7. MOBILITY

7.1 PURPOSE OF THE CHAPTER

Many Yountville residents say their favorite way to get around town is walking, and no wonder – with its compact size, flat terrain, near-perfect weather, and friendly faces, Yountville is a walker's paradise. Sidewalks and pathways provide a near-complete pedestrian network, and the Town strives to improve safety and provide missing connections wherever needed.

Biking is also a popular way to get around town for both residents and visitors, who have access to bicycles at hotels and through a local tour operator and bike rental shop. A bike lane connects the Silverado Trail to the Town's bike network and the Vine Trail, a multi-use pathway that currently connects Yountville to the City of Napa. Once completed, the 47-mile Vine Trail will make it easier and safer to travel between the cities and town in the Napa Valley. Eventually stretching from the Vallejo Ferry Terminal to Calistoga, the Vine Trail will help to reduce congestion, pollution and greenhouse gas emissions by providing a green and healthy commuting alternative as well as a leisurely way for visitors to enjoy the Valley.

While the Town focuses on improving the local circulation network, it also needs to consider emerging technologies and services that will likely change the way people move around in the years to come, although the full impact of these emerging technologies is unknown. More electric vehicles will require charging stations, while increased internet shopping and drone delivery may impact the peace and quiet of neighborhoods. Ridesharing services and autonomous cars are expected to create both opportunities and challenges for the transportation infrastructure, from freeing up parking spaces in downtown to requiring drop-off and pick-up zones. Managed well, new technologies can help communities reclaim their public spaces, improve the pedestrian and bicycle experience, and relegate motor vehicles to the background.

The Mobility chapter provides the framework for decisions concerning the Town's multi-modal transportation system, which includes roadway, transit, bike, pedestrian, and parking facilities. The chapter provides for coordination with the Napa Valley Transportation Authority (NVTA), which serves as the coordinating agency for transportation funding for Napa County. This chapter addresses State law requirements for a circulation element.

The goal of a well-planned and integrated transportation network is to provide safe and convenient travel for all users—including children, seniors, and persons with disabilities—whether travelling by bus, vehicle, bicycle, or foot. A balanced, multi-modal transportation system works to limit congestion, reduce greenhouse gas emissions, and improve public health by reducing air pollution and encouraging physical activity.

The Mobility chapter includes the following sections.

7.2 Travel Characteristics. Provides an overview of Yountville residents' modes of travel.

7.3 Existing Roadway System. Describes the existing street network and connectivity, and intersections with traffic controls.

7.4 Traffic Operations. Discusses existing traffic volumes and speeds, vehicle delay at intersections, and future roadway operations.

7.5 Public Transportation. Provides an overview of the public transportation systems and park-and-ride lots.

7.6 Bicycle and Pedestrian Facilities. Describes bicycle paths, routes and lanes in town and the sidewalks, crosswalks and pathways that make up the pedestrian network.

7.7 Traffic Safety. Discusses traffic collisions involving vehicles, bicycles and pedestrians.

7.8 Parking. Describes the availability of public parking in town.

7.9 Goals, Policies, and Programs. Identifies goals, policies and programs to develop a safe and convenient multi-modal circulation network.

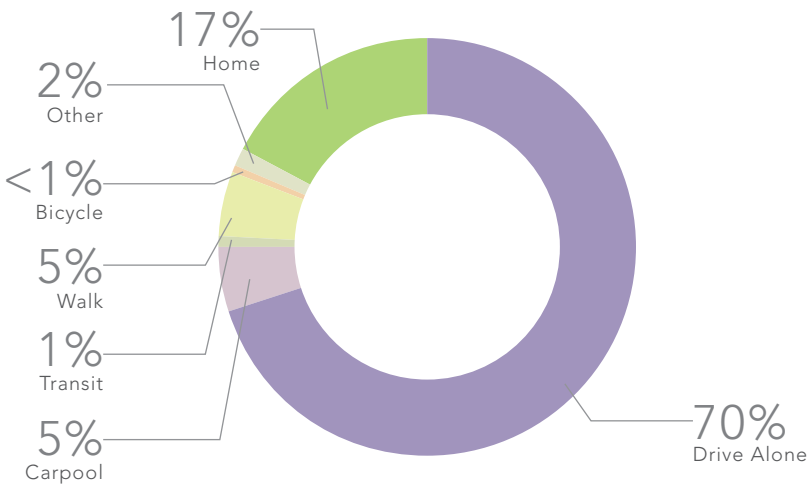
A well-planned and integrated transportation network can provide safe and convenient travel for all users whether travelling by bus, vehicle, bicycle, or foot.

7.2 TRAVEL CHARACTERISTICS

According to the 2015 American Community Survey, 20 percent of employed Yountville residents work in Yountville and another 30 percent work in Napa County. The remaining 50 percent of employed residents work outside Napa County. About 17 percent of employed residents work from their home (ACS, 2016).

Although about 6 percent of Yountville residents walk or bike to work, the majority of Yountville residents (70 percent) drive alone to their place of employment. About 5 percent carpool and 3 percent take public transit or use other means of transportation to get to work. Figure MO-1 provides an overview of the way Yountville residents get to work.

Figure MO-1
TRANSPORTATION MODES TO WORK FOR EMPLOYED YOUNTVILLE RESIDENTS



Source: 2011-2016 American Community Survey 5-Year Estimates, Workers 16 years and over

7.3 EXISTING ROADWAY SYSTEM

With just one traffic light in town, the roadway system is designed for small-town living and a leisurely pace. Washington Street, the main street of downtown, is a hub of activity, with restaurants, hotels, and shops, as well as a community center, library and post office. Downtown is active during weekends and festivals, with cars, motor coaches, pedestrians, and cyclists vying for their slice of the roadway. State Route 29 bisects Yountville, with two exits, less than one mile apart, providing access to the town. The Yountville Cross Road connects the town to the Silverado Trail to the east. The multiple access points make it relatively easy to get in and out of town, although delays occur at the signalized intersection of Madison Street and State Route 29.

