



May 15, 2020

**Slow Streets Napa County**  
**Request for Program Adoption**

**TO:** To Whom it May Concern  
**SUBJECT:** Adoption of Slow Streets Program during COVID-19  
**FROM:** Patrick Band, Executive Director

**Background:**

The Napa County Bicycle Coalition is formally requesting that the City of Napa and other local municipalities adopt a “Slow Streets” program, which has been successfully implemented in nearly a dozen Bay Area communities with positive results.

Since the Governor’s emergency declaration on March 4, 2020, and the subsequent Shelter at Home order by the Napa County Public Health Officer, our streets have seen a tremendous reduction in vehicle traffic. At the same time, the number of local residents using streets and trails for outdoor recreation and transportation has skyrocketed. During the month of April, use along the Napa Valley Vine Trail at the Tulocay Creek Bridge increased by 88% year-over-year, based on automated bike/ped counter data. Similar increases in walking, running, and bicycling have been seen throughout Napa Valley.

Adoption of a Slow Streets program would support safe, accessible recreation and transportation for Napa residents and provide more space for social distancing by closing a series of identified streets to through traffic. Such a program is also intended to encourage continued active transportation use even as Napa County enters deeper levels of Phase 2 re-opening. By providing safe corridors for outdoor activities by local residents, we will be supporting community health and wellbeing. The ability to encourage more active transportation for everyday errands may also have measurable benefits to GHG reduction, by keeping vehicles off the roads.

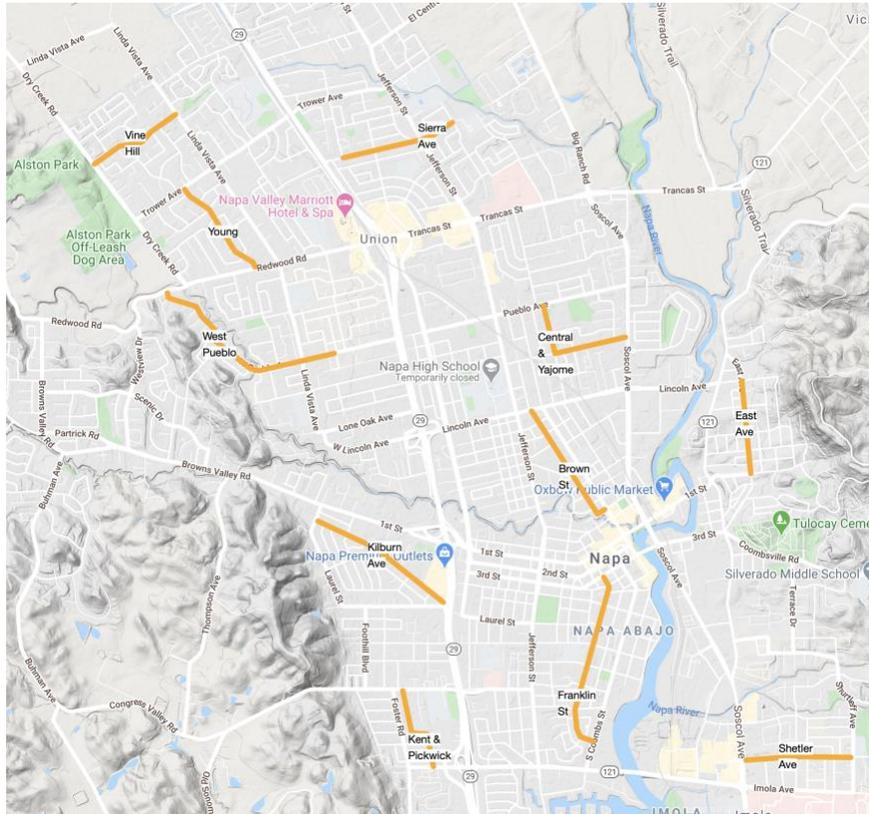
**Implementation Framework:**

The Napa County Bicycle Coalition has developed a list of streets which we feel meet the broad criteria necessary for a successful Slow Streets program. Our staff have considered numerous factors, including:

- Designated Truck & Transit Routes – The majority of proposed streets avoid designated truck and NVRTA Vine Transit routes, to limit potential conflicts with heavy vehicles.
- Zoning & Land Use – Focusing on residential streets while avoiding major destinations (such as grocery stores or other retail) on the proposed Slow Streets corridor. At the same time, proposed streets prioritize access to community destinations such as parks and shopping, to further encourage active transportation uses.
- Existing or Planned Bicycle Facilities – Nearly all proposed streets have existing or proposed bicycle facilities. Our hope is that the Slow Streets program will help support long-term community awareness of active transportation uses on these corridors.

An interactive map of possible “Slow Streets” facilities has been posted online at: <https://caltopo.com/m/M7EB>.

Below is a screenshot of the corridors which meet our initial criteria.



### **Example Jurisdictions:**

As noted previously, dozens of cities across the Bay Area and the United States have recently adopted Slow Streets programs, with some cities already planning for some streets to retain this classification permanently. [This spreadsheet](#) lists nearly all jurisdictions with an adopted Slow Streets program. A select number of cities are also listed below, with links to websites for more information about the program in that city.

- [Alameda, CA](#)
- [Boston, MA](#)
- [Foster City, CA](#)
- [Redwood City, CA](#)
- [New Orleans, LA](#)
- [New York, NY](#)
- [Oakland, CA](#)
- [Portland, OR](#)
- [Providence, RI](#)
- [San Diego, CA](#)
- [San Francisco, CA](#)
- [Seattle, WA](#)
- [Tucson, AZ](#)
- [Vancouver, BC](#)