokasaki@mtc.ca.gov

Purpose of the Pedestrian and Bicyclist Survey

The Metropolitan Transportation Commission (MTC) is the transportation planning, funding and coordinating agency for the nine-county San Francisco Bay Area. MTC is interested in learning more about how people travel on foot and by bicycle. Your responses to our survey will provide important information that MTC will use in planning for pedestrian and bicyclist needs in our region.



101 Eighth Street Oakland, CA 94607 (510) 464-7700

TO MAIL, PLEASE SEAL WITH TAPE

IF YOU ARE WALKING TODAY...

The following questions refer to walking or jogging on public streets, including sidewalks and shoulders

W1. Roughly how many times per week do you walk for...

- Less than 10 minutes? 1 - 2 3 - 4 5+
 10 - 30 minutes? 1 - 2 3 - 4 5+
 Over 30 minutes? 1 - 2 3 - 4 5+

W2. On a scale of 1 to 10, how safe do you feel when crossing the street?

- (1 = not safe at all and 10 = very safe) Circle one.
 1 2 3 4 5 6 7 8 9 10

W3. At a traffic light, what is the meaning of a flashing red hand symbol? Check one.

- ___ Don't start to cross the street.
 ___ Hurry up! The light is about to turn red.
 ___ Not sure

W4. When is it ok to cross the street mid-block*?

- Check one.
 ___ Never
 ___ Only when there is a marked crosswalk
 ___ When there is no marked crosswalk, but you've looked to make sure there is no oncoming traffic
 ___ Pedestrians can cross wherever they want
 ___ No response

*Mid-block refers to locations on a street which are in between intersections.

W5. Should the police issue tickets to pedestrians for unlawful behavior?

- ___ Yes ___ No

W6. When is it ok to cross against a red light?

- Check one.
 ___ Never
 ___ When there is no oncoming traffic
 ___ When there is no oncoming traffic and you know the light is about to turn green
 ___ When other people are doing it
 ___ No response

W7. Do you jaywalk? Check one.

- ___ Never ___ Often ___ No response
 ___ Sometimes ___ All the time

W8. Which of following statements best describes your behavior when you cross the street at a traffic light? Check one.

- ___ I generally don't pay attention to the Walk/Don't Walk signal and just cross whenever I think it's safe.
 ___ I wait for the Walk signal before I start crossing and continue to remain watchful of oncoming vehicles for as long as I'm in the crosswalk.
 ___ I wait for the Walk signal before I start crossing but sometimes fail to watch for oncoming vehicles.

W9. At intersections with pedestrian signals, do you feel that pedestrians are generally given enough time to cross the street?

- ___ Yes ___ No

IF YOU ARE BICYCLING TODAY...

B1. Why did you bicycle on this trip?

Check all that apply.

- ___ No car available
 ___ Saves time
 ___ Parking not available at the start or end this trip
 ___ Parking is too expensive
 ___ Exercise/recreation
 ___ More convenient
 ___ Protect the environment
 ___ For my health

B2. How often do you use your bicycle?

Check one.

- ___ 2 or more times per day
 ___ Several times a week
 ___ Several times a month
 ___ Several times a year

B3. Roughly how far did you ride your bicycle on this trip?

Check one for either distance or time.

- ___ 0 - 2 miles ___ less than 10 minutes
 ___ 3 - 5 miles ___ 10 - 20 minutes
 ___ 6 - 8 miles ___ 21 - 30 minutes
 ___ Over 9 miles ___ Over 30 minutes

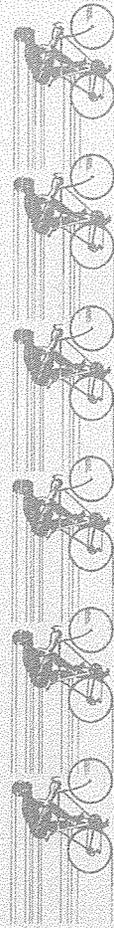
B4. How often do you use public transit? Check one.

- ___ Never ___ A few times a week
 ___ A few times a month ___ Every day

B5. Do you take your bicycle on public transit?

Check one.

