

CHAPTER 8

Countywide Implementation



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Support Programs

Effective policies and comfortable, safe pedestrian designs are the foundation of pedestrian networks. However, policies and design are enhanced by accompanying programs that inform and educate users, enforce policies, and maintain infrastructure and can be key factors in increasing pedestrian safety. Successful and targeted education, enforcement, and engineering treatments can reduce pedestrian countywide pedestrian collision rates up to 13.3%⁹. Below are program recommendations for NVTa to initiate, enhance, or continue through direct sponsorship or indirect support. These programs incorporate elements of design, enforcement, education, encouragement and evaluation. Implementation of these programs depends on funding, availability of staff, and coordination with other groups and organizations. Three types of programs are addressed in the following section:

⁹ C. V. Zegeer, S. Masten, L. Marchetti, Y. Fan, L. Sandt, A. Brown, J. Stutts, and L. Thomas, "Evaluation of Miami-Dade Pedestrian Safety Demonstration Project," *Transportation Research Record*, No. 2073, pp. 1-10.

Safe Routes to School (SRTS), a Countywide Count Evaluation Program, and Vision Zero. These programs are best managed at the county-level as they require coordination among multiple jurisdictions. NVTA will work closely with individual jurisdictions to ensure implementation matches the individual context of each community within Napa County.

Safe Routes To School (SRTS)

School zones are busy areas for pedestrians and bicyclists, with conflicts presented from navigating the many parents in cars dropping off or picking up students. However, children who walk or bike to school can experience improved physical health and can contribute to reducing traffic associated with school drop-off, as much as 25% of morning peak hour traffic¹⁰. The Napa County Office of Education (NCOE) currently has a four-year grant (though 2017) to administer programs to encourage children to safely walk or bicycle to school across the County as part of a SRTS Program. Program leaders have a goal of reaching every interested school by the end of the grant term, administering programs such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations. Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons.

Successful SRTS programs lead to changes in the way students and parents choose to travel to and from school. These programs succeed by including each of the “Five E’s” of SRTS to ensure that their project is a well-rounded, comprehensive approach to getting more students walking and bicycling. The Five E’s include education, encouragement, engineering, enforcement, and evaluation.

Education and Encouragement

As a result of the existing three-year SRTS grant, Napa County has implemented after-school and in-class education and encouragement programs in Calistoga, Howell Mountain, and throughout the Napa Valley Unified School District. The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures in both English and Spanish are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances. Although materials for these programs are available each year for schools across the County, reaching schools on a routine basis has not been possible due to understaffing and scarcity of volunteers.

Recommendations

- Coordinate with individual schools and Napa County Office of Education to distribute information to teachers, parents, and students about the following issues:
 - Recommended routes to walk or bike to school

¹⁰ Pedestrian and Bicycle Information Center (PBIC), Safe Routes to School Guide, Introduction to Safe Routes to School: the Health, Safety and Transportation Nexus, 2007.

- Benefits of walking or biking to school for parents and students
- Location and prescribed traffic patterns for pick up and drop off areas
- Potential fines for not obeying traffic laws in the school zone and pick up and drop off areas
- Alternative locations for “park and walk” or “walking school bus”
- Plan to roll out weekly Walk/Bike to School Day
- Ensure consistency with the Community Health Improvement Plan (CHIP) by seeking partnership opportunities between health agencies and SRTS to expand the reach of education and promotion of walking.

Engineering

For SRTS programs, engineering refers to creating operational and physical improvements to the infrastructure surrounding schools that reduce both the speeds and potential conflicts with motor vehicle traffic, and can establish safer and fully accessible crossings, walkways, and trails.

Recommendations

- Analyze the transportation and safety issues in each school area by coordinating a walk around the school site and along regularly traveled school routes with city and school staff, parents, and students. Also, identify areas for safe and secure long term bicycle parking. Determine solutions for existing concerns and potential funding sources for implementing improvements, including pursuit of grant funding.
- Coordinate with NVTa to seek additional funding for SRTS, especially for infrastructure projects recommended in the jurisdiction plans, Chapters 2-7.

Enforcement

SRTS enforcement involves partnering with local law enforcement to ensure that traffic laws are obeyed in the vicinity of schools and initiating community enforcement such as crossing guard programs and student safety patrols. Specific enforcement actions may be related to travel speeds, yielding to pedestrians in crosswalks, and proper walking and bicycling behaviors. The following recommendations would contribute to pedestrian safety and should be considered by local police departments for feasibility based on scale and available resources.

