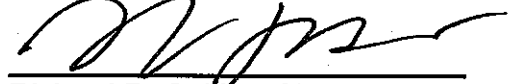


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Erik V. Lundquist, Senior Planner
DATE: September 20, 2011
SUBJECT: City of Calistoga Inclusion in Countywide Bicycle Transportation Plan

APPROVAL FOR FORWARDING:



Richard D. Spifler, City Manager

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ISSUE: Consideration of a Resolution directing staff to update the City's Bicycle Transportation Plan (BTP), in coordination with the Countywide Bicycle Transportation Plan that is currently being developed by the Napa County Transportation Planning Agency (NCTPA), and initiate the related General Plan Amendment, as necessary.

RECOMMENDATION: Adopt Resolution.

BACKGROUND/DISCUSSION: The Napa County Transportation Planning Agency is updating the Countywide Bicycle Plan. The Update provides the framework (i.e. background, coordination, vision, direction, and tools) to improve the bicycle transportation system throughout Napa County and its communities. The Plan is intended to guide and influence the development of bikeways, policies, programs and facility design standards to make bicycling safer, more comfortable, convenient, and enjoyable for all bicyclists in the Plan Area.

The project includes several major efforts: existing conditions inventory, bicycle facility and program planning, development of a unified GIS mapping database, and public outreach. Individual bicycle plans (or plan updates) are being developed for each participating agency. These documents will be formatted for compilation into a countywide plan. Participating jurisdictions include the County of Napa, City of Napa, City of St. Helena, and City of American Canyon. The effort will result in certifiable Bicycle Transportation Plans for each participating agency, which when adopted, will allow the local agencies to qualify for Caltrans Bicycle Transportation Account funding.

The Plan Update takes a coordinated and comprehensive approach to addressing policies, standards, education, and access, and includes projects and programmatic

28 recommendations to improve bicycle transportation and safety across city boundaries
29 and to neighboring counties. This coordinated effort will help with the inter-jurisdictional
30 planning of bikeways that cross boundaries and affect more than one city or one
31 planning agency (primary routes). Finally, the Plan will serve as a tool to obtain
32 regional, state, and federal funding for bicycle projects and programs. The Plan Update
33 and its project proposals will be incorporated into the Napa County Transportation
34 Planning Agency (NCTPA) Strategic Transportation Plan, the Regional Bicycle Plan for
35 the San Francisco Bay Area, and the Metropolitan Transportation Commission's (MTC)
36 Regional Transportation Improvement Program (RTIP).

37
38 Beginning in the summer of 2010 NCTPA has been proceeding with the development of
39 the Countywide Bicycle Plan Update under the management of Whitlock & Weinberger
40 Transportation, Inc. (W-trans) and with the assistance of Questa Engineering. Since
41 the City of Calistoga adopted its Bicycle Transportation Plan in 2007 it was not a priority
42 for the City to participate in the Countywide update. Although, though the update
43 process it has become clear that in order to ensure multi-jurisdiction coordination the
44 City's participation is critical. As such, NCTPA and the City's BAC would like the City of
45 Calistoga to participate in this effort. In essence, NCTPA is requesting that City staff
46 work with their consultants to integrate the City's existing Bicycle Transportation Plan,
47 with some modification, into the Countywide Update.

48
49 It is anticipated that the draft Countywide Bicycle Plan Update will be unveiled on
50 September 24, 2011.

51
52 **FISCAL IMPACT:** There is no direct budget implication to coordinate this update with
53 NCTPA. The implementation of the Bicycle Transportation Plan (BTP) will be funded
54 through private developments, Capital Improvements, Bicycle Improvements Fund
55 Balance Allocation and Federal and State grants.

56
57 **ATTACHMENT:**

- 58
59 1. Resolution
60 2. Countywide Bicycle Plan Update – Project Introduction and Data Request
61 (June 4, 2010)
62 3. Countywide Bicycle Plan Update – Sample Policy Overview (August 6, 2010)
63 4. Countywide Bicycle Plan Update – Project Schedule (July 7, 2010)

RESOLUTION NO. 2011- _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA, COUNTY OF NAPA, STATE OF CALIFORNIA DIRECTING STAFF TO UPDATE THE CITY'S BICYCLE TRANSPORTATION PLAN, IN COORDINATION WITH THE COUNTYWIDE BICYCLE TRANSPORTATION PLAN THAT IS CURRENTLY BEING DEVELOPED BY THE NAPA COUNTY TRANSPORTATION PLANNING AGENCY (NCTPA), AND INITIATE THE RELATED GENERAL PLAN AMENDMENT.

