

Appendix C. Plans and Policies Review

Napa County and the incorporated jurisdictions have many adopted plans and policies that influence the development of the 2019 Napa Countywide Bicycle Plan and recommended bicycle projects, investments, and programs. Having a firm understanding of the existing plans and policies can:

- Provide consistency and coordination across relevant programs and projects
- Help to align priorities between different jurisdictions and agencies
- Improve efficiency in the implementation of the bicycle projects and network

This Appendix summarizes these plans and policies, with an emphasis on any proposed projects or design guidance that is applicable to the 2019 Napa Countywide Bicycle Plan. Table C.1 summarizes the documents reviewed and the adoption date.

Table C.1. Plans and Policies: County, Municipal, Regional, State, and Federal

Plan/Policy	Date Adopted
Countywide Plans	
Napa Countywide Bicycle Plan	2012
Napa Countywide Pedestrian Plan	2016
Napa Countywide Transportation Plan Vision 2040 – Moving Napa Forward	2014
Napa County Travel Behavior Study	2014
SR 29 Gateway Corridor Improvement Plan	2014
VINE Transit Express Bus Corridor Study	2017
Napa County Road and Street Standards	2016
Napa County Regional Park and Open Space District Maps	2017
Municipal Plans	
<i>City of Calistoga</i>	
General Plan	2016
Active Transportation Plan	2014
Calistoga Bicycle Plan	2012
Napa Countywide Pedestrian Plan – Calistoga Chapter	2016
Bike Network Maps	2011
<i>City of St. Helena</i>	
2040 General Plan Update	In process
St. Helena Bicycle Plan	2012
Napa Countywide Pedestrian Plan – St. Helena Chapter	2016
<i>Town of Yountville</i>	
Envision Yountville	In process
General Plan	2016
Yountville Bicycle Plan	2012
Napa Countywide Pedestrian Plan – Yountville Chapter	2016
Walking Trails and Bicycle Path Map	-
Yountville Trolley Map	2017
<i>City of Napa</i>	
General Plan	1998
Napa Bicycle Plan	2012
Napa Countywide Pedestrian Plan – Napa Chapter	2016

Plan/Policy	Date Adopted
Downtown Specific Plan	2012
Street Paving Plans and Improvement Maps	2016/2017
Citywide Truck Routes	1999
<i>City of American Canyon</i>	
Broadway District Specific Plan	In process
General Plan (Circulation Element updated in 2012)	1994
American Canyon Bicycle Plan	2012
Napa Countywide Pedestrian Plan – American Canyon Chapter	2016
Regional Plans	
Caltrans District 4 Bicycle Plan	2018
Plan Bay Area 2040	2017
State Plans and Policies	
California Strategic Management Plan	2015
Main Street, California	2013
Strategic Highway Safety Plan	2015
California Transportation Plan 2025	2006
Smart Mobility 2010: A call to Action for the New Decade	2010
Toward an Active California: State Bicycle and Pedestrian Plan	2017
Assembly Bills	Various
Senate Bills	Various
Caltrans Complete Streets Policy & Implementation Plan 2.0	2014-2017
Federal Policies	
US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations	2010
FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts	2016

Napa Countywide Plans

Napa Countywide Bicycle Plan (2012)

The Napa Countywide Bicycle Plan was adopted in 2012, and includes guidance, maps, and proposed projects for the entire county and includes individual plans for each of Napa County’s incorporated communities –Calistoga, St. Helena, Yountville, Napa, American Canyon, and the unincorporated areas in Napa County.

The 2012 Plan was an update to the Bicycle Plan adopted in 2008; the first Bicycle Plan was developed in 2003. The 2012 Plan sought to offer guidance in developing bikeways, policies, programs, and design standards to increase the number of persons bicycling, by making the bicycle environment safer, more comfortable, and more convenient for all.

The 2012 Napa Countywide Bicycle Plan was prepared to align with the California Bicycle Transportation Act, in order to be eligible for Bicycle Transportation Account funds. Eligible jurisdictions update their bicycle plan every five years to remain consistent with funding requirements. The program has been replaced by the California Active Transportation Program (ATP) which gives greater weight for competitive funding to projects listed in an updated or current plan.

The Plan outlines an overarching countywide vision and “principal goal,” along with a suite of objectives and related policies:

- **Vision:** A comprehensive, connected bicycle system that is established through supportive development patterns and programmatic practices, providing people with safe, convenient and enjoyable access throughout all Napa County jurisdictions and to destinations beyond. Bicycling is common for everyday trips and recreation, contributing to the quality of life in Napa and the health, safety and welfare of its residents, workers and visitors. Napa is known as a bicycle friendly community with a “world class” bicycling system.
- **Principal Goal:** To develop and maintain a safe and comprehensive countywide bicycle transportation and recreation system that provides access, opportunities for healthy physical activity, and reduced traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping and other activity centers, and residential neighborhoods, and to connect Napa jurisdictions to each other and the region.

The objectives offer detailed guidance and policies in the following areas:

- Countywide Bicycle Network
- Design
- Multimodal Integration
- Comprehensive Support Facilities
- Safety and Security
- Land Use
- Education and Promotion
- Planning
- Maintenance
- Funding

In addition, the plan identifies and evaluates the locations and types of collisions between 1999 and 2008, in an effort to understand the nature, determine the factors, and offer mitigation strategies for

past collisions in order to improve the safety of the bicycle network. The Plan emphasizes the need and role of bicycle safety, education and encouragement programs; gathering data through bicycle counts; and understanding origins and destinations to assist staff and decision makers in planning for future bicycle infrastructure.

Napa Countywide Pedestrian Plan (2016)

The first Napa Countywide Pedestrian Plan was adopted in 2016 with the intention of identifying and guiding pedestrian infrastructure, policies, programs, and development standards throughout the county. The Plan also includes a chapter for each of the incorporated jurisdictions and the unincorporated areas. While the Plan strives to improve accessibility within the county, it does not take the place of existing or future American with Disabilities Act (ADA) Transition Plans.

Together, the Countywide Pedestrian Plan and 2012 Napa Countywide Bicycle Plan meet the requirements for an Active Transportation Plan as put forth in the Caltrans ATP Guidelines. Meeting these guidelines ensures that the Napa County is eligible to apply for statewide Active Transportation Program funding.

While the Pedestrian Plan focuses on pedestrian issues, infrastructure and projects, the nexus between bicycle and pedestrian efforts is noted. Many infrastructure projects – most notably off-street shared-use paths – serve to benefit both pedestrians and bicyclists. In addition, programmatic similarities exist between the two modes, such as Safe Routes to School.

Napa Countywide Plan Vision 2040 - Moving Napa Forward (2015)

The Napa Countywide Transportation Plan – Vision 2040: Moving Napa Forward is a long-range transportation plan that sets goals, strategies and investments for all modes of transportation for the county over the next 25 years. The plan’s creation included extensive public outreach, which garnered over 50 comments on bicycle transportation, specifically on the following issues:

- Bike signal detection
- Route identification
- Shoulder paving
- Bike racks on busses
- Maintenance (cleaning) of bike lanes
- Better cyclist awareness among motorists

The plan identifies linkages between expanding the bike network and programs (e.g., Safe Routes to School, Complete Streets, Bike Share, separating pedestrians and cyclists from the roadway) and the following broader goals of the County:

- Jobs, Housing, and Community
- Mode Shift and Transportation Demand Management (TDM)
- Transportation and the Environment
- Community Health
- Corridor Management

Lastly, Vision 2040 identifies a constrained list of projects for the county. The identified bicycle projects are included in Table C.2.