Recommendations

- Individual jurisdiction’s police departments should be a visible presence during school pick up and drop off periods, ticketing violators of traffic regulations in school zones, including speeding, illegal parking, not stopping for pedestrians in the cross walk, and U-turns.
- Tracking pedestrian-involved collisions aligned with enforcement efforts could help analyze trends and effectiveness of enforcement methods, where applicable.

Evaluation

To measure the success of a SRTS program, local agencies should monitor and document outcomes, attitudes, and trends through the collection of data before and after different interventions. In Napa County, weekly travel mode to school data was collected in Spring 2015 for students in K-6. In addition, parent surveys were conducted to determine mode and distance traveled to school. Staff surveys were completed to gauge safety and infrastructure needs at specific school sites.

Recommendations

- Use home distances from school from parent survey results to determine feasibility of rolling out Walking School Bus program where applicable. Track the number of children walking and biking to school and survey participating schools to track the success of implemented Walking School Bus programs.
- Refer to requested infrastructure needs from staff surveys during recommended site walks under *Engineering* above.
- This plan will establish an ongoing countywide count program for Napa County. While the program will encompass a range of different site types throughout the County, several will be located within a quarter-mile of primary and secondary schools. At these locations, counts will be completed during the typical morning (7-9 AM) and afternoon (4-6 PM) travel peaks, as well as during the afternoon dismissal period (2-4 PM). Consider monitoring pedestrian volumes near schools over time to document trends related to SRTS efforts. Reference these trends when applying for infrastructure funding.

Countywide Count Evaluation Program

Establishing a countywide count program allows Napa County to measure facility use over time, evaluate pedestrian volumes before and after project implementation, and monitor travel patterns and safety conditions. In addition, count data may be used to support NVTAs and jurisdictions' applications for competitive grant funding by demonstrating the pedestrian demand in the project area. This count program could lead to a proactive approach to identify treatments and program funding as well as ensure that improvements are focused not only on areas with high pedestrian volumes and a high number of collisions, but also on areas with high collision rates (collision/daily pedestrian volume) that may not have as many people walking. Additionally, pedestrian volumes could be referenced proactively when setting speed limits and to determine if a reduced speed zone may be appropriate or other traffic calming measures may be needed, especially near school zones.

Count Methodology

Baseline counts were conducted at 42 locations throughout Napa County in October and November 2015. Locations were chosen based on priority projects in the Countywide Transportation Plan (2015) and high-ranking projects from the walking audits of this plan. Observed pedestrian activity periods included the baseline morning (7-9 AM) and afternoon (4-6 PM) peaks, as well as school and weekend periods which were added based on adjacent land use and input from jurisdiction staff. Locations near schools received a count during the afternoon school dismissal (2-4 PM) and downtown locations were counted during the weekend midday peak (12-2 PM).

when recommended by jurisdiction staff. The implemented count schedule followed the methodology put forth in the MTC Handbook for Bicyclist and Pedestrian Counts (2003) and is consistent with researched best practices Statewide. The results of the counts are summarized in **Table 9** below.

