

# Appendices

These appendices appear on the following pages.

- Appendix A: Workshop Agenda
- Appendix B: Workshop Presentation
- Appendix C: Table Notes
- Appendix D: Mapping Exercise Materials and Results

# **Appendix A: Workshop Agenda**

A G E N D A

**Napa Highway 29 Gateway Corridor Improvement Plan**

November 13 & 27, 2012

1. **Welcome** (*2 minutes*)
2. **Workshop Purpose and Outline** (*3 minutes*)
3. **Project Background Information** (*presentation, 15 minutes*)
  - Project Purpose and Participating Jurisdictions
  - Process and Timeline
  - Existing Conditions
  - Existing General Plan Land Use Designations
  - Integrating Transportation Improvements and Community Character
4. **Small Group Exercises** (*60 minutes*)
  - Activity One: Individual Visions (*15 minutes*)
  - Activity Two: Sharing and Group Vision; Issues (*25 minutes*)
  - Report out (*20 minutes*)
5. **Themes and Next Steps** (*general discussion, 10 minutes*)
6. **Adjournment**

For more information on this project or to communicate with the project team, please go to:

<https://sites.google.com/site/sr29corridorstudy/home/about-the-project>

# **Appendix B: Workshop Presentation**

# WELCOME!

## Napa County Transportation and Planning Agency Highway 29 Gateway Corridor Improvement Plan



Visioning Workshops  
November 13 & 27, 2012

## Planning Area & Participating Jurisdictions



- Napa County Transportation & Planning Agency
- Caltrans (Community Planning Grant Program)
- Cities of Napa, American Canyon, Vallejo
- Counties of Napa & Solano

## AGENDA

### Project Background

- Planning Area & Participating Jurisdictions
- Project Purpose
- Process & Timeline
- Existing Conditions
- Planning Principles

### Small Group Exercise

- Individual Ideas & Concerns
- Group Discussion on Place & Highway Types

Consider Common Themes

MCTPA: SR29 Gateway Corridor Improvement Plan

BYST & BHATHI  
Office of Public Affairs

## Project Purpose (Highway 29 Corridor)

- Transportation performance (all modes)
- Technologies and programs
- Physical improvements
- Implementation tools
- Align with each community's aspirations