STREET NETWORK

This section describes the physical characteristics of Yountville's roadway network. Figure MO-2 shows the major routes in Yountville and the surrounding roadway system.

State Route (SR) 29 is the primary route connecting the Town of Yountville to the San Francisco Bay Area to the south and Lake County to the north. The highway is the main route for out-of-Town travel and provides quick access to the other side of town. SR 29 is a four-lane divided highway with an interchange at California Drive that transitions to a two-lane highway as it approaches a signalized intersection at Madison Street. Existing daily traffic on the highway averages 22,800 vehicles per day and the posted speed limit is 60 miles per hour (mph).

Washington Street runs parallel to SR 29 and is a two-way street that provides parking on both sides south of Yount Street. It is the only street that provides north-south connectivity. North of Yount Street, there are many driveways, and only a few on-street parking spaces. Sidewalks are located on both sides of the street south of Webber Avenue and on the west side from Webber to Madison. The posted speed limit is 25 mph.

Yount Street runs north-south through Yountville to the east of Washington Street, which it intersects with a sharp skew in the center of town. It is a two-lane road with parking and sidewalks on both sides from Washington Street to Hopper Creek. North of Hopper Creek sidewalks are located on the east side of the street only. Bike lanes are located along portions of Yount Street north of the intersection of the Hopper Creek path. The posted speed limit is 25 mph.

California Drive is a two-lane street that connects the southeast (Town core) and southwest (Veterans Home, golf course, Domaine Chandon) areas of town, passing under SR 29. It is the only connector for 30 percent of town residents who live at the Veterans Home. The streets and sidewalks on the Veterans Home property itself are maintained by the State. There are Class II bike lanes from Washington Street to Solano Avenue, sidewalks on the north side of the street, and the posted speed limit is 25 mph. The portion between Washington Street and Solano Avenue is maintained by Caltrans.

Madison Street is a two-lane arterial that runs east-west and connects the northeastern area of the Town to SR 29. Bike lanes are located in both directions and a Class I pedestrian and bicycle path is located on the south side of Madison Street just west of Washington Street. East of Washington there is a lack of sidewalk connectivity per Town Council policy, and the posted speed limit is 25 mph.

Yountville Cross Road runs east-west and connects the eastern part of the Town to the Silverado Trail. It has one lane in each direction with bike lanes on both sides. The posted speed limit is 35 mph within Town limits, increasing to 45 mph and higher for the segment located in unincorporated Napa County.

Solano Avenue is an access point into and out of Town at the southwestern edge of town. It has two lanes, narrow shoulders, and a speed limit of 35 mph. The Vine Trail regional Class I path is located on the east side of Solano Avenue between the railroad and the east side of the roadway.

Finnell Road is a two-lane local street that extends east from Yount Street then turns north and provides access to Yountville Cross Road in unincorporated Napa County. The road borders the Town Hall and adjacent school property on the south side and provides access to residential properties via Vista Drive and Heritage Way.

STREET CONNECTIVITY

The majority of Town has acceptable street connectivity, especially the Old Town District which has easy access to both the Washington Street and Yount Street corridors. Residential neighborhoods east of Washington and Yount streets have limited access to the main corridors via other local streets. Exceptions include the Rancho de Napa and Gateway Mobile Home Parks, located at the south end of town, which are limited with a single point of access only to Washington Street. While the Oak Circle and the Toyon Terrace neighborhoods are linked to each other, they each only have one access point to Washington Street.

INTERSECTIONS WITH TRAFFIC CONTROLS

The main type of intersection control throughout the Town of Yountville are two-way (side street stop signs with free flow on main street) and all-way stop controls. There is one signalized intersection located at SR 29/Madison Street at the north end of town which is maintained by Caltrans. There are nine all-way stop controlled intersections throughout town:

- Washington Street/Madison Street
- Washington Street/Yount Street
- Washington Street/Mulberry Street
- Washington Street/Oak Circle
- Washington Street/California Drive
- Yount Street/Madison Street
- Yount Street/Mount Avenue
- Yount Street/Finnell Road
- Finnell Road/Vista Drive

There are nine stop-controlled intersections, mainly along Washington Street.

Some neighborhoods, including Rancho de Napa, are limited to a single point of access.

Figure MO-2
CIRCULATION NETWORK

7.4 TRAFFIC OPERATIONS

Traffic volume counts were completed in 2014 in conjunction with an update of the circulation element in 2015 and are summarized below. Additional detail is provided in the Existing Conditions Report prepared for the General Plan.

The study conducted traffic counts at the three highest traffic volume locations in Yountville. Daily traffic volumes were highest on Washington Street near California Drive, averaging 9,000 vehicles per day (vpd). Traffic counts averaged 4,900 vpd on Washington Street at Madison at the north end of town, and 3,000 vehicles per day on Yount Street close to Washington Street. Traffic volumes on Washington Street were highest on Saturday.

Generally, two-lane roadways can accommodate up to 15,000 vehicles per day. With daily traffic volumes of 9,000 vehicles per day and less, the existing two-lane streets are sufficient to service the existing traffic volume level.

Speed surveys show that the majority of drivers (that is, the 85th percentile of drivers) on Washington Street, Yount Street, Madison Street, and Finnell Road travel between 24 and 28 mph. The majority of drivers on Yountville Cross Road, where the posted speed limit is 35 mph, travel at 39 mph, despite the presence of a radar feedback sign.