Table C.2. Bicycle Projects in the Napa Countywide Transportation Plan- Vision 2040 Moving Napa Forward

Project Number	Jurisdiction	Project	Description	Mode(s)	Total Cost
11	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Bike/Ped/Vehicle	\$5.5M
12	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Bike/Ped/Vehicle	\$3M
13	City of Napa	SR29 Bike & Pedestrian Undercrossing	Construct a bicycle and pedestrian undercrossing along the north bank of Napa Creek under SR29 at approximately post mile 11.67	Bike/Ped	\$850K
16	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	Bike/Ped/Vehicle	\$8.5M
17	City of Napa	Browns Valley Road Complete Streets	Widen Browns Valley Road from Westview Drive to McCormick Lane	Bike/Ped/Vehicle	\$3.5M
18	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Bike/Ped/Vehicle	\$8.5M
19	City of Napa	Traffic Operations Center	Citywide signal coordination	Bike/Ped/Vehicle	\$2M
21	City of Napa	Linda Vista Bridge and Extension	New bridge at Redwood Creek and extension of Linda Vista Avenue to Robinson Lane over new Linda Vista Bridge	Bike/Ped/Vehicle	\$3.5M
22	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Bike/Ped/Vehicle	\$750K
23	City of Napa	Jefferson/Sierra Signal	New signal at Jefferson Street/ Sierra Avenue Intersection	Bike/Ped/Vehicle	\$500K
24	City of Napa	Railroad Crossing Upgrades	Upgrade all railroad crossings Citywide to concrete panels with flangeway fillers	Bike/Ped/Vehicle	\$2.5M
31	NVTA	Vine Trail (Redwood Rd Crossing)	Construct a grade separated crossing across Redwood Road connecting the adjacent sections of the Vine Trail	Bike/Ped/Vehicle	\$4.5M

Project Number	Jurisdiction	Project	Description	Mode(s)	Total Cost
32	NVTA	Napa Valley Vine Trail - Calistoga	Construct Class I mixed use path, including Fairway Extension.	Bike/Ped	\$9.2M
33	NVTA	Vine Trail (3rd-Vallejo)	Construct Class I multiuse path between 3rd Street and Vallejo Street	Bike/Ped	\$3.5M
49	St. Helena	Main Street Corridor Improvements	Install traffic calming devices (e.g.. bulb outs), upgrade sidewalk, pedestrian lighting, pedestrian furniture, landscaping, bike infrastructure and traffic signal synchronization	Bike/Ped/Vehicle	\$700K
50	St. Helena	Sulphur Creek Class I Bikeway	Construct Class I Bikeway	Bicycle	\$5.8M
57	Yountville	Yountville Crossroads Bicycle Path & Sidewalk	A full lane bicycle path along Yountville Crossroads	Bicycle	\$1.5M

Napa County Travel Behavior Study (2014)

In 2014, NVTA, then known as Napa County Transportation and Planning Agency (NCTPA), completed the Napa County Travel Behavior Study to better understand the travel habits of visitors, employees, residents and students that travel to, from, and/or within Napa County.

The study used a combination of methods (vehicle classification counts, trip generation analysis for wineries, license plate matching, and in-person surveys) to learn about travel behavior. Some of the common themes amongst the methods included over 50 percent of trips in the AM peak originate outside the County, over 50 percent of the trips in the PM peak are outbound from the County, over 50 percent of the pass-through traffic occurs on SR121 and SR12, slightly over 20 percent of the trips can be considered “visitor” trips, and 97 percent of employees surveyed said they use their automobile to commute more than half the time. In the vehicle counts, a mere 0.05 percent of the vehicles on the

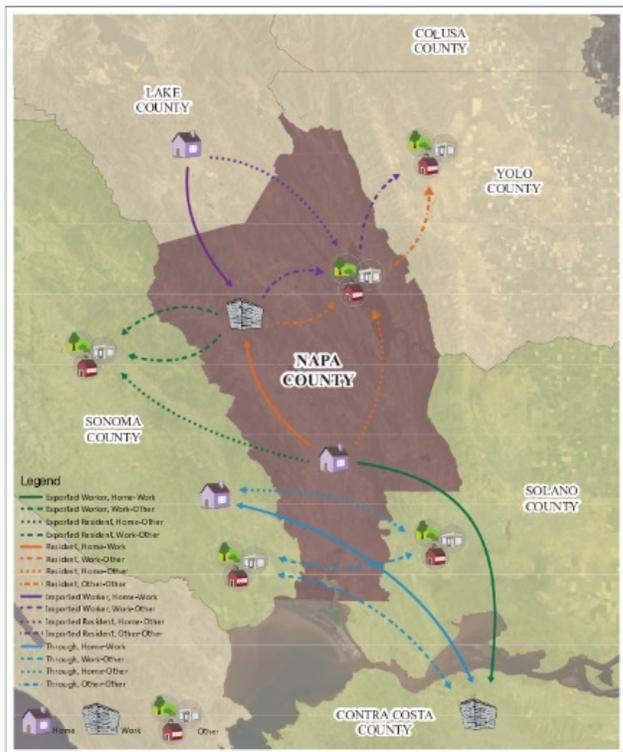


Figure C.1 Regional Trip Types Captured (Source: Figure 10 of the Napa County Travel Behavior Study, 2014)

roads were bikes, although the counts occurred at high volume locations which are most likely not popular bike routes due to traffic volumes, speed, and safety.

The study purely focused on vehicle trips, but provides a useful snapshot on origins, destinations, and temporal aspects of travel in Napa Valley that should be considered in the Bike Plan Update, particularly trips of three miles or less and the first/last mile of trips to school and transit (see Figure C.1.).

In addition, the employee survey found that over 40 percent of respondents “would use public transit if services were expanded and it became a reasonable option,” showing that there is a desire to use modes other than personal vehicles, but that the infrastructure to support these desires may be absent, furthering the case for improving and expanding bike infrastructure.

As of the writing of this 2019 Plan, NVRTA is updating the Travel Behavior Study using Streetlight Data which can capture additional information on travel mode and trips that are three miles or less.

SR 29 Gateway Corridor Implementation Plan (2014)

In 2014, NVRTA created a vision and implementation plan for the southern portion of California State Route 29 (SR 29). This 17-mile segment of SR29 is a “gateway” to Napa Valley as well as a regional corridor for pass-through traffic. The project brought together a variety of stakeholders (residents, commuters, business owners, and visitors) and aimed to consider all transportation modes, including bicycles. The plan will be used in future long-range planning efforts to detail how this location fits into the larger transportation strategy for the region.

The Plan places heavy emphasis on increasing active transportation options and comfort within the SR 29 corridor. Currently, most of the corridor offers, at maximum, paved shoulders for bicycling. The recommendations for bicycle improvements are listed in Table C.3.

Table C.3. Recommended Bicycle Projects

SR 29 Gateway Corridor Segment	Proposed Improvement
SR37 to American Canyon Road	Class I shared use paths, separated by automobile travel lanes by a landscape strip
Napa Junction Road to South Kelly Road	Class I shared use paths, separated by automobile travel lanes by a landscape strip
American Canyon Road to Napa Junction Road	Two Options: 1. Class II bike lanes along the local access lanes 2. Modified boulevard concept that would continue the Class I paths
South of SR 37	Cycling access to Downtown Vallejo and the ferry terminal along Sonoma Blvd (facilities are specified in the Sonoma Blvd Specific Plan)
Between the Ferry Terminal and the SR 29/SR37 intersection	Class I facilities along SR 37 and Harbor Drive
North of South Kelly Road	Improving to an 8' shoulder (striped to Class II) in addition to improved access to the Vine Trail via Airport Blvd

In addition to the above projects, the plan emphasizes the role of the Vine Trail as an important commuting and recreational route that offers connections to many of the area’s destinations, and the

challenges and identified system upgrades for improving efficiencies and potential new markets for growth.