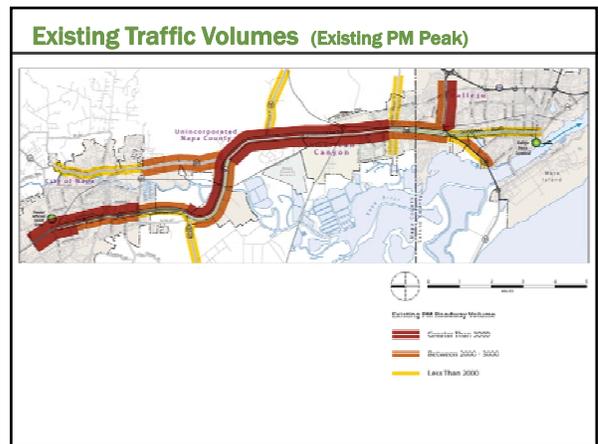
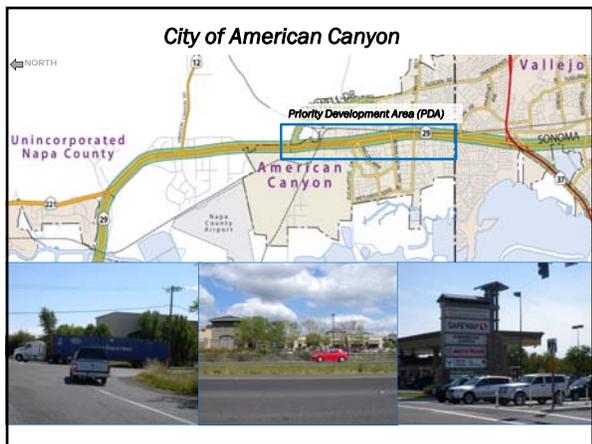
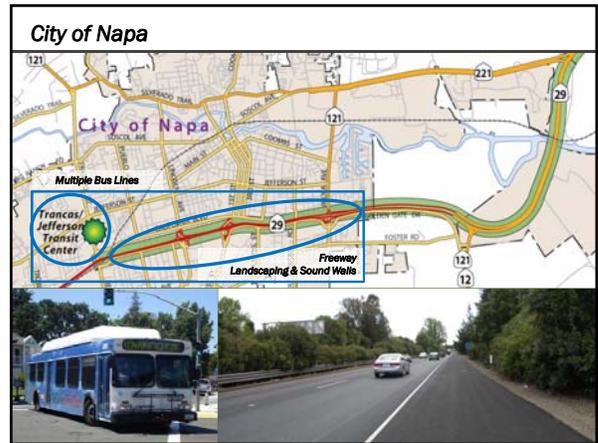
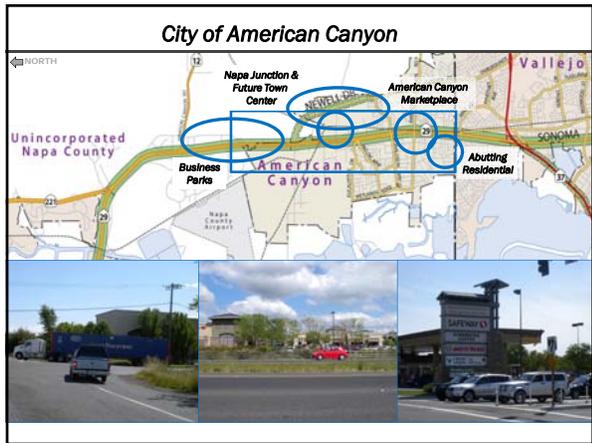
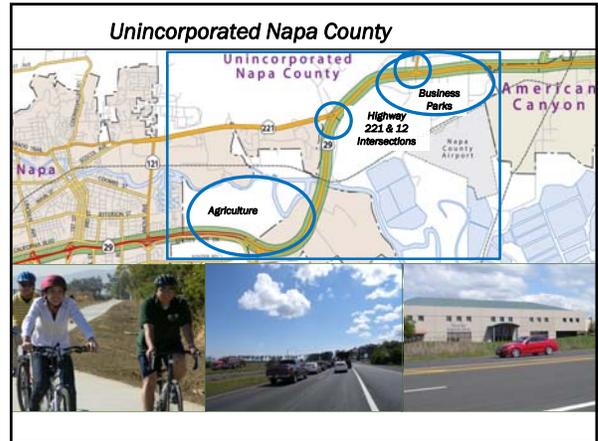
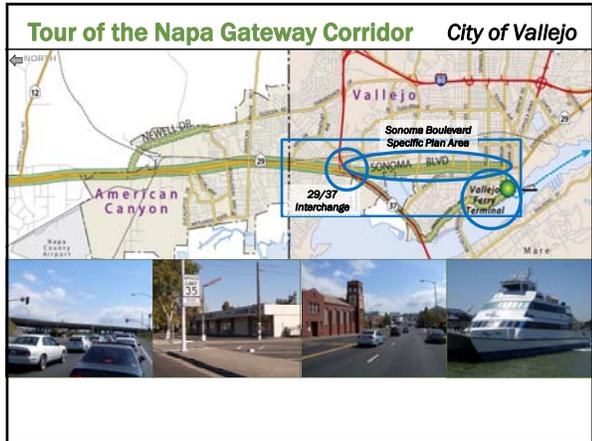


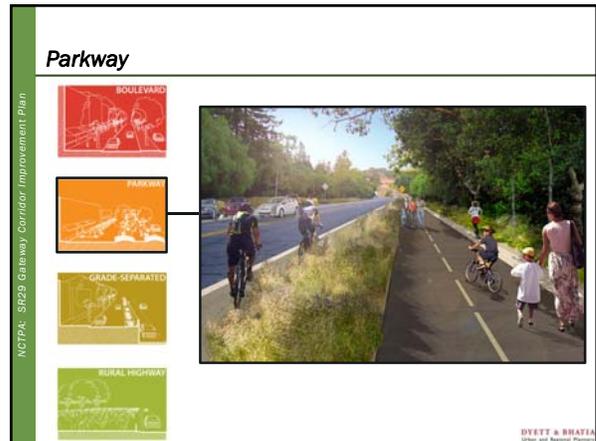
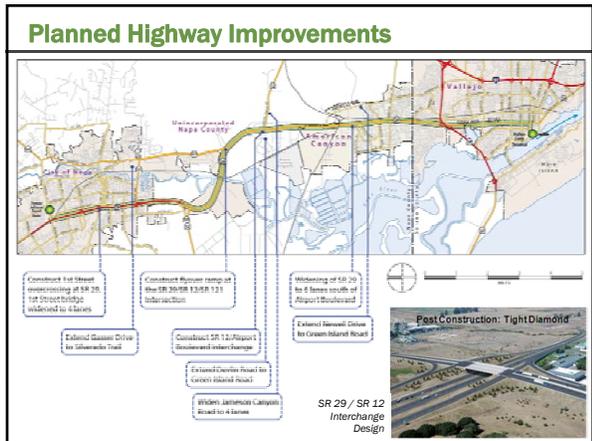
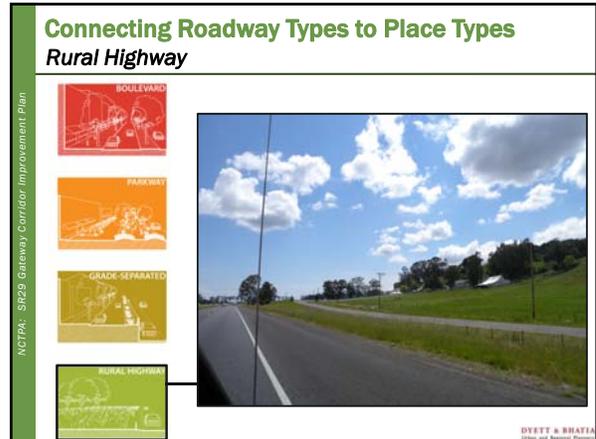
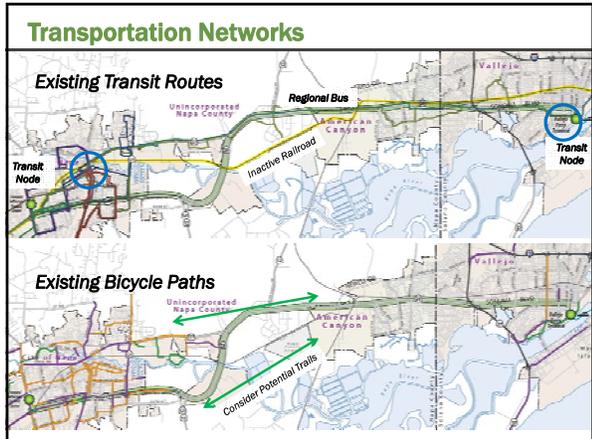
## Project Background Information