INTERSECTION OPERATIONS

Traffic engineers have historically used "Level of Service" or "LOS" to measure the performance of roadways and intersections. The capacity of a local street system is typically dependent upon the operation of intersections rather than the segments connecting them since conflicting vehicle movements are concentrated at intersections. Traffic analyses therefore usually focus on the points where two arterial or collector streets intersect. Level of service at intersections is ranked using a series of letter designations from LOS A to F based on traffic volumes during peak periods, delay incurred, and capacity. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. The level of service designation is accompanied by a measure that indicates a level of delay in average number of seconds per vehicle. The ranges of delay associated with the various levels of service at all-way stop-controlled intersections are shown in Table MO-1.

Table MO-1
INTERSECTION LEVEL OF SERVICE CRITERIA

LOS	ALL-WAY STOP-CONTROLLED INTERSECTIONS
A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.
B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.
C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.
D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.
E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.
F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.

Source: Highway Capacity Manual, Transportation Research Board, 2010.

General Plan policies establish standards for acceptable levels of service for intersections in Yountville. All intersections must meet a minimum level of service of LOS C. A traffic study completed in 2017 evaluated level service at nine intersections as shown in Table MO-2. All study intersections were operating acceptably at LOS C or better, except SR 29/Madison Street, which was operating unacceptably at LOS E. Except at SR 29/Madison Street, the existing lanes and traffic controls are sufficient to serve the existing traffic demand.

Table MO-2
INTERSECTION LEVEL OF SERVICE

INTERSECTION	WEEKDAY PM PEAK HOUR	
	DELAY	LOS
Washington Street/Madison Street	12.5	B
Washington Street/Yount Street	10.8	B
Washington Street/California Drive	15.4	C
SR 29/Madison Street	69.5	E
SR 29 Northbound Ramps/California Drive	5.2	A
SR 29 Southbound Ramps/California Drive	5.8	A
Yount Street/Finnell Road	8.0	A
Yount Street/Madison Street	10.1	B
Yount Street/Yountville Cross Road	9.0	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Source: W-Trans, 2018

FUTURE ROADWAY CONDITIONS

The General Plan environmental impact report analyzed the addition of vehicle trips associated with full buildout of the General Plan and determined that most of the local roadways within Town would not be adversely affected. However, full buildout will contribute to existing unacceptable levels of service at the intersection of SR 29 and Madison Street, which currently operates at LOS E. Any improvement at the intersection would require coordination with Caltrans. The need for an improvement at the intersection has been identified in the Napa Countywide Transportation Plan Vision 2040 Moving Napa Forward, Napa Valley Transportation Authority (NVTA), 2015. The plan lists an interchange, or grade-separation, at the Madison Street/SR 29 intersection which would improve the service level. While the improvement is identified in the countywide plan, it is not currently included in the Plan Bay Area Regional Transportation Plan. General Plan policies require the Town to coordinate with Caltrans and NVTA regarding capacity improvements and implementation of regional funding mechanisms for the intersection.

MEASURING TRAFFIC IMPACTS WITH VEHICLE MILES TRAVELED (VMT)

In 2013, Senate Bill (SB) 743 was adopted. It creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. OPR has selected vehicle miles traveled (VMT) as the new metric for evaluating land use planning and development projects. VMT is the measure of miles traveled within a specific geographic area for a given period of time and provides an indication of automobile and truck travel on a transportation system.

7.5 PUBLIC TRANSPORTATION

Two transit services operate within the Town of Yountville: the regional VINE service connecting Yountville to other towns north and south, and the local Yountville Trolley.

VINE

VINE transit provides fixed bus route system within and around the Town of Yountville and is operated by the Napa Valley Transportation Authority (NVTA). VINE Regional Routes 10 and 29 provide service in the Town of Yountville. Route 10 operates daily with one-hour headways and more frequent headways during weekday morning and evening commute periods. There are eight stops for VINE Route 10 along Washington Street, with four stops northbound and four stops southbound, as well as an additional stop on California Drive, west of SR 29 near the Veterans Home.

VINE Route 29 is a commuter route that travels between Calistoga and the El Cerrito Del Norte BART station on SR 29 and I-80. In Yountville, Route 29 makes one stop near the intersection of California Drive/Solano Avenue. It operates Monday through Friday between 5 a.m. and 9 p.m. Figure MO-3 shows the transit routes and park-and-ride lot in Yountville.

YOUNTVILLE TROLLEY

The Yountville Trolley, which is operated by NVTA, provides rides for residents and visitors of the Town of Yountville, including the Veterans Home. The Yountville Trolley operates a deviated fixed route that provides door to door service when requested by customers. The trolley is free to ride thanks to Town funding and operates daily.

PARK-AND-RIDE LOTS

There is a park-and-ride lot, owned by NVTA, along Solano Avenue at California Drive, west of SR 29. The lot provides parking for 10 vehicles, an electric vehicle charging station, and secure bike lockers.

The Yountville Trolley provides rides for residents and visitors, and serves the Veterans Home.

Figure MO-3
TRANSIT SERVICE

7.6 BICYCLE AND PEDESTRIAN FACILITIES

BICYCLE FACILITIES

Bicycle circulation in Yountville is supported by an existing network of multi-use paths, on-street bicycle lanes, and bicycle routes as shown in Figure MO-4. The three different classifications of bikeways are shown in Table MO-3. Class I paths provide a completely separated right-of-way for exclusive use by bicyclists, pedestrians and other active transportation users. Class II bike lanes provide a striped and stenciled lane for one-way travel on a street, and Class III bike routes provide signing only for shared use with motor vehicles.

Class I Multi-Use Paths in Yountville include the path on the south side of Madison Street, west of Washington Street and the path parallel with SR 29 (Yountville's segment of the Vine Trail, known as the "Yountville Mile") along the eastern side of the highway running between Madison Street on the north and California Drive on the south. The Vine Trail, a regional Class I path, extends from Trancas Street in the City of Napa to California Drive in Yountville. The path is located on the east side of Solano Avenue between the railroad and the east side of the roadway. A section of the Hopper Creek path north of Finnell Road is also a Class I path but the other sections are too narrow to accommodate both bicycles and pedestrians.