While most of the report's recommendations focused on reducing the impact of congestion, expanding park and ride opportunities, reducing run times to make transit for commuters more competitive with the personal automobile, there was mention of the importance of providing bicycle infrastructure and amenities, such as bicycle storage at transit hubs to encourage first/last mile connections using bicycles.

Napa County Road and Street Standards (2016)

The County’s road and street standards for unincorporated Napa County were originally adopted in 1991 and revised in late 2016. While the standards look to meet multiple objectives, the desire to “provide adequate safety and service” is the objective most applicable to the upcoming bike plan update. The official standards, though, do not provide much guidance for bicycle infrastructure. The only statement in the design guide offering any guidance on bicycle infrastructure standards is, “Additional pedestrian and/or bicycle facilities may be required if there is a potential for concentrated pedestrian and/or bicycle traffic in the opinion of the County Engineer” (page 9).

Napa County Regional Park and Open Space District Maps (2017)

The Napa County Regional Park and Open Space District has an online, interactive map that allows individuals to search for recreation activities that correspond with their interest(s). Filtering for “bike friendly,” “mountain biking,” “off street biking,” and “road biking,” produces the results in Table C.4.

Table C.4. Trails in Napa County Regional Park and Open Space District Web Map

Trailhead Name	Activities			
	Bike Friendly Access	Mountain Biking	Off Street Biking	Road Biking
American Canyon Wetlands Open Space, Napa River and Bay Trail	X	X	X	X
Calistoga Bike Trail & Napa Vine Trail	X	X	X	X
Napa Bike Path & Napa Valley Vine Trail	X	X	X	X
Napa River & Bay Area Trail – Soscol Ferry Road to Anselmo Court	X	X	X	X
Napa Sonoma Marsh – Buchli Station Road	X	X	X	X
Napa Valley Vine Trail - Yountville Mile	X	X	X	X
Oxbow Preserve	X	X	X	X
San Francisco Bay Trail – Buchli Station Road to Ramal Road, Cuttings Wharf, Kennedy Park to Stanley Lane, Stanley Lane	X	X	X	X
Skyline Wilderness Park	X	X	X	X

Municipal Plans

City of Calistoga

Calistoga General Plan (2015)

Calistoga's General Plan sets the city's land use and development framework through 2020. The city wants to remain a walkable, small town (2.5 square miles) with a main street and pedestrian-oriented neighborhoods, surrounded by agriculture and wineries. Chapter 5 is the Circulation Element and provides guidance on how the transportation network of the city should develop, using "Complete Streets" methodologies to work towards an integrated and safe transportation network.

Policies

The General Plan defers to the City's Active Transportation Plan for its goals, policies and programs for its bicycle network. The Active Transportation Plan will be summarized in the following section. Yet, the General Plan does outline the following objectives and policies that are applicable to future development of a bike network:

Objective CIR-1.2 Maintain acceptable Levels of Service on all of Calistoga's streets.

P1.2-3. Since Lincoln Avenue is Calistoga's main street and serves pedestrian and commercial purposes as much as it does motorized vehicles, it is inappropriate to establish any LOS standard for Lincoln Avenue between Foothill Boulevard and Wappo Avenue. Instead, the City shall evaluate traffic on Lincoln Avenue on an on-going basis, seeking to balance vehicular, parking, bicycle and pedestrian needs. This exclusion is not applicable to intersections on Lincoln.

Objective CIR-1.3 Coordinate the provision of circulation facilities with new development.

P1.3-3. New development shall provide bicycle improvements called for in the Active Transportation Plan.

Objective CIR-1.4 The City shall create and maintain a comprehensive and integrated transportation network that provides safe, comfortable and convenient travel, serving all types of users.

P1.4-1. All appropriate departments and agencies of the City and the Active Transportation Advisory Committee shall work towards making "Complete Streets" practices a routine part of everyday operations, and approach every relevant project, program and practice as an opportunity to improve the transportation network for all categories of users.

P1.4-2. "Complete Streets" infrastructure sufficient to enable reasonably safe and comfortable travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved.

P1.4-3. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit and other relevant plans, except where such consistency cannot be achieved without negative consequences.

P1.4-4. “Complete Streets” features shall be incorporated infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

Objective CIR-3.3 Facilitate the use of bicycles for transportation purposes.

Policy P3.3-1. Bicycling shall be considered an essential and integral part of the city's circulation network.

Active Transportation Plan (2014)

Calistoga’s Active Transportation Plan is a combination of the 2012 Calistoga Bicycle Plan (completed in coordination with the 2012 Napa Countywide Bicycle Plan) and the desire for a plan that addresses needs for pedestrian access and safety. The Active Transportation Plan discusses how Calistoga is ripe for bike improvements due to short distances between a variety of origins and destinations, climate and topography, and proximity to active and passive open spaces.

The plan includes a map of the current and proposed bicycle network, which also includes proposed enhanced crossings and Safe Routes to School routes (see Figure C.3).

Vision, Goals, and Policies

The Active Transportation Plan specifies the following as the vision and principal goals:

- **Vision:** A comprehensive, connected bicycle and pedestrian system and related programs provide people with safe, convenient and enjoyable access throughout Calistoga and to destinations beyond. Bicycling and walking are common for everyday trips and recreation, contributing to the quality of life in Calistoga and the health, safety and welfare of its residents, workers and visitors. Calistoga is known as a bicycle-and pedestrian-friendly community.
- **Principal Goal:** To develop and maintain a safe and comprehensive bicycle and pedestrian transportation and recreation system that provides access and opportunities for healthy physical activity, and reduces traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists and pedestrians of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping, activity centers and neighborhoods.

As expected, much of the Active Transportation Plan is applicable to a Countywide Bike Plan Update. Therefore, the following summarizes each objective and themes of their associated policies. The detailed policies can be found starting on page 16 of the plan.

Objective 1. Comprehensive Bicycle and Pedestrian Network.

The policies for this objective seek to establish a comprehensive bicycle and pedestrian transportation system that is integrated with the countywide network by providing a bike network amongst all land uses, require new development to implement bike infrastructure requirements, identify bike access to the Napa River corridor, and increase the city’s bicycle mode share.

