

Appendix B. Community Outreach Summary

Throughout the development process for the 2019 Napa Countywide Bicycle Plan, the Napa Valley Transportation Authority (NVTA) sought ideas and input from the community on current bicycling conditions and received suggestions on the desired improvements.

Eleven community outreach events were held to solicit input and share ideas. The three primary outreach events included:

- Porchfest in the City of Napa (June 2017)
- Bikefest in the City of Napa (May 2018)
- Open House held at the NVTA offices (June 2018)

Additional outreach efforts included:

- Earth Day at Oxbow Commons in the City of Nap
- St. Helena Kiwanis Club
- St. Helena Farmers Market
- Calistoga Active Transportation Committee
- St. Helena Active Transportation and Sustainability Committee
- American Canyon Parks and Open Space Committee
- Calistoga Family Back to School Night
- Oxbow Locals Night

Several common themes and priorities emerged from the community's feedback, including a desire for:

- Well maintained, high-comfort bikeways
- Connections to schools, parks, trails, and commercial areas
- Recreational bikeways along rural routes
- Effective signal detection for bicycles
- Application of green paint
- Appropriate bicycle infrastructure on roadways, especially those with high speed and traffic volumes

This Appendix provides a summary of the community outreach and key themes shared by the public.

Online Outreach

WikiMap Summary

The WikiMap outreach exercise was open from July 11, 2017 to October 6, 2017. The WikiMap is an online outreach tool that collects site-specific information on where participants experience bike-related issues, where they typically ride a bike, and where they would like to be able to ride a bike in the future (see Figure B.1). The data collected will be used to inform recommendations for policies, programs, and the locations and types of bicycle-related infrastructure projects.



Figure B.1. Online WikiMap interface

Survey Responses

Respondents contributed to the map by placing points on a map for barriers, places they ride, and places they would like to bike to. For routes they current ride a bike on and routes they would like to ride a bike on, the respondents drew a line segment. In this memo, the response categories are grouped into three sections and accompanied with a map; these sections include:

- Barriers to biking (with a point map)
- Places I ride currently ride to (with a point and line map)
- Places I would like to ride to (with a point and line map)

Barriers to Biking

Participants were asked to identify locations where barriers to biking exist by placing a point on the WikiMap. After placing a barrier point on the map, respondents could enter a comment to describe the barrier. Barriers responses have been broken out by where the barrier is geographically located within the county and summarized below.

The total number of comments can be found in Table B.1. See Figure B.2 for maps of the comments.

Table B.1. Responses to “Barriers to Biking” on WikiMap

Total Number of Comments for “Barriers to Biking” by Location (points)	
Location	Total
Napa	77
Unincorporated	35

Total Number of Comments for “Barriers to Biking” by Location (points)	
American Canyon	9
St. Helena	10
Calistoga	5
Yountville	3
Total	139

Typical comments include:

- Traffic Signals not detecting bicyclists
- Reckless or irresponsible motorist behaviors
- Lack of bicycle facilities
- Gaps in existing bikeway network
- Demand for Vine Trail to continue north where it currently does not exist
- Uncomfortable intersections and railroad crossings
- Lack of connections to trails

City of St. Helena

Two respondents contributed a total of nine comments within St. Helena. The majority of comments (seven) are geographically located along Main Street, one comment on Allison Ave southeast of Pope Street, and one comment on Oak St at Tainter Street. Most barriers identified by survey respondents typically suggested that human behaviors such as motorists not yielding or looking for bicyclists are the main barriers. Three comments stated that traffic signals do not sense the presence of bicyclists, particularly bicyclists making left turns.

City of Calistoga

Two respondents contributed a total of five comments within Calistoga. Three of the comments (on Third Street, Lake Street, and Grant Street) stated that the roadway surface is in poor condition. The other two comments suggested that the proposed Vine Trail should connect to the Oat Hill Mine Trailhead.¹

Town of Yountville

Two respondents contributed a total of three comments within Yountville, all located on California Drive. Two comments requested improved wayfinding and signage that would help connect people to and from the Vine Trail and to the Yountville Mile. Unpleasant interactions between motorists and bicyclists at the intersection of the Vine Trail and California Drive was noted by one respondent, who

¹ When the Upper Valley segment of the Vine Trail is completed, the Vine Trail will begin across the street from the Oat Hill Mine Trailhead. The City of Calistoga is undertaking an additional “gateway” project which create a connection to the trailhead by adding parking at the gateway and a crossing to the trailhead.

mentioned that these interactions sometimes occur due to a lack of knowing who has the right of way and motorists not expecting to see a bicyclist entering the intersection.

City of Napa

There were seventy-seven comments within the City of Napa from thirty-two different survey respondents. Several comments were concentrated at the intersection of the Vine Trail and Redwood Road, where there is a gap between two segments of the Vine Trail. Respondents suggested installing signage and wayfinding to assist bicyclists who are trying to continue riding on the trail. Crossing Redwood Road at this location was also stated as being difficult and discourages less confident bicyclists from riding along this route.

Comments in downtown Napa and near the Oxbow Public Market noted that the gap in the Vine Trail discourages people from riding a bicycle downtown because it is unclear how to connect to the next portion of the trail. Numerous comments stated that railroad crossings are in poor condition due to excessive amounts of loose gravel, glass, debris, potholes, and has a dangerous crossing angle for bicyclists. Comments regarding the absence of bike facilities, bike facilities not continuing through intersections, and gaps within the existing bikeway network were noted throughout the City of Napa.