Class II Bike Lanes include Yountville Cross Road, Yount Street, Solano Avenue, California Drive, Finnell Road, and Madison Street.

Table MO-4 summarizes the existing and planned bicycle facilities in Yountville.

Table MO-3
BIKEWAY CLASSIFICATIONS

CLASS	BIKEWAY TYPE	DESCRIPTION	
I	Multi-use Path	A completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.	
II	Bicycle Lanes	A striped and signed lane for one-way bicycle travel on a street.	
III	Bike Route	A signed route for shared use with motor vehicles within the same travel lane on a street.	

Source: Highway Capacity Manual, Transportation Research Board, 2010.

Figure MO-4
BICYCLE FACILITIES

Table MO-4
BICYCLE FACILITIES SUMMARY

FACILITY	CLASS	LENGTH (MILES)	BEGIN POINT	END POINT
EXISTING				
Vine Trail (Yountville Portion)	I	1.25	Madison Street	Southern Town limits (Trail continues to Napa City)
Madison Street	I	0.06	SR 29	Washinton Street
Madison Street	II	0.13	Washington Street	Yount Street
Yountville Cross Road	II	0.25	Yount Street	Town Limits
Yount Street	II	0.40	Northern Town Limits	Hopper Creek
California Street	II	0.10	Washington Street	Solano Avenue
Solano Avenue	II	0.50	California Drive	Town Limits
Finnell Road	II	0.30	Hopper Creek	Town Limits
Webber Avenue	III	0.07	Yountville Mile Bike Path	Washington Street
PLANNED				
Completion of Hopper Creek Path	*	0.90	Yount St @ Hopper Creek	South Town Limits

Source: Town of Yountville

Bicycle circulation in Yountville is supported by a mix of multi-use paths, on-street bicycle lanes, and bicycle routes marked with "sharrows".

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, curb ramps, and streetscape amenities. Nearly complete sidewalk coverage, accessible curb ramps, and marked crosswalks are provided along arterial streets in Yountville. High visibility crosswalk marking and in-roadway pedestrian warning signs, among other treatments, are provided at several uncontrolled mid-block crosswalk locations along Yount Street, Washington Street, and Finnell Road.

SIDEWALKS AND WALKWAYS

Sidewalks in Yountville generally range from four to five feet in width which is generally considered narrow for side by side pedestrian travel, especially in commercial areas. There are street sections with wider sidewalks in some locations and a variety of pedestrian amenities are provided throughout the downtown including accessible pedestrian ramps, decorative paving and crosswalk treatments, curb extensions, pedestrian scale lights, benches, street trees, sidewalk dining, and public art, among others. However, in the historic Old Town area, which is bound by the Cemetery, Washington Street, Yount Street, and Humboldt Street, the rustic feel of the Napa Valley has been preserved by not developing walkways with concrete sidewalks, curb, and gutter.

While the pedestrian network is generally well-developed throughout Yountville with the exception of the Old Town, there are some locations where gaps in the sidewalk network can be found. Short gaps exist along undeveloped properties and various frontages on Yountville Cross Road, Finnell Road, and Washington Street. Figure MO-5 provides an overview of sidewalk coverage in Yountville.

The Washington Park Subdivision is a neighborhood where a more hybrid street section was provided to serve both pedestrian travel and parking activity. The 40-foot wide street includes seven feet of raised asphalt parking shoulders on either side separated from the 26-foot roadway with rolled curbs. This neighborhood was designed to mimic the Old Town Historic neighborhood and was originally developed with gravel that became asphalt over time. They were not intended as sidewalks. The street condition has resulted in a number of challenges related to the mixing of the pedestrian way with the parked vehicles.

CROSSWALKS

Well-marked and enhanced crosswalks are just as important as developed sidewalks in a small town like Yountville that has heavy pedestrian traffic, especially on the weekends. Signage, curb bulb-outs, and other enhancements can provide for safer pedestrian crossings as well as vehicle traffic calming.

