



# Napa Countywide Active Transportation Plan

**Community Advisory Committee**

**Wednesday, March 4<sup>th</sup>, 2026**

**Presented by:**

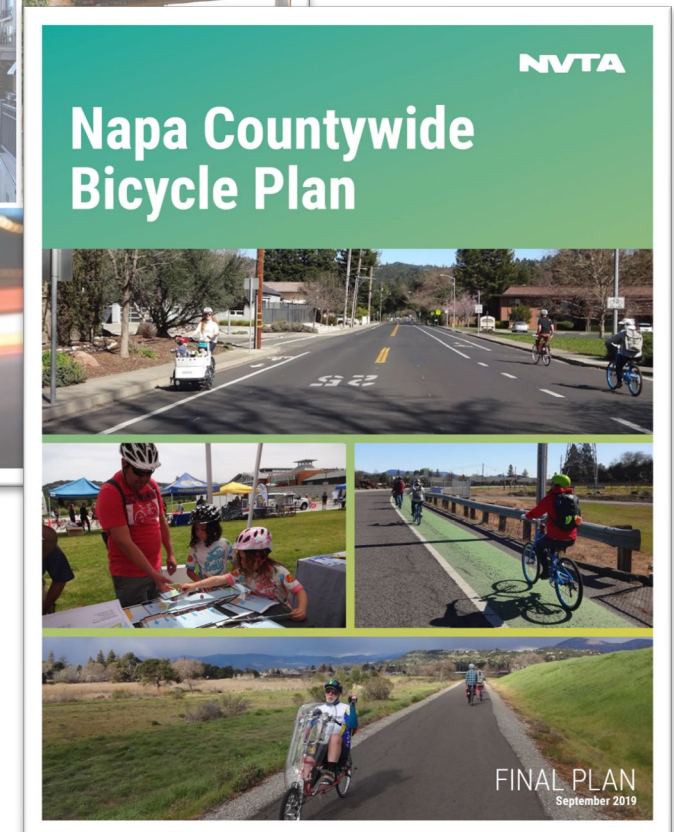
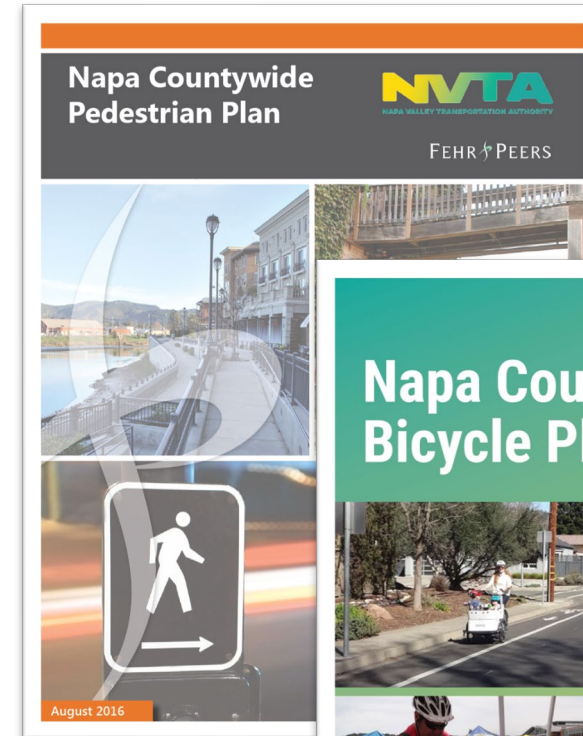
**Diana Meehan**

**Planning & Programming Manager**



# Why a Countywide AT Plan?

- Align investments with best practices
- Consistency with state/regional law & policy
  - Daylighting, Class IV Bikeways, Sharrows
- Maintain eligibility for funding opportunities
- Collect & Maintain GIS Data on facilities
- Engage public to reflect community needs
- Establish & evaluate progress toward goals