TABLE 9: PEDESTRIAN COUNT PROGRAM VOLUMES

ID	Jurisdiction	Location	Morning	Evening	School	Weekend
			7-9AM	4-6PM	2-4PM	12-2PM
AC1	American Canyon	SR 29 and American Canyon Rd.	32	90		
AC2	American Canyon	Melvin Road at Poco Way	3	6		
AC3	American Canyon	James Road at Donaldson Way	23	42		
AC4	American Canyon	Elliott Drive at Donaldson Way	97	55	196	
AC5	American Canyon	Elliott Drive at Crawford Way	25		33	
UNC1	Angwin	Brookside Drive at Howell Mountain	18	23	30	
UNC2	Angwin	White Cottage Road at College Avenue	14		11	
UNC3	Angwin	Howell Mountain and Clark	1	0		
CA1	Calistoga	SR 29 and Cedar Street	80	256		
CA2	Calistoga	Petrified Forest Road and Foothill Boulevard	2	5		20
CA3	Calistoga	Brannan and Lincoln	47	20		
CA4	Calistoga	Berry and Cedar	214		173	
CA5	Calistoga	Grant and Stevenson	22	22	10	
CA6	Calistoga	Grant Street and N. Oak Street	13	12		11
CA7	Calistoga	Lake County Hwy / Silverado Trail N / Lake Street		3		6
CA8	Calistoga	Lake Street and Grant Street	60		66	
NA1	City of Napa	Browns Valley Road and Westview Drive	26	17		
NA2	City of Napa	First Street and Freeway Drive	67	30		
NA3	City of Napa	Imola Ave and Parrish Road	17	112		
NA4	City of Napa	Jefferson and Old Sonoma Road	12	27		
NA5	City of Napa	Jefferson and Sierra Avenue	206	43	138	
NA6	City of Napa	Salvador Ave and Escuela Drive	34	26	29	
NA7	City of Napa	Redwood Rd. and Solano Avenue	189	106	194	
NA8	City of Napa	Silverado Trail at 3rd Street/Coombsville/ East	24	17	34	
NA9	City of Napa	Soscol and First Street	89	143		
NA10	City of Napa	Imola Avenue and Foster Rd	63	34	67	
NA11	City of Napa	Soscol at Kansas	44	49		
NA12	City of Napa	Soscol at Imola	23	117		
NA13	City of Napa	Undercrossing: SR 29 and Napa Creek	7	42	31	
SH1	St. Helena	Main St. and Pope Sreet	55	134		
SH2	St. Helena	Main Street at Adams Street	112	321		798
SH3	St. Helena	Hunt Avenue at Proposed Path (1)	23	37		

TABLE 9: PEDESTRIAN COUNT PROGRAM VOLUMES

ID	Jurisdiction	Location	Morning	Evening	School	Weekend
			7-9AM	4-6PM	2-4PM	12-2PM
SH4	St. Helena	Hunt Avenue at Proposed Path (2)	23	34		
SH5	St. Helena	Main and Grayson	8		16	
SH6	St. Helena	Main and El Bonita Avenue	5		8	7
SH7	St. Helena	Spring Mountain and Elmhurst	13		7	
SH8	St. Helena	Main and Pine	35	65		104
YT1	Yountville	Madison St. and Washington St.	100	73		
YT2	Yountville	Washington Street and Yount Street	149	245		797
YT3	Yountville	Yount Street and Mt Avenue	56	14	27	
YT4	Yountville	California Drive and Washington Street	96	59		
YT5	Yountville	Yount Street and Finnell	95	94	72	

The number of pedestrians observed during the morning hours of 7-9 AM ranged from 1 to 214. The highest volumes observed during this period were near schools, with over 200 pedestrians counted in Calistoga near Calistoga Elementary School and in the City of Napa near Vintage High School and Bel Aire Park Magnet School. The lowest volumes observed during this period were near the northeast corner of the unincorporated community of Angwin along Clark Way and near the southwest corner of the City of Calistoga at Petrified Forest Road and SR 128.

During the evening hours of 4-6 PM, pedestrian volumes observed throughout the County ranged from 0 to 321. The highest volumes were observed in downtown locations, with about 250 pedestrians observed in downtown Calistoga and in downtown Yountville, and 321 observed in downtown St. Helena. The lowest volumes observed during this period were in the unincorporated community of Angwin adjacent to Clark Way and in the City of Calistoga near the northeast city boundary at the intersection of Silverado Trail N and Lake Street.

Pedestrians observed throughout the County during the school dismissal period of 2-4 PM ranged from 7 to 196. The highest number of pedestrians during this period was about 200 in the City of American Canyon and the City of Napa, and the lowest were in St. Helena where less than 10 pedestrians were counted.

Weekend counts were collected in the afternoon from 12-2 PM and ranged from 6 to 798 pedestrians. The highest volumes were observed in downtown Yountville and St. Helena, where close to 800 pedestrians were counted. The lowest number of pedestrians were in Calistoga near Oat Hill Mine Trailhead and near the southern end of St. Helena at SR 29 and El Bonita Avenue.

Of all locations observed throughout the county, an average of 54 pedestrians was recorded during the AM period (7-9 AM) and an average of 68 were observed during the PM period (4-6 PM). During the midday school observations (2-4 PM), an average of 63 pedestrians were counted at each location evaluated. An average number of 249 pedestrians was counted during the weekend count period (12-2 PM). These values varied significantly

based on population density of a given neighborhood or jurisdiction, as well as by the adjacent land use. Individual jurisdiction plans provide additional details about the pedestrian counts completed within those locations.

