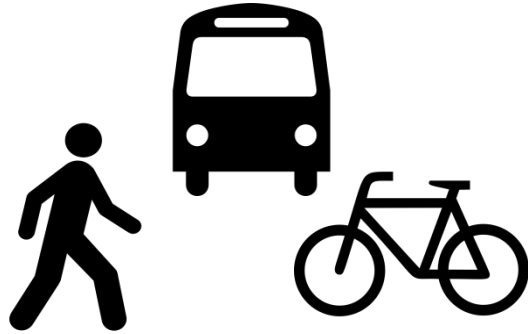




# Countywide PED PLAN— DRAFT

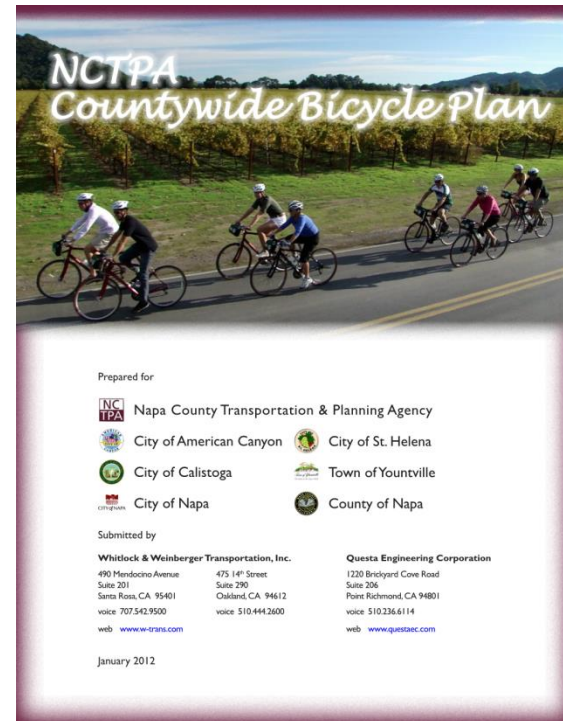
PURPOSE > COUNTYWIDE GOALS

# VISION 2040 MODE SHARE AND STATE FUNDING



*Plan Bay Area Goal:  
Increase non-auto mode share by  
10% by 2040*

## *Countywide Active Transportation Plan*

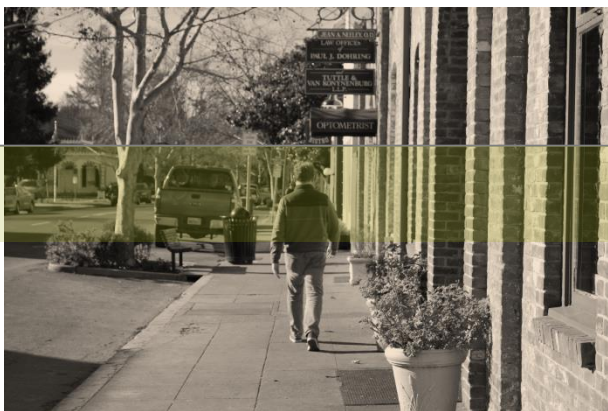


PLAN GUIDANCE AND COLLABORATION  
**ATAC and TAC**





# Road Map

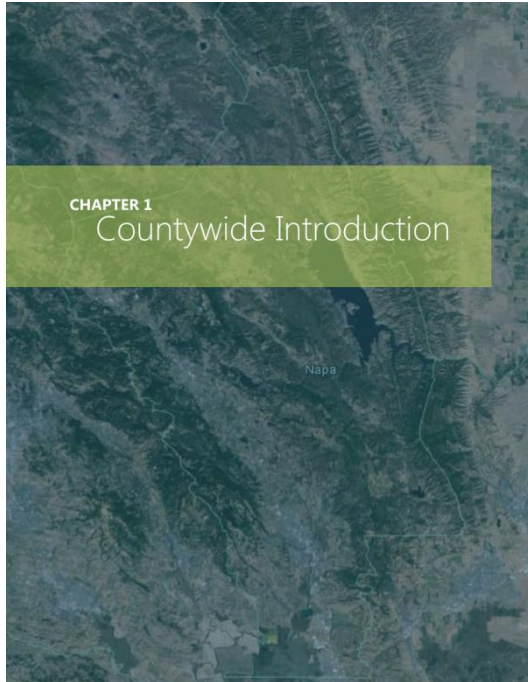


Plan Structure

Planning Process

Outcomes

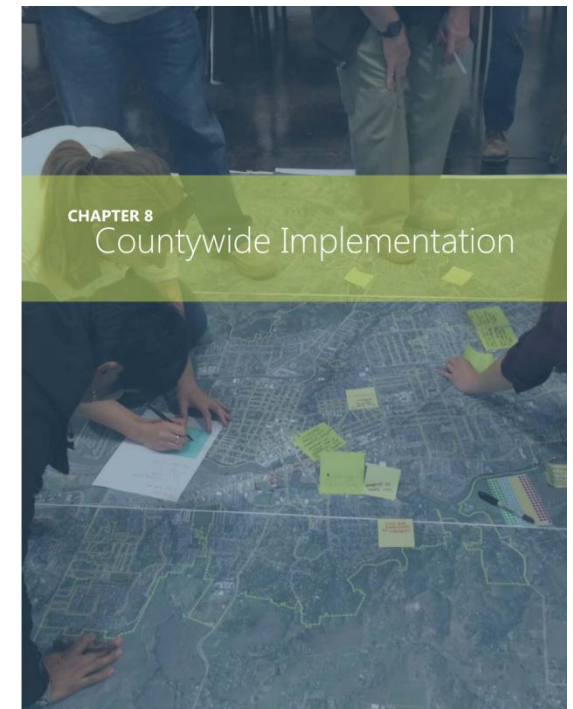
# COUNTYWIDE vs. INDIVIDUAL JURISDICTIONS



Chapter 1: Countywide Introduction



Chapters 2-7: Jurisdiction Plans



Chapter 8: Countywide Implementation



# PLANNING PROCESS COUNTYWIDE GOALS

*One Pedestrian project / year*

*Reduce Collisions*

*Increase Walking Trips to Transit*

*Identify Funding*

*Safe Route Education*

# PLANNING PROCESS

## PROGRAMS, POLICIES AND PRACTICES



Napa Countywide Pedestrian Plan - DRA  
January 2016

Napa Countywide Pedestrian Plan - DRA  
January 2016

### APPENDIX AC-A: BENCHMARKING TABLE

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	American Canyon Response	Best Practice Examples
<b>ADA Transition Plan</b> Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.  An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.	Key Strength	American Canyon's Engineering Design Standards require curbs with grooves facing towards the center of the intersection at all street crossings and curb returns. The Standards do not include truncated domes or directional curb ramps.  The city has an ADA Transition Plan from 2008 that includes an inventory of needed improvements for deficient sidewalks and curb ramps in the public right-of-way along priority corridors.	<ul style="list-style-type: none"> <li>Consider tracking ADA improvements using practices recommended in ADA Transition Plan, updated as part of this plan, to be implemented by the ADA Coordinator</li> <li>Implement directional curb ramps where practical and truncated domes in all cases. Review and revise standard drawings to align with PROWAG recommendations.</li> </ul>
