

JAN 20 2016

Agenda Item #

9B



CIRCULATION

the county including policies on signage as defined in the Community Character Element.

Policy CIR-10: The County will work with NCTPA and seek to develop innovative approaches to providing transportation service to the county's rural areas without the need for additional roadway lanes or other improvements that would detract from the visual and community character of these areas.

Action Item CIR-10.1: County staff shall participate in the periodic updates of the Napa County Transportation and Planning Agency's Strategic Transportation Plan (STP), and use that forum for consideration and development of innovative strategies related to the movement of people and services without increasing the use of private vehicles. The County shall seek input from experts in sustainability, smart growth, and land use planning in developing potential new strategies.

Goal CIR-2: The County's transportation system shall provide for safe and efficient movement on well-maintained roads throughout the County, meeting the needs of Napa County residents, businesses, employees, visitors, special needs populations, and the elderly.

Policy CIR-11: The Circulation Map contained in this Element shall show the following roadway types as comprising the planned roadway system. Local roadways need not be shown on the Circulation Map. The Circulation Map is a visual depiction of the County's policy regarding the ultimate width and general location of roadways in the unincorporated area.

Freeways: Four- to six-through-lane⁴ roadways characterized by limited access (e.g., only at interchanges) and controlled (e.g., ramp metering) access and designed for high speed (up to 70 mph) travel.

Rural Throughway: Two- to six-through-lane roadways such as Highway 29 or Silverado Trail designed primarily for longer-distance travel between major centers of activity (such as incorporated jurisdictions or distant locations in the county) and built to accommodate this type of travel (fewer or more gentle curves, wider shoulders, limited driveway access, etc.). These roadways are often referred to as "arterials." The six-lane configuration is to be applied only to the portion of Hwy 29 in the unincorporated area south of the Hwy 221/12 interchange.

⁴ Note: Each roadway will typically have the same number of lanes in each direction; a four-through-lane roadway will usually have two lanes in each direction. Left or right turn lanes or medians are not considered to be through lanes and are not included in the lane counts.



Two by Lane

Rural Collectors: Two- to four-through-lane roadways designed primarily to link locally important activity centers and provide a collection system for the local roads. Rural collectors will typically be designed for slower travel speeds than Rural Throughways and may incorporate sharper curves, narrower pavement widths, and other features consistent with slower vehicle speeds.

Local Roadways: Roadways which provide access to individual homes and businesses.

Action Item CIR-11.1: The County shall adopt, periodically review, and revise as appropriate specific road and street standards for County roads. These standards shall include overall right-of-way widths, pavement widths, lane and shoulder widths, and other design details. The County's roadway standards shall be developed in consultation with the County Fire Marshal, County Public Works, and others to ensure adequate widths for safety and emergency access and evacuation.

Policy CIR-12:

Roadway improvements at entrances to the county shall be carefully considered, and additional lanes shall be added only where necessary for safety and only if the additional lanes will not exacerbate traffic congestion elsewhere in the county. Key entrances where capacity will generally not be increased include:

- Hwy 128 from Yolo County
- Hwy 29 from Lake County
- Petrified Forest Road from Sonoma County
- Hwy 121 from Sonoma County
- Butts Canyon Road from Lake County

Other entrances, as determined by the County, may also be given special consideration.

Policy CIR-13:

The County seeks to provide a roadway system that maintains current roadway capacities in most locations and is both safe and efficient in terms of providing local access. The following list of improvements, illustrated as the County's ultimate road network in Figure CIR-1, has been supported by policy makers within the County and all five incorporated cities/town, and will be implemented over time by the County and other agencies to the extent that improvements continue to enjoy political support and funding becomes available:

South of Napa

- Widen Jamieson Canyon Road (Route 12) by adding one additional vehicular travel lane and room for a class II bike lane in each direction. Construct a safety median barrier in the centerline, straighten unsafe curves, lower the grade where possible, install turn lanes for safety and to allow for parcel access as appropriate, and allow a Ridge Trail crossing for pedestrian, equestrian, and bicycle use.
- Construct an interchange at the intersection of State Route 12, Airport Boulevard, and State Route 29 within the most efficient footprint, including any necessary appurtenant facilities.