- ___ Never
 ___ Yes, a few times a month
 ___ Yes, a few times a week
 ___ Yes, every day



B6. I prefer to ride my bike:

(Rank in order of preference 1 = most preferred, 4 = least preferred)

- ___ On any city street
 ___ On streets with signs identifying a bike route
 ___ On streets with a painted bike lane
 ___ Off street on bicycle trails

B7. If you did not have a bicycle, would you or someone in your household own an additional car?

- ___ Yes ___ No

B8. Do you generally wear a helmet when you bicycle?

- ___ Yes ___ No

B9. On a scale of 1 to 10, how safe do you feel when biking?

(1 = not safe at all and 10 = very safe) Circle one.

- 1 2 3 4 5 6 7 8 9 10

B10. What would make you feel safer when bicycling?

(Rank the following, with 1 being the safest & being the least safe)

- ___ A bicycle lane on the street
 ___ More bicycle trails or paths
 ___ Motorists following the rules of the road
 ___ Slower-moving cars
 ___ Other: _____

B11. Should the police issue tickets to bicyclists for unlawful behavior?

- ___ Yes ___ No

B12. How often do you stop at stop signs? Check one.

- ___ Never ___ Often ___ No response
 ___ Sometimes ___ All the time

B13. Are the following statements true or false?

A bicyclist must obey all traffic laws that apply to motor vehicles. ___ True ___ False

In California, all roadways are open to bicyclists unless otherwise expressly prohibited. ___ True ___ False

Napa County

Note: In the following table, italicized text indicates a proposed facility.

**Table 9
 Unincorporated County of Napa – Proposed Bicycle Count Locations**

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Community/Service Area	Count Priority	Notes
1	SR 128	Class II	Tubbs Ln	Class II	Calistoga	High	Intersection of primary north-south and east-west routes
2	SR 29	Class III	Tubbs Ln	Class II	Calistoga	High	Intersection of primary north-south and east-west routes, access to Calistoga from the north
3	SR 128-St. Helena Hwy	Class II	Dunawear Ln	Class II	Calistoga	High	Intersection of primary north-south and east-west routes, access to Calistoga from the south
4	Washington St. Bike Path	Class I	Dunawear Ln	Class II	Calistoga	Medium	Access to Calistoga from the south, intersection of primary routes. Count priority would increase upon buildout of trail network.
5	SR 29-St. Helena Hwy	Class II	Larkmead Ln-Bothe State Park	Class II	Calistoga	High	Access to Bothe State Park, reassurance count along SR 29
6	Silverado Trail	Class II	Larkmead Ln	Class II	Calistoga	High	Intersection of primary north-south and east-west routes, reassurance count along Silverado Trail
7	Yountville Cross Rd	Class II	Finnell Rd	Class II	Yountville	High	Intersection of primary north-south and east-west routes
8	Berryessa-Knoxville Rd	Class III	Pope Canyon Rd	Class III	Berryessa	Medium	Intersection of major routes in Berryessa, primarily recreational activity (conduct counts in summer/fall)
9	Howell Mountain Rd	Class III	College Ave	Class III	Angwin	Medium	School and recreation activity in Angwin
10	SR 121-Monticello Rd	Class III	SR 128-Capell Valley Rd	Class III	Berryessa	Medium	Intersection of major routes in Berryessa, primarily recreational activity (conduct counts in summer/fall)
11	Silverado Trail	Class II	Deer Park Rd	Class III	St. Helena	High	Intersection of primary north-south and east-west routes, commute and recreational activity to Angwin and Pope Valley
12	SR 29	Class II	Zinfandel Ln	Class II	St. Helena	High	Intersection of primary north-south and east-west routes, reassurance count along SR 29
13	Silverado Trail	Class II	Zinfandel Ln	Class II	St. Helena	High	Intersection of primary north-south and east-west routes, reassurance count along Silverado Trail
14	Silverado Trail	Class II	Con Creek Rd	Class III	St. Helena	High	Intersection of primary north-south and east-west routes, reassurance count along Silverado Trail