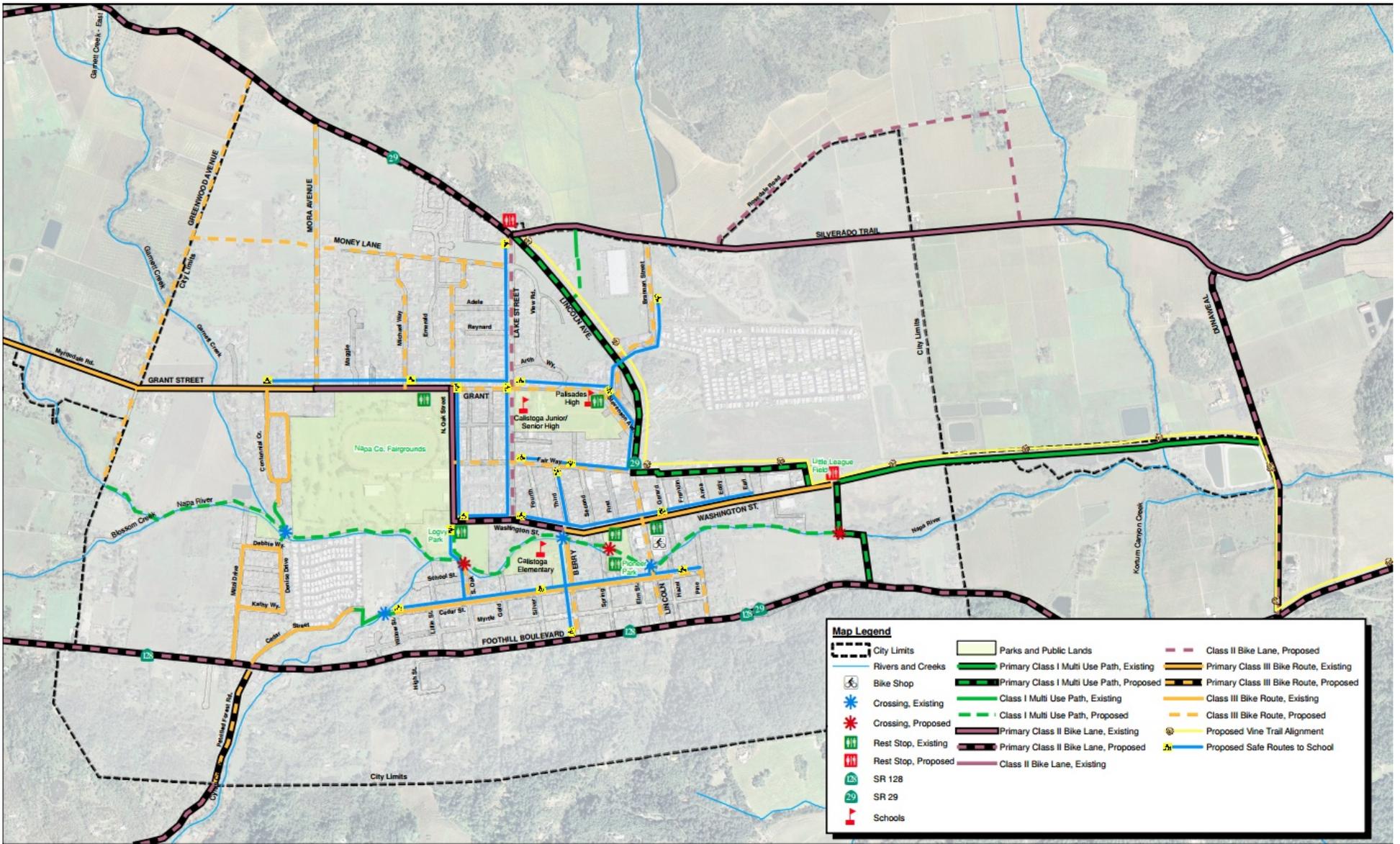


Figure C.3. Calistoga Bike Network (Source: Calistoga Active Transportation Plan, 2014)

Objective 2. Best Practices and Design Standards

This objective and its policies focus on utilizing accepted Complete Streets design standards and statewide “best practices” for the development of bicycle and pedestrian facilities. These standards will include a combination of street design, signage, markers, and safety features to create a safe and attractive bike network.

Objective 3. Multimodal Integration

Objective 3 and its policies look to further the bike-transit connection potential in the city by increasing bike parking, providing more room for bikes on buses, and enhancing bike/transit connections.

Objective 4. Comprehensive Support Facilities

This objective and its policies seek to encourage biking through “support facilities,” such as bike parking, lockers and showers, and enhanced crossing treatments.

Objective 5. Enhanced Safety and Security

This objective’s policies focus on the actual and perceived safety of the network by reducing auto collisions with bikes by 50 percent (by 2020 from 2011), using collision data to identify and prioritize projects, continuing Safe Routes to School Programs, maintaining the bike network, and improving signage.

Objective 6. Integration Plan

This objective and its policies seek to ensure that bike projects are integrated into new development without negatively impacting agricultural operations.

Objective 7. Education and Promotion

Objective 7’s policies focus on coordinating educational campaigns with schools, local advocacy groups, law enforcement, and political representatives.

Objective 8. Planning

This objective and its policies aim to empower the Active Transportation Advisory Committee (ATAC) as advisors, seek opportunities for expanding the bike network, and weigh the desires of a variety of cyclists in network proposals.

Objective 9. Maintenance

Objective 9 and its policies hold bike network maintenance to the same standard as auto lanes, create a system for responding to maintenance needs, and provide construction detours for the bike network.

Objective 10. Funding

This objective and its policies seek to identify public and private funding sources to enhance the bike network, while supporting multi-jurisdictional funding applications to maximize efficiency throughout the region.

Calistoga Bicycle Plan (2012)

The Calistoga Bicycle Plan was adopted in 2012 as a part of the Napa Countywide Bicycle Plan update.

Note: The 2014 Calistoga Active Transportation Plan replaced the 2012 Calistoga Bicycle Plan when it

was adopted. The 2012 Plan includes policies, projects, support programs, and design guidance with the goal of increasing the number of people bicycling and ensuring a safe, comfortable, and convenient bicycling environment.

Napa Countywide Pedestrian Plan – Calistoga Chapter (2016)

In 2016, the Napa Countywide Pedestrian Plan was adopted and includes a specific chapter for each jurisdiction. The purpose of the plan was to identify and guide pedestrian infrastructure, policies, programs, and development standards in Calistoga and throughout the county.

The Plan also includes reference to bicycle projects, including proposed locations for shared-use paths and programmatic recommendations for Safe Routes to School.

Bike Network Maps

The City has identified two bike loops in and around Calistoga. In 2011, the City published a second edition of the Bicycle Maps including the routes, landmarks, and area attractions (see Figure C.4).

City of St. Helena

2040 General Plan Update (In process)

As of the writing of the 2019 Plan, St. Helena has a process underway to update their 2040 General Plan, an update from their previous 1993 plan. The plan looks to integrate new planning topics, specifically sustainability, heritage tourism as economic development, and strengthening pedestrian and bicycle connections. The draft *Chapter Five: Circulation* details policies needed to create a multimodal transportation system that aligns with future land use and growth management strategies. The plan calls out the increasing demand for non-vehicular transportation use in the city, and looks to use that momentum to plan for a city with decreased automobile traffic, improved health, less air pollution, and decreased impact and degradation of the streets due to less auto use.

Goals

The City has defined a suite of goals to meet current and future transportation needs. The following goals are those most directly related to bicycling in St. Helena:

- d. Provide a complete bicycle and pedestrian network between residential areas, downtown and other major activity centers identified by the City.
- e. Reduce transportation-based GHG emissions from City-controlled sources by 30 percent from projected 2020 levels by 2020.
- f. Increase the current mode split for transit, bicycling and walking (as measured by the American Community Survey).
- Increase the City's share of walking, bicycling, transit and carpooling trips, in accordance with NVT 2035 goals. As a major part of this effort, the City will continue to develop and maintain a safe and integrated bicycle and pedestrian system throughout St. Helena for people of all ages and abilities.
- j. Provide a safe, efficient and well-maintained circulation system.
- k. Develop and manage a transportation network that supports safe and efficient travel for all modes and users.
- l. Ensure a Sustainable Transportation Network.
- m. Reduce congestion and greenhouse gas emissions and increase the mode share for all non-single-occupancy trips. To achieve this goal, the City supports the use of transportation demand management (TDM) strategies that promote sustainable transportation practices through encouragement, education and incentives

Street Typology, Design, and Proposed Network

The General Plan also defines street typologies and their respective bicycle facilities (see Table C.5).

