INTRODUCTION

Implementation of bicycle facilities is included as part of the City of Napa General Plan. The goal is to develop and maintain a safe integrated bicycle route network for residents and visitors, connecting key destinations to neighborhoods, neighborhoods to each other, and the City of Napa to the county.

Because Napa’s road system is within a largely built-out urban environment, new bicycle lanes or paths within the City require retrofitting existing streets and intersections. Retrofitting streets comes with the challenge of requiring new right-of-way and/or elimination of on-street parking. In addition, the number of through east-west and north-south routes within the City is limited. As a result, the through routes that would be most convenient for bicycles are usually City arterials, which have the highest volumes of motor vehicle traffic in the City.

When looking to implement bike lanes or similar facilities on Napa’s streets, the standard design manuals offer limited solutions for Napa’s built-out conditions. The “Bike Boulevard” concept offers a creative and innovative solution that has been used in other California communities, such as Berkeley and Palo Alto, and can be tailored to fit Napa’s local needs and constraints.


I. GENERAL PLAN – STREET AND ROADWAY SYSTEM ¹

The City of Napa General Plan, Envision Napa 2020, identifies the following major transportation objectives in the Plan’s Transportation/Circulation Element that relate to bicycle facilities:

- Create a citywide transportation system that allows users to choose from a variety of safe transportation options including an adequate system of streets, transit, pedestrian and bicycle facilities
- Minimize the negative effects of additional automobile traffic and other transportation

The General plan defines the City’s bikeway system into three types of facilities, in accordance with the California Department of Transportation (Caltrans) classification system:

- **Class 1**: dedicated bike path separated from motorists by a space or physical barrier or on a separate right-of-way

- **Class 2**: bike lane on a roadway with restricted right-of-way designated by signs and pavement marking for the use of bicycles

- **Class 3**: bike route with shared right-of-way designated by signs on roadways

The future bicycle network in Central Napa is depicted in the attached Figure 1. In addition, Chapter 5 of the General Plan describes a trail system to integrate the various destinations into a bicycle commuter, pedestrian and recreation system.

### II. GENERAL PLAN – GOAL AND POLICIES

The General Plan provides the following transportation goal and policies related to bicycle facilities, which the “Bicycle Boulevard” concept fulfills:

**Goal T-6** To develop and maintain a safe, integrated bicycle route network for residents and visitors, connecting key destinations to neighborhoods, neighborhoods to each other, and the City of Napa to the County.

**Policy T-6.1** The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes. To this end, the City shall continue to implement the bicycle network shown in Figure 3-5 (of the General Plan).

**Policy T-6.2** The City shall apply for funding to undertake bicycle network route improvements that include the following components:

- a. Completion of through north/south and east/west routes
- b. Completion of elements of the existing network
- c. Connections to employment centers and shopping areas: downtown, corporate park, Trancas, State Hospital
- d. Connections to larger schools (high schools, middle schools; Napa Valley College)
- e. Connections to Napa to destinations outside Napa (e.g., “Up-valley”, Vallejo, Sonoma Valley)

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Policy Guidelines:
City of Napa "Bicycle Boulevards"

f. Easily and affordably implemented, building on the existing network

g. Off-road routes such as the River Trail; Wine-Train trail ("Rail Trail")

Policy T-6.3 The City shall evaluate the feasibility of establishing two "bicycle boulevards" to provide priority travel for bicycles, establishing a north/south and east/west route through the city.

Policy T-6.6 The City shall consider innovative ways of encouraging bicycle use on a few key through streets that are normally too narrow (in part or in whole) to safely accommodate bicycles.

Policy T-6.7 The City shall incorporate designs to support bicycle operating characteristics in intersections and traffic control systems.

Implementation Program T-6.A The City shall investigate the feasibility and location of two "bicycle boulevards" in the City of Napa, to include a north/south and an east/west route.

Implementation Program T-6.B: The City shall investigate innovative ways of encouraging bicycle use on a few key through streets which are normally too narrow (in part or in whole) to safely accommodate bicycles. Such innovations may include prohibiting parking during peak travel times and/or prohibiting parking on one side of a particularly important street and restriping the street for bicycle lanes. Candidate streets for this type of treatment include Lincoln Avenue and narrower portions of Jefferson Street and others deemed appropriate by the Public Works Director.

III. "BICYCLE BOULEVARD" IMPLEMENTATION

A. Definition of and Selection of Streets for Bicycle Boulevards

The "Bicycle Boulevard" concept is an innovative approach to developing efficient bikeways for all types of cyclists in an urban environment with limited street space. The City of Napa "Bicycle Boulevard" guidelines include the following criteria, which should be used to select roadways where "Bicycle Boulevards" could be implemented:

1. The City of Napa "Bicycle Boulevard" is an enhanced Class 3 bike route with more pavement legends and road signs (see attached Figure 2 for locally developed standards). The definition of a “Bicycle Boulevard” as a Class 3 bike facility is consistent with the definitions by other cities such as Berkeley, Davis, and Palo Alto. These cities also have an existing and extensive traffic calming program integrated into their "Bicycle Boulevards."

2. There shall be no striped bike lanes on the "Bicycle Boulevard."

3. There should be no loss of existing on-street parking in the implementation of a "Bicycle Boulevard" unless safety enhancements are required.
4. Potential candidate streets include local streets or low-volume collector streets with less than 5,000-average daily traffic (ADT).