City of American Canyon

There were ten comments from six survey respondents for the City of American Canyon. Many comments suggested that it is unsafe and uncomfortable to ride a bicycle within American Canyon due to the lack of comfortable bicycle facilities and challenging roadway crossings. State Highway 29 and American Canyon Road were identified as barriers as they are uncomfortable routes to ride along and cross by bicycle. Two respondents stated that trails like the Tuscan Oak Trail are too narrow for bicyclists to use. They suggested widening the trail or providing an on-street bicycle facility to accommodate faster-moving bicyclists.

Unincorporated Napa County

There were thirty-five comments from eighteen survey respondents for Unincorporated Napa County. Most barriers are geographically located between each city, which can prevent or discourage people from choosing to ride a bike between cities. Barriers in Unincorporated Napa County are summarized in groups based on their geographic relationship to nearby cities.

Between Calistoga and St. Helena

Silverado Trail between Calistoga and St. Helena received comments suggesting the roadway is too narrow and does not have comfortable bike facilities. There is currently a striped bike lane, however in some locations the striped shoulder narrows to only a couple feet wide next to a rock wall, creating a very tight space for a bicyclist to ride within. Additionally, garbage and recycling bins are often placed in the striped bike lane forcing bicyclists to merge into the vehicle travel lane.

Several comments support the construction of the Vine Trail connection between St. Helena and Calistoga along State Highway 29, but requested connections to parks along the route. The absence of the Vine Trail was noted as a barrier to bicycling.

Between St. Helena and Yountville

Numerous respondents commented that there are poor pavement conditions on State Highways 29 and 128 between St. Helena and Yountville. Respondents reported that deteriorating pavement conditions on State Highway 29 results in some bicyclists dismounting and walking their bike along certain segments of the route.² Respondents noted that the travel lanes have been resurfaced but not the paved shoulders, which is where most bicyclists ride their bikes.

One respondent noted that State Highway 128 is a popular and important route to many recreational rides near Berryessa and Pope Valley; however, that route is potentially hazardous and uncomfortable for bicyclists. There are no existing bicycle accommodations along State Highway 128 to facilitate safe riding conditions.

There is continued support for completing the Vine Trail between St. Helena and Yountville. The absence of the Vine Trail was noted as a barrier.

Between Yountville and Napa

One respondent noted that there are no shoulders along Big Ranch Road and Oak Knoll Ave north of Napa. There are fast moving vehicles along those routes and the lack of connections or bike facilities make it difficult to ride a bike to the Vine Trail or to the bike lanes along Silverado Trail.

Between Napa and American Canyon

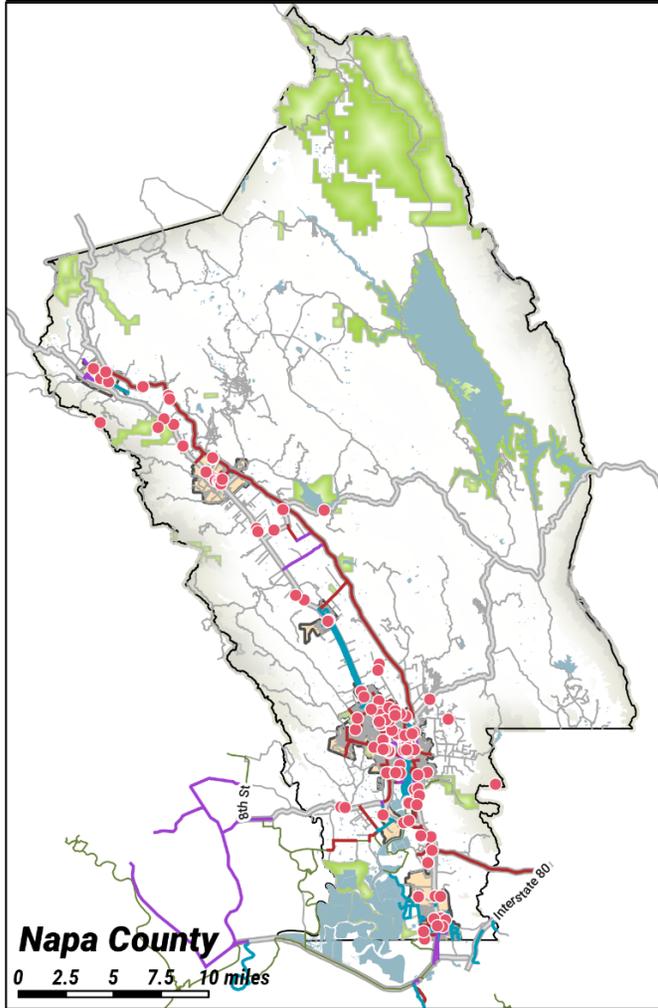
Several comments supported the construction of the Vine Trail connecting American Canyon to Napa. One comment noted that the location where State Highway 29 and N Kelly Road merge is a problematic location for bicyclists traveling north on State Route 29. Motorists are unsure how to merge with moving vehicle and bicyclists due to a lack of guidance. The respondent suggests using pavement markings and signage warning bicyclists and motorists about the merging traffic, which might lead to improve interactions when merging.

Additional

One comment suggested that a bicycle facility between Wild Horse Valley Road to Rockville (Solano County) would be an excellent opportunity to close a gap in the bicycle network.

² This segment is along SR 29 between Yountville and St. Helena. Since the closing of this WikiMap input process, this segment has been repaved by Caltrans with the addition of a Class II bike lane from Madison St. in Yountville to Mee Lane in St. Helena.