These typologies would be implemented with new development.

Table C.5. St. Helena Street Typologies (Source: St. Helena General Plan, page 5-16, 2016)

Street Typology	Vehicle Traffic Levels	Pedestrian Facilities	Bicycle Facilities (designated network)	Desired Vehicle Speeds/Traffic Calming
C. Open Space / Rural Street	Low / moderate	Sidewalks not typically included	Bicycle route or boulevard	25-35 mph / Yes
B. Industrial Collector Street	Low	Sidewalks	Typically none	25 mph / No
A. Residential Street	Low / moderate	Sidewalks (with landscape buffer or street trees where appropriate), crosswalks where appropriate	Bicycle boulevard or lane	15-25 mph / Yes
E. Downtown / Mixed-Use Street	Low to moderate	Wide sidewalks (with landscape buffer or street trees where appropriate), regular sidewalks	Bicycle boulevard or lane	25 mph / Yes
D. Regional Connector Street (Main Street)	High	Wide sidewalks (with landscape buffer or street trees where appropriate) and regular crosswalks in downtown area. Outside of downtown: Regular crosswalks and sidewalks included where demand warrants	Bicycle route, lane or adjacent trail	25- 35 mph / context-based

Source: Fehr & Peers, 2009

As a part of the development the General Plan, there was an extensive network of Class II routes in the city (street marked with shared use indicators), but no bike lanes, no shared-use paths with dedicated bicycle space, and limited bicycle parking. The General Plan identifies all these features in a complete and attractive bike network that will help the city meet their broader mode share and transportation goals. As such, the city approved a proposed bike network consisting of new infrastructure (see Table C.6).

Table C.6. General Plan – Proposed Bicycle Infrastructure

Class I Separated Paths	Class II Bike Lanes	Class III Shared Use with Autos
<ul style="list-style-type: none"> • Shared-use path along Sulphur Creek and the Napa River. • Lower Reservoir Park to Spring Mountain Road • Crane Park to Grayson Avenue 	<ul style="list-style-type: none"> • Madrona Avenue between Main Street and Sylvaner Avenue • Spring Street between Oak Avenue and Sulphur Creek • Pope Street between Main Street and Silverado Trail <i>(has been completed)</i> • Grayson Avenue and Sulphur Springs Avenue, between Main Street and Crane Avenue 	<ul style="list-style-type: none"> • Chaix Lane, Pratt Avenue, and State Route 29 between Pratt and Grayson Avenues • Mitchell Drive • Adams Street • Oak Avenue

Class I Separated Paths	Class II Bike Lanes	Class III Shared Use with Autos
	<ul style="list-style-type: none"> Spring Mountain Road, Valley View Street, Crane Avenue, and State Route 29 between Deer Park Road and Pratt Avenue 	

Performance Measures

Along with the bike network, the General Plan outlines a set of Transportation Performance Measures to help identify whether the City is meeting its goals, beyond the more traditional Level of Service threshold. The objectives of the measures include understanding how land use development impacts transportation, relating transportation infrastructure improvements to GHG impacts, and if operating standards for vehicular travel times impact bicycle trip targets.

Policies & Implementation Actions

Lastly, the General Plan has “topic areas” with associated policies and implementation actions to help City staff prioritize how time and resources should be used. The policies and implementation actions relevant to the Countywide Bicycle Plan update include:

- Balanced and Multimodal System
- Comprehensive Pedestrian and Bicycle Network
- Sustainable Mobility Practices
- Safe and Well-Maintained Circulation System
- Improvements and Phasing

St. Helena Bicycle Plan (2012)

The St. Helena Bicycle Plan was adopted in 2012 as a part of the Napa Countywide Bicycle Plan update. The 2012 Plan includes policies, projects, support programs, and design guidance with the goal of increasing the number of people bicycling and ensuring a safe, comfortable, and convenient bicycling environment. The 2019 Plan serves as an update to the 2012 Plan.

Napa Countywide Pedestrian Plan – St. Helena Chapter (2016)

In 2016, the Napa Countywide Pedestrian Plan was adopted and includes a specific chapter for each jurisdiction. The purpose of the plan was to identify and guide pedestrian infrastructure, policies, programs, and development standards in St. Helena and throughout the county.

The Plan also includes reference to bicycle projects, including proposed locations for shared-use paths and programmatic recommendations for Safe Routes to School.

Town of Yountville

Envision Yountville (in process)

Envision Yountville is an 18-month land use planning process that will create a set of community values and help plan for future needs. Starting in February 2017, the Envision Yountville project hosted a speaker series and set of community meetings and will be setting up a Community Advisory Committees

to assist town staff and consultants throughout the project. The results of Envision Yountville will feed into the upcoming General Plan update.

General Plan (2001)

Yountville went through a full revision of their General Plan in 2001 that looked to change the course of development in the town. In the recent past, Yountville had been transitioning from a small gridded town with a focus of agriculture to a growing town with typical suburban large-parcel development. The General Plan process, and the community input that was part of it, acknowledged that this more recent development was not the future that the town and its residents desired. As such, the General Plan seeks to guide the city back to its development roots as a historic agrarian town.

The General Plan has a Circulation Element (updated in 2015) which outlines the current and proposed future of its transportation network. Given the small size of Yountville (encompassing about two and a half square miles, the planning area is less than one square mile), and that most parcels are already developed, no drastic changes are posed. The existing street system consists of two parts (1) “The Grid” in the area known as Old Town that are a mixture of a main street, residential grids, and the classic post-WWII design of curvilinear streets, collectors and cul-de-sacs, and (2) Washington Street, Yountville’s main street, which the General Plan looks to direct back to a traditional pedestrian-focused street after years of suburban commercial development.

Guiding Policies and Projects

There is minimal language in the General Plan about the bike network and infrastructure in the following guidance on “Pedestrian, Bike Paths, and Trails”:

- Objective: Continue to maintain and expand the pedestrian and bike path system.
- Policies:
 - Provide pedestrian and bike connections which link residential areas with local-serving businesses and recreational facilities, including; parks, schools, the Post Office, Town Hall, Community Hall and the commercial core
 - Combine local bicycle and pedestrian routes along Hopper Creek, when feasible
 - Provide separate paths where possible for bicycles and automobile traffic.
 - Ensure that new development is consistent with the Town's adopted plans for a pedestrian-bike path.

The Circulation Element provides a more detailed set of policies, actions, and projects to maintain consistency with the Countywide Bike Master Plan (see page 38 of the General Plan).

Yountville Bicycle Plan (2012)

The Yountville Bicycle Plan was adopted in 2012 as a part of the Napa Countywide Bicycle Plan update. The 2012 Plan includes policies, projects, support programs, and design guidance with the goal of increasing the number of people bicycling and ensuring a safe, comfortable, and convenient bicycling environment. The 2019 Plan serves as an update to the 2012 Plan.

Napa Countywide Pedestrian Plan – Yountville Chapter (2016)

In 2016, the Napa Countywide Pedestrian Plan was adopted and includes a specific chapter for each jurisdiction. The purpose of the plan was to identify and guide pedestrian infrastructure, policies, programs, and development standards in Yountville and throughout the county.

