



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors
FROM: Danielle Schmitz, Executive Director
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SUBJECT: Draft Napa Countywide Active Transportation Plan Release

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) release the draft Napa Countywide Active Transportation Plan (AT Plan) for a 28-day public comment period.

COMMITTEE RECOMMENDATION

None.

EXECUTIVE SUMMARY

The Napa Countywide Active Transportation Plan serves as a comprehensive update to the prior Countywide Bicycle Plan (2019) and Countywide Pedestrian Plan (2016). New and innovative approaches to active transportation policy and infrastructure, as well as changes in law necessitate periodic updates to ensure that planned improvements align with local and regional goals, and to better compete for limited funding to support the build-out of the active transportation network.

In coordination with planning consultant GHD, NVTA staff are presenting this draft Plan to the NVTA Board of Directors for review, discussion, and release to the community for a 28-day public comment period.

FISCAL IMPACT

Is there a fiscal impact? No.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION:: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND

Plan Purpose & Need

In the nearly seven years since the adoption of the last countywide Bicycle Plan, and nearly 10 years since the adoption of the last countywide Pedestrian Plan, the lens through which we analyze and invest in transportation projects and programs have changed significantly, including a deeper focus on greenhouse gas emissions, and prioritizing safe and equitable transportation options for roadway users. There have also been significant changes to laws, regulations and funding guidance for walking and biking infrastructure, programs, and planning.

With extensive input from the community and deep guidance from stakeholder agencies, the Napa Countywide Active Transportation Plan establishes a vision for walking, bicycling and other non-automotive transportation options such as e-bikes and e-scooters throughout the county. The Plan documents the existing environment, presents a thoughtful set of recommended projects and other strategies, and includes an achievable implementation plan to make active transportation safer, more accessible, and more convenient for residents and visitors to the region.

Organization

The Napa Countywide Active Transportation Plan is structured to include countywide guidance and policies to inform implementation of projects and programs throughout Napa County's communities, as well as individual chapters specific to each of the six jurisdictions – the County of Napa, and Cities/Town of Calistoga, St. Helena, Yountville, Napa, and American Canyon. Jurisdiction-specific chapters have been crafted to support countywide goals and to be adopted by each jurisdiction to guide local planning and investments in projects and programs.

The AT Plan also includes a detailed Treatment Toolkit that identifies nearly 50 project-based improvements to enhance safety, accessibility, and convenience of walking and biking infrastructure.

Public Engagement

Over the course of more than a year, NVTA and local jurisdiction staff have supported extensive community engagement and comment to inform the projects, programs, and policies included in the draft Plan. Nearly 2,000 community members were engaged in the plan development process, with more than 700 comments received through online surveys, interactive maps, and more than 30 separate in-person and virtual events, presentations, and public meetings.

Add-Data and Analysis

Through the data collection and analysis phase of the Plan, 173 miles of existing designated bicycle facilities were identified, with the largest share of existing facilities in the City of Napa and unincorporated County¹. Nearly 200 miles of sidewalk were identified during data collection, which included analysis of several rural neighborhoods and communities such as Oakville, Rutherford, and Angwin.

Local roadway networks were analyzed utilizing existing vehicle speed, volume, roadway width, and presence of any existing bicycle infrastructure to develop a “Level of Traffic Stress” or LTS, which would be used to inform recommendations with the goal of establishing local bicycle networks that serves the needs of bike riders of all ages and abilities.

Plan Recommendations

As noted above, the Plan is structured into distinct chapters addressing the specific recommended infrastructure improvements for each of the six jurisdictions in Napa County. While this memo focuses on countywide totals, detailed maps and tables identifying jurisdiction-specific recommended improvements can be found in Attachments 1 and 2.

Bicycle Facility Recommendations

Building on the recommendations from the 2019 Countywide Bicycle Plan, roadways countywide were analyzed utilizing a range of criteria including existing vehicle speed & volume, existing bike facilities, proximity to key origins & destinations (eg: parks, schools, retail), and historical collision data from the countywide High Injury Network. With engagement and input from local jurisdiction staff, a revised network of proposed facilities was developed, totaling 420 miles of new or improved bike facilities.