Finnell Rd @ Yount

*MTC - Tony Creek @ Orchard
 Old Sonoma Rd. @ Hwy. 121*

Table 9
Unincorporated County of Napa – Proposed Bicycle Count Locations

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Community/Service Area	Count Priority	Notes
15	Silverado Trail	Class II	SR 128-Sage Canyon Rd	Class III	St. Helena	High	Intersection of primary north-south and east-west routes, reassurance count along Silverado Trail
16	SR 29	Class II	Oakville Grade Rd		Oakville/Yountville	High	Intersection of primary north-south and east-west routes, reassurance count along SR 29
17	Silverado Trail	Class II	Yountville Cross Rd	Class II	Yountville	High	Intersection of primary north-south and east-west routes
18	SR 29	Class II	Rutherford Rd-SR 128	Class II	Rutherford/Yountville	High	Intersection of primary north-south and east-west routes, reassurance count along SR 29
19	SR 29	Class II	Oak Knoll Ave	Class III	Napa	Medium	Intersection of primary north-south and east-west routes, reassurance count along SR 29
20	Oak Knoll Ave	Class III	Big Ranch Rd	Class III	Napa	Low	Intersection of rural collectors adjacent to city limits
21	Silverado Trail	Class II	Soda Canyon Rd	(none)	Napa	Low	Reassurance along primary north-south route
22	Silverado Trail	Class II	Trancas St	Class II	Napa	High	Intersection of primary north-south and east-west routes
23	Cuttings Wharf Rd	Class II	Las Amigas Rd	Class II	Napa	Low	Intersection of rural routes, recreational activity
24	Old Sonoma Rd	(none)	Congress Valley Rd	(none)	Napa	Low	Intersection of rural routes, recreational activity
25	Soscal Ferry Rd	Class II	Devlin Rd	Class II	Napa/American Canyon	Medium	Commute activity to the Airport Industrial Area, recreational activity on weekends
Inter-County Connections							
1	SR 128	Class II	None – Sonoma County Line		Unincorporated Area/Calistoga	Medium	Future count location at Napa/Sonoma County Line. Would capture inter-county activity. Currently, it is anticipated that activity would be recreation related. There may be an opportunity to coordinate record keeping with Sonoma County. For example, each agency could alternate count periods and share their findings to reduce the workload.
2	SR 29	Class III	None – Lake County Line		Unincorporated Area/Calistoga	Medium	Future count location at Napa/Lake County Line. Currently, it is anticipated that activity would be recreation related. There may be an opportunity to coordinate record keeping with Lake County. For example, each agency could alternate count periods and share their findings to reduce the workload.

MTC - Silverado Trail @ Oakville Crossroad

**Table 9
Unincorporated County of Napa – Proposed Bicycle Count Locations**

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Community/Service Area	Count Priority	Notes
3	SR 128	Class III	None – Yolo County Line		Unincorporated Area/Berryessa	Low	Future county location at the Napa/Yolo County Line. Currently, it is anticipated that activity would be recreation related. There may be an opportunity to coordinate record keeping with Yolo County. For example, each agency could alternate count periods and share their findings to reduce the workload
4	SR 12/Jameson Canyon Rd	Class I	None – Solano County Line		Unincorporated Area/Napa/American Canyon	Medium	Future county location at the Napa/Solano County Line. Currently, it is anticipated that activity would be recreation related. There may be an opportunity to coordinate record keeping with Solano County. For example, each agency could alternate count periods and share their findings to reduce the workload
5	Duhig Rd	Class III	Ramal Rd	Class III	Unincorporated Area	Medium	Recreational route along the Bay, inter-County connection to Sonoma County.
6	SR 12/Carneros Hwy	Class III	SR 12/Freemont Dr	Class II	Unincorporated Area	Medium	Inter-County connection to Sonoma County
7	Lovall Valley Rd	none	Sonoma County Line	none	Unincorporated Area	Low	Rural inter-County connection between the City of Napa and City of Sonoma
8	Dry Creek Rd	none	Trinity Rd/Sonoma County Line	none	Unincorporated Area	Low	Rural inter-County connection between Napa and Sonoma Counties. Popular recreation and race route.
9	Spring Mountain Rd	none	St. Helena Rd	none	Unincorporated Area	Low	Rural inter-County connection between Napa and Sonoma Counties.
10	Petrified Forest Rd	Class III	Petrified Forest Rd	Class III	Unincorporated Area	Medium	Rural inter-County connection between Napa and Sonoma Counties.
11	Franz Valley School Rd	none	Franz Valley School Rd/ Sonoma County Line	none	Unincorporated Area	Low	Rural inter-County connection between Napa and Sonoma Counties.

