



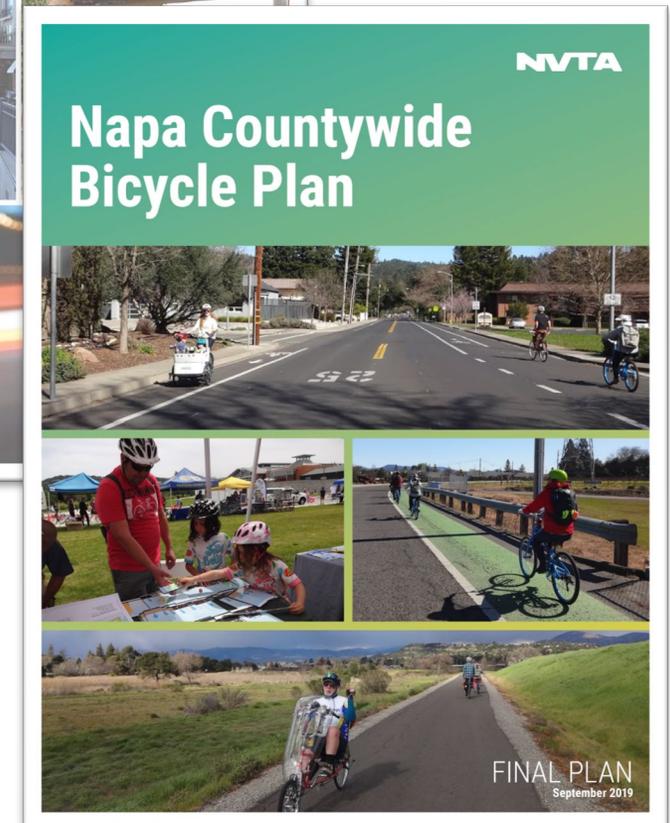
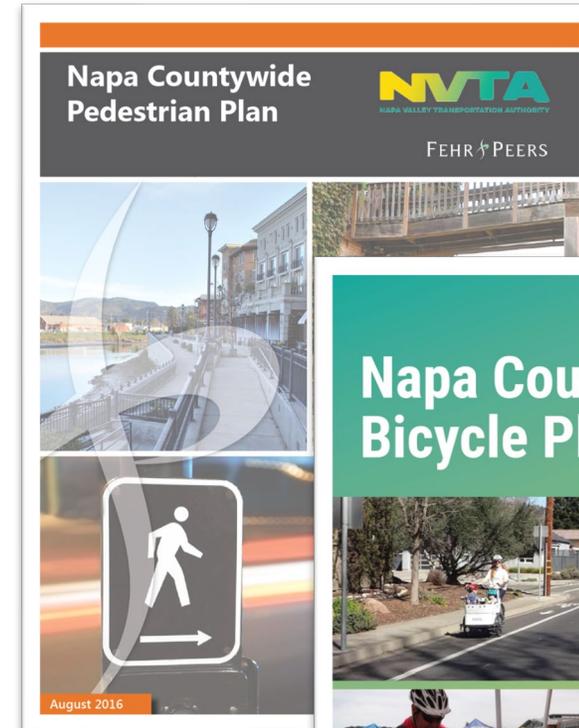
Napa Countywide Active Transportation Plan - Update

Napa County Board of Supervisors
January 27, 2026



Why a Countywide AT Plan?