**Napa County WikiMap Survey:
Map 1: Barriers to Biking**



WikiMap Results

- Barrier to biking

Existing Bike Facilities

- Class I Multi Use Path
- Class II Bike Lane
- Class III Bike Route
- City Boundary

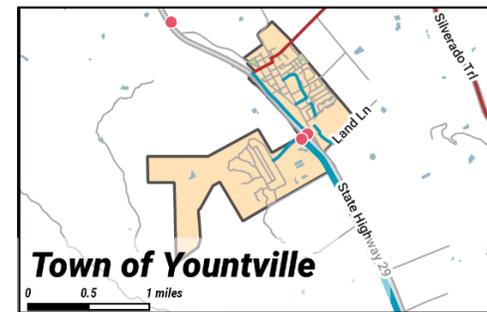
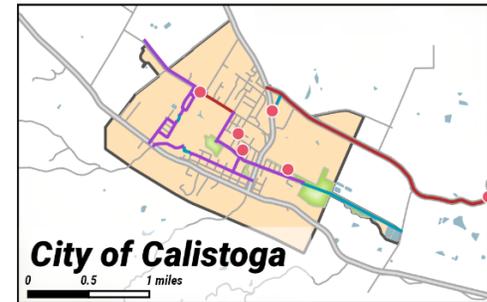
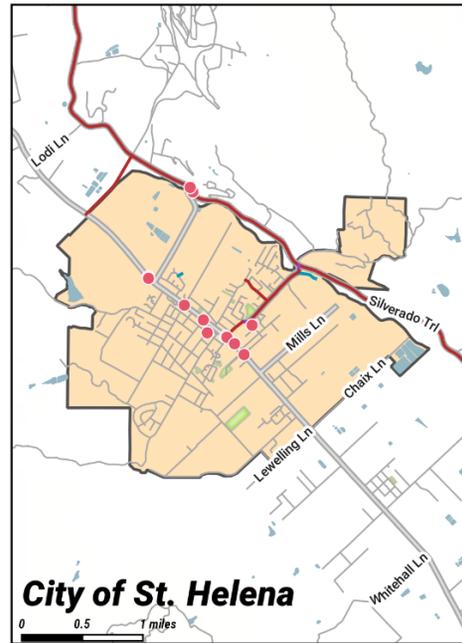
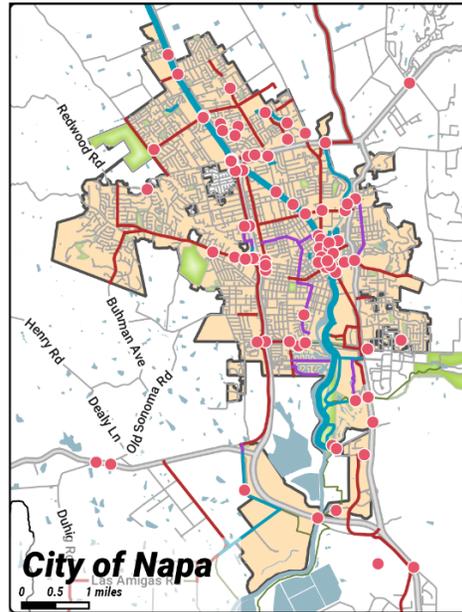


Figure B.2. “Barriers to Biking” Identified on WikiMap

Places Where I Currently Ride a Bike

Survey respondents were asked to locate on the WikiMap where they currently ride a bike. Responses consist of points that identify where respondents ride a bike to, and line segments that indicate routes that people currently ride a bike on. A total of 33 places were identified on the map from 17 different respondents. Most of those comments (nearly two-thirds) were located within the City of Napa. Figure B.3 indicates the routes and destinations noted by respondents.

Table B.2. Responses to “Place I Currently Bike” on WikiMap

Total Number of Comments for “Place I Currently Bike” by Location (points)	
Location	Total
Napa	20
Unincorporated	5
American Canyon	2
St Helena	2
Calistoga	1
Yountville	3
Total	33

City of St Helena

Two comments were made within the City of St. Helena. One comment noted that there is currently a drainage grate on Main Street south of Grayson Ave that is below grade, which may be a hazard to bicyclists. The second comment describes the existing bicycle facility on Pope Street acts as a bidirectional Class IV bike facility.

City of Calistoga

One comment was provided within the City of Calistoga, which suggested adding signage and pavement markings to provide guidance to improve interactions between motorists and bicyclists at the entrance and exit of the Napa Valley Vine Trail.

Town of Yountville

There were three comments within Yountville. Two of the three comments described what classes the bikeways are (Class IV and Class I). The other comment noted that there are poor sightlines at California Drive and the southbound State Highway 29 Ramp. Currently, the bike facility is on the north side of the street, which partially obstructs the view of southbound motorists, contributing to an uncomfortable experience for bicyclists approaching and proceeding through the intersection.

City of Napa

Twenty comments were made by nine respondents within the City of Napa. Comments were often near or at commercial locations, civic centers (city hall and library), transit centers, and recreation centers. Several comments stated that the Vine Trail is not clearly visible by residents and tourists, causing a lot of confusion. Intersection improvements were also noted at trail crossings such as installing flashing beacons at California Drive and at Pueblo Drive. One respondent mentioned that the wayfinding along the Napa River Trail could be improved. Currently, tourists get lost along that trail and wonder aimlessly.

One respondent rides on Redwood Road between Dry Creek and Solano. They mentioned there are no bike facilities along that route, which feels uncomfortable and unsafe. Additionally, garbage and recycling bins are often placed on the shoulder, where bicyclists often ride, causing bicyclists to merge with traffic. It was also noted that illegally parked vehicles along this road also create obstacles for bicyclists along this route.

City of American Canyon

Two comments were made within American Canyon. One of the comments mentioned that a lot of people currently bike to and through Newell Open Space Preserve. The other comment did not have any

notes or descriptions, however both comments were made by the same respondents. It may be assumed that people ride their bikes between both points using Benton Way/Donaldson Way.