<b>Traffic Calming Programs</b> Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.	Key Strength	American Canyon has a Traffic Calming Program that outlines the steps for a community interested in traffic calming, defines the various traffic calming options and appropriate uses, and establishes guidelines for installing the traffic calming measures. There is no specific funding set aside for these improvements.	<ul style="list-style-type: none"> <li>Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements.</li> <li>Encourage the routine use of traffic calming measures beyond speed humps.</li> </ul>
<b>Complete Streets Policy</b> Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.	Key Strength	The city's Complete Streets policy, adopted in 2012, includes principles, implementation strategies, and exemptions from complete streets requirements. As part of implementation, the City of American Canyon Open Space Advisory Committee, serving as the city's Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, reviews transportation projects to provide recommendations regarding Complete Streets.  Routine data collection is also required to evaluate how well all users are being served by the transportation network.	<ul style="list-style-type: none"> <li>Consider maintaining a GIS database for data collected as part of the policy evaluation, to include pedestrian volumes collected in this plan.</li> <li>Develop a checklist for project review to ensure routine application of the Complete Streets policy.</li> <li>Consider using multi-modal level of service criteria.</li> </ul>
<b>Public Involvement</b>	Key Strength	American Canyon residents (or visitors) may file requests for safety improvements on city streets via phone or	<ul style="list-style-type: none"> <li>Consider adding a page to the city's website dedicated to receiving public input regarding</li> </ul>