# Project Timeline



# Community Engagement Summary

## Total Engagement

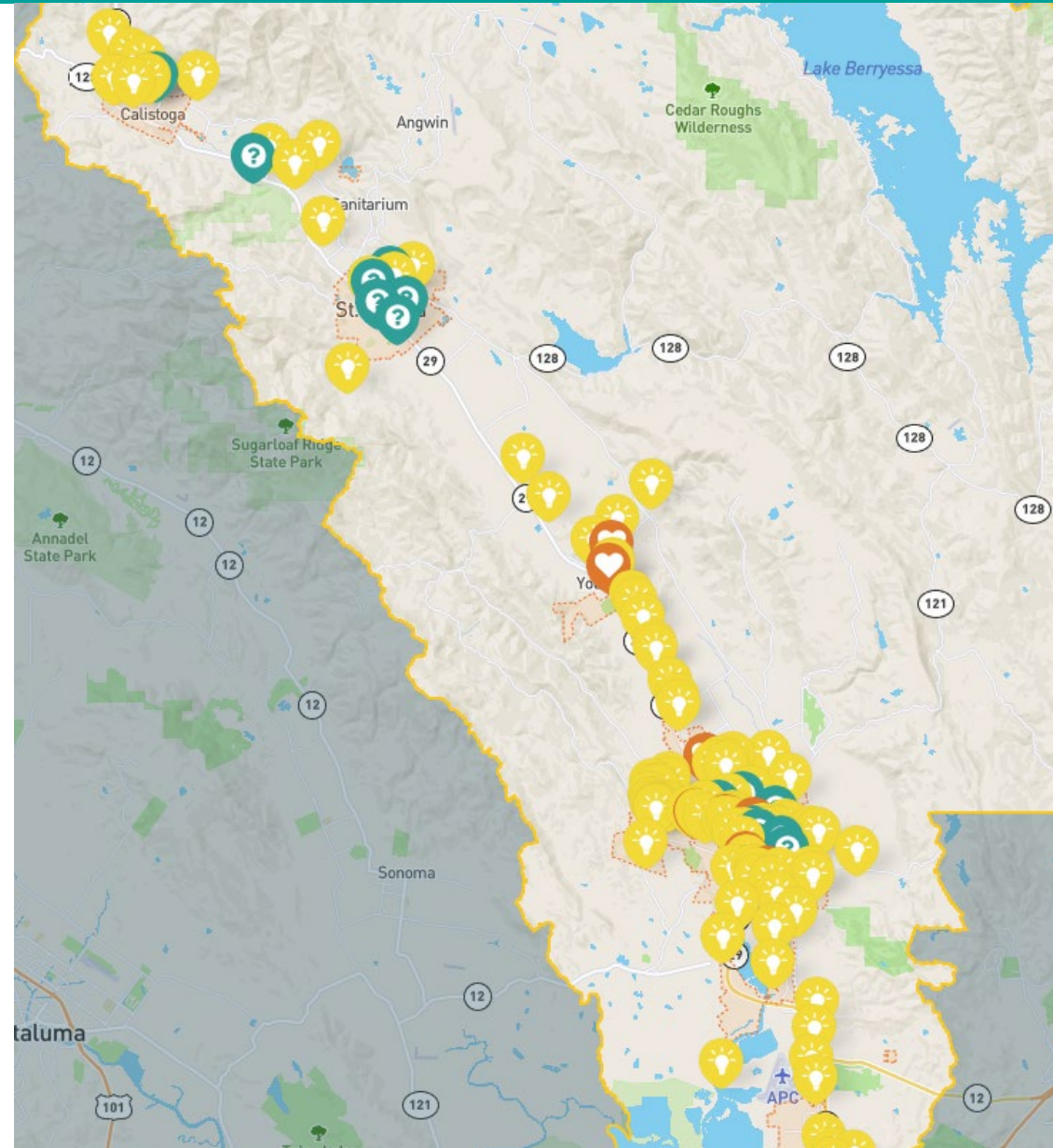
- Nearly 2,000 interaction

## In-Person

- Napa Open House: February 2025
- Calistoga Workshop: April 2025
- 30+ Partner Events/Presentations

## Online Engagement

- Interactive Maps: 463 comments
- Survey: 199 surveys



# Plan Organization and Goals

## Plan Organization:

- Countywide Goals & Objectives
- Countywide Policy Framework
- Best Practices Toolkit
- Jurisdiction-specific Chapters
  - Existing conditions
  - Facility recommendations
  - Locally specific policies