WHEREAS, the existing Bicycle Transportation Plan was last reviewed and adopted in 2007;
and

WHEREAS, a Bicycle Transportation Plan must be certified every five years in order for a local agency to qualify for Caltrans Bicycle Transportation Account funding; and

WHEREAS, the Napa County Transportation Planning Agency is currently proceeding forward in updating the Countywide Bicycle Plan to improve the bicycle transportation system throughout Napa County and its communities; and

WHEREAS, the County of Napa, City of Napa, City of St. Helena, and City of American Canyon are already participating in the this effort, which will result in a certified Bicycle Transportation Plans for each of these participating agency; and

WHEREAS, the City Council finds it necessary to take a comprehensive approach to addressing policies, standards, education, and access to improve bicycle transportation and safety across city boundaries and to neighboring counties;

WHEREAS, to ensure multi-jurisdiction coordination, the City Council finds that the City's participation in the Countywide Bicycle Plan Update is critical.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Calistoga to direct staff to update the City's Bicycle Transportation Plan (BTP), in coordination with the Countywide Bicycle Transportation Plan that is currently being developed by the Napa County Transportation Planning Agency (NCTPA), and initiate the related General Plan Amendment.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Calistoga at a regular meeting held this **20th day of September, 2011**, by the following vote:

- AYES:
- NOES:
- ABSTAIN/ABSENT:

JACK GINGLES, Mayor

ATTEST:

SUSAN SNEDDON, City Clerk

memorandum

Date: June 4, 2010

To: **Eliot Hurwitz,**
Program Manager

From: Josh Abrams

Project: NAX052

NCTPA Countywide Bicycle Plan Update – Project Introduction and Data Request



Whitlock & Weinberger
Transportation, Inc.

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Santa Rosa, CA 95401

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web www.w-trans.com

The Napa County Transportation Planning Agency is proceeding with the development of the Countywide Bicycle Plan Update through a project managed by Whitlock & Weinberger Transportation, Inc. (W-Trans), with assistance from Questa Engineering. The purpose of the project is to update the Countywide Bicycle Plan, which will guide the development of Napa's bikeway network. The project includes several major efforts: bicycle facility and program planning, existing conditions inventory, public outreach, and the development of a unified GIS mapping database. Individual bicycle plans (or plan updates) will be developed for each participating agency. These documents will be formatted for compilation into a countywide plan. Participating jurisdictions include the County of Napa, City of Napa, City of St. Helena, and City of American Canyon.

The effort will result in certifiable Bicycle Transportation Plans for each participating agency, which when adopted, will allow your agency to qualify for Caltrans Bicycle Transportation Account funding. State Bicycle Transportation Account requirements, which guide the development of Bicycle Transportation Plans, are provided at the end of this memo.

Project Schedule

The project is proceeding on an 18-month schedule. The target date for completion is November 2011, which would enable jurisdictions that are not in compliance with the California Bicycle Transportation Act to gain eligibility to apply for the 2011/12 Bicycle Transportation Account (BTA) funding cycle. Applications for BTA funds are typically due to Caltrans Districts every December 1.

Individual plans and the countywide document will be developed concurrently in order to maintain public momentum and exposure. It is anticipated that two public workshops will be conducted. The intent of the first workshop will be to collect input on issues, opportunities, and constraints; and the second will be to present findings and draft plans.

Data Request

A short list of the items needed to develop the project is listed below.

1. Names, and phone/fax numbers, and e-mail/mailling addresses of staff members involved on this project that we may need to contact.
2. Bicycle Advisory Committee meeting schedules.
3. Information on bicycle, pedestrian, trail, or other interested stakeholder groups/committees in your community that we should contact for the project.