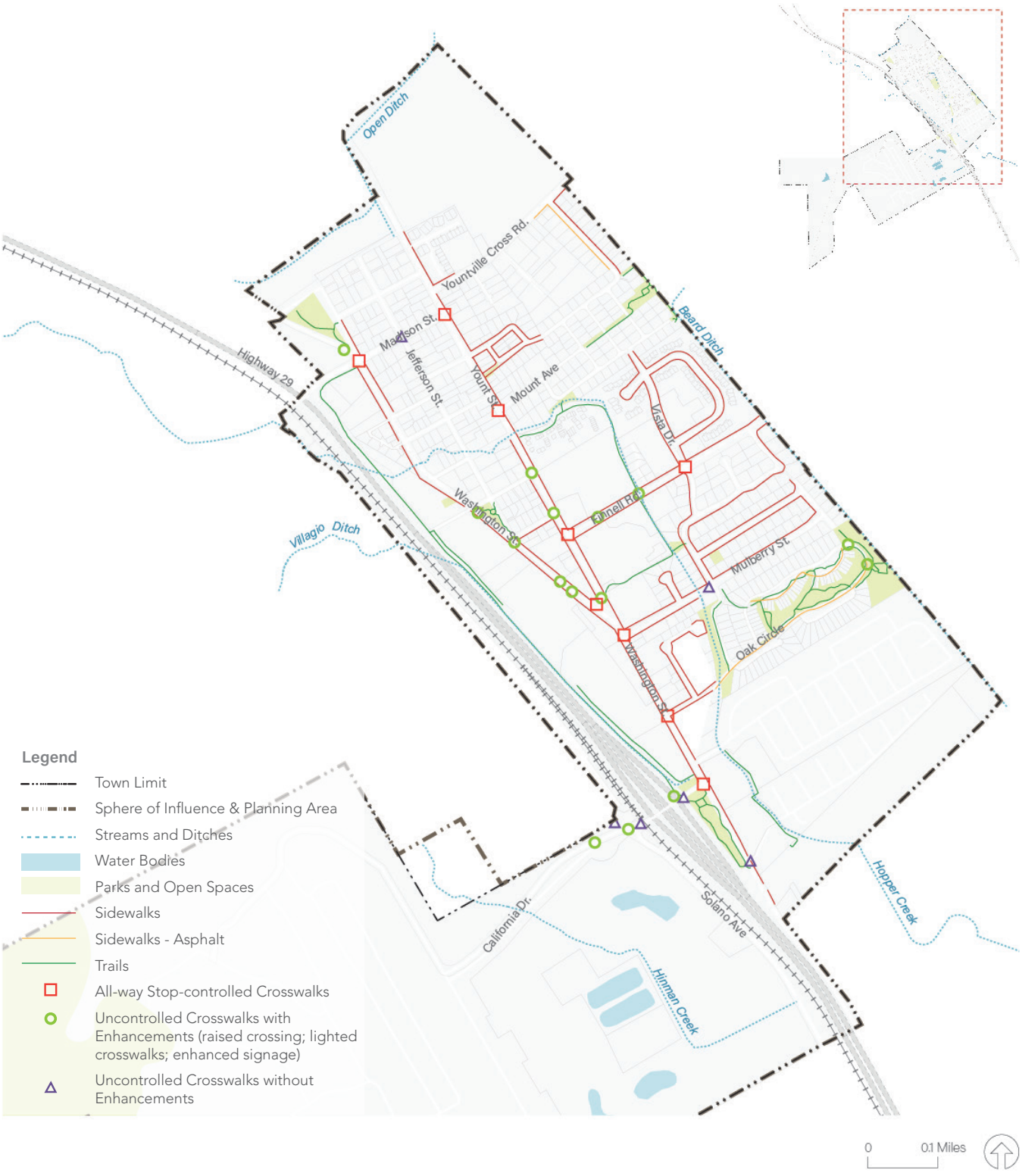
Uncontrolled crosswalks are marked crosswalks where no traffic controls (i.e. stop sign or signal) exist. They are often midblock crossings, like many of the crossings on Washington Street and Yount Street. Of the twenty-one uncontrolled crosswalks in Yountville, six do not have safety enhancements such as raised crosswalk, lighted crosswalks, or enhanced signage.

HOPPER CREEK PATH

The Hopper Creek Pathway System serves alternative modes of transportation parallel to most of Hopper Creek that runs through Yountville. This path starts at the intersection of Yount Street with Hopper Creek, runs parallel to Hopper Creek, and eventually will continue until reaching just south of Champagne Drive, north of the southern limit of Town. The path/route currently uses a sidewalk along Heather Street between Heritage Court and Oak Circle with a crosswalk on Mulberry Street. The gap from Oak Circle to Mission Street is planned for construction.

Enhanced crosswalks on Washington Street (top) and well-designed pathway networks linked with street crossings in the neighborhoods knit pedestrians into the street environment (bottom).

Figure MO-5
PEDESTRIAN FACILITIES



7.7 TRAFFIC SAFETY

INTERSECTION COLLISIONS

The collision histories over a five-year period (2011-2016) for nine primary intersections in Yountville were reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol and only include collisions which are reported to a law enforcement agency. The nine primary intersections are listed in Table MO-2.

Three of the nine study intersections had collisions rates higher than the statewide average. These intersections are Washington Street/California Drive, SR 29 Northbound Ramps/California Drive, and SR 29 Southbound Ramps/California Drive. Of the three collisions at the Washington Street/California Drive intersection, there was one collision with a pedestrian, one sideswipe collision, and one rear-end collision. There is no identifiable pattern in the collisions history that would indicate a safety concern at this intersection.

There were three collisions at the intersection of SR 29 Northbound Ramps/California Drive, all rear-end crashes caused by speeding as vehicles come to stop at the northbound off-ramp approach. Of the four collisions at the SR 29 Southbound Ramps/California Drive, there was one head-on collision, one rear-end collision, and two caused by vehicles hitting an object. These collisions were primarily caused by vehicles making improper turning movements, speeding, or right-of-way violations.

BICYCLE AND PEDESTRIAN COLLISIONS

Although Yountville has a significant amount of pedestrian and bicycle traffic, collisions are relatively infrequent. The most recent ten-year collision history identifies one reported collision involving a bicyclist at the Washington Street/Madison Street intersection, and three reported collisions resulting in an injured pedestrian along Washington Street at different intersections. In general, one collision involving a bicycle or pedestrian at any one location within a ten-year period is not unexpected. Multiple collisions at any one location would be a cause for further study.

7.8 PARKING

The primary streets providing parking spaces for non-residential traffic include Washington Street, Yount Street, Mulberry Street, Finnell Road, Humboldt Street, Webber Avenue and Madison Street. The 2014 traffic study analyzed parking conditions on these streets on three typical summer days in 2014 across 13 zones.

The study found that weekday parking occupancy in Yountville is about 54 percent, compared to 63 percent for a typical weekend day. Parking occupancy for both a weekday and weekend day is greatest in the zones closest to the highest concentration of restaurants and shops around the intersection of Washington Street/ Yount Street. Parking occupancy decreases around the school, Town Hall, Community Center, post office, and police department and increases in the retail/ restaurant zones on the weekends. On-street parking in the Old Town Historic zoning district is 43 percent occupied on average, well below the town-wide parking occupancy average.

Generally, a parking occupancy of less than 85 percent is considered to be manageable for someone trying to find a parking space, as long as parking spaces are shared and not exclusive to one business or another.

During a typical weekday, only the zone including the Yountville Elementary School and Town Hall is more than 85 percent occupied. On a typical weekend day, some of the zones closest to restaurants, shopping, and recreational activities have parking occupancies greater than 85 percent.