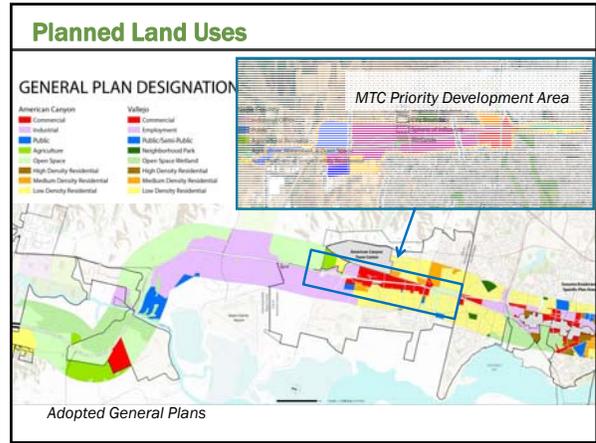
## Process & Timeline

- Corridor Steering Committee (Jurisdiction Decision Makers)
- Citizens Advisory Committee (for Guidance)
- Community Workshops (for Direct Input)









### Grade-Separated Highway

NCTPA, SR29 Gateway Corridor Improvement Plan

BOULEVARD  
PARKWAY  
GRADE SEPARATED  
RURAL HIGHWAY

DYST & BHATHI

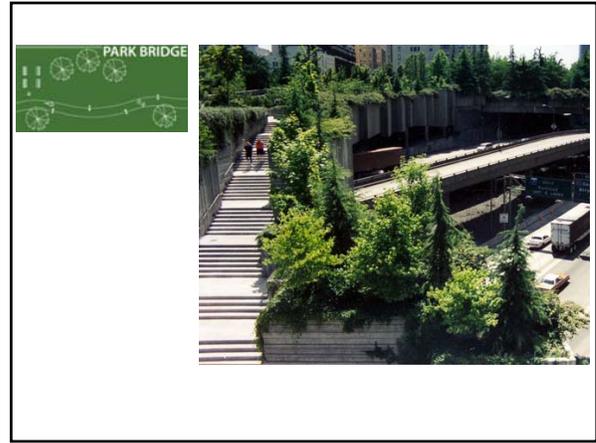
### Vision for the Corridor Small Group Exercise