Unincorporated Napa County

Five comments were provided within Unincorporated Napa County. One comment noted that Howell Mountain Road is currently closed to motor vehicle traffic and suggested making this barricade permanent and allow only bicyclists and pedestrians. One respondent noted that Soda Canyon Road and Atlas Peak Road east of Yountville are excellent for recreational biking (good climbing routes). However, they are concerned that there will be increased vehicle traffic along the routes due to new wineries opening, which may lead to an uncomfortable and unattractive route for bicyclists. The remaining comments identified locations where there are good climbing routes for recreational cycling.

Routes Where I Currently Ride a Bike

Forty respondents identified 104 routes throughout the County where they currently ride. About half of the routes had descriptions stating what the route is, why the respondent chooses to ride on this route, and additional information. The City of Napa has the highest concentration of comments within the City limits and surrounding the City.

Several of the identified routes are long and are not specifically located within a single city. The average length of each route is approximately six miles; some routes are as long as 47 miles while others are as short as a quarter mile. Many of the short routes are located within the City of Napa, and many of the longer routes are in the northern section of Napa County.

This summary is split into two generalized sections with some slight geographic overlap:

1. North: Includes the areas between the City of Calistoga through areas around Town Yountville
2. South: Includes the areas south of the Town of Yountville to the southern boundary of Napa County.

See Figure B.3 for the “Routes Where I Currently Ride a Bike.”

North

State Highway 29 was identified as a common route by several respondents who ride on different segments of that route. In general, the State Highway 29 is considered by many people to be uncomfortable due to high vehicle speeds and high traffic volumes. One comment stated there are too many drainage grates on State Highway 29 that make riding hazardous.

State Highway 128 (north of Calistoga) and Petrified Forest Road were reported to be uncomfortable due to the lack of bike facilities. State Highway 128, Conn Creek Road, and Zinfandel Lane were identified as routes that people currently ride on but would feel more comfortable if these routes had a Class I bikeway that connected State Highway 29 to the Vine Trail to Silverado Trail. Franz Valley Road was identified as a great road on which to bike.

Wider shoulders and/or bike lanes that accommodate bicyclists on both sides of the street are desired on Tubbs Lane. This route is often used to connect to Lake County Highway and Old Lawley Toll Road, which is a popular recreational route. One respondent requested better infrastructure for bicyclists and pedestrians on Tubbs Lane. High-speed commuter traffic and the lack of infrastructure make reaching Bennett Lane difficult on foot and on a bicycle.

One respondent requested a safer route that connects the Vine Trail to Silverado Trail through Calistoga. Another respondent stated that Old Howell Mountain Road could be an incredible bicycle-only route if the roadway continued to be closed to motor vehicle traffic.

In general, many of the routes in the northern areas of Napa County are long, recreational routes that are often on high volume streets and roads with steep climbs. Some of the longest routes are in the northern area of Napa County.

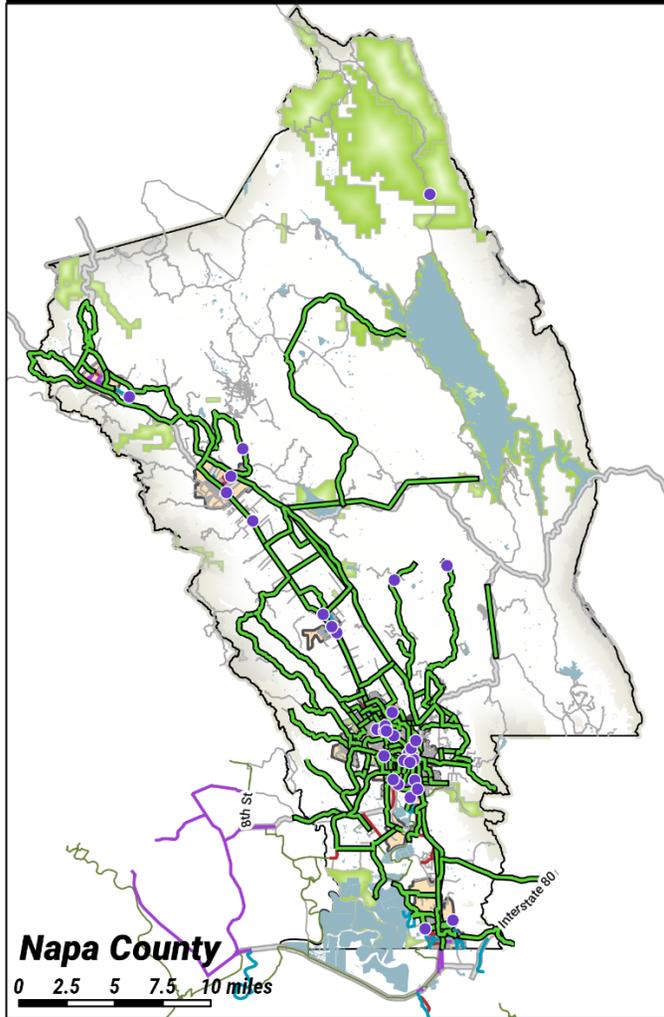
South

Many of the side streets that radiate out from the City of Napa have been identified as good recreational routes due to dead end streets, lack of destinations, and low traffic volumes. While many of these routes are considered comfortable by some, a few respondents noted that regular street sweeping can improve the riding experience and allow bicyclists to ride on the right side of the road without having to avoid debris in the roadway.

Many bicyclists pass through Downtown Napa using the Vine Trail and the majority of through streets. Respondents did not provide descriptions for many of these routes stating why they choose to ride a particular route; however, several respondents stated they use some of these routes to ride to work or for recreational purposes.