AC-A1

### AND PRACTICES BENCHMARKING ANALYSIS

City Response	Best Practice Examples
The "SeeClickFix" app allows citizens to report issues on a web-based platform to submit information on damaged sidewalks, on-emergency issues.  Through several groups including the Napa Valley Transportation Authority's Advisory Committee (ATAC). The OSAC serves as the Advisory Committee per involved with site plan inspection projects to commendations.	transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Encourage broad use of the "SeeClickFix" app for pedestrian issue and opportunity input.  <ul style="list-style-type: none"> <li>Consider creating a formal Active Transportation Advisory Committee (ATAC) for city-specific issues. This Committee could include the American Canyon representative on the ATAC for NVTAA.</li> <li>Consider organizing neighborhood groups that identify street needs, including greening and traffic calming.</li> </ul>
collected pedestrian and bicycle counts, the city does not or bicycle counts, nor does it collect pedestrian counts by street segments.	<ul style="list-style-type: none"> <li>Use collected volumes in this plan to identify pedestrian nodes in the next update to the General Plan</li> <li>Routinely collect pedestrian volumes with all transportation impact studies (TIAs).</li> <li>Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.</li> </ul>
surveys are conducted in the city, frequent collisions, or at the Napa County Sheriff's Office's records in the city.	<ul style="list-style-type: none"> <li>Proactively consider pedestrian volumes when setting speed limits.</li> <li>Explore the use of reduced speed limits in school zones.</li> <li>Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.</li> </ul>
have a policy in place for pedestrian safety, but the city staff listed in the 2012, the California Northern	<ul style="list-style-type: none"> <li>Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.</li> </ul>