- Maintain eligibility for funding
- Update planned facilities to reflect new best practices & state law
 - Protected bike lanes, “daylighting” law, use of sharrows
- State/Regional Policies & Guidance
 - Complete Streets, Climate, Equity
- Engage Public on Local Needs, Interests
- Establish Goals & Prioritize investments
- Maintain Consistency with General Plan



Project Timeline



Plan Organization and Goals

Plan Organization:

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

Plan Goals:



Safety



Equity and Accessibility



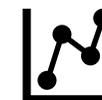
Connectivity



Sustainability



Maintenance



Data/Evaluation

AT Plan Status

Complete

Treatment Toolkit

Mapping of existing AT facilities

First round of community engagement

Draft of proposed facilities

Draft of policies and programs

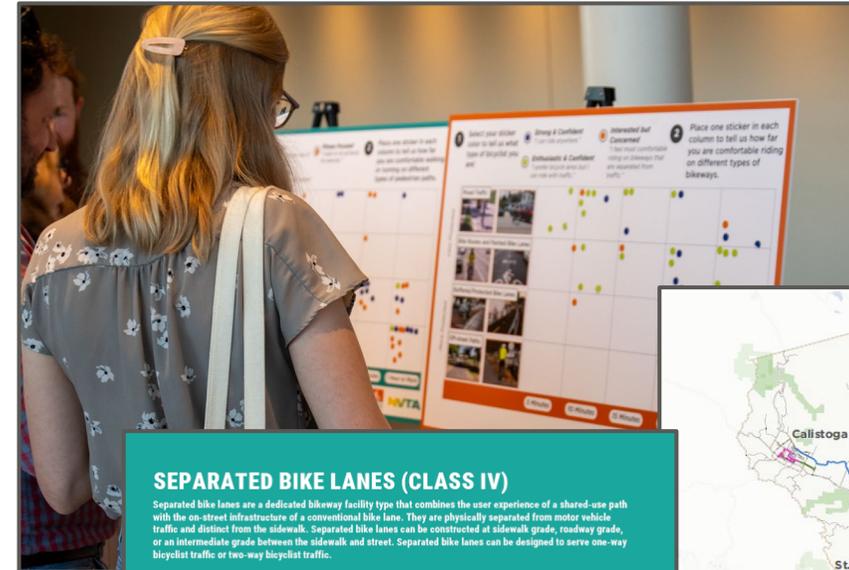
Second round Community Engagement

In Progress

Future Demand Assessment

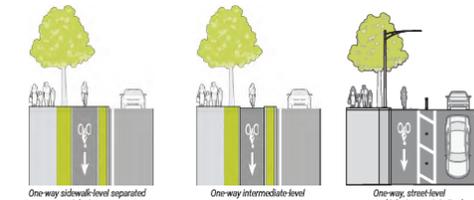
Implementation and Funding Plan

Draft Plan



SEPARATED BIKE LANES (CLASS IV)

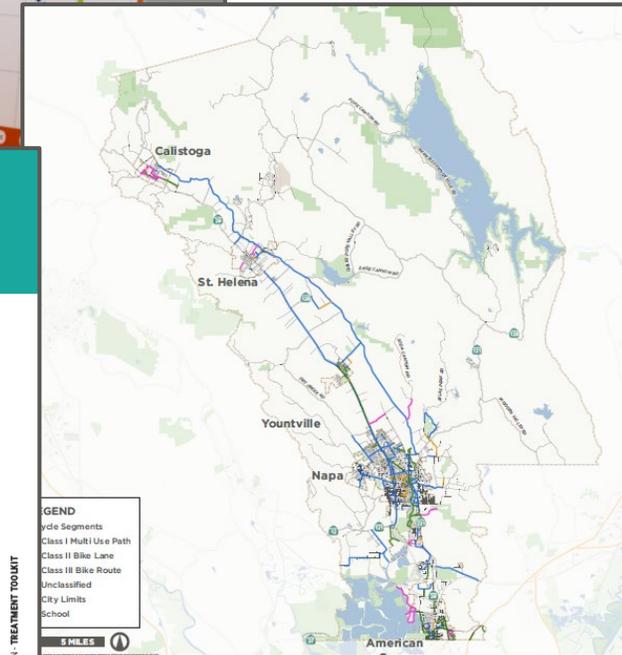
Separated bike lanes are a dedicated bikeway facility type that combines the user experience of a shared-use path with the on-street infrastructure of a conventional bike lane. They are physically separated from motor vehicle traffic and distinct from the sidewalk. Separated bike lanes can be constructed at sidewalk grade, roadway grade, or an intermediate grade between the sidewalk and street. Separated bike lanes can be designed to serve one-way bicyclist traffic or two-way bicyclist traffic.