The Town's parking standards provide the minimum number of onsite parking spaces that are required by use type. In some cases, the Town's minimum standards are not sufficient to meet customer and employee parking demand. When this is the case, commercial parking impacts spill over into adjacent residential neighborhoods. In response, the Town has developed a successful Employee Parking Management Program to manage employee parking by requiring employees to park onsite and designating approved parking locations to minimize impacts to residential neighborhoods.

In addition, parking conditions can be disrupted by tour buses, limousines, and other tourist service vehicles that frequent the downtown core visitor areas during the tourist season.

Off-street parking areas are governed by the Town's parking standards for each type of use.

7.9 GOALS, POLICIES, AND PROGRAMS

Goal MO-1: Maintain safe and efficient operating conditions on the townwide circulation network.

MO-1.1 **Land Use and Circulation Coordination**. Ensure that the Town's circulation network is maintained and improved over time to support buildout of the General Plan in a manner that is consistent with the Town's Circulation Network. (Figure MO-2)

MO-1.2 **Circulation Network.** Ensure that the Town's circulation network is a well-connected system of streets, roads, highways, sidewalks, and bicycle/pedestrian paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

MO-1.3 **Level of Service Standards**. Maintain all of the Town's street intersections at a level of service "C" or better except for the State Route 29/Madison Street intersection, where trafffic impacts are largely caused by regional through-traffic growth on State Route 29 that is beyond the control of the Town.

MO-1.3a **VMT Standards**. *Consider replacement of vehicle Level of Service standards with Vehicle Miles Traveled (VMT) or other designated metrics for traffic conditions in Yountville once Senate Bill 743 is implemented.*

MO-1.3b **State Route 29/Madison Street Intersection**. *Monitor the State Route 29/Madison Street intersection and coordinate with Caltrans and the Napa Valley Transportation Authority regarding decisions on future capacity improvements and implementation of applicable regional funding mechanisms.*

MO-1.4 **Circulation Network Impact Analysis**. When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to the needs of automobile drivers.

MO-1.5 **Funding Sources**. Maximize the use of federal and other matching funding sources and Measure T funds to provide ongoing maintenance, operation, and management of the Town's circulation network.

MO-1.6 **Safe Travel**. Maintain safe travel conditions for all modes of travel.

MO-1.7 I**ntelligent Transportation Systems**. Consider utilizing intelligent transportation systems technologies to improve traffic control and safety.

MO-1.8 **Emerging Transportation Technologies**. Monitor emerging transportation technologies, such as driverless vehicles, and consider improvements to the circulation network, such as drop-off and pick-up zones and remote parking areas.

Goal MO-2: Consider Complete Street improvements including enhancements for pedestrians and bicycles on all future road projects.

MO-2.1 **Planning for Transportation Improvements**. Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.

MO-2.1a **Funding**. *Seek opportunities to fund maintenance of and improvements to the circulation network, including through active pursuit of a wide range of grant sources.*

MO-2.1b **Roadway Improvements Provided by New Development**. *Ensure that future development provides roadway improvements consistent with the recommendations for bicycle and pedestrian facility improvements included in related policies and actions.*

MO-2.1c **Project Review.** *As part of the development review and planning process, review general plan amendments, zone change requests, specific plans, and development projects to ensure that adequate circulation improvements are included, that the project addresses*

its proportional share of impacts to the Town's circulation network, and that the project provides for complete streets to the extent feasible.

MO-2.1d **Capital Improvement Program**. *Continue to update the Town's Capital Improvement Program (CIP) to include, as appropriate, the roadway improvements necessary to support buildout of the General Plan.*

MO-2.1e **Traffic Calming and Safety Enhancements**. *Through the use of available Town funds or grants, apply techniques such as implementation of traffic calming, geometric modifications, increased enforcement, etc., to improve safety.*

MO-2.1f **NVTA Coordination.** *Coordinate with the NVTA to provide a coordinated effort to improve the transportation network and reduce automobile use.*

MO-2.1g **Measure T Funds.** *Coordinate with the NVTA on the implementation of Measures T funds.*

MO-2.1h **Design for Complete Streets**. *Consider modifications in the Town's circulation network, where appropriate and feasible, to serve all modes of transportation in a "Complete Streets" manner, including modifications such as the installation of sidewalks, signing, striping, sharrows, lane narrowing or other complete street features.*

MO-2.2 **Viewpoint**. Retain the viewpoint of pedestrians and bicyclists as the primary perspective when identifying any traffic improvements.

MO-2.3 **Safe Intersections**. Any intersection to be modified should be designed to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities as well as ADA considerations.

Goal MO-3: Preserve the quiet, small-town character of Yountville.

Policy MO-3.1 **Traffic Control**. Ensure that the Town's circulation network maintains a small-town ambiance and character particular to the Town of Yountville. Any traffic measures will be non-intrusive and will not use electrical devices unless it is needed for safety reasons or no other solution is possible.

MO-3.2 **Old Town Historic District**. Maintain the Old Town Historic residential neighborhood with minimal traffic improvements and without curb, gutter and sidewalks.

MO-3.3 **Traffic Flow.** Use landscaping and urban design elements to slow traffic and discourage traffic flow away from residential neighborhoods.

MO-3.4 **Small-town Character.** Design all street improvements to preserve and enhance the small-town character of Yountville.

Goal MO-4: Locate new streets to enhance circulation and connect to existing street network.

MO-4.1 **New Streets and Connections.** Provide new streets and connections in new developments or subdivisions as part of the development review process.

MO-4.2 **Road Access to New Development**. Road access to any new development should be designed to disperse traffic, minimize traffic impact on existing residential areas, and not require significant improvements to existing streets.

MO-4.3 **Street Grid**. Require streets in new developments be designed with a grid of streets with pedestrian and bicycle paths.

Goal MO-5: Minimize visitor and employee traffic and parking from impacting residential neighborhoods.