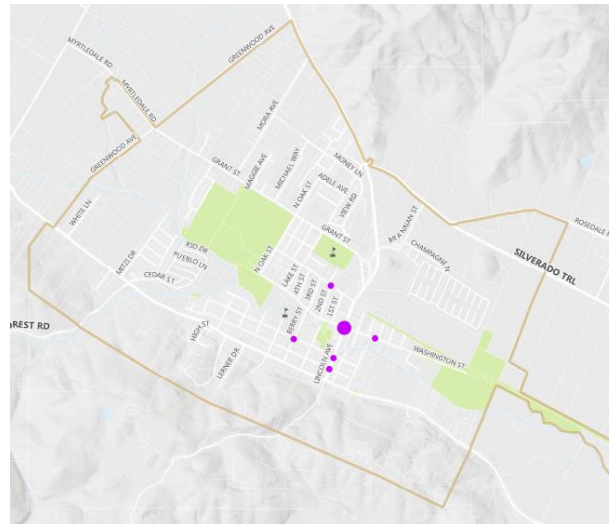
AC-A2

# PLANNING PROCESS

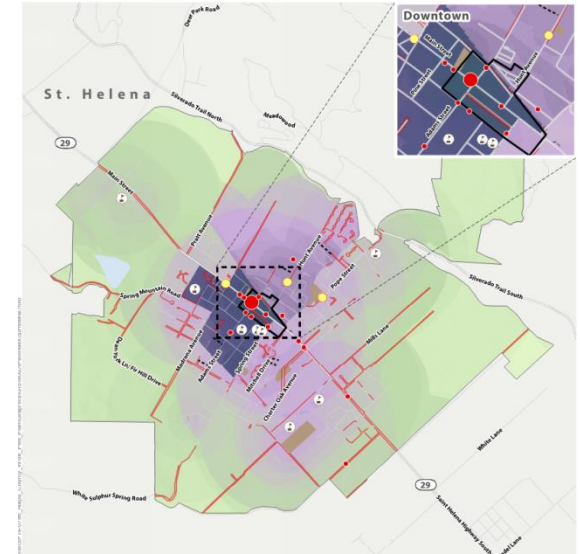
## DATA DRIVEN APPROACH



Existing Facility Inventory



Pedestrian-Involved Collisions



Potential for Demand



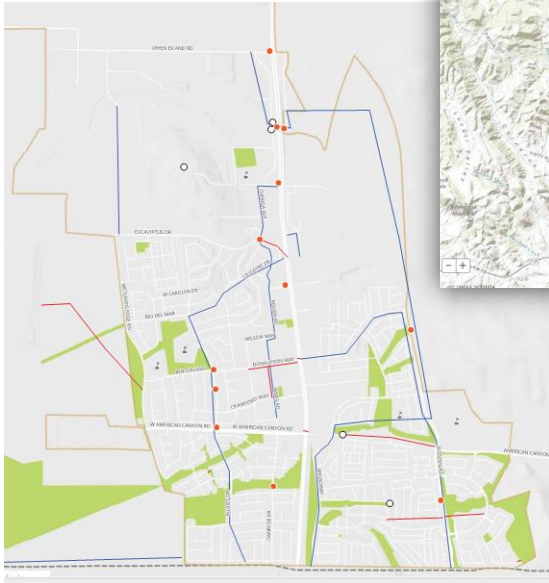
# PLANNING PROCESS

## PUBLIC INPUT

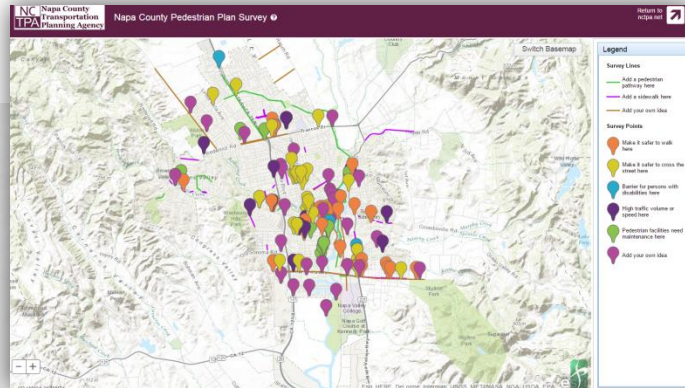


# PLANNING PROCESS

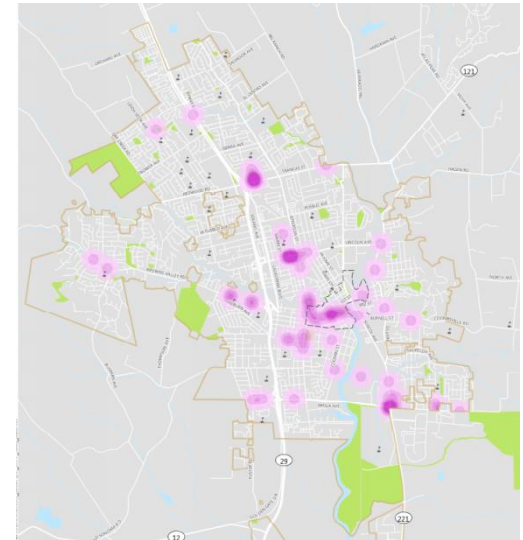
## POST PROCESSING



Workshop Comments



Web Map Comments

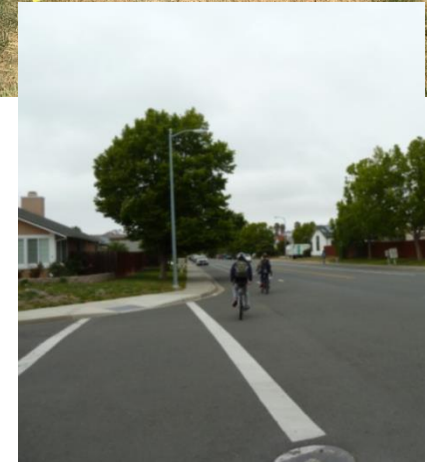


Perceived Barriers



# PLANNING PROCESS

## WALKING AUDITS



# OUTCOME

# PEDESTRIAN IMPROVEMENT LISTS



Exhibit AC-8  
American Canyon - Project Locations



Exhibit SH-7  
St. Helena - Project Locations



Exhibit UNC-8  
Angwin - Project Locations





# OUTCOME>IMPLEMENTATION

## COMPLEMENTARY PROGRAMS AND FUNDING



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



# OUTCOME COUNTYWIDE PROGRAMS

*Recommended Routes to School*

*Collision tracking*

*School Site Walks*

*Countywide Count Evaluation Program*

# OUTCOME

# BEST PRACTICES TOOLKIT AND TREATMENT GLOSSARY





### PATHWAYS/TRAILS

Pedestrian pathways, which include paved multi-use trails as well as informal, unpaved trails, are an asset to Napa County. They increase pedestrian connectivity and satisfy pedestrian desire lines that are otherwise not accommodated by pedestrian facilities. The design of a trail segment should accommodate users walking in both directions when possible. A pathway can be direct, especially when providing a useful connection between two pedestrian generators, or if the primary purpose is recreational they can meander and take advantage of natural landscape features such as creeks and open space. Perhaps the most important consideration for pedestrian safety in the design of trails is crossing locations. Refer to the Crosswalk Guidelines of this Appendix for applicable treatments based on locational context.

### TREATMENT GLOSSARY

Table 1: Sidewalk Zones and Corners

Description
The sidewalk zone is the portion of the street right-of-way between the curb and building front. Within this zone, four distinct areas serve different organizational purposes.
Design Example