## Plan Goals:



Safety



Equity and Accessibility



Connectivity



Sustainability



Maintenance



Data/Evaluation

# Countywide Policies

## Countywide Policies

- Review of existing plans & policies
- Based on Safe Routes “E’s” framework
  - Engineering
  - Education & Engagement
  - Encouragement
  - Evaluation
- Policies serve as a countywide baseline, with flexibility for local context

**Evaluation**

The policies and programs described below track progress towards a connected and comfortable active transportation network for all ages and abilities. NVTA has set aside resources to regularly evaluate the outcomes of this AT Plan, whether that be annually or biannually; therefore, NVTA would be the implementing agency for many of the following evaluation recommendations.

**Table 5.7: Evaluation Policies and Programs**

Topic	Policy or Program	Goal Themes
ADA Compliance <sup>16</sup>	Develop a countywide program to track ADA compliance of new and redeveloped curb ramps and sidewalks, consistent with the guidelines in the Treatment Toolkit.	Equity and Accessibility
Bicycle and Pedestrian Counts <sup>16</sup>	Considering the active transportation mode share goal of 10% by 2040, establish a bicycle and pedestrian counts program and continue to install automated multimodal counters along key corridors and other locations countywide. Counts, along with MioVision data from signalized intersections, will help track active transportation mode share. Additionally, counts can help assess the impact of active transportation improvements (i.e., before and after studies to measure increase in active mode share within a certain distance of a facility improvement or development project).	Sustainability and Mode Shift
Countywide Database <sup>16</sup>	Establish a one-stop comprehensive countywide GIS database that includes collision data, bicycle and pedestrian network segment information (facility type, mileage, LTS score where applicable, planned infrastructure), counts data, curb ramps, and other relevant data. This database will support most of the other evaluation metrics described within this section. Update countywide GIS database each year to assess how many miles of bicycle and pedestrian facilities have been added to the network.	Safety, Equity and Accessibility, Connectivity, Sustainability and Mode Shift
Data Collection <sup>16</sup>	Collect and analyze vehicle and active mode data, including volumes, speeds, time-of-day, and other characteristics to determine pre- and post-project measurements for major bikeway and pedestrian improvement projects, as well as for large-scale development projects (e.g., Napa Pipe, Amazon warehouse, etc.). Big data sources of transportation data should also be considered for evaluation.	Sustainability and Mode Shift
Equity Priority Communities <sup>16</sup>	Implement at least two projects per year in both locally identified and MTC Equity Priority Communities within the County.	Equity and Accessibility
LTS <sup>16</sup>	Use the LTS tool to gauge whether each new bicycle facility added or upgraded within the county's network will achieve a comfortable score of LTS 1 or 2.	Safety
Measure U Coordination <sup>16</sup>	In developing a five-year project list for Measure U, include on-street bike facilities, sidewalks, and other eligible projects from the active transportation recommendations in this Plan.	Sustainability and Mode Shift
Mode Share Goal	To support the countywide 10% active mode share goal, each jurisdiction should strive to complete as many projects as possible from the proposed pedestrian network and near-term bicycle project list by 2040.	Sustainability and Mode Shift
Safe Routes to School <sup>16</sup>	Foster a partnership between Napa County Bicycle Coalition and local schools to conduct student travel tallies twice per year at all elementary, middle and high schools to track how students are traveling to school. This may inform whether encouragement programs and active transportation network improvements are contributing to mode shift.	Sustainability and Mode Shift
Vision Zero <sup>16</sup>	Track active transportation fatalities and severe injuries with the goal of reaching zero by 2035.	Safety