Several people commented that they commute to work in Napa using Coombsville Road and stated that the pavement conditions in the unincorporated areas of Napa County are poor.

**Napa County WikiMap Survey:
Map 2: Places I Currently Bike**



WikiMap Results

- Place I currently bike
- Route I bike

Existing Bike Facilities

- Class I Multi Use Path
- Class II Bike Lane
- Class III Bike Route
- City Boundaries

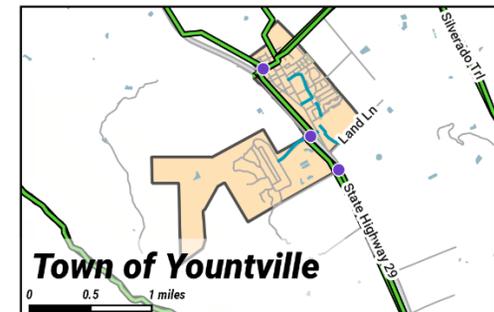
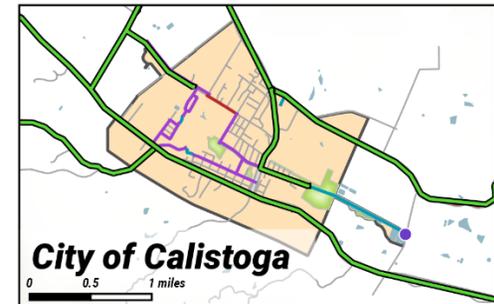
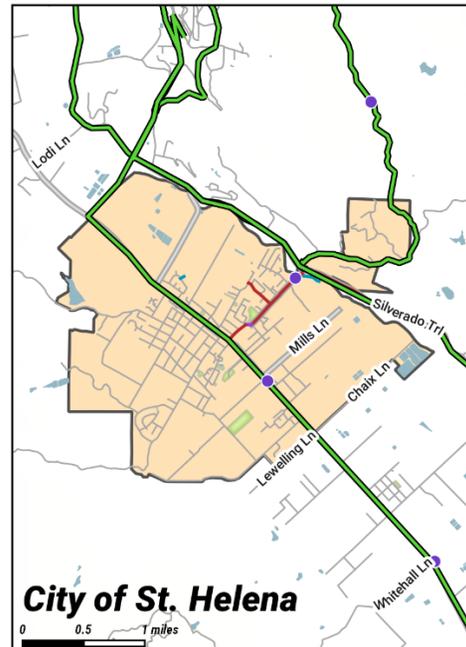
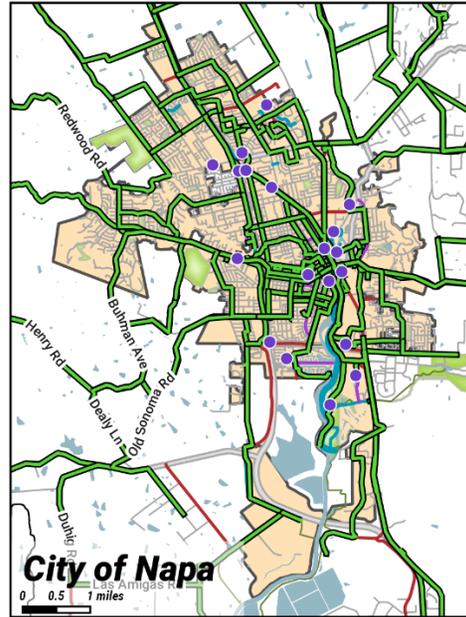


Figure B.3. “Places I Currently Bike” Identified on WikiMap

Places Where I Would Like to Bike

Survey participants were asked to add points to the WikiMap and record where they would like to ride their bike. They were also invited to contribute additional comments. A total of 34 comments were provided from 12 survey respondents. There were no comments within the municipal limits of St. Helena, Yountville, and Calistoga. See Figure B.4 for “Places Where I Would Like to Bike.”

City of Napa

There were nine comments within the City of Napa. One respondent stated they would like to ride bikes with their children to their school (Pueblo Vista Elementary School) and daycare, and then on to work; however, that is not feasible now due to the uncomfortable crossings. The crossing at Solano Ave where the Vine Trail intersects is too uncomfortable, and no comfortable bike facilities exist that connect the Vine Trail to the school.

One respondent urged the City to implement a multi-use path along the length of Napa Creek, which was shown in the Downtown Vision Plan. They are concerned that these paths will not be implemented. This was supported by other respondents who also desired paths along Napa Creek. Many respondents want trail connections to Oxbow Public Market and other popular destinations.

One respondent commented that it is difficult to cross State Highway 29 by bicycle. They suggested that a bicycle and pedestrian bridge be constructed to help people cross safely without having to interact with motorists.

City of American Canyon

There were six comments with American Canyon. One respondents said that it would be great if there were a facility that accommodated pedestrians so they can comfortably walk to the top of oak hill. Currently, there are no sidewalks along Napa Junction Road.

Several respondents stated they would like to have more trails and trail connections throughout American Canyon. One comment stated that it is important that the proposed Vine Trail connect Green Island Road and Devlin Road. Two comments proposed new trails to connect the wetlands to the future Newell Open Space and several trails that connect to the Watson Ranch and Napa Valley Ruins.

Unincorporated Napa County

Eighteen comments were provided in unincorporated Napa County. Several comments suggested the Bay Trail to be extended south of the City of Napa. One respondent frequently runs and bikes along 4th Ave, east of Napa, and has concerns regarding visibility/sightlines when running and biking around corners throughout the corridor.