GUIDANCE	CONSIDERATIONS
<ul style="list-style-type: none"> Separated bike lanes should be considered on any road with one or more of the following characteristics: <ul style="list-style-type: none"> Traffic lanes: 3 lanes or greater Posted speed limit: 30 mph or more Traffic: 6,000 vehicles per day or greater On-Street parking turnover: frequent Streets that are designated as truck or bus routes One-way separated bike lanes should be 5' wide minimum but widths of 7' are preferred to allow for passing. Buffer width may vary depending on type of vertical separation used, but typically is 3' wide. If adjacent to on-street parking, a minimum 3'-wide buffer is required. 	<ul style="list-style-type: none"> Separated bike lanes are preferred over shared use paths in higher density areas, commercial and mixed use development, and near major transit stations or locations where pedestrian volumes are anticipated to exceed 200 people per hour on a shared use path. Separated bike lanes are more attractive to a wider range of bicyclists than striped bikeways on higher volume and higher speed roads since they are designed to prevent motor vehicles from driving or waiting in the bikeway. They also provide greater comfort to pedestrians by separating them from bicyclists operating at higher speeds. Choice of one- or two-way facility should be based on connectivity, bicyclist desire lines, roadway configuration, and potential intersection conflicts. Generally, one-way facilities are preferred. The allocation of space can vary from midblock locations to intersection approaches. Providing a larger street buffer at intersections can be achieved by tapering the bike lane toward the sidewalk as it approaches the intersection and narrowing or eliminating the sidewalk buffer. See Driveways section in Chapter 5 for details on how to address driveway crossings.

REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2024.
 Caltrans. DBP 89-02: Class IV Bikeway Guidance (Separated Bikeways)/ Cycle Toolkit. 2022.
 Caltrans. DBP 94: Complete Streets Contextual Design Guidance. 2024.
 FHWA. Separated Bike Lane Planning and Design Guide. 2015.
 NACTO. Urban Bikeway Design Guide. 2014.