<div>Edge Furnishings</div>  <div>Throughway Frontage</div> 



D3

Best Practices Toolkit



- Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.
- Section 21950 describes right-of-way at a crosswalk:
  - The driver of a marked vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.
- Section 21955 describes where pedestrians may not cross a street:
  - Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

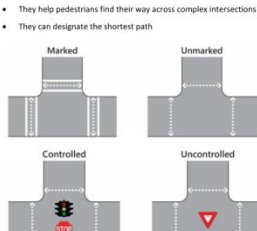
### WHY MARK CROSSWALKS?

Sidewalks and crosswalks are essential links within a pedestrian network. Whether commuting, running an errand, exercising or wandering, pedestrians will need safe and convenient crossing destinations. A marked crosswalk has three (3) purposes:



- To create reasonable expectations w roadway
- To improve predictability of pedestri
- To channel pedestrians to designated selected for their optimal sight distan

### Advantages of Marked Crosswalks

Marked crosswalks offer the following advanta



Napa Countywide Pedestrian Plan - DRAFT January 2016

TABLE A-4: UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS			
Treatment	Description	Level	Estimated Cost
<b>4.2. Flashing Beacon</b>  Image Source: Fehr & Peers	Flashing amber lights are installed on overhead or post-mounted signs, in advance of the crosswalk or at the crosswalk's entrance. Full-time flashing beacons are not recommended. Flashing beacons are most effective when they are activated by the crosswalk user (they should rest on dark). By resting on dark, they can also be solar powered.	Level 2	\$20,000/EA
<b>4.3. Rectangular Rapid Flashing Beacon (RRFB)</b>  Image Source: Fehr & Peers	The RRFB is an enhancement of the flashing beacon that replaced the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The RRFB may be push-button activated or activated with passive detection. This treatment was approved for use in California via Interim Approval IA-11-83 in 2011. Any installations should be reported to Caltrans for documentation, but do not require pre-approval for experimentation.	Level 2	\$20,000/EA



D31

Crosswalk Guidelines





# Questions?



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Danielle Schmitz: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)