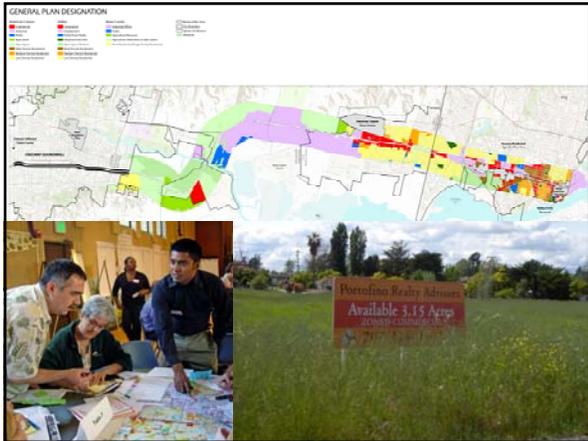
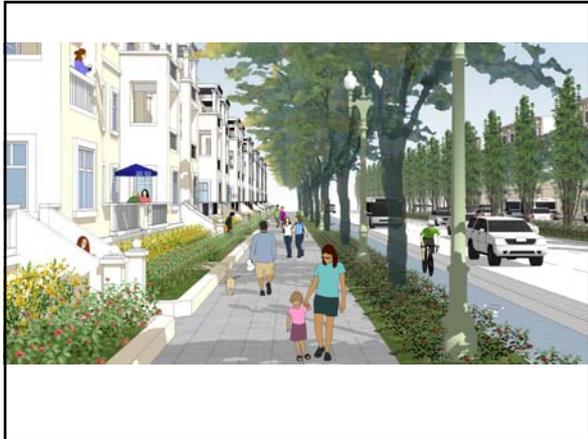
- Record your general concerns.
- Consider which transportation improvements, and where.

RURAL HIGHWAY PARKWAY BOULEVARD GRADE SEPARATED

TRAIL AT GRADE CROSSING PEDESTRIAN/BIKE BRIDGE

**Visioning Exercise**





### Consultant Team Members & Roles

- **Dyett & Bhatia:** Project Coordination, Land Use, Urban Design, and Community Outreach
- **Fehr & Peers:** Transportation Performance
- **Bottomley Design & Planning:** Multi-Modal Roadway Design, Urban Design, and Landscape Architecture
- **Economic & Planning Systems:** Infrastructure Financing, Governance, and Market Economics
- **BKF Engineering:** Civil Engineering Due Diligence and Infrastructure Cost Estimating

# **Appendix C: Table Notes**

# Visioning Workshop Notes

**NOVEMBER 13, 2012**

## **Table 1**

- Grade separation, whole way?
- Commute M-F/Wine country Saturday-Sunday 9 AM- 5 PM
- Signage to Jameson Canyon/60 (?)
- Look like a small town destination
- A boulevard to separate through/local would be nice. With bikes!
- More ability to get across
- Like roundabouts, separate safe bike routes
- Separate bikes and walk from road
- Parkway next to growing stuff
- Bay trail
- Car bridge should go above people

## **Table 2**

- Beautify the corridor. It's ugly!
- Traffic is a problem for whole county
  - Fix Safety
  - High school
- Beautification friendly to business owners
- Families and school kids should be able to walk to shops. Pedestrian friendly
- Expedite the through traffic, fewer stops, less pollution. Frustrated people won't visit businesses
- Traffic is a nightmare!
- Improve access across corridor
- Boulevard idea makes getting off road to shop easier
  - Would help people get a sense of American Canyon

## Highway 29 Gateway Corridor Improvement Plan

- East/west traffic could go under
- Safer feeling/crossing for bicycles
- Access to businesses that don't have frontage
- "Explosion of green" coming into American Canyon from Vallejo
- Some disagreement: two ideas through heart of American Canyon
  - Boulevard (more business friendly)
  - Grade separated (would move traffic better)
- Remember ADA compliance on all crosswalks
- Beautify highway
- Alleviate traffic
- Safe for pedestrians
- Friendly for business
- Fewer stops

### Table 3

- Grade separation between American Canyon Road and Napa Junction
  - Need to accept regional commute role
- Bypass routes may have political challenges
- Concerns about widening and consequences for pedestrians

### Table 4

- Synchronized lights (\* just received grant)
- High Speed Lane
- Improve traffic flow
- Volumes too high
- Highway clogged quickly
- Infrastructure –bikes and pedestrian
- Parallel options along roads for residents only, no bypasses
- Bad congestion at peak hours
- Pedestrian amenities
- Multi-modal
- Themes
  - Multimodal traffic flow

- Regional vs. local
- Bike vs. pedestrian

**Table 5**

- Bike lanes important in rural highway areas
- Attractive, really nice
- Context-sensitive character
- Boulevard from 37 to town center
  - Moving traffic
  - Access to businesses, visible
- Cross traffic and through traffic must work
- Recognize parallel routes
- Balance between regional corridor and main street feel/character
- Stop people taking small side streets (especially residential)
- Newell extended to Jameson Canyon
- Parkway where there are no businesses
- Grand view/entrance to the future boulevard
- Increase to three lanes each direction
- Don't compromise local traffic for commute traffic

**Table 6**

Concerns:

- Pedestrian crossing east and west American Canyon Road and Eucalyptus Drive
- No alternative north/south route
  - Safety concerns with crossing 29
  - Local alternate route
- Grade separated highway bad for local business
- Safety pedestrian bicycle crossing Highway 29
- Make it convenient for people to get to businesses but still keep traffic moving along main thorough way
- Speed limit on Highway 29 is too fast
- Highway 29 is also Broadway. Confusing

“Vision for future”

- Boulevard for 29 corridor through heart of American canyon
- Pedestrian bike bridge
- Alternative north/south roads “back roads”
- Character of corridor would match character of community roads
- Gateway marker
- Downtown
- Bypass road from north AC off Highway 29 behind high school should connect to Highway 37

**NOVEMBER 27, 2012**

**Table 1**

- Good local circulation not just through
- Access to frontage businesses
- Beautiful! Need to straighten out relationship to community
- Need to address different characters to create identity
- How to link different segments
- Continue parallel routes concept, keep them nice, not through traffic on local streets
- Make SR 29 nice
- PnR should be one at 37/29 too
- RR bridge –maximize its use for other functions
- Traffic engineering/congestion is key issue

**Table 2**

Concerns

- Benefits entire county (20) not just American Canyon
  - Bypass through American Canyon
- Cost/alternatives/timing of improvements
  - Incremental (phasing)
  - Overall
  - Options to changing 29
- Safety, easy access, business and family friendly
- Consensus- move forward with a solution

- How the corridor represents the community
- Local traffic vs. through traffic

Vision

- For American Canyon to be an asset that is good for everybody –community and regionally
- Serve community and through traffic

**Table 3**

Concerns

- Business accessibility from SR 29 visibility
- Restricted flow of traffic/congestion
- Thorough ways congested not just SR 29 side streets
- Restricts business development
- Limited business hours due to traffic

Vision

- Multi-modal overpass at H.S.
- Widen SR 29 to six lanes
  - Boulevard –four middle/ two outside
- Flyover at 12 & 29
- Eliminate light at Hwy 29 café
- Rural Highway north of city
- Roundabout without signs at Soscol

**Table 4**

- Volume vs. design capacity
- Transit is underutilized
- Moving people, not cars
- Congestion mitigation
- Beautification
- Multimodal/bike facilities
- Congestion/consider constraints
- Beautification
- Better bike facilities

- Alternative modes
- Be careful of quick fix
  - Adding capacity
- Paradigm shift away from SUV
- Transit/pedestrian oriented land use
- Work with employees, tourist industry to shift modes
- If capacity is added hov/hot flex-time

**Table 5**

- What about an overpass for regional traffic?
- Frontage road access can be confusing
- Country road makes sense for some areas; a boulevard could be more appropriate in town
- Dedicated lands for local vs. through
- Want local traffic to not have to rely on cars. Foot, bike access
- For regional, we should accommodate transit better. Faster! Especially buses
- Incorporate SW into design
- Biking on the main roadway feels dangerous preserve small town crosses in American Canyon
- Community development on 29 is like blood –don't want to cut businesses off from road
- Multimodal access needs to work well in dense area
- Don't overbuild! Traffic probably doesn't exist for 21 hours a day!
- Don't want regional traffic cutting through neighborhoods unsafe
- Addressing local mobility will solve a lot of problems
- Important to have a class I bike path from ferry to Calistoga
  - Provide alternatives to driving
- Richmond has a good solution for grade separated that also serves other modes
- Create a destination, sense of place, add value
- Commit oaks as the signature statement plant for entrance to Napa Valley

“Minority opinion”

- Transition the majority of the regional traffic to bus
- Move away from car-centered solutions
- Low costs