5. Potential candidate streets should have low-accident history and should not include any “high accident locations” with an average of five or more accidents/year over the last three years.

6. The proposed route should provide direct connection to at least one school.

7. Typical 12-foot travel lanes are preferred on the proposed route; but narrower lanes are possible for lower-volume streets (approximately 2,500 ADT or less) that are not on the Fire Department’s Primary Emergency Response Routes.

8. The proposed route must be consistent with Goal T-6 and the associated policies of the General Plan, which provide the conceptual framework for citywide bike planning.

9. The proposed route could be an interim bikeway facility implementation for a designated Class 2 future bike lane in Figure 3-5 of the General Plan.

10. The proposed route should provide access to major destinations and could provide basic directional signs to the Downtown, schools, and parks—assuming funding for installation and maintenance of these directional signs is available.

11. The proposed route should provide connections to other bicycle facilities and fill in gaps in missing links between bicycle facilities.

12. City staff will consider the need for appropriate traffic control devices that would allow bicyclists on “Bicycle Boulevards” to safely cross major streets and arterials. The traffic control devices on a “Bicycle Boulevard” shall meet current professional engineering standards and practices as required by the California Vehicle Code.

In addition to the above guidelines and criteria, the Napa County Transportation Planning Agency (NCTPA) 2005 Countywide Bicycle Plan Amendment has the following guidelines for bicycle boulevards in urban areas that shall aid in the planning of the City of Napa’s “Bicycle Boulevards”:

13. “In developed areas, there exists the potential to designate a street or streets that have design features that help make it a more attractive route to bicyclists, particularly the casual and child cyclists. These features provide significantly more benefit to bicyclists than simply signing existing streets as bike routes (as is done for Class III routes).”

Based on available funding, these design features could be integrated in a major capital improvement project (CIP) for the redesign of a street as long as right-of-way needs are minimized and on-street parking is not lost, unless safety enhancements are required.
14. "Where possible, priority is given to the street at intersections by, for example, giving right-of-way to traffic on the Bicycle Priority Street."

Priority for streets must be assigned to achieve the citywide transportation goals from the General Plan—where the mobility and access needs of motorists, pedestrians, bicyclists, transit providers, truck services, emergency service providers, and other road users are balanced to preserve the quality of life of neighborhoods and to promote the economic development of the City. Removal or alteration of existing traffic control devices (e.g. stop signs) or the addition of new traffic control devices shall be subject to the requirements of the California Vehicle Code as documented in the Caltrans’ standards for traffic control devices and supplemented by the Public Works Department policy guidelines for traffic control devices.

15. “Other measures are to include design features used for traffic calming such motor vehicle traffic is discouraged and/or motor vehicle speeds are reduced. Such streets are sometimes referred to as Bicycle Boulevards… They are appropriate within cities or other areas where the street network is laid out in a grid pattern or otherwise have low volume streets and many alternatives for auto traffic.”

"Bicycle Boulevards" are appropriate candidates for traffic calming to transform an ordinary local residential street into a “bikeway expressway” that accommodates local motor traffic while deterring through motor traffic. The planning, design, implementation, and maintenance of traffic calming features on the City of Napa "Bicycle Boulevards" shall be guided by the Public Works Department’s new “Citywide Guidelines for Traffic Calming and Neighborhood Traffic Management.” The pursuit of traffic calming on "Bicycle Boulevards" shall be subject to the availability of dedicated funding sources and the commitment of staff resources by the City Administration.

B. Completed Implementation

The City Council authorized the implementation of an enhanced bike route or “Bicycle Boulevard” on an east-west route (Vallejo Street – Yajome Street – Yount Street – Hayes Street – E Street) using these policy guidelines. This Council action follows the policies in the General Plan Implementation Program T-6.A for the east-west route. See Figure 3 for the implemented east-west “Bicycle Boulevard.” The pursuit of additional “Bicycle Boulevards” shall be subject to the availability of dedicated funding sources and the commitment of staff resources by the City Administration.

C. “Bicycle Boulevard” Planning Process

1. The Community Resources Department (CRD) will work with the Bicycle & Trails Subcommittee (BTS) to identify and prioritize potential routes for “Bicycle Boulevards” in the City of Napa.

2. CRD/BTS will identify and secure funding for the implementation of the proposed “Bicycle Boulevard.”
3. CRD and the Public Works Department (PWD) will recommend a potentially feasible route for the BTS-desired “Bicycle Boulevard” based on field conditions, both existing and proposed.

4. CRD will present the recommended potentially feasible route to the BTS for approval or concurrence.

5. PWD will present preferred alternative for the BTS-desired “Bicycle Boulevard” to the Traffic Advisory Committee for approval or concurrence.

6. PWD will send courtesy letters to property owners along proposed “Bicycle Boulevard” route that is approved by the TAC prior to implementation.

7. PWD will implement the “Bicycle Boulevard” concept on the TAC-approved route using the funding secured by CRD/BTS.
FIGURE 1: FUTURE BIKEWAY SYSTEM
FIGURE 2: LOCAL STANDARDS
FIGURE 3: EAST-WEST “BICYCLE BOULEVARD”

CITY OF NAPA
PROPOSED BIKE BOULEVARD

CLASS 1 BIKE PATH (SEPARATED)
CLASS 2 BIKE LANE (STRIPED)
CLASS 3 BIKE ROUTE (SIGNED)
CLASS 3 BIKE BOULEVARD (SIGNED)