Notes: *Italics* = Proposed Facility

**Table 7
Proposed Bicycle Count Locations**

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Use/Activity	Notes
1	American Canyon Rd	Class II	SR 29	Class III	Primary Routes/ School Commute/ Shopping/ MTC Count Station	Location provides the potential to incorporate pathway counts when Vine Trail is constructed
2	Newell Dr	Class I	American Canyon Rd	Class III	Primary Route/ School Commute/ Intercountry Connector	Adjacent to American Canyon High School
3	American Canyon Rd	Class II	Wetlands Edge Rd/ Pathway	Class II	Primary Route/Bay Trail/Recreational Route	Location primarily provides a count of recreational activity along the Bay Trail
4	Donaldson Way	Class II	Elliot Dr	Class II	Local Route/School Commute/ Community Center/ Swim Center	Intersection of local north-south and east-west routes adjacent to major community facilities
5	Broadway	Class I	Napa Junction Rd	Class II	Primary Route/ Shopping/City Hall/ School Commute	Adjacent to Napa Junction Shopping Center and across SR 29 from City Hall, may be able to capture north-south activity along SR 29 as well
6	Vine Trail <i>(Future)</i>	Class I	Southern City Limit	(none)	Primary Route/ Intercountry Connection	Future Location – Would capture commute and recreational activity at the City Limit and County Line upon completion of the Vine Trail
7	Flosden Rd/ Fairgrounds Dr	Class I	Southern City Limit	(none)	Local Route/School Commute/ Intercountry Connection	Would capture inter-county activity, connects to City of Vallejo/Solano County

Notes: *Italics* = Proposed Facility

Origins and Destinations

The following sections identify American Canyon’s major origins and destinations for bicycle trips. It is important to identify these facilities in order to understand access needs and existing and potential travel patterns when considering alignments for both the local and primary bikeway networks. Brief descriptions and/or lists of origins and destinations are provided below. Major facilities are mapped on Figure 1, the American Canyon Bikeways Map, to show their relationship to existing and proposed bikeways.

Schools and Safe Routes

Primary and Secondary Schools

The Napa Valley Unified School District oversees the City’s public school system. The District consists of 32 schools located on 28 sites serving approximately 17,000 students in grades K-12 and includes schools in American Canyon and the communities of Napa and Yountville. American Canyon’s public elementary, middle, and high schools serve approximately 3,300 students. Table 8 lists the schools located in American Canyon.

**Table 8
Napa Proposed Bike Count Locations**

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Use/ Activity	Notes
1	Commuter Bike Path/ Vine Trail	Class I	Main/ Central	(none)	School Commute	Intersection of major cross-town routes, near Napa High School
2	Coombs St	Class II	Division	Class III	Downtown/Library	Downtown location
3	Solano Ave	Class II	Trower Ave	Class II	Community Gateway/School Commute Route	Captures north-south activity near northern city limits, school commute routes
4	Redwood Rd	Class II	Dry Creek Rd	Class II	Primary Routes/Recreational Access/School Commute	
5	Trancas St	Class II	Old Soscol Ave/River Trail	Class II/ Class I		Captures east-west activity at the eastern city limits, shopping, recreational activity on the Napa River Trail
6	Golden Gate Dr	<i>Class II</i>	Imola Ave	<i>Class II</i>	Primary Routes/Community Gateway/Schools/Shopping	Captures north-south activity near southern city limits, adjacent to schools and shopping
7	Freeway Dr	Class II	1 st St	Class II	Primary Routes/School Commute	School commute activity
8	3 rd St	Class II	Soscol Ave	Class II	Downtown/River Crossing/County Administration Center/ New Transit Center/ River Trail	Downtown location, intersection of north-south and east-west bike lanes, adjacent to bridge over Napa River
9	Napa Commuter Bike Path	Class I	California Blvd	<i>Class II</i>	Primary Route/Shopping	Central location, captures north-south commute & recreation activity on the Commuter Bike Path
10	Imola Ave	Class II	Soscol Ave	Class II	Primary Routes/Shopping/Schools/Community Gateway	Intersection of primary north-south & east-west bike lanes
11	Coombsville Rd	Class II	Silverado Trail	<i>Class II</i>	Primary Routes/School Commute/River Crossing/Downtown Access	5-way intersection incl. 3 rd St & East St Class II bike lanes are provided on 3 rd St & East St
12	Napa Commuter Bike Path	Class I	Vallejo St	Class III	Primary Routes/Downtown Access	North-south commute & recreation activity near the entry to downtown
13	Napa River Trail	Class I	River to Ridge Trail (Kennedy Park)	Class I	Recreational Facilities	Recreation activity along the Napa River Trail