Evaluation and Next Steps

Going forward, NVTa intends to conduct annual counts throughout the County on an annual basis. Counts will primarily be conducted in locations evaluated in the baseline year (2015) to monitor travel trends and the impact of project implementation on pedestrian volumes, as well as justify funding for priority projects in this plan. With the collected counts, NVTa may compare travel patterns across different locations, measure changes in pedestrian use at a single location over time, and evaluate the extent to which pedestrian travel peaks throughout the course of the day or week. By collecting counts at different times of day, NVTa may evaluate if a given pedestrian facility is typically used for recreational or utilitarian purposes.

NVTa should consider purchasing a mobile automated trail counter. With this counter, NVTa may collect data for extended periods of time at different locations, providing a more holistic understanding of pedestrian behavior at these sites.

In the future, count locations may be added or omitted based on agency priorities, and could include pedestrian-involved collision locations to prioritize improvements in locations based on collision rates (collision/daily pedestrian volume). Individual jurisdictions may choose to add additional count locations at midblock locations where marked crosswalks may be considered based on existing pedestrian demand. These could be midblock locations where pedestrians are observed crossing the street such as between a hotel and a winery, a residential zone and a shopping center, or shopping and public parking. Pedestrian volumes at these locations could help determine if a midblock crosswalk should be evaluated based on the Crosswalk Guidelines in this plan.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. The initiative has gained momentum in major American cities including San Francisco, New York City, Chicago, Los Angeles, Seattle, Washington DC and San Jose. In the form of a plan and/or policy, it challenges the existing approach to traffic safety by acknowledging that traffic deaths and severe injuries are preventable and by taking a multidisciplinary approach to tackle this complex problem. Vision Zero often starts at the local level and engages law enforcement, engineering, education, and evaluation to help reach its goals. Implementation can include development of data-driven tools to identify high-injury networks and select priority locations for targeted engineering, education, and enforcement.

Recommendations

- Identify opportunities for funding for Vision Zero efforts, such as developing a Countywide database to inventory collision data and environmental factors, undertaking a comprehensive analysis to understand collision patterns, and facilitating an outreach process to identify community safety priorities and determine where to focus safety investments and improvements.

Performance Goals

Napa County intends to monitor progress on the implementation of this Pedestrian Plan over time. **Table 10** summarizes the County's four performance goals and includes information on the associated metrics and policies to make progress toward meeting those goals.

This plan will be updated every 5-7 years, including an analysis of the increase in walking from the implementation of proposed facilities through the Countywide Count Evaluation Program, as well as an evaluation of the remaining project list. This update will ensure that proposed projects still meet the needs of the community.

TABLE 10: PERFORMANCE GOALS

Goal	Metric	Key Actions
1. Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions	Establish a construction pace of one pedestrian capital improvement project per year per jurisdiction	<ul style="list-style-type: none"> Continue to seek grant funding to implement the projects recommended in each jurisdiction plan Coordinate with jurisdiction staff to inform schools and communities of relevant funding and grant opportunities Reference the public involvement, analysis, and project evaluation efforts of this plan when applying for grants to fund projects
	Coordinate with NVTa to seek additional funding for infrastructure projects that support safe routes to school	
	Reduce annual pedestrian related collision rate by half by 2040	<ul style="list-style-type: none"> Address collision locations identified in this plan by installing the projects identified and implementing the planned education and enforcement programs in Chapter 8. Use 2015 as the baseline year for evaluation with progress evaluations at five-year intervals.
2. Encourage walking trips through enhancing key pedestrian connections to transit	Increase the number of walking trips to transit by 50% by 2040	<ul style="list-style-type: none"> Work with NVTa and VINE to monitor the percentage of riders walking to transit Prioritize and implement improvements near the VINE stations and high use stops in support of this goal
3. Take advantage of overlapping opportunities	Identify Complete Streets funding and project synergies with development and infrastructure projects	<ul style="list-style-type: none"> Review environmental documents and proposed development plans for consistency with this plan and for a proposed facility's ability to accommodate the needs of users of all ages and abilities Consider pedestrian facilities in all road resurfacing and intersection improvements
4. Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists	<p>Administer SRTS programs to each interested school by the end of the grant cycle (2016) and secure grant to continue program</p> <p>Launch Safe Routes for Seniors and Safe Routes to Transit initiatives</p>	<ul style="list-style-type: none"> Implement the SRTS Program recommendations in this plan Distribute pedestrian safety brochures to the public to promote walking to community events Pursue grant funding through the California Office of Traffic Safety for a media safety campaign for motorists and implement campaign countywide through advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement Collaborate with senior centers and advocates to implement education, encouragement, and engineering projects to improve mobility for senior pedestrians Collaborate with transit providers to prioritize and implement access improvements to transit stops