NAPA COUNTY ACTIVE TRANSPORTATION PLAN - TREATMENT TOOLKIT

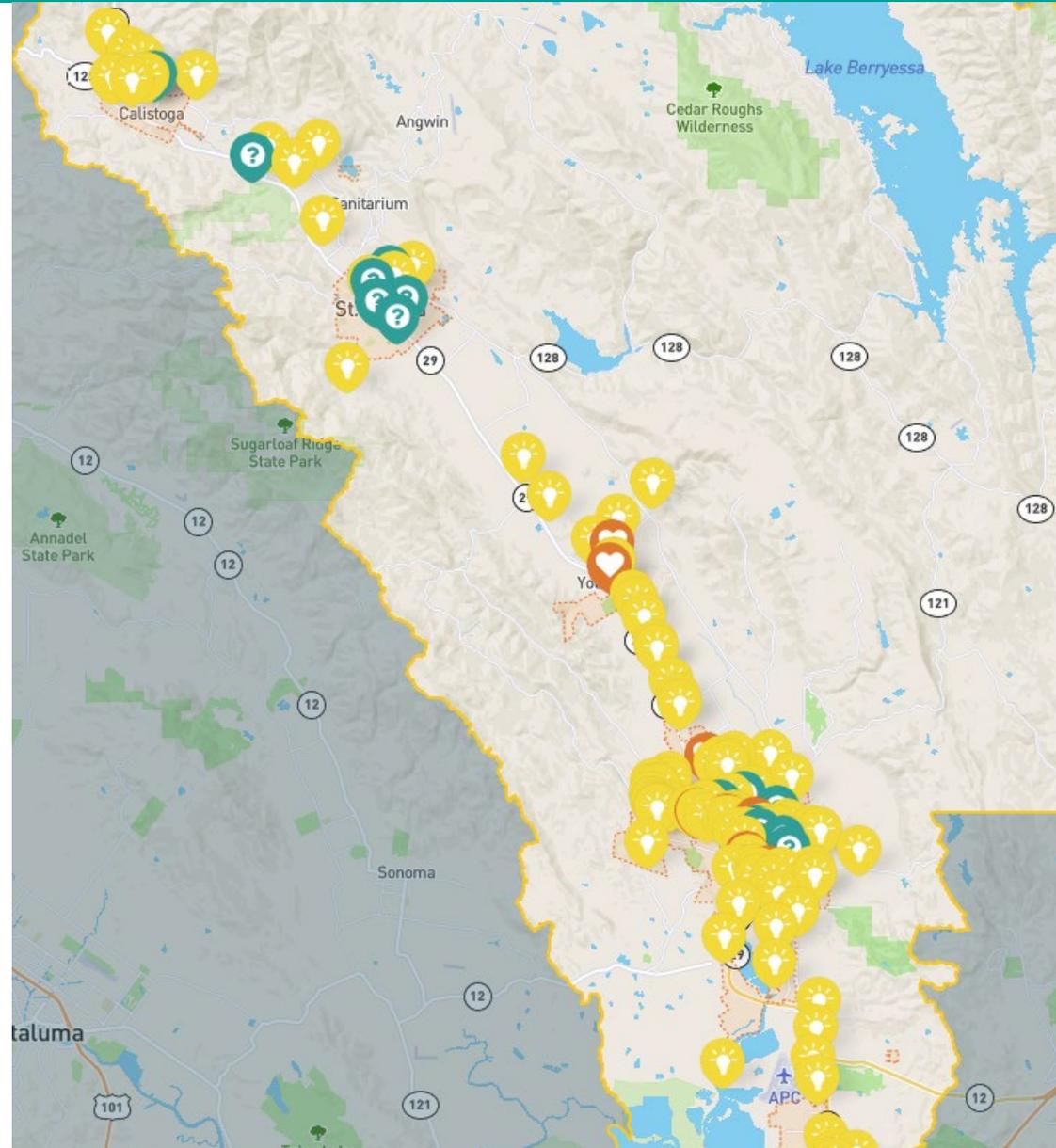
Community Engagement Summary

In-Person Engagement

- Napa Open House: Feb. 2025
- Calistoga Workshop: April 2025
- Pop-ups at Partner events
 - St Helena Farmers Market
 - AmCan Meet me in the Street
 - School Career Fairs in Napa & American Canyon

Online Engagement

- Interactive Maps: ~450 comments
- Survey: 199 survey responses



Vision Statement

*“Napa County will be an **active transportation-friendly community** with a **connected and comfortable network** designed for **all ages and abilities.**”*

*“...will provide residents and visitors with **safe, convenient, and enjoyable access to destinations [for] commuting, non-work trips, and recreation...**”*

Draft Bicycle Network

Comparing 2019 Bike Plan to 2025 AT Plan – All Bicycle Facilities

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	7.8	13.4	21.2
City of St. Helena	2.5	25.1	27.6	4.7	26.1	30.8
Town of Yountville	4.2	0.8	5.0	3.5	2.6	6.0
City of Napa	49.0	59.2	108.2	53.1	66.7	119.8
City of American Canyon	13.1	24.1	37.2	18.4	24.9	43.3
Unincorporated Napa County	67.5	323.5	391.0	81.5	293.6	362.3
Total	142.3	447.7	590.0	166.5	427.3	593.8

Note: Rows/Columns may not sum due to rounding.