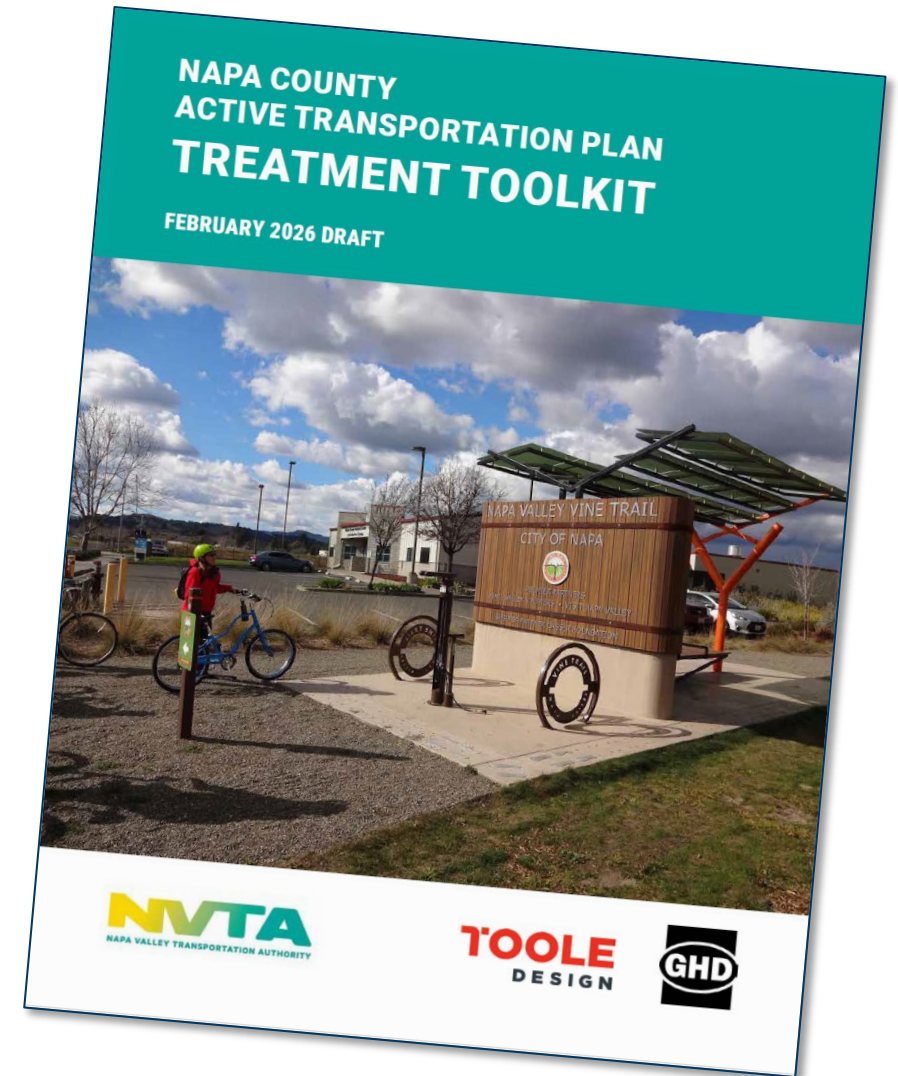
<sup>16</sup> NVTA would implement this policy or program