Plan Consistency

This plan will build on, and need to coordinate with, a number of related planning efforts occurring not only at the countywide level but also at the city, regional, state, and federal levels. This section provides an overview of the policy framework surrounding pedestrian planning in Napa County by summarizing the key plans and policies that will affect and be affected by implementation of this plan. Key planning efforts include various routine accommodation and “complete streets” policies at the federal, state and regional levels; recent state legislation related to global warming and emissions of greenhouse gases; the MTC Bay Area Regional Bicycle Plan; NVTAs Countywide Bicycle Plan; and local general plans.

This plan is consistent with plans and policies at federal, state, and local levels.

Federal Policies

The United States Department of Transportation (US DOT) can issue Policy Statements to help guide actions at lower levels of government

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

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities with regards to employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of

public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but to all facilities serving the public, whether publicly or privately funded.

State Policies

State policies that relate to this plan include:

Complete Streets Act of 2008

California’s Complete Streets Act of 2008 (Assembly bill 1358) requires all cities and counties to modify the circulation element of their general plan to “plan for a balanced, multimodal transportation network that meets the needs of all users” when a substantive revision of the circulation element occurs. The law went into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements to aid cities and counties in meeting the requirements of the Complete Streets Act.

Senate Bill 375 / Assembly Bill 32

California Assembly Bill 32 requires greenhouse gas (GHG) emissions to be reduced by 28 percent by the year 2002 and by 50 percent by the year 2050 in response to climate change. Senate Bill 375 provides the implementation mechanisms for AB 32. It requires metropolitan planning organizations and regional planning agencies to plan for these reductions with the development of Sustainable Community Strategies, which will be a regional guide for housing, land uses, and transportation and will incorporate the Regional Transportation Plan (RTP). One key component of this is the reduction of automobile trips and vehicle miles traveled. Planning for increases in walking, bicycling, and transit use as viable alternatives are important components of these plans.

Caltrans Deputy Directive 64

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64 (DD-64), “Accommodating Non-motorized Travel,” which contained a routine accommodation policy. The directive was updated in 2008 and in 2014 as “Complete Streets—Integrating the Transportation System.” The new policy reads in part:

“Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by

creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations....”

The directive establishes Caltrans’ own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Regional and County Policies and Connections

This plan is consistent with regional- and county-level plans. Pedestrian and bicycle networks were reviewed from local and regional agencies, including MTC, the Association of Bay Area Governments (ABAG), and NVTa to promote a coordinated regional system. These plans are described briefly below.

Sonoma County Bicycle and Pedestrian Plan (2010)

Completed in 2010, the Sonoma County Bicycle and Pedestrian Plan provides a list of policies, projects, and programs for increasing bicycle and pedestrian mode share throughout Sonoma County. While no policies explicitly highlight connections to Napa County, several identified projects terminate at the Napa-Sonoma County border. Portions of the Sonoma County Bay Trail connect directly with the Napa County sections of the Bay Trail. For example, the Sonoma Plan proposes Bay Trail segments from Hudeman Slough (Project 206C) and from Dale Avenue (Project 206A) to the Napa County border.

Solano Countywide Pedestrian Transportation Plan (2012)

The Solano Countywide Pedestrian Transportation Plan, approved in 2012, explicitly discusses how the plan fits within the regional pedestrian context. The plan includes a goal to “develop a pedestrian connections network that connects to northern California’s alternative modes system”, with a specific objective to “plan and implement access to public transit connections to neighboring counties (i.e. Yolo County, Napa County, Sacramento County, etc.)”. Portions of the Bay Trail in Solano County extend along the Vallejo waterfront with plans to ultimately route the trail to Bay Trail segments in American Canyon in Napa County.