Draft Bicycle Network

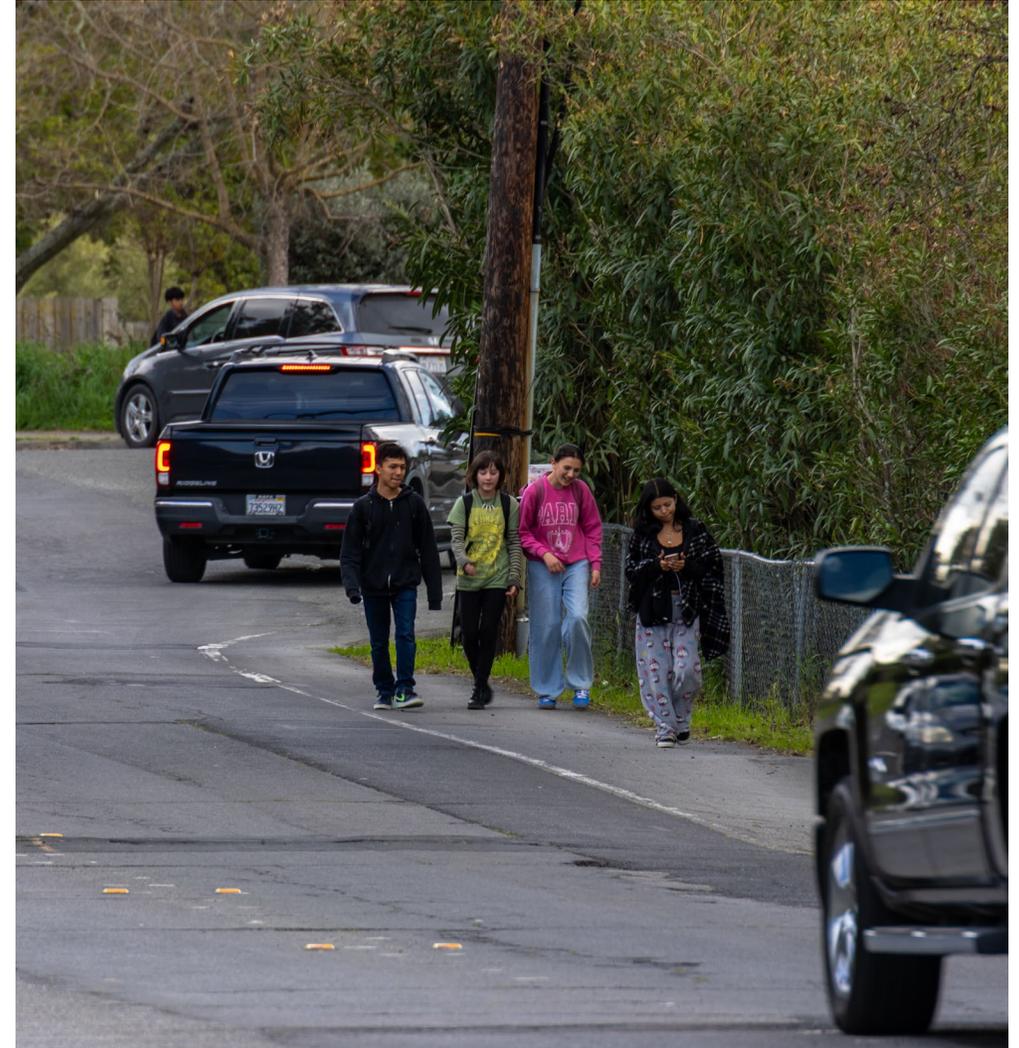
Jurisdiction	Existing + Proposed Bicycle Facility Mileage					
	Class I Shared Use Path	Class II Bike Lane	Class III Bicycle Boulevard	Class III Bicycle Route	Unclassified Bicycle Route	Class IV Protected Bike Lane
City of Calistoga	5.6	7.8	2.9	1.0	3.8	0.0
City of St Helena	7.8	7.9	4.1	5.7	2.0	0.0
Town of Yountville	2.4	1.1	0.7	0.8	0.1	0.0
City of Napa	25.1	43.5	32.3	5.7	0.0	1.2
City of American Canyon	26.0	8.6	2.6	2.8	1.7	0.7
Napa County	36.8	104.8	4.5	205.8	20.7	2.5
Total	103.7	173.8	47.2	221.9	28.5	4.5

Note: Rows/Columns may not sum due to rounding.