Napa Countywide Active Transportation Plan | Countywide Recommendations

# Treatment Toolkit

## Toolkit Objectives

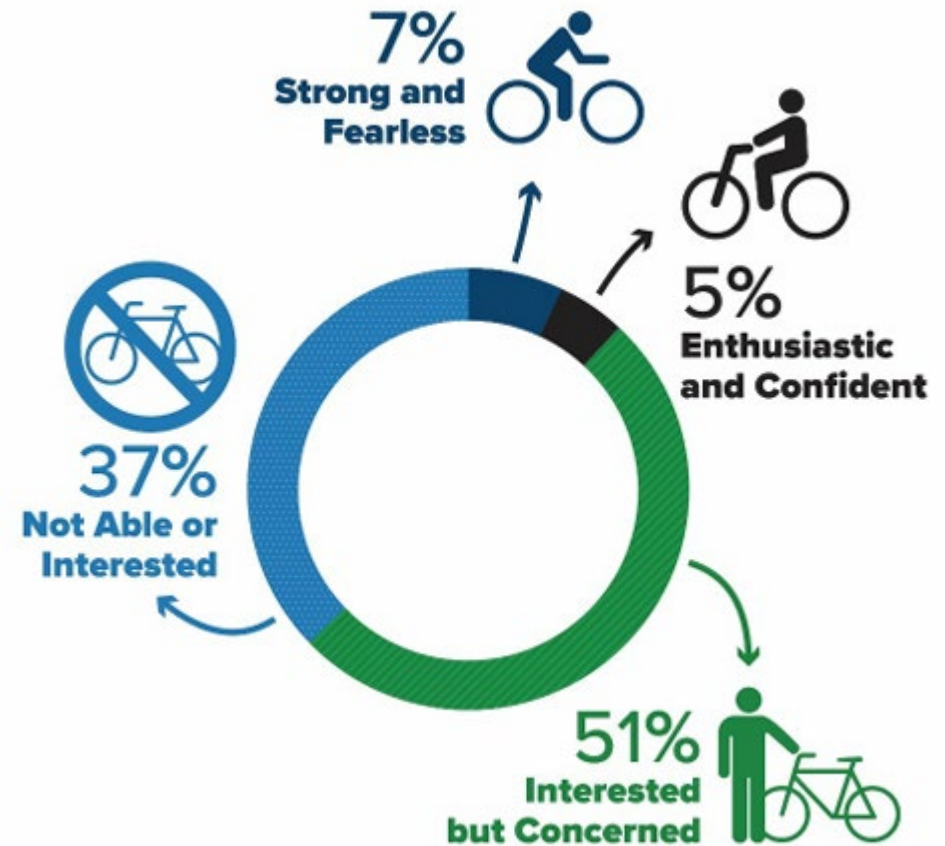
- Provide simplified accurate guidance and context for most common facilities & treatments
  - Bike Paths/Lanes/Routes
  - Intersection improvements
  - Traffic Calming
  - Sidewalks
  - Maintenance
- Serve as a resource for engineers, planners and community members



# Needs Assessment

## Discussion

- Review of prior planning efforts
- Vision Zero High Injury Network
- Bicycle Level of Traffic Stress
  - Avoid high-stress roadways
  - Focus on “Interested but Concerned” segment of users
- Trip origin and destination mapping
  - Contiguous low-stress routes
- Community-identified priorities



# Existing Bicycle Network

## All Bicycle Facilities by Jurisdiction

Jurisdiction	2019 Existing Mileage	2019 Proposed	2019 Total	2025 Existing Mileage	2025 Proposed Mileage	2025 Total
City of Calistoga	6.0 mi	15.0	21.0	6.9	14.1	21.0
City of St. Helena	2.5	25.1	27.6	5.5	23.6	29.1
Town of Yountville	4.2	0.8	5.0	3.5	1.5	5.1
City of Napa	49.0	59.2	108.2	54.2	68.4	122.6
City of American Canyon	13.1	24.1	37.2	18.8	25.1	43.9
Unincorporated Napa County	67.5	323.5	391.0	83.8	296.7	380.4
<b>Total</b>	<b>142.3</b>	<b>447.7</b>	<b>590.0</b>	<b>172.7</b>	<b>429.4</b>	<b>602.1</b>

Note: 2025 Existing mileage totals are based on a comprehensive review of all facilities, which in some cases resulted in removal or re-categorization of 2019 facility designation. As such, direct comparison between 2019 and 2025 totals for a given jurisdiction may be misleading.

# Draft Bicycle Network

## All Bicycle Facilities by Jurisdiction – Existing & Proposed Mileage

Jurisdiction	2025 Existing	2025 Proposed					Total
		Shared Use Paths (Class I)	Separated Bikeways (Class IV)	Bike Lanes (Class II)*	Bicycle Routes (Class III)	Unclassified Bicycle Routes	
City of Calistoga	6.9 mi	4.1	0.1	5.7	4.2	-	14.1
City of St. Helena	5.5	9.2	-	6.5	7.9	-	23.6
Town of Yountville	3.5	0.1	-	0.1	1.3	0.1	1.5
City of Napa	54.2	10.9	2.6	17.4	37.5	-	68.4
City of American Canyon	18.8	16.1	0.7	3.5	4.8	-	25.1
Unincorporated County	83.8	33.7	2.5	56.6	203.1	0.7	296.7
<b>Total</b>	<b>172.7</b>	<b>74.0</b>	<b>5.8</b>	<b>90.0</b>	<b>258.8</b>	<b>0.8</b>	<b>429.4</b>

\*Buffered bike lanes are included under Bicycle Lanes (Class II), and Bicycle Boulevards and Rural Routes are included under Bicycle Routes (Class III).