4. An inventory of the existing bikeways and pedestrian facilities in your jurisdiction. This information should include at a minimum segment start and stop points, but can include calculated lengths, bikeway widths, and usage statistics. Previous studies that document this information would be helpful.
5. An inventory of existing bicycle support facilities in your jurisdiction. This should include information on available bicycle parking at transit stops, schools, downtowns, civic destinations, etc.
6. Planned or programmed bicycle and trail improvement projects, along with physical description, timing, and funding.
7. Electronic or hard copy base maps showing land use, streets, trails, parks, schools, transit, and hydrology. Aerial photos, if they are available, will be very helpful too.
8. Information on any safety education programs (bicycle, pedestrian, safe routes to schools) in your local schools or in any other public setting.
9. List of programmed roadway improvements and bicycle and pedestrian projects.
10. Estimates on historic expenditures on bicycle facilities (BTA requirement).
11. Local standards for street, bikeway, and sidewalk design if they are available.
12. Adopted and updated General Plan and related Elements.
13. Finally, please use this as an opportunity to present project ideas – a wish list of potential projects – that may not be documented but are worth knowing about. Feel free to be as lengthy as needed; accompanying maps or drawings will be extremely helpful.

We look forward to working with you on this project. We will be happy to receive any of the materials requested above at the project kick-off meeting on Thursday, June 10, 2010. Ultimately, materials should be submitted to the NCTPA no later than June 21, 2010. Please don't hesitate to contact us if you have any questions, or to advise us of your concerns. Thanks in advance for your help.

Regulatory Setting

Caltrans Bicycle Transportation Account

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 and the following:

1. The governing body of a city or county must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.
2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the BTP, the resolution adopting the BTP, and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval.
4. BTP adoption establishes eligibility for five consecutive BTA funding cycles. Example: BTPs adopted in 2006 and submitted December 1, 2006; with an application for 2007/2008 BTA funding would establish eligibility for state fiscal years 2007/2008, 2008/2009, 2009/2010, 2010/2011, and 2011/2012. The state fiscal year begins on July 1 and ends on June 30 of the following year.

Streets and Highways Code Section 891.2

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) ~~The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.~~
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

memorandum

Date: August 6, 2010

To: **Mr. Eliot Hurvitz**
Project Steering Committee

From: Josh Abrams

Project: NAX052

Subject: Napa Countywide Bicycle Plan Update – Sample Policy Overview



Whitlock & Weinberger
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Presented below is a collection of bicycle goals and objectives for the Napa Countywide Bicycle Plan Update. Three sets have been assembled for your review, including existing goals and objectives from the 2003 Napa Countywide Bicycle Plan, goals and objectives from the Metropolitan Transportation Commission's 2009 Regional Bicycle Plan Update, and a proposed sample set that includes Draft policies.

2003 Napa Countywide Bicycle Plan

Goal 1: Planning

Integrate bicycle travel in transportation planning activities and in transportation improvement projects; plan for a countywide integrated system of bicycle facilities.

Goal 2: Physical Facilities

Safe, convenient, and continuous routes for bicyclists of all types.

Goal 3: Safety and Education

The improvement of bicycle safety through education and enforcement.

Goal 4: Encouragement

An increase in the acceptance of bicycling as a transportation mode that is a viable alternative to the automobile.

Goal 5 Implementation

To maximize funding opportunities for implementation of the Napa Countywide Bicycle Plan.

2009 Metropolitan Transportation Commission Regional Bicycle Plan

PRINCIPAL GOAL

To ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area, including in Priority Development Areas (PDAs); to reduce traffic congestion and risk of climate change; and to increase opportunities for physical activity to improve public health.

GOAL AND POLICY CATEGORIES

1: Routine Accommodation

Guarantee that accommodations for bicyclists and pedestrians are routinely considered in the planning and design of all roadway, transit and other transportation facilities funded by MTC (see Appendix C).

2: The Regional Bikeway Network

Define a comprehensive RBN that connects every Bay Area community; provides connections to regional transit, major activity centers and central business districts; and includes the San Francisco Bay Trail.

3: Bicycle Safety

Encourage local and statewide policies that improve bicycle safety.

4: Bicycle Education & Promotion

Develop training sessions and educational materials that emphasize bicycle safety and the positive benefits of cycling.

5: Multimodal Integration

Work toward developing seamless transfers between bicycling and public transportation.

6: Comprehensive Support Facilities & Mechanisms

Encourage the development of facilities and institutions that contribute to a bicycle-friendly environment.