Policy MO-5.1 **Commercial Traffic**. Continue to route visitor and commercial serving traffic along Washington Street. Evaluate alternatives that keep visitor traffic and parking from impacting residential neighborhoods.

Policy MO-5.2 **Heather Street Right-of-Way**. Retain Heather Street right-of-way north of the Toyon Terrace subdivision.

Policy MO-5.3 **Driveways on Washington Street**. Improve traffic circulation along Washington Street by minimizing the number of driveways serving development.

Goal MO-6: Maintain and develop a network of sidewalks and pathways to provide for safe and convenient pedestrian travel.

MO-6.1 **Pedestrian Network**. Establish and maintain a system of pedestrian facilities and crossing enhancements that are consistent with the Town's Bicycle Plan and Pedestrian Plan.

MO-6.2 **Washington Street Pedestrian Facilities**. Strive to maintain continuous pedestrian facilities along the Washington Street corridor and on the east side of Washington Street in the Old Town Historic District.

MO-6.3 **New Development**. Require development projects to construct sidewalks and walkways on and offsite in order to maintain consistency with the Town's Bicycle Plan and Pedestrian Plan, and as dictated by the location of transit stops and common pedestrian destinations.

MO-6.4 **Sidewalk Alternatives**. When it can be shown that construction of a sidewalk would be at odds with an existing neighborhood's aesthetic and the historic nature of the area, such as in the Old Town Historic district, alternatives such as an off-street path or wider paved shoulders may be considered.

MO-6.5 **Gaps in Pedestrian Network**. With the exception of the Old Town Historic district, gaps in sidewalks and walkways should be identified and a plan to fill these gaps completed.

MO-6.6 **Raised Curbs**. Consider providing raised curb or sidewalks at sections in Town where the improvements are necessary for safety, stormwater, or accessibility needs.

MO-6.7 **Pedestrian and Parking Separation**. Consider implementing an ADA-compliant street cross-section in neighborhoods that currently lack facilities to more fully separate pedestrian and parking activity.

MO-6.8 **ADA Improvements**. Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within the Town.

MO-6.9 **Access to Open Space**. Work with Napa County and the NVTA to create active transportation links to the surrounding public open space.

MO-6.10 **Pedestrian Crossings**. Enhance the safety of pedestrian crossings in the Town.

> *MO-6.10a* **Intersection Review**. *Review and evaluate existing policy and determine whether additional measures such as raised crosswalks, additional lighting, enhanced signage, or other measures or technology are appropriate at the more commonly crossed intersections of Town.*
>
> *MO-6.10b* **Traffic Calming Review**. *Review and evaluate existing policy and determine if additional physical*

modifications such as raised crosswalks, bulbouts, medians, or other traffic calming devices are appropriate at streets with relatively higher traffic patterns.

MO-6.10c **Pedestrian Route to the Veterans Home**. *Review the pedestrian route between the Veterans Home property entry and downtown Yountville to determine if any enhancements such as sidewalks/walkways, higher visibility crosswalks, pedestrian warning signs at crosswalks, and traffic calming elements are needed to increase the safety for pedestrians.*

MO-6.10d **Veterans Home Master Plan**. *Work with the Veterans Home and the California Department of Veterans Affairs to support and assist in implementing circulation improvements identified in the existing Master Plan and in future amendments and revisions to the Plan. Encourage the Veterans Home to improve the pedestrian path on California Drive.*

Goal MO-7: Provide a townwide network of bicycle routes, multi-use paths, and facilities to accommodate travel by bicycle.

MO-7.1 **Bicycle Plan**. Establish and maintain bicycle facilities that are consistent with the network depicted in the Town's Bicycle Plan.

MO-7.1a **Funding**. *Work with the NVTA to acquire funding to complete bicycle facilities.*

MO-7.1b **Bicycle Lanes and Routes**. *Consider installing complete street features such as signing and striping to accommodate travel by bicycle.*

MO-7.2 **Road Construction Projects**. Public road construction projects shall incorporate facilities identified in the Bicycle Plan to the greatest extent feasible.

MO-7.3 **Bicycle Parking**. Bicycle parking facilities such as bike racks, bike lockers, and secure bike corrals shall be provided at locations where there is a concentration of residents, visitors, students, or employees.

Yountville will work to create active transportation links to surrounding open space (Policy MO-6.9), review the pedestrian route between the Veterans Home and downtown (Program MO-6.10c) and provide pedestrian and bike connections in residential neighborhoods (Policy MO-7.4)

MO-7.4 **Connections with Residential Areas**. Provide pedestrian and bike connections which link residential areas with businesses and recreational facilities, including parks, schools, the US Post Office, Town Hall, Community Hall and the commercial core.

MO-7.4a **Hopper Creek Pathway**. *Complete the Hopper Creek path system in the areas with gaps and, where possible, explore the potential for widening the path to improve multi-modal opportunities.*

MO-7.5 **Connections with Alleys**. Encourage pedestrian/bike connections where none currently exist, including alleys.

Goal MO-8: Make transit a convenient travel option for residents, employees and visitors throughout Yountville.

MO-8.1 **Yountville Trolley**. Work with the NVTA to maintain the trolley system to serve local transit needs.

MO-8.2 **Local Transit Service**. Work with the NVTA to continue to provide local public transportation, if financially feasible, to the entire town including the Veterans Home of California.

MO-8.3 **Regional Bus Service**. Continue to support efforts to maintain all regional and town bus service.

MO-8.3a **Transit Ridership**. *Work with the NVTA to maximize transit ridership through expansion and/or improvement of bus routes and schedules.*

MO-8.3b **Public Education.** *Work with the NVTA to create an effective Rider Awareness Program that will educate the public on the existing transit systems.*

MO-8.3c **Bus Stops.** *Discuss the opportunity to consolidate bus stops on Washington Street with NVTA and consider the potential impact to users, especially residents of the Veterans Home.*

MO-8.3d **Bicycle Transport**. *Work with transit providers to ensure there are adequate facilities to transport bicycles.*

MO-8.4 **Veterans Home Coordination**. Continue to cooperate with the Veterans Home of California to facilitate public transportation to residential neighborhoods and the business district.