# Bicycle Facility Prioritization

## Approach to Prioritization

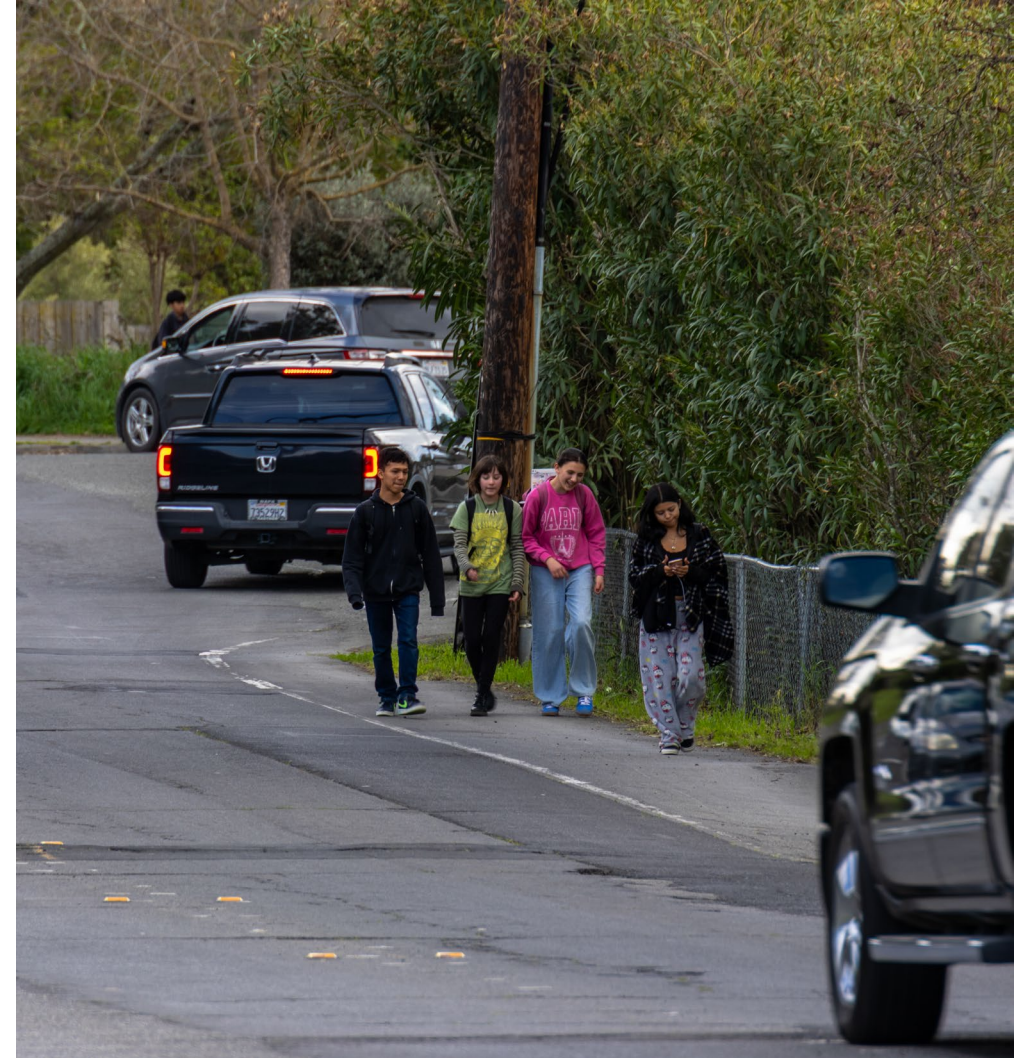
- Scoring Metrics:
  - Safety
  - Equity
  - Connectivity
  - Plan consistency
  - Community support
- Manual review
  - Reevaluate parallel/overlapping projects
  - Review with jurisdictions
  - Holistic view of near-term network