One respondent shared that they would like to ride in Skyline Park during the posted open hours. However, they have noticed that the River to Ridge Trail gate is often locked an hour earlier than the

Table B.3. Responses to “Place I Want to Bike” on WikiMap

Total Number of Comments for “Place I Want to Bike” by Location (points)	
Location	Total
Napa	9
Unincorporated	18
American Canyon	6
St Helena	0
Calistoga	0
Yountville	0
Total	33

posted closing time and sometimes does not open in the morning, which prevents them from using the trail. They suggested adopting a pass system like the one used in Tamarancho in Fairfax in Marin County.

There were several comments about connections to the Vine Trail and support of the Vine Trail extension. One respondent says they currently drive to Yountville with their bike, park in Yountville, then ride their bike on the trail. They prefer to be able to ride their bike from St. Helena to Yountville; however, it is too uncomfortable to ride on State Highway 29.

Routes Where I Would Like to Ride a Bike

Twenty-six respondents identified 55 routes where they would like to ride a bike. The average length is less than two and a half miles with a maximum length of 13 miles. Many of the comments/identified routes request connections to trails and other bike facilities. This is most evident in the central to northern area of the County with several routes connecting to the Vine Trail and connections between State Highway 29 and Silverado Trail. See Figure B.4 for “Routes Where I Would Like to Bike.”

To summarize these results geographically, this section is split into two generalized sections with some slight overlap:

1. North: Includes the areas between the City of Calistoga through areas around Town of Yountville
2. South: Includes the areas south of the Town of Yountville to the southern boundary of Napa County.

North

Several people stated that they are excited for the Vine Trail extension, and many comments list roads that should have bicycle accommodations to connect to the Vine Trail. The following streets were identified as routes that should have Class I bikeway connections to the Vine Trail:

- Tubbs Lane
- Larkmead Lane
- Bale Lane
- Lodi Lane
- Deer Park Road
- Pope Street
- Zinfandel Lane
- State Highway 128
- Oakville Cross Road
- Yountville Cross Road

Washington Street, Young Street, and Yountville Crossing within the Town of Yountville were identified as routes that need traffic calming measures. One respondent noted that signage to let motorists know bicyclists may take the full lane and that they should be expecting bicyclists in the roadway may lead to a more comfortable route. One respondent stated that they would ride their bike to the store along Howell Mountain Road and N White Cottage Road (north of St. Helena) if there was more space for bicyclists to use the road. Currently, those roadways do not have a wide enough shoulder. A respondent said they would like to see a connection constructed between Langtry Road and White Sulfur Spring Road west of St. Helena, where there currently are no roads or trails connecting the two streets.

South

Within the City of Napa, there are many east-west routes that people would like to ride. Many respondents shared that there are not enough bike facilities, or the existing facilities are either in poor condition or are not comfortable enough for less-confident riders.

Jefferson Street was identified by several respondents as being a dangerous route on which to bicycle. Respondents stated that installing a bike lane, or protected bike lane, on Jefferson Street can be a key north-south route for Napa. Silverado Trail was also identified as a potentially good north-south route if safer bike facilities are installed. Many respondents provided similar comments for Imola Avenue, stating this could be a key east-west route if there were more traffic calming and physical separation between motor vehicles and bicyclists.

Several respondents stated they would like to ride their bike to shopping centers, but there are not enough safe bike routes that connect to those destinations. One location specifically identified by some was Silverado Plaza at Trancas and Soscol Avenue. Respondents currently do not ride to the shopping plaza because there are not any bike facilities on Trancas Street.

Browns Valley/1st Street was noted as a route that people would like to ride their bike on to be able to access Downtown Napa. Clay Street, 1st Street, and 3rd Street were identified in Downtown Napa as east-west streets that can be used to connect people from work or home to Downtown Napa.

One respondent drew a loop route in the southern portion of Napa using State Highway 29, State Highway 221, and Imola Avenue. They suggested installing a railing on the State Highway 29 bridge, which would allow bicyclists to ride on the shoulder. They suggested this treatment would reduce bicyclist trip length by about five miles if people can ride on the shoulder.³

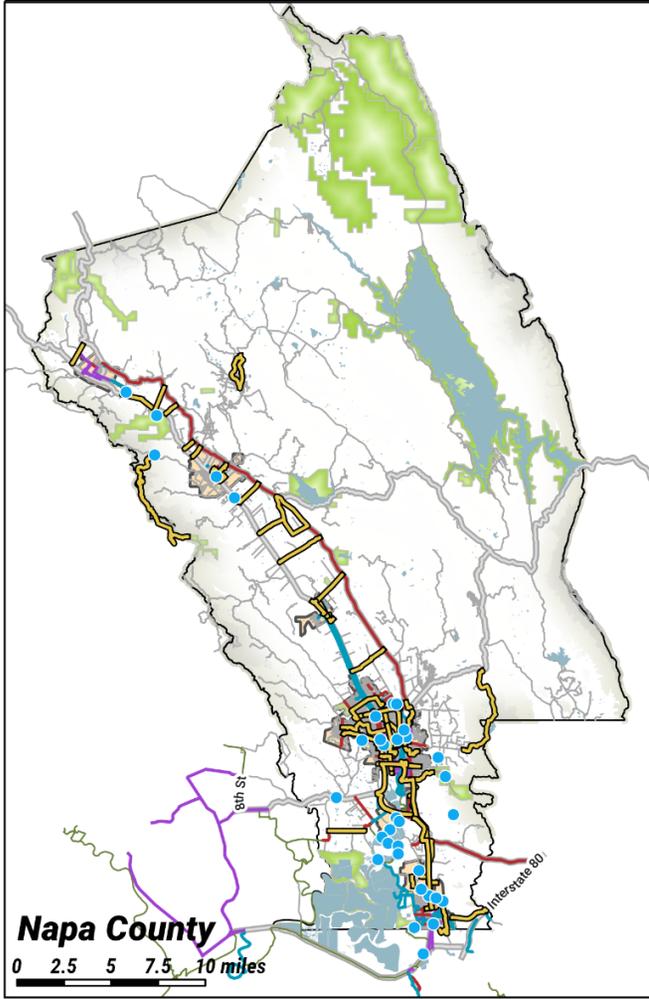
Some respondents would like routes that connect American Canyon to Napa using low stress routes. One respondent says they are not comfortable riding on State Highway 29 due to high speed traffic and high traffic volumes during peak commute hours. A respondent noted that there is demand for safe routes connecting American Canyon to the City of Napa and could lead to a higher number of people commuting by bike.