The Plan also includes reference to bicycle projects, including proposed locations for shared-use paths and programmatic recommendations for Safe Routes to School.

Walking Trails and Bicycle Map

Yountville's Walking Trails and Bicycle Map shows the variety of recreational areas and available activities at each one (see Figure C.5). Of the areas on the map only the Yountville Mile Bike Trail specifies biking. The Yountville Mile is the northern terminus of the 12.5-mile Oak Knoll segment of the Napa Valley Vine Trail and connects the trail to the downtown commercial area.

Yountville Trolley Map (2012)

The Yountville Trolley is a free service that provides door-to-door rides within Yountville and the Veteran's Home. The service runs on Mondays through Saturdays from 10am to 11pm, and Sundays from 10am to 7pm. Bike racks are available on the Trolley.

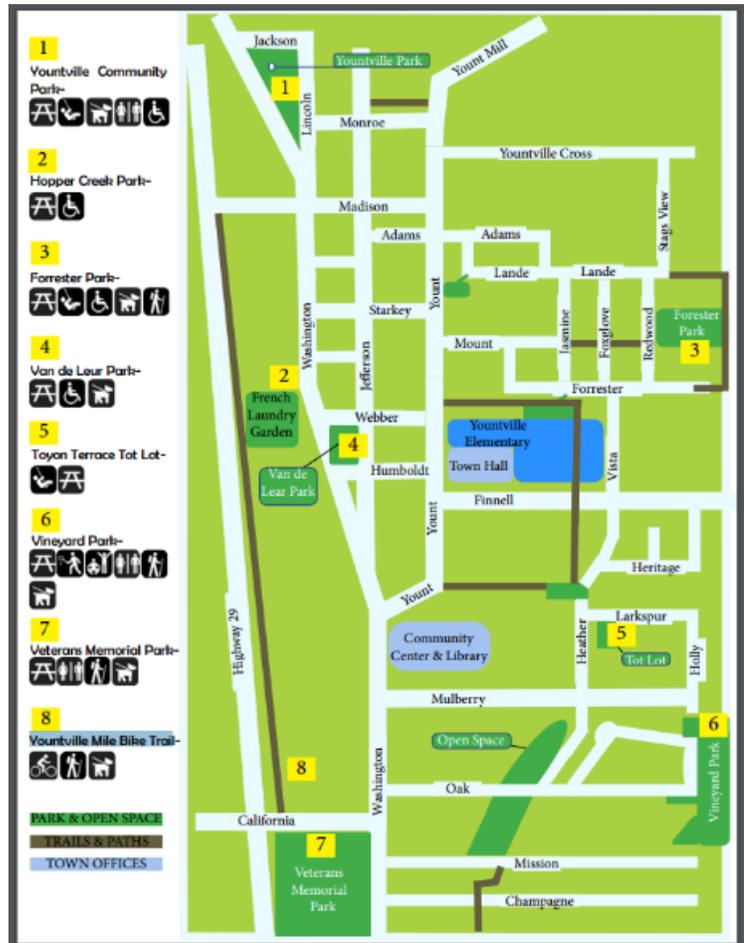


Figure C.5. Yountville Trails and Bicycle Map (Source: <http://www.townofyountville.com>, viewed 6/2017)

City of Napa

General Plan (1998) - Chapter 3, Transportation

The City Council adopted a comprehensive update of the General Plan in 1998. The General Plan formalizes a long-term vision for the physical evolution of Napa and outlines policies, standards, and programs to guide day-to-day decisions concerning Napa's development through the year 2020.

The General Plan references the City of Napa Bicycle Plan's vision statement and principal goal, and adopts the Bike Plan's objectives, policies, and programs as its goals, policies, and implementation programs respectively. The General Plan also describes Class I Shared-Use Path, Class II Bike Lane, and Class III Bike Routes per California Department of Transportation (Caltrans) classifications and includes maps of the Existing and Proposed Bikeway System, Downtown Napa Existing and Proposed Bikeway Network, and Citywide Trails Plan.

Napa Bicycle Plan (2012)

The Napa Bicycle Plan was adopted in 2012 as a part of the Napa Countywide Bicycle Plan update. The 2012 Plan includes policies, projects, support programs, and design guidance with the goal of increasing the number of people bicycling and ensuring a safe, comfortable, and convenient bicycling environment. The 2019 Plan serves as an update to the 2012 Plan.

Napa Countywide Pedestrian Plan – Napa Chapter (2016)

In 2016, the Napa Countywide Pedestrian Plan was adopted and includes a specific chapter for each jurisdiction. The purpose of the plan was to identify and guide pedestrian infrastructure, policies, programs, and development standards in Napa and throughout the county.

The Plan also includes reference to bicycle projects, including proposed locations for shared-use paths and programmatic recommendations for Safe Routes to School.

Downtown Specific Plan (2012)

The Downtown Specific Plan is the product of a community engagement, planning and design effort to create a framework for creating a "vibrant, healthy, and balanced pedestrian-oriented city center." The specific plan builds on the City of Napa's General Plan, linking the broad implementation policies of the general plan to the localized development proposals in downtown. The downtown area is bounded on the east by the eastern bank of the Napa River, on the south by Division and Third streets, and on the west by Jefferson Street and encompasses approximately 210 acres.

Two Class I bike paths go through downtown Napa - the Vine Trail and River Trail. These trails are encouraged as recreational and economic assets to the city, and look to serve a wide spectrum of bicyclists. Downtown Napa has implemented "bicycle boulevards," which are branded with uniform signs and pavement markings. The specific plan outlines the proposed bicycle projects, including:

- Implement the Specific Plan bicycle and trail system and support coordination and consistency with the countywide/citywide bicycle planning efforts.

- Encourage a bike-sharing program where bicycles are made available at unattended stations within Downtown for shared short-term use by individuals who do not own them. Publicly shared bicycles provide an opportunity to increase bike ridership in Downtown.
- Require new development within the Specific Plan area to implement or contribute toward Downtown-wide improvements including streetscape and the Class I multi-use trail system that is planned along the Downtown greenways, creeks and flood channel improvements.
- Implement Shared Lane Markings (SLM) (also known as “sharrows”) on First and Second Streets in Downtown to alert motorists and bicyclists that they are encouraged to “share the road.”

See Figure C.6. for a map of the existing and planned bikeways in Downtown Napa.