Bay Trail Gap Analysis Study (2005)

The Bay Trail Project is a nonprofit organization administered by ABAG that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the Trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. The Gap Analysis Study identifies portions of the Trail yet to be completed, and groups these into short-, medium-, and long-term projects. Much of the Bay Trail development in the past has been in San Francisco, San Mateo, Alameda, Contra Costa, and Marin Counties. Physical and environmental constraints in the North Bay have limited Bay Trail development in Sonoma and Napa Counties; however, projects such as the Sonoma Baylands, Sears Point Restoration, Napa Sonoma Marsh and Wetlands Edge Trail in American Canyon are representative of increasing progress toward Bay Trail implementation in the North Bay. This study includes several proposed Bay Trail projects within Napa County:

- 6.9 miles of the Bay Trail are included in the plan as short-term projects
- 22.4 miles of Bay Trail are included in the plan as medium-term projects
- 3.86 miles of Bay Trail are included in the plan as long-term projects

Napa Valley Vine Trail Project Plan (2013)

The Napa Valley Vine Trail Project Plan describes an initiative to build a walking and bicycling trail connecting the entire Napa Valley. This proposed 47-mile Napa Valley Vine Trail is seen as the key link in a Napa County-wide trail system, which also includes portions of the region-wide Bay Trail and Ridge Trail. The Trail project is a partnership between the NVTANVTA and the Napa Valley Vine Trail Coalition. Several recommended improvements in this plan align with existing or planned segments of the Vine Trail and include:

- Redwood Road at Solano Avenue Intersection Improvements in Napa (Improvement N-26)
- RLS Middle School Sidewalk and Hunt Avenue Improvements in St. Helena (Improvement SH-1)
- South St Helena / Unincorporated Connection in St. Helena (Improvement SH-11)
- Vine Trail Improvements in Yountville (Improvement Y-4)
- Madison Street Wayfinding in Yountville (Improvement Y-9)

Napa County Regional Park and Open Space District Master Plan (2009, 2012 update)

The first Master Plan for the Napa County Regional Park and Open Space District was adopted by the Board of Directors in 2009, with a plan update approved in 2012. Of the plan's guiding policies, two are of particular relevance to this planning effort:

- Promote non-motorized recreation facilities such as hiking trails, bicycle routes and other facilities that link the County's cities, town and communities to each other and to regional parks and other important destinations.

- Increase recreational trails open to the public by at least 100 miles, working in partnership with other governmental agencies and non-profit land conservation organizations.

MTC Policy on Routine Accommodation

MTC is the regional transportation planning agency for the Bay Area. In 2006, MTC adopted a policy on “Routine Accommodation.” The policy states that pedestrian and bicyclist consideration must be integrated into planning, design, and construction of transportation projects that use regional transportation funds. The policy requires sponsors of a project, such as a city or county agency, to complete a project checklist, often referred to as a Complete Street Checklist. The checklist is intended to be completed at the earliest stages of the projects so that considerations for bicyclist and pedestrian accommodation can be made at the inception of the project.

Plan Bay Area Regional Transportation Plan

The Association of Bay Area Governments (ABAG) is the comprehensive regional planning agency and Council of Governments for the nine counties and 101 cities of the San Francisco Bay region. Motivated by the California Sustainable Communities and Climate Protection Act of 2008, ABAG developed Plan Bay Area in July 2013, as regional transportation plan that guides the Bay Area in a long-range plan to significantly reduce greenhouse gases by 2040. The focus of this plan is to devote most (87%) of funding to operate and maintain the existing transportation network, with the remaining budget aimed at next-generation transit projects and other programs that support reducing GHG emissions.

Vision 2040: Moving Napa Forward

The Napa Countywide Transportation Plan – Vision 2040: Moving Napa Forward is a long-range transportation plan that includes a list of transportation investments for the next 25 years. The Napa Countywide Transportation Plan identifies goals and objectives that apply to all modes of transportation and identifies issues and challenges while setting the stage for a long range vision for the county. Several objectives highlighted in Moving Napa Forward align with the goals of this plan:

- Educate all roadway users so they may safely coexist.
- Work with Napa County jurisdictions to adopt complete streets policies to meet the MTC funding eligibility requirements.
- Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists
- Increase mode share for transit, walking, and bicycling to 10% by 2035

The plan also identifies key active transportation policies and concepts, discussing the role of complete streets, complete bicycle and pedestrian networks, and wayfinding and signage in encouraging active transportation within the county. Moving Napa Forward also includes a chapter focused on Transportation and Health, identifying a key priority action area as “[improving] wellness and healthy lifestyles”.

Local Plans

Evaluation and Next Steps

Napa County consists of six local jurisdictions: four cities, one town and the County government, which has responsibility for the unincorporated areas of the County. All six jurisdictions have adopted policies as part of their respective general plans in support of walking. A list of these policies can be found in Appendix B of each Jurisdiction Plan, *Existing Pedestrian Policies*.