# **Appendix D: Mapping Exercise Materials and Results**

# KEY TO ROADWAY TYPES AND COMMUNITY CHARACTER

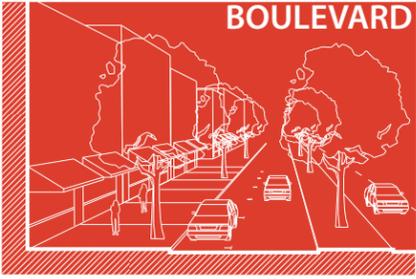
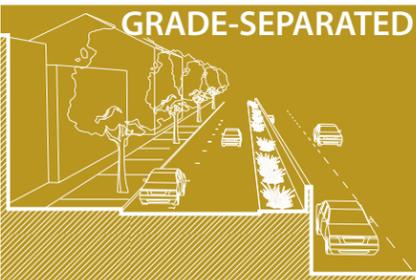
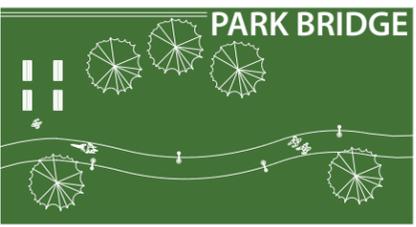
TYPE	CHARACTER	PEDESTRIAN ENVIRONMENT	ADJACENT DEVELOPMENT	COST	ILLUSTRATION
<b>Roadway Types</b>					
<b>Boulevard</b>	Local access lanes with street-facing buildings	<ul style="list-style-type: none"> <li>• Inner thru-traffic lanes</li> <li>• Outer local access lanes with on-street parking</li> <li>• Active sidewalk</li> <li>• Bicycles accommodated</li> <li>• Parking behind buildings</li> </ul>	<p>Any use except open space</p> <p>Where retail is allowed, shops could face roadway</p>	\$\$	
<b>Parkway</b>	Landscaping with sound wall or open space adjacent	<ul style="list-style-type: none"> <li>• Landscape buffers separate roadway from land uses</li> <li>• Path separated from roadway by landscaping</li> <li>• Bicycles accommodated</li> <li>• Building entrances typically face away from roadway</li> </ul>	Any use	\$	
<b>Grade-Separated</b>	Below-grade with or without local access lanes	<ul style="list-style-type: none"> <li>• Pedestrian/bicycle paths vertically separated from roadway</li> <li>• Bicycles accommodated</li> <li>• No visual connection from thru-traffic to adjacent uses</li> <li>• Access via access lane or other roads</li> </ul>	Any use except street-facing retail	\$\$\$	
<b>Rural Highway</b>	No landscaping with open space adjacent	<ul style="list-style-type: none"> <li>• No pedestrian path</li> <li>• Bicycles not accommodated</li> </ul>	Open space only	No cost	
<b>Pedestrian, Bicycle, and Transit Facilities</b>					
<b>Trail</b>	Natural in character	<ul style="list-style-type: none"> <li>• Pedestrian and bike only</li> </ul>	Any use, but especially with open space	\$	
<b>Crossings</b>	At-grade crossing	<ul style="list-style-type: none"> <li>• Bulb-outs, advance stop bars, signals with countdown times</li> </ul>	Any use	\$	
	Pedestrian/bike bridge	<ul style="list-style-type: none"> <li>• Narrow</li> </ul>	Any use	\$\$	
	Park bridge	<ul style="list-style-type: none"> <li>• Wide with park</li> </ul>	Urban uses only	\$\$\$\$	
<b>Transit Node</b>	Serves VINE bus lines and potential future BRT lane	<ul style="list-style-type: none"> <li>• Curb extensions/bulb-outs</li> <li>• Transit shelters</li> </ul>	Urban uses only	\$	