Jurisdiction	Near-Term Mileage
City of Calistoga	6.5
City of St. Helena	5.1
Town of Yountville	0.1
City of Napa	12.6
City of American Canyon	3.8
Unincorporated County	55.3
<b>Total</b>	<b>83.4</b>

# Pedestrian Network Gap Closures

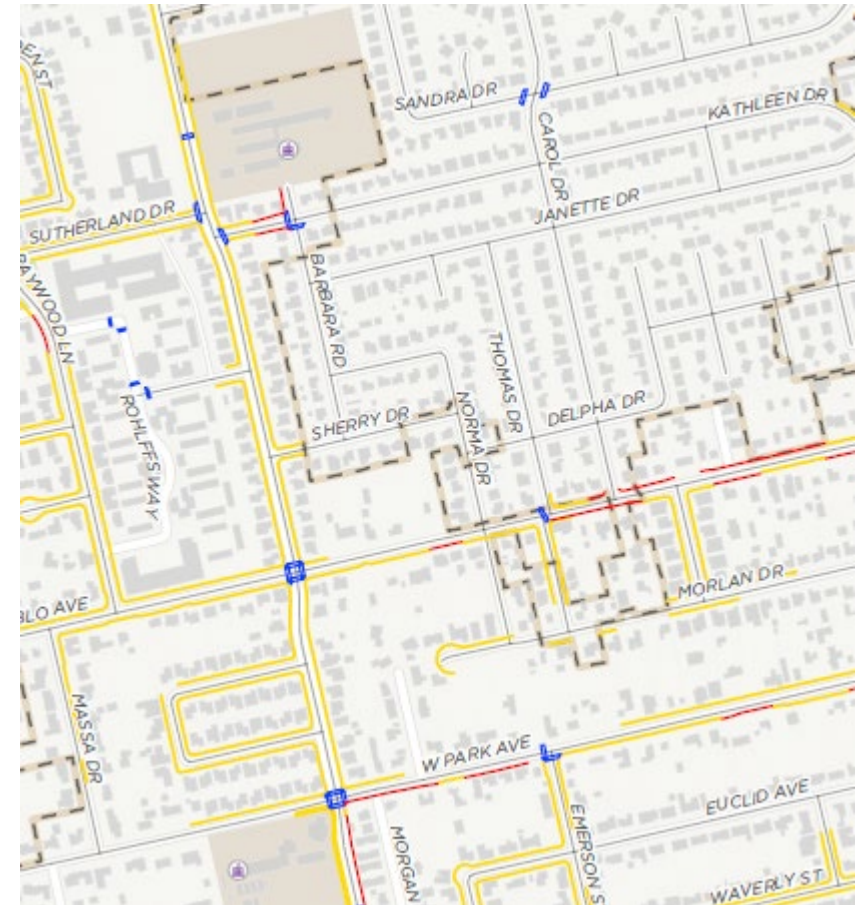
## Methodology

- Existing Data Collection
  - Countywide Sidewalks & Crosswalks
- Identify Key Destinations
  - Transit Stops, Schools, Parks, Retail, Medical
- Network Gap Analysis
  - Within 500' of Key Destinations and major corridors
  - Complete one side of corridor vs alternating patchwork