7: Funding

Develop an equitable and effective regional funding and implementation process.

8: Planning

Continue to support ongoing regional bicycle planning.

9: Data collection

Routinely collect region-wide bicycle, pedestrian trip-making and collision data, including for trips using these modes to access public transit, as part of the State of the System report and Bay Area Travel Survey (BATS) work in order to gauge progress toward the goals in this plan.

Preliminary DRAFT Vision, Goal, Objectives, and Sample Policies

Introduction

The following preliminary *Draft* Vision, Goal, Objectives, and sample Policies are meant to define a vision for bicycle transportation throughout Napa County. Together, they outline the vision, principal goal, and objectives that will serve as guidelines in the continuing development of the countywide bicycle transportation system.

It is intended that through this collaborative planning process, the vision, goal and objectives will be approved by each of the local jurisdictions in Napa County: American Canyon, Calistoga, City of Napa, St. Helena, Town of Yountville, and the County of Napa. The policies are designed to guide the development and maintenance of a bicycle system throughout Napa County and express the intent of NCTPA and its member agencies to enhance non-motorized mobility to improve safety, access, traffic congestion, air quality, and the quality of life of Napa County residents, workers and visitors.

The vision, goal and objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle networks. It is possible that there may also be overriding common policies that are mutually agreed to. However, the policies, and implementing programs, that address jurisdiction-specific issues can/will be included in the individual County and city/town plans.

The role of the NCTPA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors will be chiefly responsible for implementation of objectives, policies, and programs.

Defining Terms

For context, definitions of the terms system, network, goal, objective, and policy are provided below.

Bicycle "System" – defined as the whole of all of the components, physical and programmatic.

Bicycle "Network" – defined as the physical improvements that establish bikeways (Class I, II, or III routes).

Goal – A "goal" describes the destination - where we want to be at the end of the planning journey. Goals are usually broad, optimistic and expressive of a long-term vision.

Objective – objectives describe mileposts along the way to achieving the goals. They are specific, measurable steps to be achieved if the overall goals are to be met.

Policy – can be generally defined as a principle or rule to guide decisions by the local agency with regard to a particular issue or set of issues.

Bicycling Vision for the Region

A comprehensive, connected bicycle network is established with supportive development patterns and practices, providing people with safe, convenient and enjoyable access throughout all Napa County jurisdictions and to destinations beyond. Bicycling is common for everyday trips and recreation, contributing to the quality of life in Napa and the health, safety and welfare of its residents and visitors. Napa is known for its excellent bicycling system.

Principal Goal:

To develop and maintain a comprehensive, connected countywide bicycle transportation system. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping and other activities, and residential neighborhoods.

Countywide Objectives:**Objective 1.0: The Countywide Bicycle Network**

Establish a comprehensive countywide bicycle transportation system that connects Napa's communities and provides access to activity centers, regional routes and transportation hubs.

Sample Policies:

- 1.1 Develop a local and countywide bicycle transportation network that provides access to and among major activity centers, commercial districts, schools, transportation centers, public transportation, recreation areas, and other destinations, according to the recommendations in this plan.
- 1.2 Consistent with MTC's MTC Resolution 3765 and Complete Streets Act of 2008, and Caltrans Deputy Directive 64 RI, and the State's Assembly Resolution 211, ensure that all transportation projects in Napa consider the inclusion and enhancement of bicycle transportation facilities.
- 1.3 Work cooperatively with responsible agencies including Transportation and Public Works Departments, NCTPA, the Napa County Regional Park and Open Space District, and others, to close existing facility gaps and ensure the system is implemented, constructed, and maintained.
- 1.4 Establish/maintain a bicycle advisory committee to advise staff on bicycle issues.
- 1.5 Assign a bicycle coordinator to oversee implementation of the Countywide Bicycle Plan and coordinate activities between City departments and other jurisdictions.
- 1.6 Increase the percent of bicycle trips made throughout the County to 10 percent by 2035.
- 1.7 Consider the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

Objective 2.0: Design

Utilize accepted design standards and "best practices" for the development of bicycle facilities.