TABLE 1

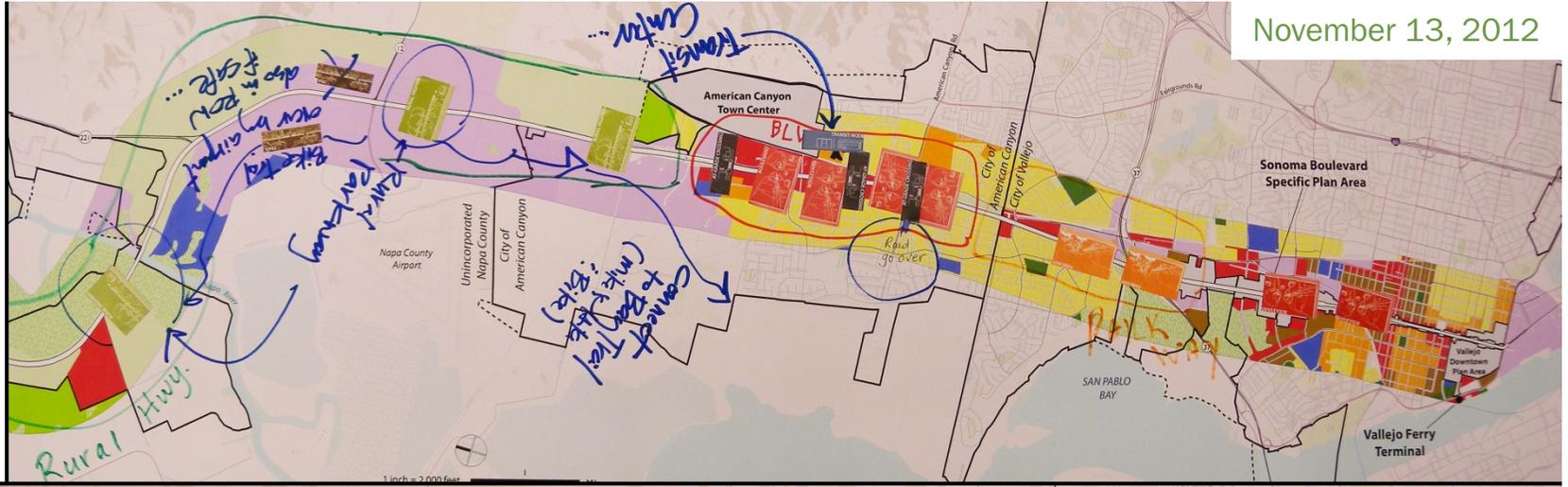


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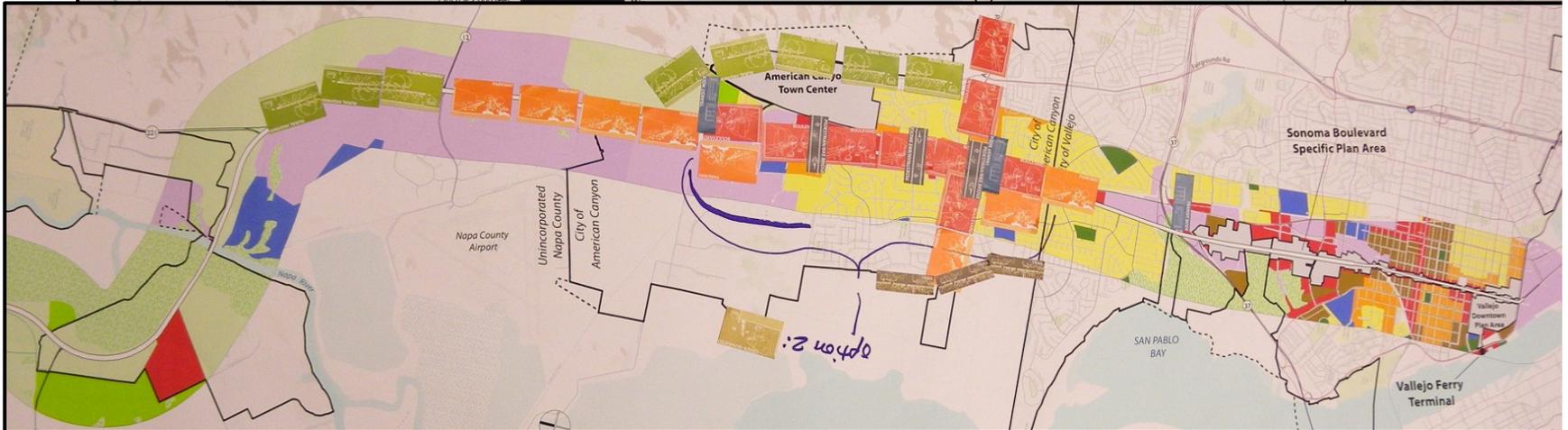