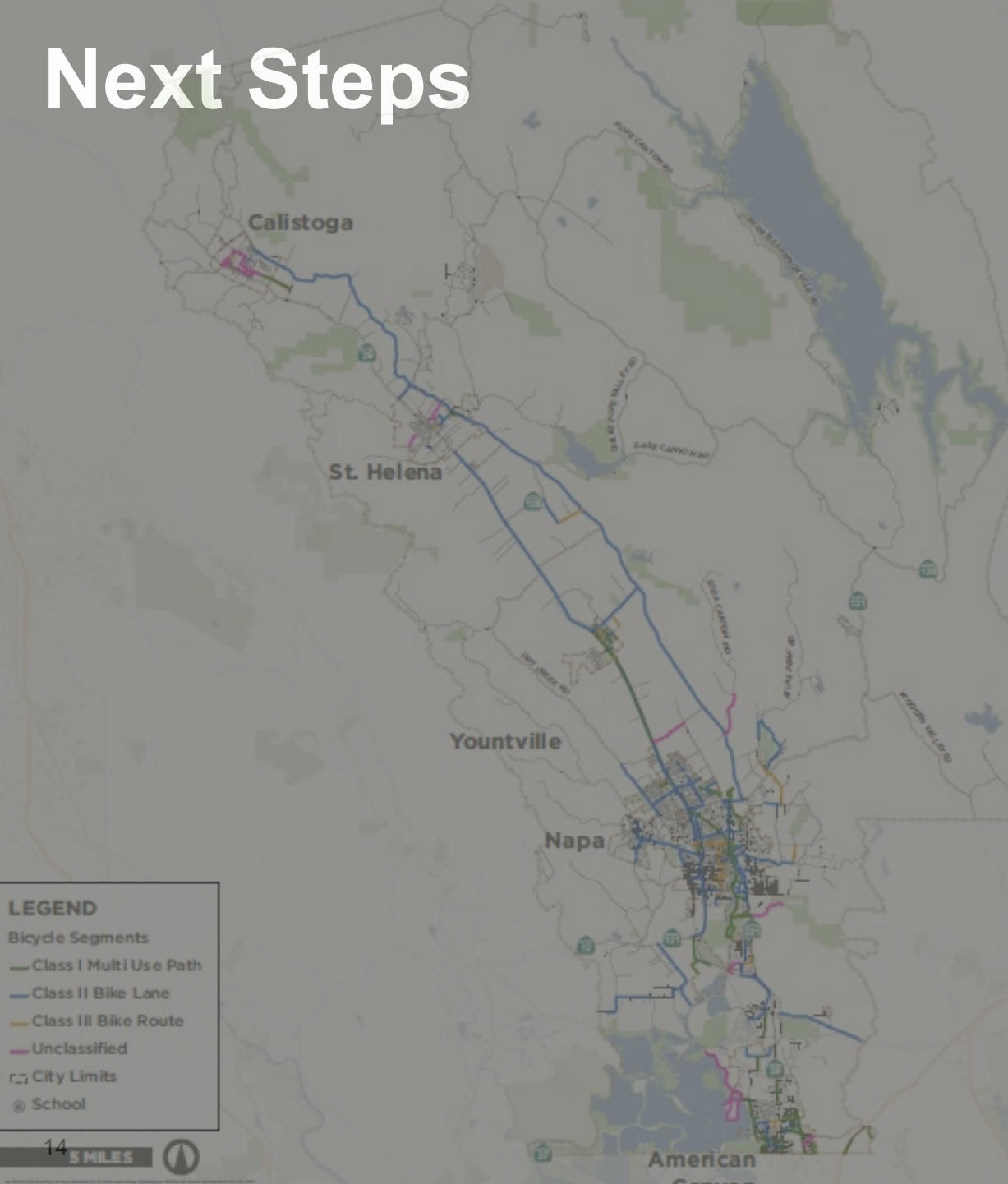


# Pedestrian Network Recommendations

Jurisdiction	Existing Miles		Proposed Miles	
	Sidewalk	Shared use path	Sidewalk	Shared use path
<b>City of Calistoga</b>	17.3	1.8	3.7	4.1
<b>City of St. Helena</b>	32.5	1.2	1.8	6.2
<b>Town of Yountville</b>	15.0	2.4	0.6	0.1
<b>City of Napa</b>	344.5	18.6	9.9	10.9
<b>City of American Canyon</b>	108.1	10.1	1.7	16.1
<b>Unincorporated County</b>	9.3	11.8	0.3	33.7
<b>Total</b>	<b>526.6</b>	<b>45.8</b>	<b>18.0</b>	<b>74.0</b>



# Next Steps



- TODAY – Release of Public Draft
  - <https://napaatplan.org/>
- 28 Day Public Comment Period
  - *Concurrent Jurisdiction review*
- Return to NVTB Board March 18<sup>th</sup> for consideration of Plan Adoption
- Jurisdictions encouraged to adopt relevant locally specific chapters
  - *Coordination underway with City/Town/County staff*



# Thank you!

## Comments/Questions?

For more information, visit

**<https://napaatplan.org/>**