Pedestrian Network Gap Closures

Methodology

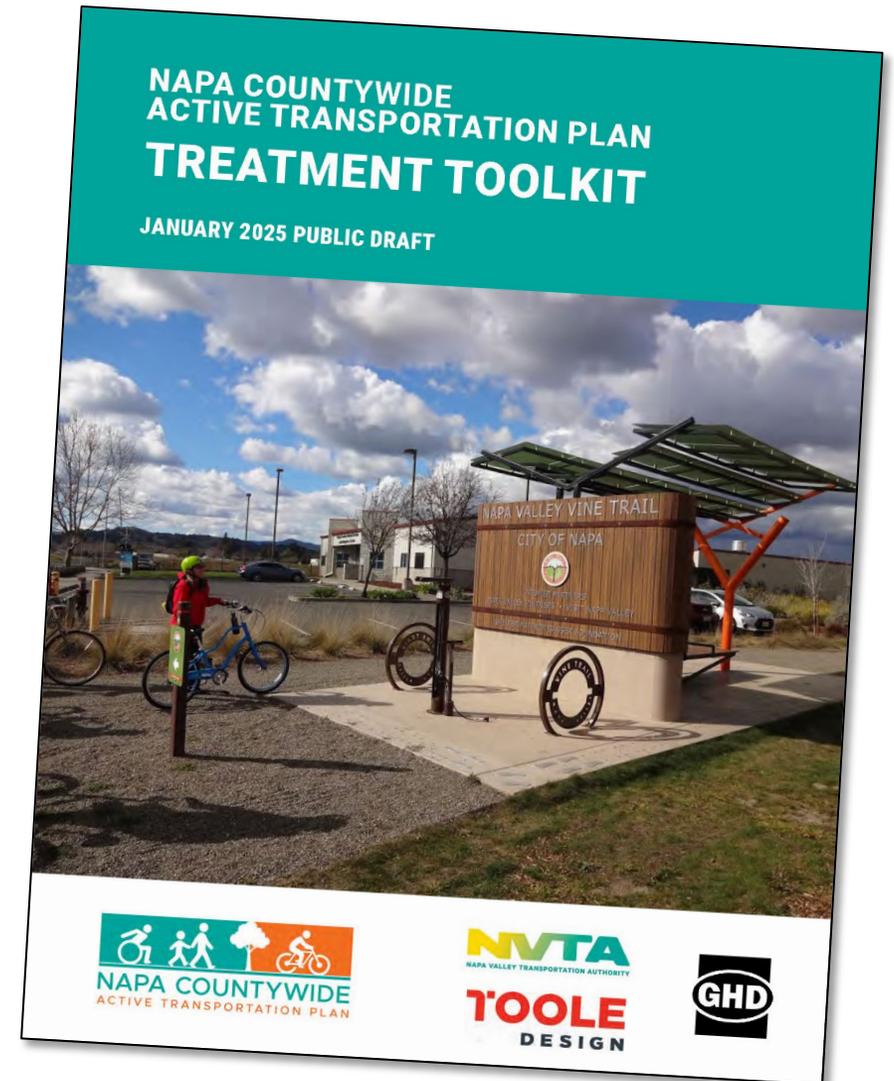
- Existing Data Collection
 - Countywide Sidewalks & Crosswalks
- Identify Key Destinations
 - Transit Stops, Schools, Parks, Retail, Medical
- Network Gap Analysis
 - Within 500' of Key Destinations and major corridors
 - Complete one side of corridor vs alternating patchwork