Note: *Italics* = Proposed Facility

MTC - Jefferson @ Lincoln School St @ First St.

additional facilities and support requests for funding, enforcement, maintenance, facility enhancements, and other safety improvements.

Proposed count locations in St. Helena and the surrounding unincorporated County were identified through this planning process. The basic criteria used to select count locations included points along and intersections of primary streets in the bikeway network, area coverage, population centers, attractors and generators, and community gateways. Proposed count locations in St. Helena are identified in Table 8 and mapped in Figure 6. Information on standard counting methodologies, recommended count periods, a discussion of ongoing counting efforts at the regional and national levels, and sample standardized count forms from the Metropolitan Transportation Commission and the National Bicycle and Pedestrian Documentation Project are provided in Appendix D.

**Table 8
City of St. Helena – Proposed Bicycle Count Locations**

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Use/Activity	Notes
1	Main St/ SR 29	Class II	Deer Park Rd	Class II	Primary Routes/ Northern City Limit	Intersection of primary north-south and east-west routes, northern gateway to St. Helena
2	Main St/ SR 29	Class III	Adams St	Class II	Primary Route/ Local/Crosstown Route/MTC Count Station	Downtown location adjacent to City Hall
3	Silverado Trail	Class II	Pope St	Class II	Primary Routes	Intersection of primary north-south and east-west routes, eastern gateway to St. Helena
4	Main St/ SR 29	Class II	Chaix Ln	Class III	Primary Route/ Southern City Limit	Intersection of north-south and east-west routes, southern gateway to St. Helena
5	<i>Napa River Trail (Future)</i>	Class I	Pope St	Class II	Primary Route	Future Class I pathway along the Napa River

Notes: *Italics* = Proposed Facility

Origins and Destinations

The following sections identify St. Helena’s major origins and destinations for bicycle trips. It is important to identify these facilities in order to understand access needs and existing and potential travel patterns when considering alignments for both the local and primary bikeway networks. Brief descriptions and/or lists of origins and destinations are provided below. Major facilities are mapped on Figure 1, the St. Helena Bikeways Map, to show their relationship to existing and proposed bikeways.

Schools and Safe Routes

Primary and Secondary Schools

The St. Helena Unified School District oversees the City’s public school system. The District includes one primary school, one elementary school, one junior high school, one high school, and a continuation

Table 4
City of Calistoga – Proposed Bicycle Count Locations

#	Primary Street	Facility Classification	Cross Street	Facility Classification	Use/ Activity	Notes
1	Silverado Trail	Class II	Brannan Street	Class II	Primary Routes/ Northeast City Limits	
2	<i>Foothill Boulevard (Future)</i>	Class II	Lincoln Avenue	Class II	Primary Routes	
3	Cedar Street	Class III	Berry Street	Class III	Local Route /Crosstown Route	
4	Grant Street	Class II	N. Oak Street	Class II	Primary Route	
5	Washington Street	Class I	Tedeschi Field	Class I	Primary Route	

Notes: *Italics* = Proposed Facility

MTC Location - Lincoln @ Washington