Table 5.1: Proposed Bicycle Network Mileage

Facility Type	2019 Existing Mileage	2025 Existing Mileage	Change 2019 to 2025	2025 Proposed Mileage	Total Future Mileage
Shared Use Path (Class I)	40.9	45.8	+4.9	74.0	119.8
Bicycle Lanes (Class II)	87.8	87.8	-	6.6	94.4
Buffered Bicycle Lanes (Class II)	-	4.9	+4.9	201.0	205.9
Bicycle Route (Class III)	13.5	7.4	-6.1	51.0	57.4
Bicycle Boulevard (Class III)	-	-	-	6.8	6.8
Rural Bicycle Route (Class III)	-	8.7	+8.7	0.8	9.5
Unclassified Bike Route	-	18.7	+18.7	5.8	24.5
Separated Bikeway (Class IV)	-	0.4	+0.4	74.0	74.4
Total	142.2	173.7	+31.5	420.0	592.7

¹ For the purposes of this Plan, existing and proposed bicycle or pedestrian facilities located on Caltrans Right of Way are attributed to the local jurisdiction in which the facility is located.

Pedestrian Facility Recommendations

Unlike the proposed bicycle network which establishes recommendations for roadways countywide, the pedestrian network focuses more narrowly on closing sidewalk gaps in existing developed areas or in proximity to key origins & destinations such as schools, parks, shopping, and transit stops. Additionally, due to limited roadway width in existing neighborhoods, if sidewalk gaps were found to be present on both sides of the street, the plan prioritizes sidewalk on the side of the street closest to key destinations. The pedestrian network also prioritizes improvements along neighborhood streets with existing or proposed bicycle facilities, reinforcing a preference for multimodal corridors where bicyclists and pedestrians can feel most comfortable.

Table 5.2: Proposed Pedestrian Network Mileage

Facility Type	Existing Mileage	Proposed Mileage	Total
Shared Use Path (Class I)	45.8	74.0	119.8
Sidewalk	199.5	18.0	217.5
Total	245.3	92.0	337.3

Next Steps

Following release of the Draft Napa Countywide Active Transportation Plan, staff invite interested residents and community stakeholders to provide comments, questions, and feedback. The final Plan will be brought to the NVTA Board of Directors for adoption on March 18, 2026.

In the months following final adoption by the Board, jurisdictions will be encouraged to adopt the plan locally. NVTA staff will support these local adoption efforts as needed, and work with local agencies to identify funding opportunities to implement elements of the plan, and track progress toward identified Goals and Objectives. Staff anticipate developing an updated map of countywide active transportation investments annually, and developing a summary report on progress toward Plan goals and objectives on a biennial basis.

This ongoing work will require close coordination with jurisdiction staff, likely in the form of an annual survey or questionnaire that will seek to capture information about improvements completed in the prior calendar year, and future planned project or program priorities.

ALTERNATIVES

None.

COUNTYWIDE PLAN GOALS MET BY THIS PROPOSAL

Goal 1 – Serve the transportation needs of the entire community regardless of age, income, or ability.

The project recommendations and policies in the Active Transportation Plan are based on an “All Ages and Abilities” framework.

Goal 2 – Improve system safety in order to support all mode and serve all users.

The Active Transportation Plan incorporates user safety as a key criteria for project recommendations, and includes policies to advance existing goals to reduce or eliminate serious injuries and fatalities on Napa County roadways.

Goal 5 – Minimize the energy and other resources required to move people and goods.

By establishing an aggressive yet achievable active transportation mode share target of 10% of all trips by 2050, implementation of the Active Transportation Plan will reduce energy use for shorter trips (generally 2-3 miles or less)

ATTACHMENTS

1 - [Draft Countywide Active Transportation Plan](#)

Note: Plan will be posted to project website by 5pm on 2/13/26

2 - [Draft Countywide AT Plan Treatment Toolkit](#)