Countywide Policies

Countywide Policies

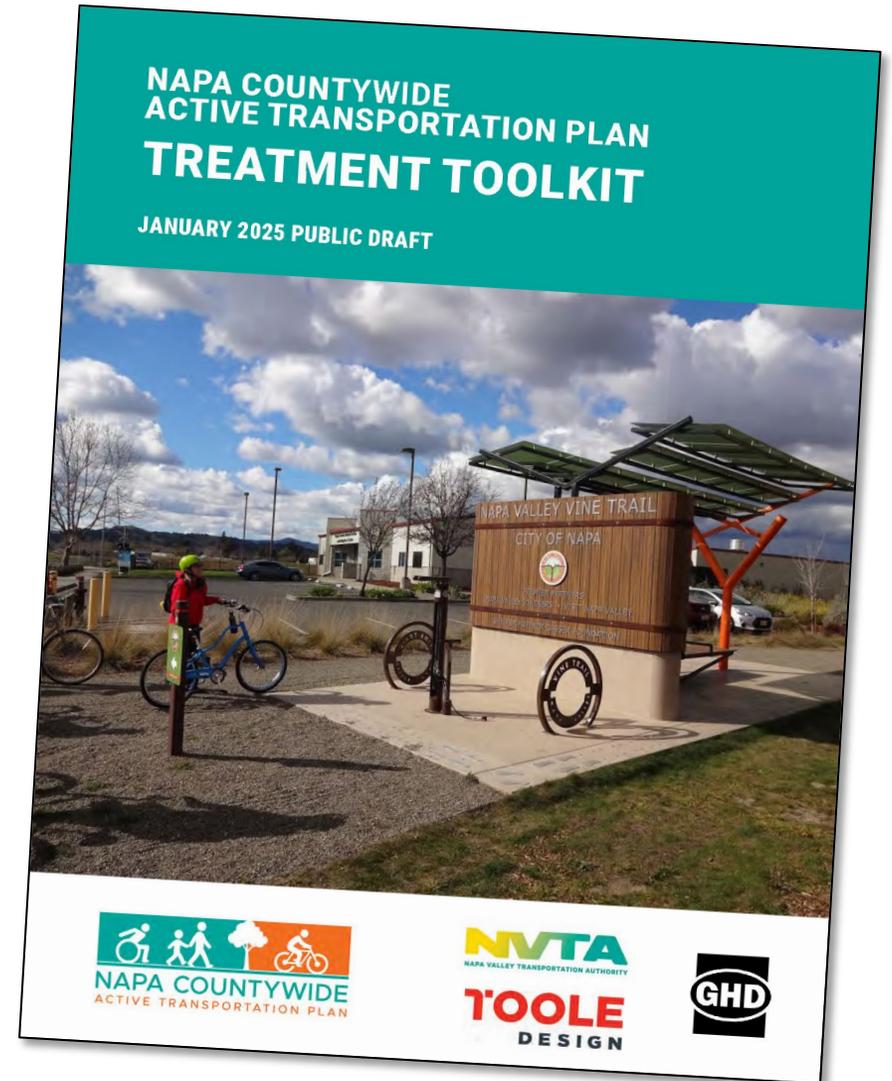
- Review Existing policies
 - General Plans
 - Local Roadway Safety Plans
 - Vision Zero Plan
 - Regional/Statewide Policies
- Community identified priorities
- Support countywide consistency while respecting local context