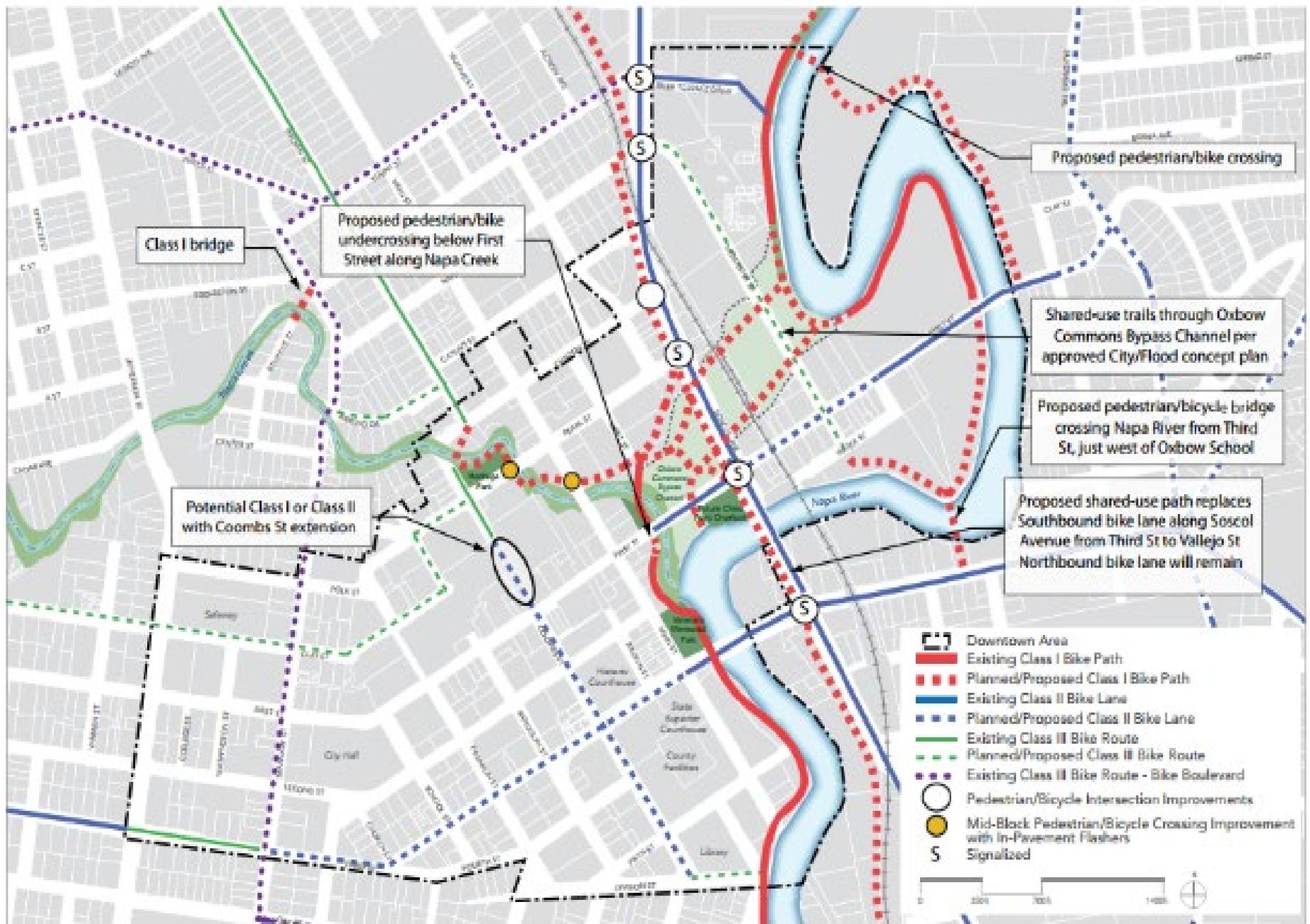


Figure C.6. Existing and Planned/Proposed Bicycle and Pedestrian System for Downtown Napa (Source: Downtown Specific Plan, page 165, 2012)

Street Paving Plans and Improvement Maps

Starting in 2009, the City of Napa Public Works Department set a goal to annually have City crews pave 10 miles of residential streets. This strategy aimed to use contactors for paving on more highly traveled collectors and arterial streets to conserve staff and financial resources. If the City stays on target, all the residential streets will be repaved within by 2023, and perhaps sooner with the availability of Measure T funds.

The Pavement Condition Index (PCI) of Napa's streets can help the City prioritize which are in the most need of paving. While the map does not indicate a relationship between paving and bicycle improvements, there are potential opportunities for incorporating low-cost bicycle projects (painting, lane width adjustments, bike boxes, etc.) when the paving occurs and using Measure T funds for paving projects.

Citywide Truck Routes Map

The City of Napa has designated truck routes to encourage freight to use City roads that meet their needs while reducing conflict with local traffic, land use needs, and active transportation uses. A side-by-side comparison between the truck routes and bike network (existing and proposed) can be seen below. As shown, most of the truck routes are part of the current or proposed bike network, and are slated to be Class I facilities, which would be preferred for high traffic and speed roads, especially if there is a high number of trucks.

City of American Canyon

Broadway District Specific Plan

Broadway, also known as State Route 29, is the main thoroughfare through American Canyon and serves as the community's main hub of business, transportation, tourism, and services. While the land uses along Broadway have developed into more intense uses over the years, the road and its transportation capacity have not. The Broadway District Specific Plan includes needed improvements to the transportation system and the identified project in the City's transportation plan, which calls for the road to be widened by one lane in each direction, with sidewalks and separated bicycle lanes.

As of April 2017, the plan was still in draft form and identified a suite of proposed bicycle facilities to improve access to Broadway (more information can be found in Table 4-1 on pages 4-8, 4-9 of the report).

General Plan

The City of American Canyon adopted their General Plan in 1994, two years after the City was incorporated. It aims to be the foundational policy document for the City and set a framework for how City assets and processes should be managed into the future. Section 4.0, The Circulation Element, updated in 2013, is the part of the General Plan with the most applicability to the Napa Countywide Bike Plan Update, and presents a set of policies correlated with the Land Use Element of the General Plan to guide the City's transportation related infrastructure growth over the next twenty (20) years.

Guiding Policies

The Circulation Element sets forth a wide variety of guiding policies addressing all transportation modes, including policies specifically related to supporting and implementing an improved bike network in American Canyon, including:

- **Guiding Policies:** Promote walking and bicycling, meet the needs of all users, and develop a safe and efficient non-motorized circulation system.
- **Implementing Policies:** Integration of land use planning, provision of bicycle facilities, and utilizing street trees for shade and comfort.
- **Funding for Improvements:** Fund bikeways through street construction funds, update City Bicycle Plan, account for street trees in Capital Improvement Program, and fund the Bicycle Plan through TIF.
- **Increasing Bicycle Use and Safety:** encourage bicycle use by City employees; provide bicycle access to parks; increase bicycle safety through maintenance, infrastructure, signage, and education; demarcate of Class III Bikeways through sharrows; and improve bikeway visibility.

The General Plan admits that there is not a continuous bicycle network in the City and that more routes and infrastructure are needed to achieve their goals.

Design Guidance

The General Plan defers to the 2012 Bicycle Plan for design guidance on Class I, II, and III facilities. That said, the General Plan does detail standard road cross sections, of which most have designated bike facilities. The only exception is the local street, which may not have the needs for designated bike lanes due to speeds and volume.

American Canyon Bicycle Plan (2012)

The American Canyon Bicycle Plan was adopted in 2012 as a part of the Napa Countywide Bicycle Plan update. The 2012 Plan includes policies, projects, support programs, and design guidance with the goal of increasing the number of people bicycling and ensuring a safe, comfortable, and convenient bicycling environment. The 2019 Plan serves as an update to the 2012 Plan.

Napa Countywide Pedestrian Plan – American Canyon Chapter (2016)

In 2016, the Napa Countywide Pedestrian Plan was adopted and includes a specific chapter for each jurisdiction. The purpose of the plan was to identify and guide pedestrian infrastructure, policies, programs, and development standards in American Canyon and throughout the county.

The Plan also includes reference to bicycle projects, including proposed locations for shared-use paths and programmatic recommendations for Safe Routes to School.

Regional, State, and Federal Plans and Policies

The region, State of California and the Federal government have both committed to encouraging active transportation through policy and regulations. The following summarizes the legislation most applicable to the Napa Countywide Bicycle Plan.