TABLE 3





TABLE 1

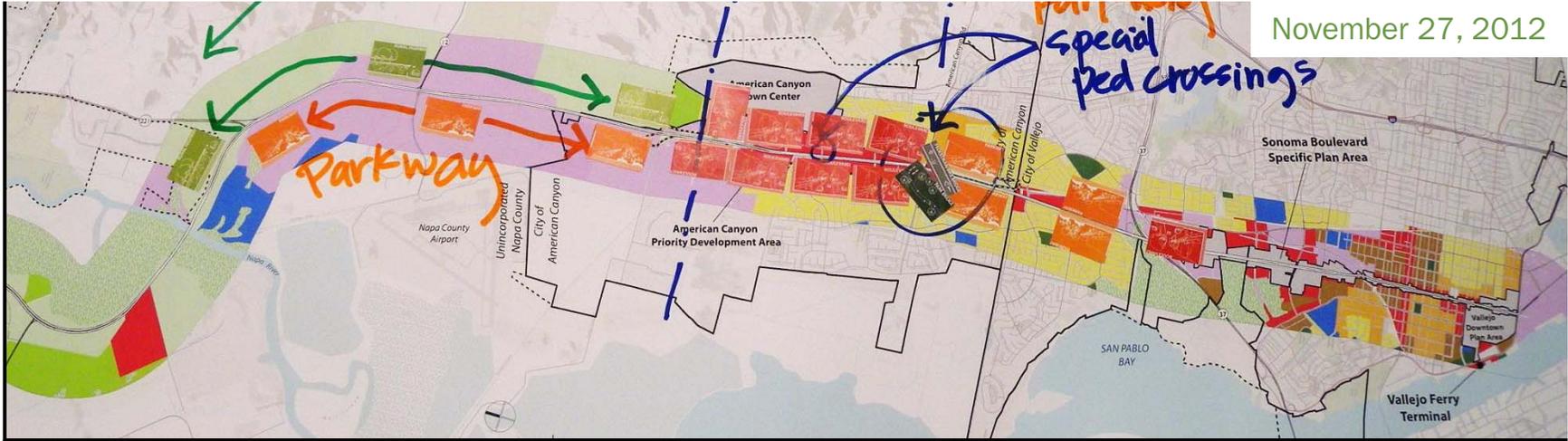


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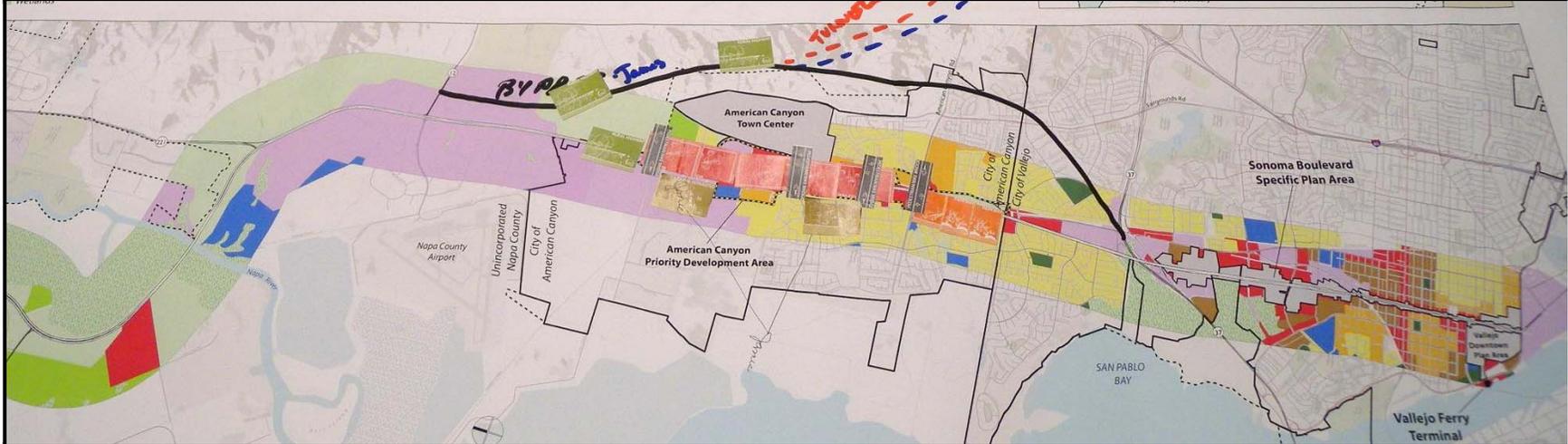


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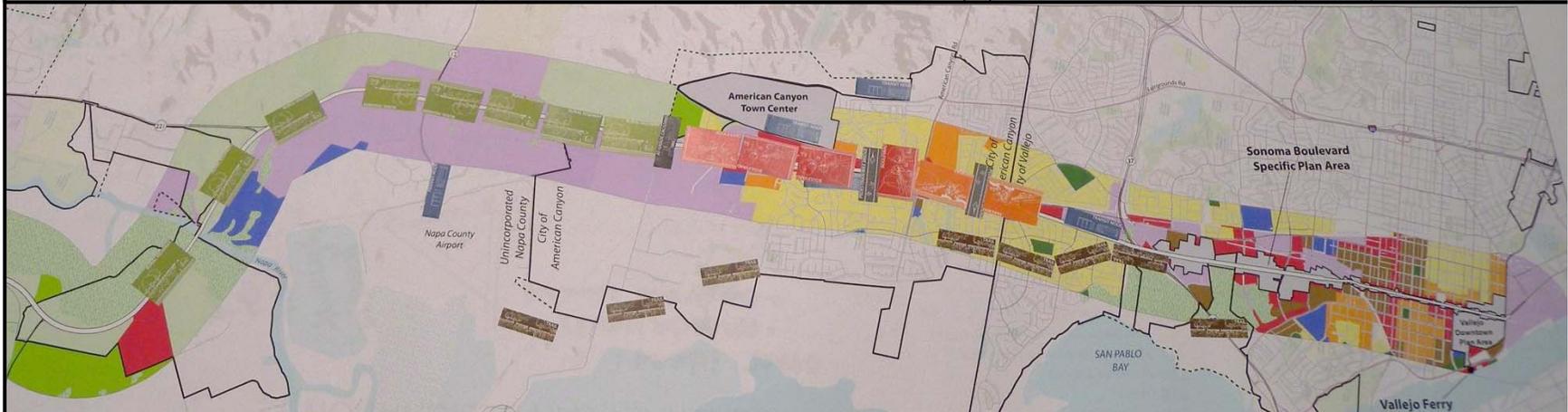


TABLE 4