One respondent mentioned they would like to ride from American Canyon to Hidden Brooke (Solano County), Lynch Canyon (Solano County), and have a connection to Newel Open Space. They suggested making improvements to American Canyon Road to be more comfortable for bicyclists traveling to these destinations in Solano County.

A comment said that creating a connection between Eucalyptus Drive and Commerce Boulevard could encourage more people to bike in American Canyon. Currently, the main connection between northern American Canyon and southern American Canyon is State Highway 29, which has been noted by many respondents as being very uncomfortable.

³ Currently, a double roundabout is being considered in this area as a part of the Soscol Junction project being conducted by Caltrans.

**Napa County WikiMap Survey:
Map 3: Places I Want to Bike**



- | | |
|------------------------|---------------------------------|
| WikiMap Results | Existing Bike Facilities |
| ● Place I want to bike | — Class I Multi Use Path |
| — Route I want to bike | — Class II Bike Lane |
| | — Class III Bike Route |
| | ■ City Boundaries |

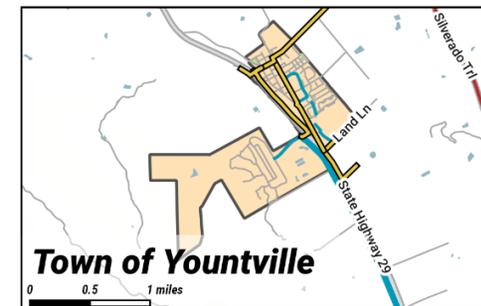
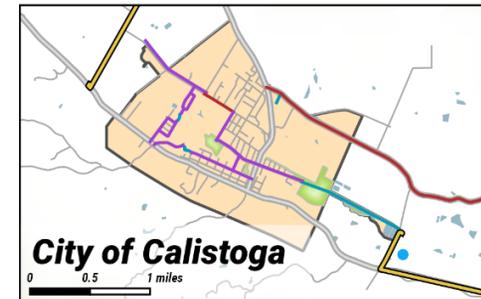
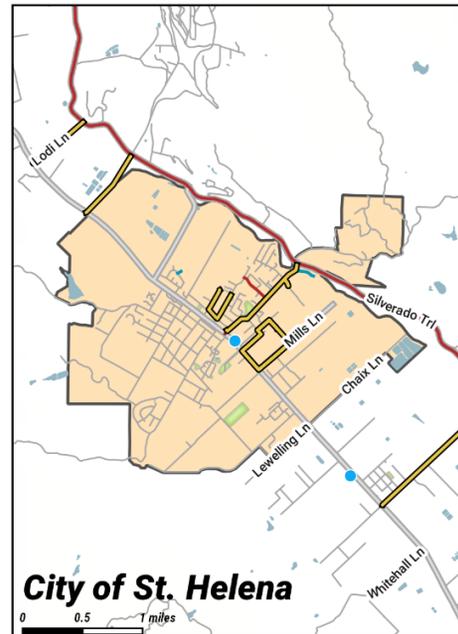
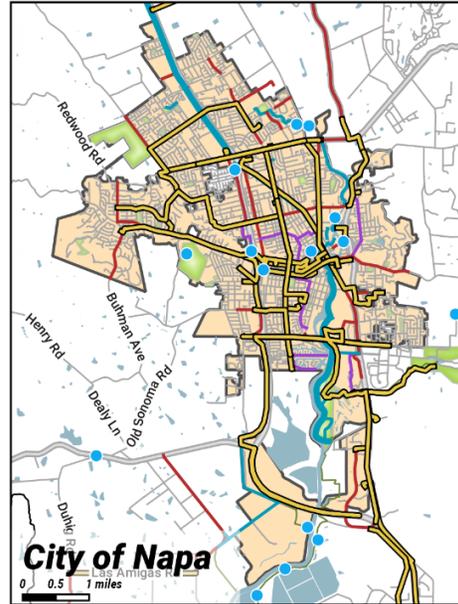


Figure B.4. "Places I Want to Bike" Identified on WikiMap

Proposed Facilities Interactive Map

In addition to the initial WikiMap, NVTA also hosted an online map for residents to review the recommended bicycle network facilities. This map showed draft recommended bike facilities throughout the county and allowed users to agree or disagree that the recommendation was appropriate in that location. Over 50 respondents provided approximately 330 comments which were reviewed by staff in each jurisdiction for possible changes to the recommended network.

Community Events

Napa PorchFest

The first event was held at the Napa PorchFest event on July 30, 2017, in the City of Napa.

Attendees shared feedback on the existing conditions maps and participated in a “What Type of Rider Are You” activity in which they were invited to drop a cork in the jar that corresponded to how they identified as a bicyclist (see Figure B.5.

Table B.4 provides an overview of the results.