Sample Policies:

- 2.1 Utilize Chapter 1000 "Bikeways Planning and Design", from the *California Highway Design Manual*, the *California Manual of Uniform Traffic Control Devices*, and the *American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities*, as well as evolving "best practices" for the development of bicycle facilities
- 2.2 Require that all signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists.

- 2.3 Where minimum Class II bike lane standards are infeasible, use striped edge lines, signs, shared lane markings, or other route enhancements to improve conditions for bicyclists.
- 2.4 Projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated.
- 2.5 Install way finding signage, markers, and stencils on off-street paths, on-street bikeways, local class III routes, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorist's awareness.
- 2.6 Provide consistent enhanced crossing features at uncontrolled crossings and at intersections of arterials with Class I trails.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists to easily access public transit.

Sample Policies:

- 3.1 Implement a safe routes to transit program that prioritizes bicycle and pedestrian access to transit stops and stations.
- 3.2 Require transit providers to provide and maintain convenient and secure bike parking facilities, all-weather shelters, and other amenities at major transit stops and transportation centers at a minimum.
- 3.3 Require local and regional transit agencies to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

Objective 4.0: Comprehensive Support Facilities

Encourage the development of comprehensive support facilities for bicycling.

Sample Policies:

- 4.1 Require adequate short-term bicycle parking for retail, office, commercial and industrial uses.
- 4.2 Require adequate short-term bicycle parking and long-term bicycle storage for transportation centers.
- 4.3 Require employers to provide secure indoor and/or covered bicycle parking for their employees.
- 4.4 Require major employers to provide adequate shower and locker facilities for workers.
- 4.5 Install high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, interpretive elements, and other appropriate amenities on Class I trails.

Objective 5.0: Safety and Security

Create a countywide bicycle network that is safe for bicyclists of all types and age groups.

Sample Policies:

- 5.1 Reduce automobile collisions with bicyclists by 50 percent by the year 2035, using 2008 collision data as the baseline for analysis.
- 5.2 Coordinate the delivery of bicycle Safety Education Programs to schools, utilizing assistance from law enforcement agencies, bicycle advocacy groups, local bicycle shops, and other appropriate organizations.
- 5.3 Focus on improving safety of intersection crossings using routine pedestrian signal cycles, pedestrian buttons, high-visibility crosswalk markings and education.

- 5.4 Prioritize safety improvements in the vicinity of schools, public transit, civic buildings, shopping centers, and other high-priority destinations.
- 5.5 Improve collection and analysis of collision data. The Public Works Departments shall review this data annually to identify problem areas which require immediate attention.

Objective 6.0: Land Use

Support local land use policies for compact, mixed use development in appropriate areas, and for designing and constructing bicycle facilities in new development projects.

Sample Policies:

- 6.1 Encourage School districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities.
- 6.2 Consider alternatives such as reduced parking requirements, lane modifications, or other site development strategies where on-street parking may conflict with development of Class II bikeways.
- 6.3 Where a nexus is identified, condition discretionary projects to provide needed bicycle improvements including appropriate bikeways (Class I, II, or III routes) and bicycle support facilities such as racks, lockers, shower facilities, storage areas, etc. [Improvements include easements or land dedication and construction. In some cases construction may be deferred until a connection to an existing route can be made.]

Objective 7.0: Education and Promotion

Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Sample Policies:

- 7.1 Participate in the development and maintenance of a bicycle and pedestrian safety campaign as a countywide tool to deliver comprehensive safety awareness, driver, cyclist and pedestrian education information, and to increase the awareness of the benefits of bicycling and walking as transportation modes.
- 7.2 Support "grassroots" efforts that help to resolve bicycle and pedestrian transportation issues.
- 7.3 Distribute bicycle and pedestrian safety, educational, and promotional materials through law enforcement activities, at scholastic orientations, through drivers training and citation diversion programs, and to new political representatives.
- 7.4 Encourage events that introduce residents to bicycling and walking such as bike-to-work, bike/walk-to-school days, elected official bike rides, etc.
- 7.5 Require major employment centers and employers to encourage commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting.
- 7.6 Educate the general public and the officials of state, county, and local law enforcement agencies on common Vehicle Code infractions involving bicyclists and other users of roadways or off-road pathways

Objective 8.0: Planning

Continue to update and integrate bicycle-related transportation, land use and recreation plans and improvement projects.