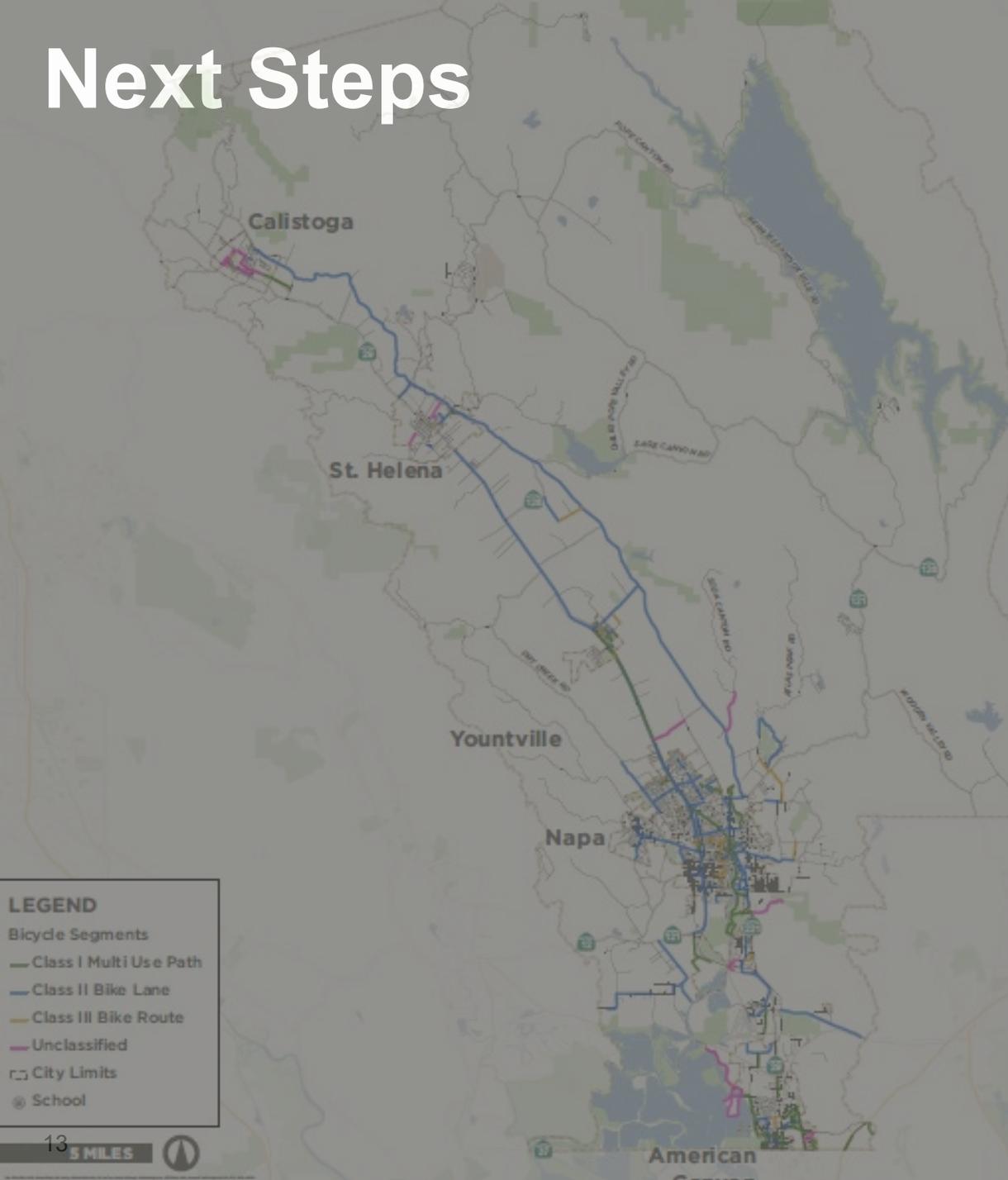
Treatment Toolkit

Treatment Toolkit

- Designed for use by
 - Public Works & Planning Staff
 - Policymakers
 - Stakeholders & the Public
- Identifies Guidance & Best Practices
 - Does not replace design standards established at local or state level
- Includes bicycle & pedestrian facilities, traffic calming treatments, bike parking, maintenance & more



Next Steps



- Draft Plan - **February 2026**
- *30-day Public Comment period for Draft Plan*
- Final Plan to NVTB Board for Adoption - **March 2026**
- Jurisdiction-level Adoption – **May/June 2026**
- Biennial Progress Updates



Thank you!

Comments/Questions?

For more information, visit

<https://napaatplan.org/>

Patrick Band, NVTA
pband@nvta.ca.gov
(707) 259-8781