Regional Plans

Caltrans District 4 Bicycle Plan (2018)

The 2018 Caltrans District 4 Bicycle Plan is a strategic planning document that identifies and prioritizes bicycle investments on State-owned transportation infrastructure. It is part of the statewide *Toward an Active California* effort (see below), which seeks to improve multimodal access, improve health outcomes, and reduce traffic congestion, among other goals.

Plan Bay Area 2040 (2017)

Plan Bay Area 2040 is a long-range regional transportation plan and “Sustainable Communities Strategy” for the nine counties in the San Francisco Bay Area, including Alameda County. The plan sets out goals, a proposed growth pattern, a transportation investment strategy, and actions as an update to the previous plan, which was adopted in 2013. Transportation actions were driven by the current congestion issues within the region and, as such, identified a target of “Increasing non-auto mode share.” While most of the detailed actions focused on transit improvements, continuing investments in bicycle infrastructure and Safe Routes to School efforts were noted.

State Plans/Policies

California Strategic Management Plan (2015)

This plan provides strategic direction for Caltrans, including targets of doubling walking trips and tripling bicycling trips by 2020. Additionally, the plan calls for reducing user fatalities and injuries, promoting community health through active transportation, and improving the quality of life for all Californians by increasing accessibility to all modes of transportation.

Main Street, California (2013)

This document is a guide produced by Caltrans for communities that consolidates recent updates for improving multimodal access, livability, and sustainability. It summarizes standards, procedures, and guidelines from the Caltrans Highway Design Manual (HDM), the California Manual on Uniform Traffic Control Devices (California MUTCD), and the Project Development Procedures Manual (PDPM). A section, titled “Design for Bicyclists, describes a suite of state-approved bicycle facilities, such as shared traffic lanes, sharrows, bike lanes, colored pavement, etc., and offers examples of where it is appropriate to use such infrastructure as well as the guidance where it is drawn from.

Strategic Highway Safety Plan 2015-2019 (2015)

The Strategic Highway Safety Plan is a statewide plan aiming to reduce fatalities and severe injuries on public roads. The plan identifies “Challenge Areas,” which are topics identified by a statewide group of safety stakeholders; bicycling was identified as a challenge area. The plan proposes five strategies to reduce deaths and serious injuries for bicyclists:

- Improve roadway and bikeway planning, design, operations, and connectivity to enhance bicycling safety and mobility to all destinations.
- Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths.
- Improve education and enforcement to promote safe multi-modal travel.
- Encourage more bicycle travel by improving public attitudes about bicycling as a safe mode of transportation.
- Develop safe, direct, and connected routes for bicycling.
- These strategies will be measured throughout the years of 2015 to 2019 to evaluate progress and determine if they are successful in improving the safety of bicyclists on public roads.

California Transportation Plan 2040 (2016)

The California Transportation Plan’s Vision Statement calls for California’s transportation system to be “safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the State’s greenhouse gas emission reduction goals and preserving the unique character of California’s communities.” The first goal of the plan is improving multimodal mobility and accessibility for all people.

Smart Mobility 2010

The California Smart Mobility Call to Action provides new approaches to implementation and lays the groundwork for an expanded State Transportation Planning Program. It enhances the scope of the existing California Transportation Plan by analyzing the benefits of multi-modal, interregional transportation projects. The Smart Mobility framework emphasizes travel choices and safety for all users, supporting the goals of social equity, climate change intervention, energy security, and a sustainable economy.

Toward an Active California: State Bicycle and Pedestrian Plan: California Statewide Bike and Ped Plan (2017)

The California Statewide Bike and Pedestrian Plan is a visionary and comprehensive policy to support active modes of transportation. Policies that stem from this plan will guide decisions about future bicycle and pedestrian investments, and support local governments in creating a safe active transportation network.

The draft plan’s vision states that “by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.” The plan identifies policies and strategies that will get Caltrans to this goal focusing on safety, mobility, preservation of the transportation system, and social equity.

Assembly Bills

The applicable Assembly Bills are listed in Table C.7.

Table C.7. Applicable Assembly Bills

Assembly Bill	Description
Assembly Bill 32: Global Warming Solutions (2006)	The Global Warming Solutions Act (AB 32) has a goal of California reaching 1990 greenhouse gas emission levels by 2020 by reducing emissions, including those caused by motor vehicles.
Assembly Bill 1358: Complete Streets (2008)	All California Cities and Counties must include accommodations for all street users (pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities, and elderly persons) in circulation element updates of General Plans.
Assembly Bill 2245: Environmental quality: CEQA: Exemption: Bicycle Lanes (2015)	This bill exempts the restriping of roadways for bicycle lanes, provided the roadways are within an urban area and the restriping is consistent with a prepared bicycle transportation plan. A lead agency would be required to conduct a traffic assessment and safety impact, as well as conduct hearings, before determining if a project is exempt.
Assembly Bill 1193: Bikeways (2014)	Assembly Bill 1193 adds a fourth classification of bikeway to the Caltrans bikeway classifications. The new designation, Class IV bikeways, applies to cycle tracks or separated bike lanes.
Assembly Bill 1371: Vehicles: Bicycles: Passing Distance (2013)	AB 1371 requires that motor vehicles leave three feet of space between a bicycle and motor vehicle, when the driver of the motor vehicle is overtaking a bicyclist traveling in the same direction.

Senate Bills

The applicable Senate Bills are listed in Table C.8.

Table C.8. Applicable Senate Bills

Senate Bill	Description
Senate Bill 375: Sustainable Communities (2009)	SB 375 directs the Air Resources Board to set regional targets for the reduction of greenhouse gases. Metropolitan Planning Organizations (MPOs) must develop land use plans to meet these emission reduction goals by tying together regional housing needs and regional transportation planning to reduce greenhouse gas emissions from motor vehicle trips.
Senate Bill 743: Environmental Quality: Transit Oriented Infill Projects, Judicial Review Streamlining for Environmental Leadership Development Projects, and Entertainment and Sports Center in the City of Sacramento (2013)	SB 743 eliminates auto Level of Service (LOS) and other measures of vehicle capacity or traffic congestion as a basis for determining significant impacts. The bill also removes parking impacts as a basis for impacts in select areas with nearby frequent transit service. This bill promotes infill development, active transportation, and reduction of greenhouse gas emissions.
Senate Bill 99: Active Transportation Program Act (2013)	The Active Transportation Program distributes federal funds for local and regional efforts to increase walking and bicycling, and combines programs that were previously separated (Bicycle Transportation Account, the Bikeway Account, and Safe Routes to School). The funding is intended to increase the number of walking and bicycling trips, increase safety for those modes, and provide support for disadvantage communities to achieve transportation equity.

Caltrans Complete Streets Policy (2014-2017)

The Caltrans Complete Streets Implementation Action Plan 2.0 Policy outlines the complete streets policy framework and describes Caltrans’ complete street efforts. The Plan defines a Complete Street as:

A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to all roadways in all contexts including local roads and state highways in rural, suburban, and urban areas.

Federal Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

On March 15, 2010, the United States Department of Transportation announced a policy statement, included below, with a list of recommended actions.

“The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide

— including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”

Recommended actions to support the policy statement include considering walking and biking equal to other modes, ensuring that there are transportation choices for people of all ages and abilities, going beyond minimum design standards, collecting data on walking and biking trips, and several other actions that make it easier for people to walk and bike.

FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts

This publication highlights ways that designers can apply design flexibility found in current national design guidance to reduce multimodal conflicts and achieve “connected networks so that walking and bicycling are safe, comfortable, and attractive options for people of all ages and abilities.”