Goal MO-9: Prioritize circulation improvements that strengthen pedestrian and bicycle safety for students traveling to and from schools.

MO-9.1 **Student Safety**. Prioritize bicycle and pedestrian safety for students travelling to and from school.

MO-9.1a **Safe Routes to School Program**. *Develop a Safe Routes to School Program and strive to improve infrastructure for parents and students choosing to walk and bike to school by promoting school faculty and parent participation, applying for Safe Routes to School grants, identifying the issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and schools, and executing plans to improve those facilities.*

MO-9.2 **Coordination with Sheriff's Department**. Continue to work with the Yountville Sheriff's Department.

Goal MO-10: Create an efficient and user-friendly parking environment.

MO-10.1 **Maximize Existing Parking Facilities**. Maximize the use of existing parking areas, emphasizing the use of shared parking wherever possible, including provision of multi-purpose parking lots that serve both employee and visitor uses.

MO-10.2 **Parking Standards**. Continue to review and update parking ratios in the Zoning Ordinance, and design standards in the Design Ordinance to reflect trends in vehicular size, use, and emerging technology.

MO-10.2a **Project Review**. *Evaluate parking demand for all new commercial development and require onsite parking that addresses the parking demand as determined by the Town during project review. In making this determination, the Town may require the following:*

- *Maximum onsite parking.*
- *Submittal of Parking Management Plans to addresses customer and employee parking, both on- and offsite.*
- *Preparation of Parking Impact Studies to evaluate parking impacts associated with a proposed use.*

MO-10.3 **Shared Access and Use**. Encourage adjacent property owners to share access to parking lots and provide connectivity between commercial properties to allow for shared parking activity. When the times that the parking spaces are used differs, allow the shared use of spaces. Each development must provide and maintain, at some location within the commercial area, the parking spaces required by the Zoning Ordinance. The realization of this policy relies on the collaboration of businesses and landowners.

MO-10.4 **Re-Striping.** Seek to expand on-street parking through re-striping.

MO-10.4a **Public Right-of-way**. *Seek opportunities to provide more public parking throughout Town by maximizing use of public right-of-way where it can improve parking supply while maintaining the Town design aesthetic.*

Goal MO-11: Reduce traffic congestion on Washington Street resulting from on-street bus service.

MO-11.1 **Satellite Parking Lot**. Consider designating a satellite parking lot for tour buses and limousines and work with tour companies to ensure that parking occurs in these lots. Enforce Town parking restrictions for illegally parked and idling vehicles.

MO-11.2 **Street Parking**. Visitor buses and oversized limos should be discouraged and may be prohibited from parking on the street in order to keep space open for tourists, employees, and residents.

MO-11.3 **Preservation of Existing Parking**. Bus parking areas should not eliminate any existing off-street parking stalls.

Goal MO-12: Screen off-street parking from public view.

MO-12.1 **Screening**. Require new parking lots to be set back from the street, screened with buildings, walls and/or landscape elements as set forth in the Design Standards Ordinance.

MO-12.2 **Parking Behind Buildings**. Accommodate parking behind buildings, where feasible.

MO-12.3 **Trees**. Plant trees in parking lots, which provide shade and diminish the visual impact of the lot, but do not obstruct view corridors as established in the Design Standards Ordinance.

MO-12.4 **Size of Parking Lots**. Minimize the size and impact of parking lots.

GOAL MO-13: Reduce greenhouse gas emissions from transportation sources.

MO-13.1 **Transportation Emissions**. Encourage community members to walk, bicycle, carpool, vanpool, and take transit to reduce greenhouse gas emissions.

MO-13.1a **Preferential Parking**. *Consider adopting development standards to require preferred parking for carpool and vanpool vehicles.*

MO-13.1b **Transportation Demand Management**. *Consider working with the NVTA to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, and emergency ride home programs.*

MO-13.1c **Public Education**. *Educate residents and employees about the health and environmental benefits of walking and cycling and provide information in public places to assist in utilizing these modes of travel.*

MO-13.2 **Electric Vehicles**. Encourage the broad use of electric vehicles to reduce tailpipe greenhouse gas emissions and improve local air quality.

MO-13.2a **Public EV Charging Stations**. *Consider installing additional electric vehicle stations at Town facilities where feasible.*

MO-13.2b **Commercial and Multifamily EV Charging Stations**. *Consider requiring new and redeveloped commercial and multifamily projects to provide electric vehicle charging stations.*

MO-13.2c **Single Family Residential EV Charging**. *Consider requiring new single-family residential development to provide electrical service for potential electric vehicle charging.*

MO-13.2d **Funding for EV Charging Stations**. *Participate in regional efforts and grant programs to encourage widespread availability of charging stations.*

MO-13.2e **Public Education**. *Assist in educating the Town's residents and the general public about electric vehicles.*

MO-13.3 **Municipal Emissions.** Reduce greenhouse gas emissions from the Town's vehicle fleet and Town employee commutes.

MO-13.3a **Town Fleet**. *Purchase or lease low or zero emissions vehicles and the most fuel-efficient models for the Town fleet whenever feasible.*

MO-13.3b **Town Employee Commute**. *Provide Town employees with incentives to use alternatives to single occupant auto commuting, such as transit subsidies, bicycle facilities, ridesharing services, flexible schedules, and telecommuting when practical. Provide incentives to commute in electric vehicles, such as free EV charging.*

General Plan policies encourage the planting of trees in parking lots (Policy MO-12.3) and the broad use of electric vehicles (Policy MO-13.2).