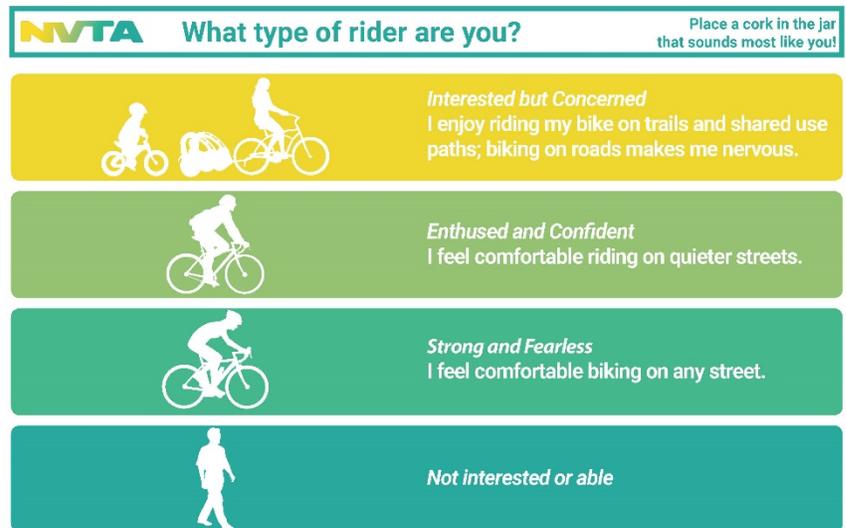


Figure B.5. “What Type of Rider Are You” poster at the PorchFest event

Table B.4. Participant Responses

Rider Types	Number of Corks/Responses
Interested but Concerned	38
Enthused and Confident	43
Strong and Fearless	27
Not interested or able	6
Total	114

BikeFest

The second event was held as a part of BikeFest, an annual event sponsored by the Napa County Bicycle Coalition, on May 5, 2018, at the Oxbow Commons in the City of Napa. During the event, participants were invited to “Build their Own Street” by choosing different foam-board components, such as bike lanes, sidewalks, medians, and roadways (see Figure B.6). This activity helped participants consider the tradeoffs of dedicating space to different modes/uses and allow them to express their priorities.

Through a dot voting exercise, over 70 participants shared their priorities for the bicycle network (see Figure B.7). The most important priority was high-quality, high-comfort bikeways; bikeways that connect to schools, parks, and trails and recreational bikeways along rural roads tied as the second most important. Respondents also indicated that bikeways that connect to commercial areas were very important.

Participants were invited to share their comments on the proposed bicycle network; common themes/interests included:

- Installing bicycle detection at signals
- Installing green paint in conflict areas
- Improving safety
- Installing protected bikeways on high-speed, high-volume streets, especially on major thoroughfares, rural streets, and neighborhood streets with speeding issues



Figure B.6. A family participating in the “Build Your Own Street” activity at the BikeFest event in the city of Napa.

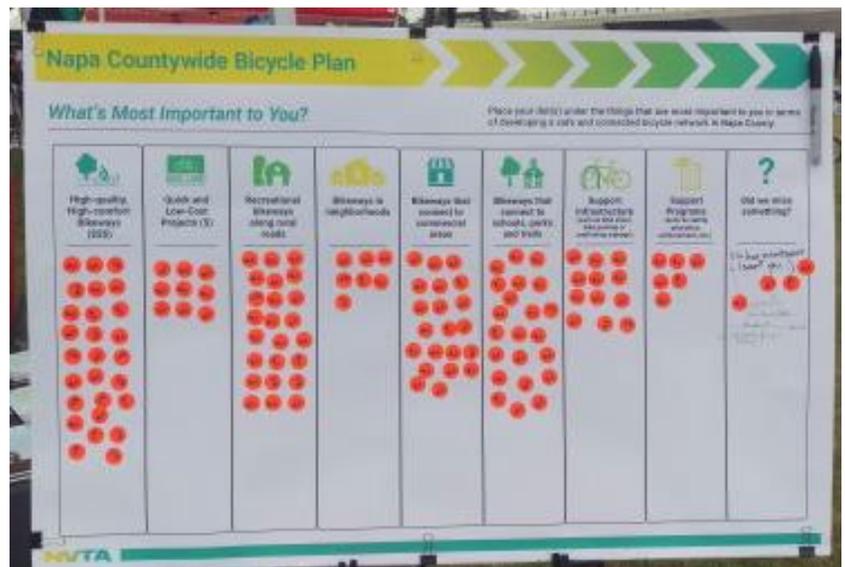


Figure B.7. Responses to “What’s Most Important to You?”

Open House

NVTA staff hosted an Open House for the community at the NVTA Board Room on June 19, 2018. Attendees participated in the Build Your Own Street exercise as well as the “What Type of Rider Are You?” poll. Staff reviewed recommended facility maps with participants, and several attendees left written comments. Attendees were asked to vote on what is most important to them. High quality, high comfort bikeways and bikeways that connect to schools received the two highest votes.

Committees

Throughout the process, three NVTA committees had an important role in providing guidance and feedback on the existing conditions data, proposed bicycle network, and proposed support programs. These committees included:

- **Active Transportation Advisory Committee (ATAC)** - Focuses on bicycle and pedestrian issues throughout the county and is comprised of 11 members who live or work within Napa County.
- **Citizens Advisory Committee (CAC)** - Comprised of 19 members; six members are appointed by the elected boards of Napa County's jurisdictions: the cities of American Canyon, Calistoga, Napa and St. Helena; the Town of Yountville; and Napa County.
- **Technical Advisory Committee (TAC)** - Includes representatives from the Napa County Public Works Department and staff from each jurisdiction.

Additional jurisdiction-specific committees who participated in the process included:

- City of Napa Bicycle and Trails Advisory Commission
- St. Helena Active Transportation & Sustainability Committee
- Calistoga Active Transportation Advisory Committee
- American Canyon Parks and Open Space Advisory