

RESOLUTION NO. 2026-_____

RESOLUTION OF THE BOARD OF SUPERVISORS OF NAPA COUNTY, STATE OF CALIFORNIA, AMENDING THE NAPA COUNTY ROAD AND STREET STANDARDS

WHEREAS, the criteria for the design of road and street improvements in Napa County are set forth in the booklet on file with the Clerk of the Board of Supervisors entitled “Napa County Road & Street Standards” adopted April 27, 1991 and as amended through April 18, 2023; and

WHEREAS, the Road and Street Standards may be amended by the Board of Supervisors by resolution pursuant to Napa County Code sections 17.02.470 and 17.36.010(B); and

WHEREAS, the County hired Fehr & Peers to evaluate the County’s existing left-turn lane warrant in the Road and Street Standards to compare it to current research and practices used by similar jurisdictions and determine whether any updates or revisions are recommended; and

WHEREAS, based on the work of Fehr & Peers, the County is recommending revisions to Left-Turn Lane Warrants in Section 17 of the Road and Street Standards as shown in Exhibit A to this resolution by ~~strikeout~~ and redline;

NOW, THEREFORE, BE IT RESOLVED by the Napa County Board of Supervisors as follows:

1. The Board hereby finds that the proposed amendment to the Road and Street Standards attached as Exhibit “A” is exempt from the California Environmental Quality Act (“CEQA”) under the General Rule because it can be seen with certainty that there is no possibility the proposed action may have a significant effect on the environment and therefore the CEQA is not applicable. [See Guidelines For the Implementation of the California Environmental Quality Act, 14 CCR 15061(b)(3).] Future discretionary projects will be evaluated based on site specific conditions to determine whether installation of a left-turn lane is required and if so, the associated impacts would be evaluated as part of that discretionary project.
2. The Board hereby adopts the amendments to the Road and Street Standards attached as Exhibit “A” and incorporated herein by reference.
3. The Board hereby directs the Clerk of the Board to keep a copy of the amended Road and Street Standards on file with the Clerk of the Board.
4. This Resolution shall take effect immediately.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED
at a regular meeting of the Board of Supervisors of Napa County, State of California, held on the
23rd day of June, 2026, by the following vote:

AYES: SUPERVISORS _____

NOES: SUPERVISORS _____

ABSTAIN: SUPERVISORS _____

ABSENT: SUPERVISORS _____

NAPA COUNTY, a political subdivision of
the State of California

By: _____
AMBER MANFREE, Chair of the
Board of Supervisors

APPROVED AS TO FORM
Office of County Counsel

APPROVED BY THE NAPA COUNTY
BOARD OF SUPERVISORS

ATTEST: NEHA HOSKINS
Clerk of the Board of Supervisors

By: Thomas C. Zeleny
Chief Deputy County Counsel

Date: _____
Processed By: _____

By: _____

Date: June 8, 2026
FV 13109349

Deputy Clerk of the Board

EXHIBIT A

CHANGES TO SECTION 17 OF THE ROAD AND STREET STANDARDS

17. TRAFFIC CONTROL DEVICES

The California Manual on Uniform Traffic Control Devices, the Caltrans Standard Specs and the Caltrans Highway Design manual shall be utilized to determine traffic warrants, design and construction procedures for all traffic control devices with the exception of left-turn lanes. Warrants for construction of a left-turn lane on County maintained roads as defined in Sections 18.112.040 through 18.112.080 of the County Code shall be as follows:

Left-Turn Lane Warrants: Use Permits or modifications thereof shall trigger the application of the following warrants to determine the necessity for a left-turn lane for the proposed use.

(a) ~~Application of the Left-Turn Lane Screening Process as described in the User Guide for Left-Turn Screening Process based on NCHRP 745, County TIS Guidelines, and the proposed use. Application of the following Left-Turn Lane Warrant Graph based on road average daily traffic (ADT) and the projected ADT of the proposed use. The chart is a representation of probable conflict between turning traffic and advancing traffic. Private Road or Driveway ADT is the total average daily traffic utilizing the facility. A left turn lane will not be considered for uses generating an ADT of 10 or less.~~

(b) ~~If the corner sight distance in advancing direction, measured from the driveway, is less than required per Caltrans design standards (Topic 405 Intersection Design Standards, Caltrans Highway Design Manual), roadway reconfiguration will be required to ensure all applicable sight distance requirements are met. This could include the installation of acceleration lanes, deceleration lanes, median refuges, and turn lanes. If the corner sight distance in advancing direction, measured from the driveway, is less than required per Caltrans design standards (usually the posted speed limit multiplied by 11, read in feet) a left turn lane shall be installed.~~

(c) If traffic conditions or turning movements pose a considerable threat to public safety, as determined by the Director of Public Works, a left-turn lane shall be installed.

Design: Design of the left-turn lane shall be prepared by a Licensed Civil Engineer and be based on the County Standard Detail LTL-1, available at the PBES Department. Installation of a left-turn lane on a County public road shall require an encroachment permit issued by the Department of Public Works and the property owner shall be required to enter into a one-year maintenance agreement including appropriate bonding. Installation of a left-turn lane on a State Highway requires an encroachment permit issued by Caltrans.