Sample Policies:

- 8.1 The Bicycle Advisory Committee (BAC) shall be responsible for advising staff on the ongoing planning and coordination of the countywide bicycle transportation system.
- 8.2 Update the Bicycle Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- 8.3 Update general plans to incorporate key contents of this Bicycle Plan, and/or incorporate policies in this Bicycle Plan into specific, master and General Plan documents and redevelopment policies.
- 8.4 The BAC shall review the design of all new road widening projects in order to minimize hazards and barriers to bicycle travel.
- 8.5 Consider the Bicycle Advisory Committee as a resource to review roadway improvement projects for bicycle compatibility and consistency with this Plan, including resurfacing, restoration, rehabilitation, capacity improvements, traffic calming improvements, rumble strips, etc.
- 8.6 Proactively seek new opportunities for acquisition of abandoned rights-of-way, natural waterways, flood control rights-of-way, utility rights-of-way, and lands for the development of new Class I multi-use pathways that integrate with the planned system.
- 8.7 Where different classes of bikeways share the same route, Class I or II bikeways should not be constructed in a manner that reduces or eliminates other designated bikeways without consultation with the Bicycle Advisory Committee, or in Napa, the BTAC.

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and integrity of bicycle infrastructure.

Sample Policies:

- 9.1 Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.
- 9.2 Develop a maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine bicycle maintenance issues in a timely manner.
- 9.3 Require that road construction projects minimize their impacts on bicyclists through the proper placement of construction signs and equipment, and by providing adequate detours.
- 9.4 Require that routine maintenance of local roads consider bicycle safety and at a minimum includes the following activities:
 - Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.
 - Clear debris from road shoulder areas to provide a clean surface for bicycling.

Objective 10.0: Funding

Work to maximize the amount of funding for bicycle projects and programs throughout the county, with an emphasis on implementation.

Sample Policies:

- 10.1 Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the bicycle system.
- 10.2 Encourage multi-jurisdictional funding applications to implement the primary network and countywide bicycle system.

- 10.3 Promote the availability of adequate regional, state and federal funding sources for bicycle transportation projects.

Napa County Transportation Planning Agency
 Countywide Bicycle Plan Update
 Expanded Project Schedule

Whitlock & Weinberger Transportation, Inc.

Task	Description	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11
1.A	Review Existing Plans and Policies															
1.B	Review Existing Plans and Policies (City of Napa)															
1.C	Review Existing Plans and Policies (City of St. Helena)															
1.D	Review Existing Plans and Policies (City of American Canyon)															
1.E	Inventory Existing Facilities and Programs															
1.Ea	Inventory of Existing Bicycle Facilities															
1.Eb	GIS Database and Mapping															
1.Ec	Inventory of Cycling Programs															
1.F	Review and Analyze Accident Statistics															
1.X	Report of Existing Plans and Inventory															
2.A	User Groups															
2.B	Criteria for Route Selection and Evaluation															
2.C	Volume Tracking (Bicycle Counts)															
2.X	Report outlining Future Demand															
3.A	Identify Desired Standards for Class I, II, III Bikeways															
3.B	Describe Urban/Rural Variation															
3.X	Design Standards Report															
4.A	Project Steering Committee															
4.B	Local Agency Meetings															
4.C	Public Workshops															
4.D	Project Management with NCTPA															
5.A	Evaluate the Development of Principal Planning Zones															
5.B	Identify Origins and Destinations															
5.C	Identify Costs															
5.D	Support Facilities and Programs															
5.E	Plan Consistency															
5.F	GIS Maps															
5.G	Program Maintenance															
5.H	Goals, Objectives, and Policies															
5.I	Meet with BAC, BTAC and TAC to review proposed Master Plan															
5.J	Design a Promotional/Educational Plan															
5.K	System Wide Safety Plan															
5.X	Draft and Final Bicycle Master Plan															
6.A	Funding															
6.B	Project Scoring and Prioritization															
6.C	Optimize the Plan/Available Funding Sources															
6.D	Update Template															
6.X	Funding Mechanism Report															
7.A	CEQA Analysis															
7.B	Council and Board Presentations															
7.C	MTC and Caltrans Approval															
	Final Work															

Expanded Schedule